

BLUEBELL NEWS

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THE JEWEL IN THE CROWN
Putting the sparkle back into Horsted Keynes Station

HELP FOR HORSTED



60+1 Anniversary Appeal launched

JOURNAL OF THE BLUEBELL RAILWAY



The Queen's Award
for Voluntary Service

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Front cover: SR Class Q
No 30541 at West Hoathly
with the 10.45am train from
Sheffield Park on 6 August
2021, the first day of the 60+1
anniversary event.
PETER EDWARDS

Rear cover: SR Class S15 No
847 passes Three Arch Bridge
with the 6.30pm Fish & Chips
Special from Sheffield Park on
3 September 2021.
NICK GILLIAM

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'Coal' was one of the four nasty keywords used in a speech by PM Boris Johnston on 23 September regarding climate change.

In a bid to secure the future of heritage steam, Heritage Railway Association President, Lord Faulkner received wide support for his proposed amendment (No 279) to the Environment Bill during the Bill's committee stage in the Lords.

The amendment proposes that a specific exemption is placed in the Bill and enshrined in the Act when it finally passes, to protect heritage steam from any wider restrictions on the sale and burning of coal, such as those which now apply to domestic coal consumption in the UK.

In tabling the amendment, Lord Faulkner said: "We believe that the members of the heritage steam alliance; heritage railways, steamboats and ships, steam road vehicles, engineering museums and historic houses - are entitled to have confirmed the guarantee given by the noble Lord, Lord Goldsmith of Richmond Park, in a private meeting on 25 May and repeated by him at Second Reading on 7 June, that they will be permitted to continue to burn coal. That guarantee should be placed in the Bill and enshrined in the Act when it finally passes.

"At Second Reading, the noble Lord (Lord Goldsmith) said: 'The Government are very confident, as am I, that heritage railways will continue to operate, because although our electricity systems will no longer rely on coal, it can still be used by a range of industries that need it'.

"In our meeting a fortnight earlier, he said that banning heritage coal use would be a disproportionate response to the clean air and climate change agendas and would damage the great cultural and economic value of the steam sector to our tourism economy... All



Visiting locomotive S160 No 6046 collects its train to bring into the platform at Sheffield Park on 26 August 2021. DAVID CABLE

Amendment 279 does is to put it beyond any doubt that the assurances Ministers have repeatedly given us that the heritage steam sector will remain in being have the force of law and cannot be reversed without fresh primary legislation."

Referring to the support from his fellow peers in moving the amendment, Lord Faulkner said: "This is the strongest demonstration yet of the degree of support for our heritage steam case. Wanting to preserve heritage steam's right to burn the coal we need doesn't mean we are not committed to being as green as we can. Heritage Railway Association members are involved in trials of

a new bio coal this month and we are working with Network Rail to support research in bio fuels."



Colin Tyson
Editor

Life Membership benefits clarification

Since the Railway reopened this year, it has become apparent that there have been some misinterpretations of the benefits associated with Life Membership.

In simple terms, Life Members are entitled to the following in relation to travel:

- Free first class travel (subject to availability)
- Free first class travel for Special Events – except those listed below
- Free station admission
- Life members will be able to book on line unless advised to the contrary for which due notice will be given.

Likewise entry to stations and their facilities is free for the Life Member.

It is important to be quite specific in that the benefit is for the Member ONLY. Any other accompanying person pays the appropriate charge of the day.

This entitlement does not however include any of the following:

- Any private charter train services e.g Murder Mysteries
- Santa Specials
- Steamlights
- Golden Arrow
- Wealden Rambler
- Fish and chips (or equivalent)

Sunday Lunch or dining service

Gin or other premium service trains

Mothering or Fathers Day dining trains

Bluebell special invitation trains (i.e for the first run of a restored loco or coach/rolling stock)

Bluebell rail ale trains

The Society Committee noted that there is the possibility that in order to safely control passenger numbers such as was seen with the visit of *Flying Scotsman* in 2017, Life Members would be expected to pay the appropriate rate to be determined for the event. However, as before, advance notice of ANY changes to benefits will be duly published after consultation with the Commercial department.

Finally, the Society Committee also recognises that the Railway has a changing business model and accepts that if a future event is being run/sponsored by an organisation outside of the Bluebell organisation, e.g CAMRA, Balfour Beatty or Network Rail, the event is outside the scope of the Life Member remit.

The Society looks forward to working with the Company as and where necessary to agree on these events and avoid any repetition of the last few months.

ROY WATTS
Acting Vice Chairman and Chief Clerk

New chairman and locomotive director

Experienced railway executive Geoff Mee has been appointed as the new chairman of the board of Bluebell Railway Plc.

Geoff began his railway career as an engineering student on BR Southern Region in 1971 - the last graduate to be taken on in the south. His initial training was at Selhurst and he also worked at Eastleigh, Derby and around the country.

His managerial career included commissioning the 4VEP and he was MD for Network South East's South East Division. He wrote the timetable for the opening of the Channel Tunnel. He later became the privatisation director for the British Railways Board and, after privatisation, was Managing Director of Connex Rail.

Geoff has also been an adviser to Transport for London, deputy chief executive of Qatar Rail and has been a railway management consultant since 2012.

He first visited the Bluebell Railway in 1971 and is now a life member.

Geoff said: "I feel really privileged to be part of the Bluebell Railway and I am grateful to the directors for appointing me. It was as

rigorous an appointment as I have had in 50 years of working for the railways or being associated with the railways."

He added: "I have had 50 years' experience of running businesses and when this opportunity came up to help all of you as well as the Society and Trust, I jumped at it with both hands. I intend to be here for some time and I look forward to working with you all.

"From my perspective, it is a great railway. It has a superb past and a very, very bright future. But we have a lot to do in order to make sure we continue to meet our operational and maintenance costs."

He takes over from Graham Flight who has been the interim chairman since January.

● Chartered electrical engineer Paul Russell joins the Plc board as Locomotive Engineering Director.

Paul has worked for more than 30 years on the management of maintenance operations and major construction projects within the cement industry.

He has been volunteering for more than 40 years at the Bluebell, working through

the grades to Locomotive Driver and has also worked on many locomotive restoration projects such as the North London Tank, Adams, E4, *Baxter* and also the steam crane. He is also the Diesel Traction Engineering Co-ordinator for the Loco Department and part owner of the class 09 and class 33 diesel locomotives at the Railway.

Paul said: "The Bluebell has been a major part of my life and through my many years of volunteering I understand the challenges involved in the overhaul, restoration and maintenance of steam locomotives. Coupled with my professional experience in running maintenance operations and projects and working with the Works Manager, I hope to use these skills to further develop the safety, quality and efficiency of the loco works operation."

He takes over from acting locomotive director Bob Pamment who has been in the role since January. Bob remains on the board as rolling stock director. The board thanked Bob for filling the gap and continuing to help on locomotive matters during the transition.

Both appointments were confirmed at the board meeting on 29 July.

POWER HUNGRY HORSTED

In the 15+ years that I volunteered alongside Roger Kelly as station staff at Horsted Keynes, we have shared many thoughts, ideas and experiences. Throughout that period, especially in the cold dark days of winter, there was a continuing shared experience. It was that Horsted Keynes' demand for electrical power was endeavouring to outstrip supply - with the inevitable consequence! It was and remained a carefully managed balancing act each year.

The problem was by no means a new one but earlier reviews of a power upgrade and the cost of delivering it had seemed to place the issue in the 'cannot be afforded right now' folder.

The problem of course was not going to solve itself and further planned developments at Horsted Keynes with OP4 and beyond was only going to make matters worse. LED lighting in the C&W works, power saving measures and even the possibility of solar panels would not of themselves provide a long-term solution.

Roger Kelly is well known to many members for his fund-raising exploits and successes. Well, it was that strength, coupled with a useful contact in the UK Power Industry, some thinking outside of the box, topped off with Roger's usual enthusiasm and tenacity that did the trick. A solution that has tripled the power supply available and at a price the Railway could afford.

The technical specifications and other aspects of the project delivery have been covered separately but in this regard a round of applause must go to the Infrastructure Team and the Project Manager, Tony Astor.

So, the lights will not go out at Horsted Keynes (well only for a day on 3 October when the new equipment was commissioned) and the point of this note was to recognise the dogged determination and resolve of Roger Kelly to ensure they did not! Thanks Roger.

ROGER GARMAN

Volunteering for Santa and SteamLights this Christmas

Just to say a huge thank you to all of you who have volunteered for SteamLights and Santa. The initial response is that we have 43% of the SteamLights and 45% of Santas filled with even some days complete! That is a great start and a terrific well done.

However it still remains that we have to fill 290 places over the period. I know you can rise to the occasion as you did in 2020 despite very trying circumstances. The roles you have to play as Stewards and Team Leaders on the trains have been very much simplified by the new working arrangements and all that is being asked is that you serve cold drinks on the Sheffield Park Santas and SteamLights and place mince pies and chocolates on the East Grinstead set. Plus the usual interaction with the passengers before, during and after the trip. You even get fed and watered yourselves as well. What more can you ask for?

So please if you have any friends, family or even if you have not volunteered yourselves yet I want to hear from you. Believe me it is great fun and just to see the look on children's faces (big and small) when they see Santa and the magic of SteamLights is worth sparing the Bluebell a few hours of your time for.

You can e-mail me at santa@bluebell-railway.com and I look forward to hearing from you very soon.

Thank you all again and here's to Santa 2021!

KEITH RIGGS
Santas Roster co-ordinator





Second time lucky for Horsted appeal

Background

Well, after a lot of detailed planning at the beginning of 2020, we were all set to go with a major appeal for the much-needed restoration of Horsted Keynes station. Unfortunately, the impact of Covid-19 caused a postponement of our plans although, unfortunately, this did not prevent the continuing deterioration of our station buildings.

We are blessed with three stations, all of which are around 140 years old. We have to remember that each of the stations, with the exception of East Grinstead, was built in the early 1880s and each has served the Railway well. Surprisingly perhaps, given their age, the stations at Sheffield Park and Kingscote are in good condition. However, our large station at Horsted Keynes is in particular need of attention. The buildings are Grade II Listed and we are obliged to maintain and preserve the unique heritage. We describe the station as the 'Jewel in the Crown' but it is beginning to show its age and needs investment to restore it to its former glory.

It is not so much that 'London Bridge is falling down' but more that Horsted Keynes is almost falling down and without significant restoration and repair work, it could soon become unusable in places.

So, now is the time for 'someone to do something'.

The 2019 survey

In late 2019, a professional survey of all of the station buildings at Horsted Keynes was undertaken by J.J Hatfield Ltd, looking at literally everything from chimney stacks down to the railway tracks. Some of the findings were self-evident – the water flowing off the platform canopies onto the heads of staff and visitors being a prime example – but there are significant areas often out of immediate sight that are also in desperate need of restoration.

The immediate priorities

Not all of the work has to be done immediately but we do want to make the buildings watertight. Barry Luck and Melissa

Jordan have prepared a programme to plan the order and priorities of work.

The first phase will be to tackle the roofs, chimneys and guttering on Platform 5 and on the station buildings. At the very least, the aim is to prevent the continuing ingress of rainwater. One of the key problems is that we do not know what we cannot immediately see and there may be hidden major problems beneath the surface. It is therefore difficult to set a fixed timetable and order of work.

There is also a lot of work to be undertaken on Platforms 4 to 1; some of this work can be done in parallel with the first phase, again concentrating on making each of the buildings watertight.

What is it all going to cost?

Jim Hatfield's survey provided estimates of the costs of the restoration programme that amounted to £1.6 million; this was based on December 2019 prices and, in the meantime, the costs of replacement materials have rocketed.

In summary, the original estimates in Phases 1 to 3 - the most immediate priorities - are broken down as follows:

Station House & Offices	
including canopy box gutters	£195,000
Platform 5 and canopy	£182,000
Platforms 3 & 4 and canopy	£410,000
Total	£787,000

In addition, work is required on Platforms 1 & 2, the subway, the signal box and Station Approach; this work will form part of future phases of work.

The exact order of work will be decided upon by the infrastructure team and may be changed according to operational and other needs. Therefore, the listing above is indicative only.

How is it all going to be paid for?

Thus, more than 20 months from the date of the survey, we are gearing up to start the restoration programme. The first and obvious requirement is 'money' that, as always, is in short supply. In order to address this, the

Bluebell Railway Trust is launching a major fundraising campaign entitled

THE JEWEL IN THE CROWN - Putting the sparkle back into Horsted Keynes station

In parallel with the restoration programme, the Trust is launching a major fundraising campaign from 1 October this year.

So, how do we propose to raise enough money for the initial phases? We have set a conservative target of at least £540,000 to be raised by the Appeal although we hope to exceed this by a large margin.

This target comprises:

- First of all, the Trust has benefited from a large legacy from the estate of the late Roger Williams. This will provide £200,000 immediately;
- An Appeal to members and friends now launched has set an initial target of £170,000;
- Matched funding on a 'Pound for Pound' basis will be provided by The Bluebell Railway Trust up to £150,000 on all donations received by 31 January 2022;
- Matched funding as above of £20,000 will be provided by The Bluebell Railway Preservation Society.

In addition, if each donor can complete a Gift Aid declaration, we will be able to reclaim this from HMRC; this could amount to more than £30,000.

Thus, we hope to raise a minimum of £540,000 in the next few months. Every penny donated will be allocated to the restoration work and, quite simply, the more that is raised, the more work that can be undertaken.

In all of our calculations, we have not included any self-help from The Friends of Horsted Keynes and other voluntary groups but we hope that such help will provide a massive input to save external costs from contractors.

As a separate exercise, we are investigating other possible sources of grants that may substantially add to the amounts raised.

PLEASE HELP US TO RAISE THE FUNDING TO PRESERVE AND RESTORE our JEWEL IN THE CROWN

TREVOR SWAINSON
Funding Governor
Bluebell Railway Trust

Road Meets Rail, 17-18 July

Member and photographer *James Hamilton* writes: On a personal note it was with mixed feelings that I enjoyed the 'Road Meets Rail' event. I grew up with the Bluebell Railway; my first visit was with my parents, I vividly remember my now sadly long-passed father returning to his youth as he put his head out of the window and tried to see the locomotive. I have visited the railway in all seasons, from

snow and ice to high summer heat; hot days when travelling in the beautiful carriages and have stood on the platforms as torrents of rain overflow from the canopy guttering. When they were easier to obtain I frequently acquired a lineside permit, walking beside the rails between Sheffield Park and Horsted Keynes. It was not just to photograph passing trains, but equally to enjoy the wildlife; the flowers, birds,



Foden wagon No 13138 of 1928 *London Pride* owned by the Marsh family of Faygate was dispatched to West Hoathly. Seen passing is BR standard 4MT 2-6-4 tank locomotive No 80151.



Burrell crane engine No 3197 of 1910 *Old Tim* on the cattle dock on Horsted Keynes giving a demonstration of lifting wheelsets into a truck.



Shunting the goods is Q class No 30541.



Fowler AA ploughing engine No 15365 of 1919 *Sandringham* positioned for a ploughing scene cameo with 1914 Fowler BB ploughing engine No 14213 *Bob* in the field to the south of Horsted Keynes.

insects and shy mammals that inhabit the tranquil environment. When I first met my wife to be I introduced her to preserved railways there. I photographed friends getting married there and then been treated to dining in Pullman luxury. I introduced our baby daughter to steam there, then had to deal with her tears after she was startled by the whistle. My mother was a primary school teacher and has taken countless four to five year-olds to the Bluebell, the highlight of which for most was their packed lunch! I have been fortunate to once travel on the footplate, it was such a cold day we had to shelter under the cab through Sharpthorne tunnel for fear of falling icicles. I have tried to learn to capture the essence of steam locomotives in photographs there and I have spent many peaceful hours just waiting for trains at the lovely Horsted Keynes station. Horsted Keynes is also where my two

steam passions coincided; I steered my first steam roller on the road for an evening pub run to the Green Man during one of the early Bluebell steam rallies. I have been photographing road steam for decades and throughout that time have always sought working steam in an authentic location; what could be more perfect than a working road steam event at my favourite location on my local railway? The mixed feelings were due to the fact that it is likely to be my last visit there for some time as I am heading for pastures new; moving from Croydon to Plymouth. Both the railway and the Sussex road steam movement seem to be in good health, the road steam has a lovely crowd of younger enthusiasts involved who, seem to be enjoying themselves. I wish all the engines owners, crew and volunteers at the Bluebell well and thank them for the enjoyment and pleasure they have given me over the years.



Miniature engines were sited at the top of the paddock overlooking the station from where their owners were able to enjoy the sight and sound of departing trains. ALL: JAMES HAMILTON

Model Railway Weekend, 31 July/1 August



LEFT: Lego railway in a case at Horsted Keynes.



RIGHT: Vine Lane, a preservation era layout in Horsted Keynes shed.



BELOW LEFT: Hornby Dublo two-rail table top layout at Horsted Keynes, under a caravan awning.



RIGHT: The 7.25" gauge portable railway from Bentley, near Uckfield; an 0-4-0 Quarry Hunslet on the left and Wisbech tram loco No 68217 on the right.
ALL: PHIL BARNES

60+1 Anniversary, 6-8 August



SECR H class No 263 at Horsted Keynes with the 2.30pm Sheffield Park to East Grinstead vintage set.



D4106 giving a shunting demonstration at Horsted Keynes up yard.



LEFT: Visitors await their brake van ride with D4106 and Queen Mary Brake Van in aid of the Trust's Horsted station appeal.

RIGHT: Hunslet shunter 'Skippy' on driver experience duties, again in aid of the Trust's Horsted station appeal.
ALL: PHIL BARNES



Lives Remembered

Robert D John

A Bluebell member since 1966, Robert 'Bob' John died peacefully at his home in Manningtree, Essex, aged 87.

Well-known for appearing anywhere around the railway at any time and never being short of a freely-given opinion on any subject, when Bob joined BRPS he did not have a wish to be involved. He simply wished to express his support for what members were doing in the hope that his subscription would help them do it. Yes, Bob was an armchair member once!

Not a born and bred 'Brighton' man, as a native of Blackpool he said he "hails from a far superior seaside resort on the fringes of L&Y territory". After a wartime childhood spent on Preston station, Bob's interest turned to football but being of an argumentative nature and well-known 'rules' man, qualified to be a referee. His career in that direction peaked when he had a season as a linesman for the Scottish Football League whilst manager of Renfrew Airport, Glasgow, before aviation operations were transferred to Glasgow Corporation. Anyone who railtoured with him on a Saturday would know that they would get no sense from him in the afternoon as he had his trademark huge headphones on listening to football matches, scores, and the antics of the 'men in black'.

Bob was a civil servant, dealing with discipline and conditions of service in the Merchant Navy and when his refereeing activities began to run down, he answered an appeal in *Bluebell News* for members to train as guards. Bob made a fine figure of a man in his guard's uniform, which always looked out of place when compared with his usual state of his 'leisure wear', and eventually became a Guards Inspector, a duty he took in an utmost fair and concise way.

Elected as a trustee in 1980, he looked after the Civil Engineering Department and would be seen on site actively helping with many major projects such as the original redecking of New Road Bridge, installing gabions by the river at Ouse Bridge and overseeing the installation of the ex-Lingfield footbridge at Sheffield Park.

Personally, I have fond memories of Bob's company on railway 'awaydays', his rendition of *Jerusalem* whilst standing on the table in the loco lobby in honour of my thirtieth birthday, and latterly his calling into Kingscote booking office between trains to give anyone in earshot a taste of the 'world according to Bob'.

RIP Bob, it was a great ride...

COLIN TYSON



Bob John. BOB BAMBEROUGH



Bob (left) and Lawrence Grant getting physical in April 1984. BLUEBELL ARCHIVE



Bob and his fellow guards in 1974. MIKE ESAU



Guard Bob John.

Brighton Atlantic Christmas Cards



This year's fundraising Christmas cards are available at the standard Size of A5 and a smaller A6 size.

As a break from the usual nostalgic scene, Matthew Cousins' latest painting is a future Bluebell one, with No 32424 *Beachy Head* at Sheffield Park locomotive yard in the snow.

The A5 cards are priced at £15 for 10 posted or £12 for 10 collected from Atlantic House, Sheffield Park, or the Art Van at Horsted Keynes on Saturdays. The A6 cards are priced at £12 for 10 posted or £10 for 10 collected.

The cards are available by post from Matthew Cousins at 1 Sunnycroft Close, Scaynes Hill, West Sussex RH17 7PT. Please make cheques payable to 'Bluebell Railway Trust - Brighton Atlantic Project'.

Brian Bassett 1936-2021

Brian was a volunteer in the loco department, having joined in 1992 after completing a Clive Groome footplate course. In his working life he was an engineer with GPO/BT. In the workshop his 'empire' was in charge of the oil store, ensuring a good supply of correct oils were available for loco crews. He undertook routine maintenance on forklift trucks, fire pumps and ensuring all locos were 'tooled up'.

Brian and his wife enjoyed several railtours in the 1970s and 80s and were friends with the late Alan Pegler of 'Scotsman' fame. Brian was an avid gardener and would bring surplus beans, courgettes and leeks to the workshop.

Like many Bluebell members, Brian was a bell ringer and part of the ringing team at Horsmonden Church.

He had an underlying health problem for many years, which finally caught up with him on 4 April 2021. His ashes have been taken to a hilltop in the Lake District where the family enjoyed walking. He is survived by his two sons.

PETER BACKUS
BRIAN COPUS



The Bluebell Railway has a vacancy for IT DIRECTOR

The successful applicant will be responsible for defining, setting strategy, co-ordinating and managing the organisation's IT technology to enable the railway to develop and become even more successful.

The role will include the supervision of the execution of projects, overseeing the IT infrastructure, its technical operation, policies and talent management and directing the sourcing and implementation of new software and hardware.

The IT Director is expected to attend board meetings and contribute to the company's business decision-making.

For a full job description and candidate specification, email Personnel & Administration Manager Lisa Boyle at lisa.boyle@bluebell-railway.com
Closing date 29 October 2021



The Bluebell Railway has a vacancy for PERSONNEL DIRECTOR

The successful applicant will be responsible for leading the organisation's HR function for paid staff and volunteers, designing and directing learning and development programs and employee engagement.

To develop a strategy for the Bluebell railway around Environmental, Social, and Corporate Governance (ESG) working with the Board and managers.

The Personnel Director is expected to attend board meetings and contribute to the company's business decision-making.

For a full job description and candidate specification, email Personnel & Administration Manager Lisa Boyle lisa.boyle@bluebell-railway.com
Closing date 29 October 2021

Note: All Directorships are Voluntary positions

From the Chairmen

This edition's article has an element of 'first and last' about it. It is the first for Geoff Mee in his role as the new Chairman of the Plc, and the last for Steve Bigg in his position as Acting Chairman of the BRPS. Before going into more detail about this however, we hope that our members and readers are keeping well and managing to stay safe as the effects of the pandemic continue to play a part of our lives.

Following a thorough interview process involving four candidates, Geoff was appointed as the new Chairman of the Plc. A life member of the BRPS, he brings to his role a great deal of experience in senior positions within the railway industry in the UK and abroad, along with major project delivery achievements for a number of large local authorities. Since taking on his new role, Geoff has been extremely busy getting to grips with the status, activities, opportunities and issues across the Railway, and embarking on a programme of visits to departments and meeting managers, employees and volunteers. This will be an ongoing objective of his, and one that he intends to perpetuate with the aim of improving the flow of two-way information between the Plc board and the employees and volunteers, who provide the vital resource to enable the Bluebell to function. He is totally committed to the importance of good internal and external communications to the success of any business, and to that end is already planning to arrange some presentations/workshops during the winter shutdown period in order to share with our staff and volunteers the Railway's future plans and priorities, business objectives, and associated delivery proposals. He is a firm believer in encouraging a communication process within any organisation that provides insight from as broad a team as possible to help shape the future, and he sees the Bluebell as being no exception to this principle.

Geoff is also very aware that volunteers are critical to the ability of the Bluebell to exist as a business, and to provide essential support to our hugely committed and hard-working employees. As part of this belief, he intends that the board will work closely with Graham Aitken in his new

role as Volunteer Coordinator. Graham has already begun a detailed consultation and review process covering all aspects of volunteering within the Bluebell; and the outcomes of his work will be fully communicated. He will receive the support of the Plc directors and BRPS trustees to ensure that the potential benefits from recommended improvements are delivered. Further details on Graham's progress with the review can be seen on page 31.

From his initial visits to a number of departments around the Railway, Geoff has been extremely impressed by what he has seen and learnt. He notes, as examples, his recent visit at the very busy 'Teddy Bears' Picnic' weekend, and his tours of the C&W and Locomotive Departments. There is always a potential tendency with familiarity that it can lead to taking for granted the fine facilities and achievements being gained, but on his first acquaintance with these departments and their respective outputs Geoff was overwhelmed by what he thought were hugely impressive facilities and fantastic standards of workmanship by paid staff and volunteers. He was particularly impressed with the new OP 4 building and Heritage Skills Centre (HSC) at Horsted Keynes, which he sees as being the best available in the heritage railway environment in this country.

Facilities such as this not only provide improved environments for our existing activities, for example the very impressive new trimming workshop and moquette store in the new HSC, but also other new facilities in the same building that will offer the ability to drive new revenue streams for the Railway. Examples of this are the HSC training, seminar and hospitality rooms that are already attracting very positive enquiries from prospective clients. Another area of lucrative revenue generation that our new facilities have attracted is for filming location commissions, and as this article is being written an extremely impressive set is being built and filmed in the OP 4 storage shed. Once the filming is completed, the carriages for restoration that were originally allocated to the storage shed will be returned

for their long-term protection. As far as filming revenues are concerned, the company has already exceeded by a comfortable margin the 2021 budget for this category, with more filming activity booked before the end of the year.

Geoff chaired his first board meeting at the end of August, and he has introduced a revised format for the meetings to provide the necessary focus on decision-making for current issues, whilst also allocating time for specific aspects of planning for 2022 with the key objective of increasing revenues to cover greater proportions of the Railway's operational and maintenance costs. At the August meeting, for example, Commercial Director Paul Lelew briefed the board on his vision and plans for 2022, the associated revenue budget potential and the provisions that will be required for delivery.

Whilst outlining Geoff's focus and activities since he took on his Plc chairmanship role, both of us would like to record on behalf of the Plc directors, BRPS committee and Trust governors our grateful thanks and appreciation to Graham Flight for his eight months as Interim Chairman of the Plc. Graham agreed to take on the role following the resignation of Chris Hunford in January. Our thanks go to Graham for his commitment, guidance and leadership during this period.

From Steve's perspective as Acting BRPS Chairman, as has been referred to at the beginning of this article this will be his last 'From the Chairmen' contribution. As confirmed in the spring 2021 edition of *Bluebell News*, he had decided on the basis of being well into his seventies that he would not offer himself for election as Society Chairman. As you will be aware when you read this, there are two candidates for the position, and the election will take place at the Society AGM in October along with those for the vacant trusteeships. Steve will continue in his current elected position as Vice-Chairman.

One of the many important developments during the past couple of years or so, and which has been given added relevance by the ravages of the Covid lockdowns and restrictions, is the increased

partnership working between the three entities of the Railway, and Geoff is very much of the opinion that this approach should continue, and he will encourage it with his board colleagues. Geoff and Steve have already had some lengthy discussions about current priority activities and issues as part of a wider process of developing Geoff's awareness and knowledge of the challenges and opportunities facing the Railway at this important stage in its development and growth.

Looking at current trends and activity levels on the Railway, the Covid pandemic and the associated lockdowns undoubtedly had a short-term detrimental effect on the Society's membership levels, but it's encouraging to now be able to see a consistent reversal of this with numbers growing again since the government restrictions have gradually been relaxed. These relaxations and the resumption of our services in May have also seen our visitors returning in very encouraging volumes, and it is also most pleasing to see the excellent levels of bookings taking place for future products, particularly our Santa and SteamLights services for this Christmas and New Year season. As always, such successful products require resources to allow them to be delivered, and with this context in mind we have recently experienced some rather unexpected and unfortunate technical problems with some of our locomotives. These are being addressed by the team in the Loco Works to ensure we have the locomotive resource required for these and other services during the rest of the year.

The Company is also very aware of the pressures that have been put on our loyal volunteers as a result of having to condense virtually all this year's key revenue-generating events into six months of activity. The board are very mindful of the recent effects this has been having on our volunteers, and it serves to emphasise the reliance Bluebell has on this loyal band of people. There is an urgent need to encourage more people to be willing to volunteer in support of the Railway's activities, which will then reduce the reliance on requiring existing volunteers to consider taking on even more tasks.



SECR H Class No 263 on Freshfield Bank with the 2.30pm train from Sheffield Park on 6 August 2021, the first day of the 60+1 Anniversary event. PETER EDWARDS

Geoff is already quite clear about some real positives concerning the Bluebell, not least of which are the deep-rooted heritage assets and ideals upon which the Railway has always been based, and that it's those same increasing assets and original ideals which will stand it in a good position for further development and growth over the next sixty years. But he fully agrees with the Plc, Society and Trust boards that in order to provide the sustainability which is required to build a secure future for Bluebell, it is imperative that these assets are actively utilised to increase revenue streams at the earliest opportunity. If we can be successful in this resolve, we will be better positioned to cover more of the Railway's operating and maintenance costs. This is essential, and as has been stated

in previous articles, the more this objective is achieved the more money the business will have at its disposal to increase the scale of preservation and restoration it can provide, and in so doing increasingly achieve the principles upon which the Bluebell was founded sixty-three years ago.

We are under no illusions however that there is still much work to be done to enable these objectives to be fully achieved, but the basis for such achievements is there. We must focus on working smarter, identifying clear priorities, adopting realistic and achievable decision-making, and above all ensure that in so doing it is also well-communicated to employees, volunteers, members and supporters on a regular basis.

In concluding, we would both like to pass on our sincere thanks

to the above-mentioned people, the 'Bluebell family', for their continued support. Without it, the Railway would not be able to contemplate a future of development and growth at all. Additionally, Geoff would like to thank his board colleagues for their support as he embarks on his chairmanship role, and Steve wishes to record appreciation to his Plc director and Trust governor colleagues, as well as his Society committee colleagues, for their support during his eighteen months as Acting Chairman of BRPS. He particularly wishes to record his thanks to Roy Watts for his great support and wise counsel during his time as Acting Vice-Chairman over the same period.

Finally, to all readers of this edition of *Bluebell News*, our sincere good wishes for your good health as (hopefully!) we all continue to move towards



GEOFF MEE

normality in what we all hope will be an increasingly post-pandemic world.

STEVE BIGG
Acting Chairman, BRPS

GEOFF MEE
Chairman, Bluebell Railway Plc

Locomotive Department



USATC S160 No 6046 was hired to assist with hauling trains during an availability pinch point, seen at Sheffield Park on 26 August 2021.
DAVID CABLE

The past three months has seen several significant developments within the Locomotive Department. Firstly, Paul Russell, a long-time department volunteer, has been appointed as Locomotive Engineering Director, taking over from Bob Pamment who held the role in an interim capacity through the beginning of 2021. We thank Bob for his work in that period. Paul introduces himself and his objectives below.

Earlier this year, the company board and society trustees agreed to allow a Class 33 'Crompton' diesel locomotive to be based on the railway if a suitable opportunity arose. B350 Ltd, the owners of the Class 09 shunter D4106, were able to purchase D6570 *Ashford*, previously

based on the Kent & East Sussex Railway, and that locomotive is now on the Bluebell. It requires a thorough process of commissioning and bodywork repairs before it can be released for operations.

A combination of factors, some linked to the ongoing effects of the pandemic, means that the Locomotive Department is severely stretched both for available staff and locomotives.

Three large events in rapid succession (Model Railway Weekend, Road Meets Rail and the 60+1 gala) placed a lot of pressure on locomotive availability. Covid has also had hidden impacts on the ability to keep the fleet operational, for example much longer lead times from external suppliers

of component parts. During the first lockdown, many railways, and industrial premises more widely, allowed boiler certifications to lapse while they were closed. Upon re-opening, boilers were re-certified over a short period of time. The effect of that is that many tickets (both on our railway and more widely) are now aligned in time, which makes availability of the boiler inspector difficult to obtain. It is likely to take some years before that effect spreads out to a more equal distribution through the year.

Because of the current state of locomotive availability, USATC S160 No 6046 has been hired to assist with hauling trains, initially until the end of October. Although this

locomotive never ran in Britain before preservation, 400 or so of the same type did run here, including a small allocation to the Southern Railway. The author would be interested to hear of any known sightings of the type on the railway during the 1940s – if anyone knows, please contact the editor.

Introduction from Paul Russell

I wanted to include a few words here to briefly introduce myself as the new Locomotive Engineering Director and give you a brief insight into my aims and ambitions for leading the department forwards. I am a Chartered Engineer and have worked on major construction engineering projects as Project

Manager in the cement industry. I have been a volunteer in the Loco Department for over 40 years. I have been actively involved in many restoration projects over this period and have a good understanding of the hard work and dedication needed to see a locomotive returned to working order. My absolute priority is the safety of my works team and all of you who volunteer in the workshop either as individuals or as a group engaged on a specific restoration project.

We unfortunately seem to spend a lot of time in a precarious state with the locomotive fleet, barely being able to keep pace with the demands of running service plans. This has meant we have had to hire in additional motive power from time to time which obviously diverts money away from our restoration and maintenance effort. Occasionally problems with a locomotive can be traced back to decisions that had to be made against previous time and money constraints which have ultimately turned out to have been false economies.

With that in mind I want to improve the longer-term planning and co-ordination of restoration projects so that the great engineering resources we have available are used efficiently and the experiences of the past are used to good effect in the future. Effective use of trust funding is one area where we can ensure the quality of restorations carried out are timely and have adequate resources available to ensure that they last the full 10 years. There are some exciting prospects in the pipeline with the imminent return of *Camelot*, the Atlantic nearing completion alongside *Sir Archibald Sinclair* and with repairs to Schools class *Stowe* well underway I hope that before too long we will have a much more stable fleet availability.

I also wanted to clarify that working within the current Covid guidelines, the Railway is very much open for business, and I want to welcome all volunteers and groups back to resume working on our great range of projects which have been delayed for so long by the pandemic. Please be respectful of those who may not feel comfortable in close proximity to others just yet and please spend some time thinking

about how the safety of the work you undertake can be improved. I would be very interested to hear your ideas.

Fleet update

BR 5MT No 73082 *Camelot*

Camelot has been the major focus of workshop activity this quarter. The locomotive is largely re-assembled and is due to have the final part of its steam test in September followed by the final stages of assembly and commissioning back into service.

Bulleid BB Class No 34059 *Sir Archibald Sinclair*

'Sir Archie' has taken something of a back seat while *Camelot* is completed, however, the locomotive is now on its wheels.

Maunsell Q Class No 30541

The Q class has seen extensive work over the summer. However, it is suspected that it has broken the valve rings and the locomotive has been stopped to allow a piston and valve examination. The Qs (along with the mechanically similar Q1s) are prone to such failures on account of the arrangement of the valve gear which has 'outside admission' for the steam (that is, the live steam from the boiler is on the outside face of the valve heads, and the exhaust goes up between them. On most piston-valve locos, which have 'inside admission', the live steam is between the valve heads and the exhaust goes up the outside).

The scope of a repair depends on what is found when the loco is inspected. There is an uncertainty in timescale that arises because if new valve rings are required, they can't be ordered until the size is known; but the size won't be known until the valves can be inspected to see if the valve chest needs re-boring back to a circular profile. Covid is also causing greater lead times on components ordered from external suppliers.

Maunsell S15 No 847

The S15 has had its ride height adjusted (it had been sitting too low on the rear drivers). Before re-entering traffic, it needs to be re-weighted but is otherwise currently available.



Camelot's big end bearing in worn condition. TOM JAMES



The bronze casting after machining. TOM JAMES

RIGHT: The new big end bearing, awaiting the fitting of new brass. TOM JAMES

BR Standard 4MT No 80151

The Standard 4 has had some attention to firebox stays.

Wainwright H Class No 263, Stirling 01 No 65

Available for traffic. The H class boiler ticket runs out in February next year, but the loco remains a strong and reliable performer.

BR Standard Class 2MT No 84030

The working group rebuilding this Standard Class 2 Tank has now returned to the Railway after Covid restrictions. They have recently issued their first newsletter to the engine's supporters – this has now been included in their webpage on the Bluebell website under Locomotives.

BRCW Sulzer Type 3 D6570

Since the arrival of D6570 in early July the group have put together a re-commissioning plan to bring the locomotive back to an operational standard with some minor bodywork repairs initially to keep the water out.

The locomotive received a



The new bronze casting before machining. TOM JAMES



much needed clean both inside and out during the first weekend at Sheffield Park.

The No 1 end driver's safety device pedal and assembly has been completely stripped out, cleaned, and is in the process of being re-assembled.

New batteries were ordered and fitted to the right-hand side. Unfortunately, the carrier tray on the left hand side had signs of decay to the framework, so the decision was made to repair the metal work, make a new timber floor, paint the inside of the battery box and make two replacement wooden cell boxes.

The AWS system after much fault finding is now operational. The next area is the removal of all the air tanks where possible. These will be cleaned and painted prior to them being re-certificated along with UAT's of all the axles.

Personnel

Cameron Maxwell has been appointed to the grade of Passed Cleaner – congratulations!

PAUL RUSSELL
Locomotive Engineering
Director
and TOM JAMES

Filming on the line

11-13 May *Life after Life*

A four-part drama for BBC1 based on the novel by Kate Atkinson. Ursula Todd is born in 1910, but dies before drawing her first breath. On that same night, she is reborn time and time again, living and dying in different circumstances and alternative lives, navigating her way through two world wars and an encounter with Hitler. Horsted Keynes station, demonstrating its versatility, played Marylebone station and the small village station of Waltingham during the years from 1910 to 1943. Ursula passes through both stations briefly on the way through her various lives, boarding and alighting from trains hauled by H Class No 263 and Q Class No 30541.

In the earliest shot, Ursula's father, Hugh, alights from the

train at a snowy village station in 1910 – paper snow on a very warm day. In 1914, Hugh meets a young Ursula and friends from the train at the same station. He meets her again at Waltingham in 1920 and they drive away in his new car. Also in the 1920s, Ursula alights at a crowded Marylebone station to meet her friend Izzie.

In the spring of 1926, the Q Class was filmed steaming along Freshfield Bank through the Sussex countryside, laid out in all its spring glory on this particular occasion. In the spring of 1943, Hugh is once again at Waltingham station at night. Ursula joins engine driver Fred (not one of ours) on the footplate, and they drive off, light engine, into the night.

James McArdle plays Hugh; Thomasin McKenzie plays Ursula and Jessica Brown Findlay plays Izzie.



Snow to order at Waltingham station during *Life after Life* filming.
ALL: MICK BLACKBURN



Marylebone comes to Horsted Keynes for *Life after Life* filming.

27 May *Landscapers* Mini-series for Sky TV

The story of a husband and wife who between them murder her parents and bury them in the back garden of their home in Mansfield. Olivia Coleman stars as the devoted and mild mannered wife, Susan. The crime remained undiscovered for a decade, and the series sets out to find out what happened and what brought them to that point.

No trains were involved in the filming, which took place in and around the tunnel using the road-railer, filming shots of the roof of the tunnel and the advancing railway track hurtling past at speed.

16-19 June *Living* Feature film

Mr Williams is a veteran civil servant in 1950s London, who

becomes a cog in the bureaucracy of rebuilding post-war England. The job, unsurprisingly, becomes all consuming, and during this time he learns that he only has seven months to live. The realisation concentrates his mind somewhat, and he embarks on a quest to find some meaning in what remains of his life and do what he would now call ticking things off on a bucket list, indulging in a spree along the south coast.

Sheffield Park station platforms and the interior of the carriage shed were used to depict scenes from Mr Williams' life before he veered from the straight and narrow. Sheffield Park became Walton-on-Thames, the platform crowded with commuters as the train (4MT No 80151 and four Bullelds) arrives, and a drone followed its progress from the station and along the line into Lindfield Wood.



Bluebell loco crew Bill White and Laurie Anderson get the 1950s treatment for *Life after Life*.



Commuters crowd on Walton-on-Thames platform during filming for *Living*.

The interior of the carriage shed became Esher station, where the commuters boarded and the train left the station without any form of traction being involved. Carriage No 16210 remained stationary and a moving platform was built alongside it. The commuters on the platform were pushed past the carriage window to create the illusion, from the camera position inside, that the train was moving. Not quite as daft as it sounds; every engine driver is familiar with the moment when an adjacent train pulls away, prompting that instinctive lunge for the vacuum brake!

Local scenes were also filmed in Sliders Lane and Cumnor House School in Danehill, and in Brighton and Worthing.

Bill Nighy plays Mr Williams.

22 June

Meet the Expert **Channel 5 Milkshake**

The childrens' channel Milkshake are making a series of programmes called *Meet the Expert*, featuring various child 'experts' exploring their favourite subject and, finding out more about it, and telling others what they know.

Seven-year-old train expert Maxi spent the day at Sheffield Park taking part in the life of the railway for the day and airing his own extensive knowledge of engines in general and *Stepney* in particular.

Maxi explored SteamWorks!, made a station announcement,

and clipped some tickets for the look of the thing. He helped with the watering of 4MT No 80151, and was allowed to join the crew for the run-round and put some coal on the fire. In the loco yard, he was invited behind the scenes – or rather under them, as he went underneath H Class No 263 with fitter Andy Sabin to learn about ash pans, springs and other hidden parts that the passenger never gets to see. Maxi rounded off his day with a train ride to Kingscote, having learned a lot more about his chosen area of expertise.

24-25 June

The Essex Serpent **TV mini-series for Apple TV**

In the 1890s, widowhood releases Cora from an abusive marriage, and she leaves behind Victorian London and all its unpleasant memories and relocates to the small Essex village of Aldwinter. Once settled there, she becomes intrigued by a local superstition that a mythical creature named the Essex Serpent had returned to the area, and decides to investigate for herself.

Horsted Keynes became Colchester station on the GER, where Cora waits for the train to arrive on a platform busy with passengers. The Met set hauled by the 01 made a number of return trips from Sheffield Park to Horsted Keynes, scenes being filmed inside the train and along the lineside. The series stars Tom Hiddleston and Claire Danes.



01 No 65 at Walton-on-Thames for filming *Living*.

12 July

Indiana Jones

The North Yorkshire Moors Railway has recently been the setting for some adventurous scenes and stunts in the new *Indiana Jones* film, veiled in great secrecy, of course.

For some reason, there was no opportunity to record the sound that they wanted on the NYMR, so the crew came to Bluebell to spend the day recording all the sounds that they needed.

A train hauled by Q Class No 30541 was put through its paces, with recording equipment

inside and outside the train, windows and doors opening and slamming, guard's whistles and the squealing of brakes.

27 May

Music video

The band Delta filmed part of their video for the song *Hypocrites* at the railway, inside carriage No 2526. The seats and luggage racks were festooned with coloured silks and flowers and adorned with flashing lights, amongst which the band danced and sang.

HEIDI MOWFORTH

RIGHT: Loco crew

Andy Kelly and Charlie Ralph in 1890s gear whilst filming *The Essex Serpent*.



The camera rig looks down on the footbridge for filming *Living*.



Camera rig mounted on No 65 for filming *The Essex Serpent*.



The interior of carriage No 2526, decorated for Delta's music video.

Maunsell

Locomotive Society Ltd

928 Stowe

Since the last article, Heritage Boiler Steam Services have obtained some appropriate specification new copper sheet to enable them to form a new bottom half for the firebox throatplate, using a 'former' that they had previously fabricated. They will then move on to making a new bottom half for the doorplate, followed by welding the new sections into place. The old, worn, safety valve and manifold pads have been removed and replacements are underway.

Elsewhere, Melvyn Frohnsdorff has kindly assisted and got the overhauled exhaust steam injector into place beneath the cab in late July. He has also helped machine a 'mushroom head' onto some new countersunk bolts and completed work to secure two new sections of running plate above the cylinders.

Our working party have in recent months focused on the cladding sheets which were starting to go rusty in places.



The new bottom half of the inner firebox throatplate aligned with the 'old' top half. HBSS



The overhauled exhaust steam injector in place under the cab. STEVE PILCHER

All four firebox sections have been cleaned and painted.

Q Class No 30541 and S15 Class No 847

Both the Q and the S15 were available for traffic in the spring/early summer, and along with No 80151 were the largest locos available whilst a speedy major overhaul has been undertaken on No 73082. No 847 was 'stopped' for a period in July/August to allow some maintenance issues to be addressed. By the end of 2021 it will be eight years since No 847 entered its second period of service at Bluebell. It has now 'clocked up' over 50,000 in this second period of running. This is a high mileage and it is quite likely that it will not be able to run for the full ten years of its boiler ticket. So do come and see it in action whilst you can.

U Class No 1638

Still 'in store' at Horsted Keynes.

U Class No 1618

No 1618 remains at Sheffield Park. In June/July it was stored in the siding alongside the

running shed, close to the buffet block. Some of our mid-week volunteers put some time in to smarten up the running plates and make it more presentable.

Fundraising for Stowe – tubes appeal

Now that there is very visible progress with the work to the inner firebox at Heritage Boiler Steam Services, we have decided to launch a tubes appeal to enable supporters to 'sponsor' one or more of the smoke tubes or flue tubes that are required.

Smoke tubes can be sponsored at £60 each and flue tubes at £250 each. Ideally, please make out a cheque payable to the Bluebell Railway Trust (and enclose a Gift Aid form) or else please make cheques payable to 'Maunsell Locomotive Society' and send to the treasurer at 312 Riverside Mansions, Milk Yard, London E1W 3TA. If you would prefer to make a payment online, please email the treasurer at stevepilcher@yahoo.co for our bank details.

STEVE PILCHER

Brighton Atlantic *Beachy Head*

Steady progress is being made with fitting the cladding sheets on the boiler, helped by the recent spell of dry weather allowing outside work to be undertaken. This is quite a time-consuming activity as each metal sheet, which is quite heavy and requiring three people to lift, needs to be positioned and then any necessary holes for washout plugs, handrail supports and brackets have to be marked out. This also applies to the firebox corner mouldings but at least these are lighter. By the end of August most of these had been finished, but all will have to be removed again in order to fit the Superwool insulation blankets. These consist of a ceramic based

material sandwiched between thin aluminium sheeting supplied by Morganite and are now the preferred method of insulating locomotive boilers rather than fibreglass or Rockwool. Not all of the cladding sheets will be fitted as when the boiler is lifted into the frames, some will have to be left off to accommodate the crane stroops, then the sheets added afterwards.

In the meantime, Tony Funnell has made excellent progress with painting the tender to a black gloss coat inside Atlantic House, admired by the Atlantic supporters who attended the delayed annual open weekend over the Bank Holiday. The lining-out and application of the



British Railways crest will follow, and this will complete the tender. The next main task will be to lift the boiler into the frames, the

best approach currently being thought through, as there are various options.

DAVID JONES



ABOVE: The firebox front corner moulding.

LEFT: Fitting the boiler cladding on 24 August 2021.

RIGHT: Atlantic tender in black gloss on 29 August 2021.



CAMELOT APPEAL

The 73082 Camelot Locomotive Society held its first sales stand since March 2020 at the Bluebell Model Railway Weekend. *Camelot* was on display in the locomotive yard and visitors could view the footplate and meet society representatives. The newly painted locomotive looked splendid in the sunshine. Reassembly of the locomotive to complete the intermediate overhaul is progressing and a return to steam is eagerly anticipated.

The weekend also saw the launch of the society's new appeal to replenish its funds. In January 2021 the Railway started an intermediate overhaul of the locomotive, in part to deal with a persistent leak in the foundation ring of the boiler. Mindful of the Bluebell's financial position as a consequence of the Covid-19 pandemic, the society has willingly funded the material costs and any contractors' costs incurred. Like many other small organisations, we have had severely reduced income since the start of the 2020 lockdown. The £35,000 spent has significantly depleted our financial reserves and we are now launching an appeal so that we can keep *Camelot* steaming into the future.

As a small locomotive group committed to keeping *Camelot* in service well into the future, we are making this rare appeal to all those who have enjoyed seeing and hearing our locomotive in action. Please help us if you can.



Camelot in the workshop. JULIAN HEINEMANN

Please download the appeal leaflet for further information from the 73082 Camelot Locomotive Society Facebook page, or online at www.73082-camelot.com

JULIAN HEINEMANN

Great Western interlopers

A selection of GWR visitors through the years, by Phil Barnes



ABOVE: Hudswell Clarke No 555 of 1900, which ultimately became the non-standard GWR No 813, is seen at Sheffield Park on 18 May 2018 during the Branch Line Gala prior to working the 3pm train to East Grinstead.

RIGHT: Ex-GWR Prairie tank, which became London Transport L150, feels at home hauling the Chesham set in its consist as it makes a spirited departure from Horsted Keynes on 27 July 2013 with the 4pm Sheffield Park to East Grinstead train.

BELOW: With their connecting rods down, GWR 4-4-0s Nos 3440 *City of Truro* and our resident No 9017 *Earl of Berkeley* are seen nearing Horsted Keynes whilst working the 4.55pm Sheffield Park to Kingscote train during the Giants of Steam event on 21 October 2006.





ABOVE: Devon or Sussex? During the Branch line Weekend of 23 February 2008, No 1450 and the Severn Valley Railway's autococh descend Freshfield Bank with the 12.40 Kingscote to Sheffield Park train.



ABOVE: GWR Prairie tank No 4561 draws some admirers during its stop at Horsted Keynes whilst working the 3.50pm Sheffield Park to Kingscote train on Branch Line Weekend 17 February 1996.

RIGHT: GWR 0-4-2T No 1450 and matching GWR autococh No 178 are seen at Sheffield Park with the 11.30 service to Kingscote on the sunny winter's day of 16 February 2008.





Queen Mary Brake Van (SR No 56290) was restored by the Goods Division in time for the 60+1 Gala. RICHARD SALMON

The Goods Division, with assistance from some of the Maunsell carriage team, undertook a rapid overhaul of the Queen Mary Brake Van (SR No 56290) in July, replacing two defective doors and hinge pillars; together with half the veranda floor planks and a thorough repaint, to make the vehicle available for brake van rides for the '60 + 1' gala. The red of Southern brake van ends always causes controversy

– it is described in the HMRS publication *Southern Style* as 'Venetian Red' which is not a standardised colour, but the Munsell-notation colour code they give for it is identical to Post Office Red, which is what we have actually always used. The Queen Mary will require a mechanical overhaul in the next few years, so the plan is to give an overhaul to the SR-design, ex-WD 'Pillbox Brake' No M360328,

which is also vacuum braked, to cover brake van rides and engineering use during that overhaul. Ownership of M360328 has recently been transferred to the Bluebell Railway Trust, thanks to funding from a group of volunteers. The wagon team then took advantage of a space in the carriage works to repaint (over the course of four working days) SECR 7-plank No. 16194.



SECR 7-plank wagon No 16194 has received a repaint. RICHARD SALMON

RIGHT: Pullman Car 54 interior. RICHARD SALMON

The interior of the southern saloon on Pullman Car No 54 (pictured below) is almost complete, whilst the northern saloon is also starting to come together as well.



All the doors on Stroudley Brake Third No 949 (pictured below) are now structurally complete (excepting the ventilators). The brake end will be painted red, but the fetching pink undercoat it currently carries is a great conversation starter! It is hoped that the vehicle will be completed in time to join the celebration of Fenchurch's 150th anniversary next year.



Maunsell Hastings Brake No 3687 (pictured left) is very nearly finished internally, the roof canvas has now been fitted and the first topcoat is complete on the west (compartment) side.



ABOVE: Roof canvas fitted on Hastings Brake No 3687.
PETER SULSH



LEFT: Stroudley Brake No 949 in its fetching undercoat on 8 September.
RICHARD SALMON

Matthew Cousins painting the GBL roof on 15 September. RICHARD SALMON

Matthew Cousins, with assistance from Dave (pictured above), Mike and Peter, has replaced this final pair of doors on the Southern GBL, No 2462, painted the roof, and replaced the rainstrips. It should resume its duties as our Art Exhibition space at Horsted Keynes in time for Giants of Steam.

A UNIQUE and LIMITED OFFER

For the 60+1 anniversary of the Bluebell Railway, an advance offer is available to members/staff for a unique limited edition (numbered 1 to 60) 'ticket' cushion.

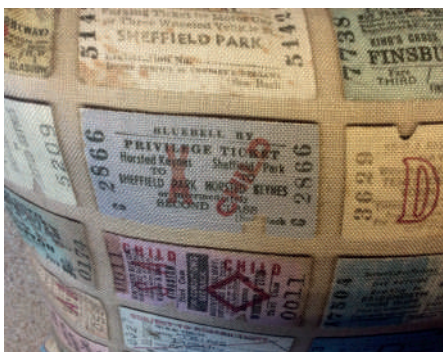
Each one is uniquely numbered, and contains prints of Bluebell tickets, amongst others. This print fabric is no longer available on the market. Size of cushion is 16in x 16in.

A choice of number can be made (where available). Contact Jean (trimmer at Horsted Keynes), by phone, tel. 01403 255712 (a

message can be left) or email sidingsjc@yahoo.com to arrange number choice, with payment and collection from Horsted Keynes.

The price is £30, paid by cash or cheque (payable to Mrs Jean Cox). Please add an extra £3.50 if you require p&p.

You can also make a bank transfer by arrangement. All profits go to the Heritage Skills Centre at Horsted Keynes, home of the new Trimming Shop.



Signal & Telecommunications

Majview

In *Bluebell News* Autumn 2019 I explained that we were trialling a system that could display the train, signals and point positions on a VDU monitor in Kingscote signal box relay room (equipment room). The display could assist the signal technician in identifying faults more easily and reduce the number of telephone calls to the signalman, often necessary when tracing complicated problems.

Chris Majer produced the prototype system (after whom the system was named) whilst Chris Chambers assisted in developing interfaces that has now helped expand the product to cover all three of our signal boxes. We now have 100% coverage of all the signalled areas and will soon include the unsignalled zone at East Grinstead. With the help of

our telecoms team Paul Baker has provided data links allowing this powerful facility to be accessed both within the railway and remotely on home computers, tablets or mobile phones.

During its development the kit has already paid dividends; on one occasion after a thunderstorm during the night, we remotely explored the railway signalling system the next morning only to discover that a track circuit had failed. Unfortunately, this was not an S&T volunteer day but Mick Sargeant (it's always him!) agreed to attend and even arrived before the signalman, thus averting any possible delays. A number of annoying and time-consuming intermittent faults have also been identified and resolved by remote monitoring. Our valuable on-site time can now

be more productively used.

The system is still being debugged, one major issue being the Openreach internet link to Horsted Keynes, but it is reliable enough to start being used by the operators and a special display has been produced for Operations Manager Chris Knibbs at Sheffield Park. The next step is to provide a similar kit at East Grinstead which should help keep staff and their passengers up to date on the latest train running situation at this important interchange.

Westplex

For Kingscote Signal Box to interrogate the situation of train movements at East Grinstead there needs to be a safety critical communications link between the two. The traditional method was the use of specialist copper cables, but these are very expensive and need substantial cable ducting, are difficult to install and heavy on maintenance. The Holy Grail has been to use specialist electronics working over a telecoms link but until fairly recently safe and reliable systems have not been available. A number of years ago Westinghouse, now Siemens, began developing a compliant system trading under the name Westplex. The system has now been widely installed nationwide and we have been lucky to acquire sufficient units to provide a working link to and from East Grinstead. What's more our friends from Siemens used their volunteer days to help us set up and test the system providing some hands-on training for our key personnel. The equipment has now been working in shadow mode for a number of months without any problems and an event recorder has been installed to ensure it is reliable 24/7 before we start relying on it for any important functions.

Another Wickham first

Perhaps a little-known fact is that the Wickham trolley was the first rail vehicle to travel between Kingscote and East Grinstead when the track was reconnected through Imberhorne cutting. Now another record, it was the first vehicle to be stabled in the East Grinstead cripple siding when a normal passenger service was running. Special procedures

having been published to allow this, a key for the wheel scotch padlock being attached to the key token ensured the trolley could not be moved whilst a train was in section.

Pickering indicator

Signal engineers often refer to circuit design requirements or standards by the accidents or incidents that drove their development, one example is a circuit requirement named 'Raynes Park Control' - introduced after discovering a dangerous deficiency in the signal aspect controls near Raynes Park.

When Jan Kozminski was researching past RAIB accident reports a collision at Pickering on the North Yorkshire Moors Railway in 2007 sounded alarm bells. The run-round facilities now at East Grinstead exactly match the layout at Pickering, of course at the time of the incident the Bluebell was only running as far as Kingscote. At Pickering a fenced path allows the public to view locos at close quarters whilst standing in the head shunt waiting for the hand points to be operated, identical to the situation at East Grinstead.

The accident occurred when the train crew were distracted by a member of the public asking a question about the loco, the crew member responsible for operating the points gave authority to run round without operating the points and the loco ran into the back of the coaches it had just been detached from. One contributing issue was that the crew could not confirm the point position from the footplate and it was recommended by the RAIB that "a system should be installed at Pickering south that provides an indication to the train crew in the cab as to the lie of the points".

At East Grinstead there is a medium-term plan to fully signal the area but as an interim measure a standalone indicator has been provided displaying a chevron when the points are set for the run round move. We have used the name 'Pickering Indicator' following the signal engineer's tradition of using the site of the incident that drove the development.

www.gov.uk/raib-reports/collision-at-pickering-station-on-the-north-yorkshire-moors-railway



Majview screen installed in the Operations Manager's office.



Our friends from Siemens used their volunteer days to help us set up and test the Westplex system.



Two trains at East Grinstead? The first vehicle to be stabled in the East Grinstead cripple siding when a normal passenger service was running was the Wickham trolley.



The Pickering indicator at East Grinstead, enabling loco crews to confirm the point position when running round.

Signals with a view

When it was pointed out to us by our footplate colleagues that Kingscote's Up Home signals were difficult to 'read at a distance' we had a look to see if things could be simply improved. By providing two white back screens, one for each arm, would normally have been the straightforward solution but in this case, it would not be easy to mount them on traditional auxiliary posts. The ideal position for these extra posts was already occupied by one of our signal location cases and to move this would be very difficult and costly. Ali Bruce's inventive eye suggested a more innovative solution and as it turned out easier to install. We were just at the start of Covid-19 lockdown

and were instructed not to spend any unnecessary money but by modifying the design to suit available surplus material we were able to provide the support structure for virtually no cost, helped considerably by Matt Crawford allowing us to plunder his stores. The assembly was pre-built in kit form at Horsted Keynes and dropped off on site during a Wickham trolley run to another job. Andy Swain, Dan Bacon and myself spent a Sunday morning re-assembling the parts and the job was done, much appreciated I understand by the train crews.

60 + 1 celebrations

We were pleased to get involved in the recent birthday celebrations; it was a chance to

disclose some of our hidden secrets to the general public whom we don't normally meet. Groups were escorted at hourly intervals around the Horsted Keynes S&T infrastructure site including a slick visit to the operating floor of the signal box. We were very grateful to the duty signalman who allowed us access on these particularly busy days and putting up with the same story and explanation over and over again. The lower signal box floor was open as was the relay room and telecommunication area. Kevin Clerk had kindly provided a dial telephone which gave our younger visitors a great hands-on experience particularly when the Strowger exchange burst into life and then the bell on the phone they had dialled

rang. Similarly, Ali Bruce had provided a simple switch to operate his prototype hydraulic signal, the children (and a few adults) again loved operating these practical demonstrations. Finally, we had a small (undercover, just in case of rain) demo area of various signalling artifacts, centre of this attraction being a working example of a point machine with which Mick Sargeant explained the principles of point operation and why points sometimes fail. A benefit of this type of 'meet the visitor' occasions is that you make useful contacts and this weekend was no exception. A regular comment was "we didn't appreciate that all this equipment was required to work the signals".

BRIAN HYMAS



Signals 41 and 43 sighting boards.



60+1 S&T Department demonstrations ready for visitors. ALL: BRIAN HYMAS

Permanent Way

OP4 finally fully connected!

The last track into OP4 has now been put in place. J road, the furthest to the right when facing the front of the shed, was loaded with stock a few months ago by slewing the track over from H road and then isolated again. The stock was not expected to move again for some years and so reconnection was low priority.

Bluebell News Summer reported that J road would have a left-hand type 2 set of tandem points (both turnouts on the same side) half way along it to facilitate a short siding for an engine inspection pit and a longer tram road siding in due course. However, the opportunity arose to use OP4 to film part of what will be a significant blockbuster film and a suitable financial deal was arranged for the hire. That meant that all the stock in all four roads had to be removed to make way for the film set.

With a three-week set-build period before filming started, the priorities of our group had to change. Something like 150 hours of planning and drawing had already gone into the design of the three-way point and it still wouldn't fit the space available between H

road and the edge of Dingley Dell without the curve track into the point being too sharp. Consequently, a temporary track was planned to connect J road to the point halfway down the yard. However, a detailed review of the plans by Matt Crawford just two weeks before handover to the film company led to the scrapping of the tandem point and replacement with a standard (BV8) left point instead.

This provided several advantages, not least, that it would fit with curvatures that any engine could go round. It also meant that there was more space between it and the shed door (40 metres) so that even a large tamper such as the new Plasser ones from Balfour Beatty would fit, let alone any engines we have or which could potentially visit us in the future. In addition, the point blades already assembled for the first part of the tandem could be used without the planned modifications and a crossing nose that we had in stock could also be used, thus saving us around £14,000. It would also give us a much better lorry turnround/unload space next to the track.

Within minutes of the decision being made and agreed



The position of the inspection pit within the rebuilt down yard. JON GOFF



Low budget J road opening ceremony with 'Skippy' breaking the improvised tape! JON GOFF



J road being emptied within one hour of connection. BRUCE HEALY

between ourselves and relevant departments the modified design was complete and checked for minimum radii and clearances, the first rails to the new design chosen, the ground bulldozed and the layout started. To the amazement of us all we managed to build the point and get it and J road connected using the final track arrangement with no temporary track in less than the two weeks left.

Within one hour of the track connection being completed, Carriage & Wagon christened the new connection with a very low budget ceremony. Their 0-4-0 shunter 'Skippy' broke the ceremonial tape over the points. It was immediately used for shunting stock out of J road. A major change around was needed so that the most vulnerable stock in OP4, which had been drying out over time, could go into A and B roads in the old shed.

The new inspection pit has been preliminarily surveyed and the position set in all three dimensions. The photo shows the whole rebuilt yard including the new J road with the road-railer on it over the new points. These points will be the access points to the inspection pit, marked as a blue rectangle. The picture also shows a large number of second hand Strails (rubber level crossing components) just received but not yet tidied up in

our lorry unloading and turning area. Some of these have already been installed, extending our long diagonal foot/roadway crossing as described in the last issue. This crossing is essential to get vehicles such as our JCB 'Loadall' telehandler (fork lift) across the tracks now that the temporary roadway has had J road built on it.

This has narrowed the path between the tracks and the edge of Dingley Dell to the point where it is too close to the edge if left unprotected. Consequently, a temporary ballast footpath has also been installed down past J road, roped off from the edge and has a temporary blue net fence separating it from the tracks. This denotes the path for the film construction crew for when they have to walk to the unloading area to collect scaffolding and props, etc.

The pit, and the tracks to it, are the only remaining trackwork left to do in the yard apart from a little bit of B road that hasn't yet been replaced. Then the whole yard still needs to be fully ballasted and tamped smooth. However, as all the tracks are safely operational, and ballast is expensive, this is likely to take a back seat for a while.

A lot of ground work has been carried out putting in ducts and manholes for power cables up in the field and in a new power distribution room in the back

of OP4 in association with UK Power Networks upgrading our power supply to the station.

Work has also continued on OP4 itself fitting out the Heritage Skills Centre and on the pathways around the back. Also, as part of that installation, work has continued on the new wastewater treatment works and its connecting pipework out of the public gaze.

JON GOFF

BY 404 - Filming generator van

The generator van for filming is now being used on a regular basis, which of course was the original intention and this has made all the restoration work really worthwhile. Since lockdown, painting of the exterior has finished and all the panels have been varnished as well, apart from those which will be lettered. Lettering has already been applied to the guard's doors; but as we now intend to fit a new floor in the cabins before Steam Lights duty again, finishing the job completely will be delayed as the bottom panels will have to come off and be replaced along with the bottom angle rails above the solebars. One last detail will be a distribution panel in the south cabin for connection to the generator, so that we can supply power with both 16 and 13 amp 240v sockets as well as a transformer for 110v applications when used on engineering trains. When filming, the north cabin can be used for transporting equipment to lineside locations, battery charging or for hosting a video village when shooting is taking place in the restricted environment of coach compartments.

MIKE HOPPS

Tuesday Gang

Since the last update we have completed work at Vaux End. We then spent a day clearing growth around signal cabling north of Horsted Keynes. We also took the opportunity to cut back foliage along the footpath beside the railway. As the Wickham was available again, it then went to Sheffield Park where we cleared the sidings south of the station along with all signal cabling in and around the station area and near the water tower. In addition, we have assisted our Wednesday Gang colleagues with movement of cuttings away from Horsted

Keynes where they have been strimming the bank on the east side north of the station.

Having now moved our tool hut to near the remains of Ketches Halt, we plan to work back from there to Sheffield Park into September. Summer growth and lost working time due to Covid and other priorities has left this section very overgrown but at the time of writing we have made a good start.

KEITH LAWRIE

Wednesday Gang (North)

It's always an unequal struggle trying to keep up with Mother Nature and last year was particularly challenging. With the new Covid restrictions in place at the same time, it was inevitable that the presentation of our lineside would suffer. The combination of heavier than normal rainfall, interspersed with hot sunny spells, has seen absolutely phenomenal growth this year. That view was reinforced when we returned to tackle the up embankment immediately north of Horsted Keynes station, in preparation for 60+1 Anniversary weekend, having comprehensively cleared the area just a few months earlier. Not only were the grasses and wildflowers much taller than we've seen before, they were also very densely packed, making the work far harder than usual. Disappointingly, the net effect of weather and the Covid restrictions resulted in a less than satisfactory appearance for the anniversary celebrations.

Throughout the summer, the gang has continued work between the viaduct and Hill Place Bridge with a small team also fitting in the embankment work below the viewing area at Horsted, mentioned above. Meanwhile, contractors have been undertaking major earthworks for the new housing development between our line and Turners Hill Road.

At the beginning of September, the gang returned to Horsted Keynes, working from New Road towards Three Arch Cutting, in preparation for Giants of Steam.

BRIAN KIDMAN

Wednesday Gang (South)

Work has continued since the last issue from just south of the Rock



The septic tank in place with retaining wall. JON GOFF



The back door to the Heritage Skills Centre. JON GOFF



BY 404 in E road attached to Maunsell coaches and being readied for the latest film shoot taking place over two days in OP4. MIKE HOPPS

Cutting/Tremaines foot crossing 'Whistle' board and we have now completed the north and south sides from Monteswood Lane Bridge up to our intended stop point at the 'Whistle' board north of Tremaines. We then revisited Rock Cutting to deal with a specific request for clearance in preparation for photo charters in October and also dealing with clearance requests at Freshfield Bank and Freshfield Curve.

GRAHAM MASHFORD

Sunday Gang

Since we returned to work, quite

a lot of time has been spent changing worn keys (the tapered clips that hold rails tight in the chairs). Well over 100 needed to be replaced on the section between Horsted Keynes and Kingscote, particularly in the Ingwersens area. Other tasks undertaken include ad-hoc replacement of broken fixtures and fittings identified by the weekly track inspections; point greasing; as well as a few 'can you just's' such as replacing rotten timbers on the coaling crossing in Sheffield Park yard.

JON BOWERS

HORSTED DRAINS

(abridged from an article published in Trackside Magazine No. 1 June/July 2021)



The classic Southern Railway country junction station at Horsted Keynes, but take a closer look and the problems become obvious.

The Bluebell Railway's Horsted Keynes station is arguably one of the finest to be found on any heritage line – a five platform country junction station presented in Southern Railway condition. But a closer look reveals all is not well. Bluebell

Trust Governor *Colin Tyson* explains the problems and the challenges that lie ahead to return the station to being the jewel in the railway's crown.

Beloved by film and television producers for decades, Horsted Keynes station in West Sussex

has a filmography as long as your arm. Oozing with railway atmosphere it has played the perfect location for the likes of *Poirot*, *Sherlock Holmes* and *Downton Abbey*.

But peel away the 'set dressing' associated with providing a

heritage experience and the station, now 139 years-old, is starting to look its age.

So much so that the decision was made to restore the station's infrastructure as the focus of its 60-year Diamond Jubilee Appeal in the Spring of 2020. The groundwork for the appeal was undertaken and the publicity was 'oven ready'.

Then Covid-19 landed and the appeal had to be canned at the last minute in favour of a Covid Emergency Appeal as the UK entered its first lockdown.

By necessity the priorities had suddenly changed. The public appeal for funding, boosted from our own membership, raised £400,000 and coupled with a National Lottery Heritage Fund grant and two grants from the Culture Recovery Fund for Heritage, nearly £1.7m of additional funding has been received for such elements as covering salaries for heritage skills staff and various improvements to carry the operational business forward.

As things start to get back to a semblance of normality we are now relaunching the 'Jewel in the Crown' station appeal as a '60+1' Jubilee appeal. At the same



Horsted Keynes station ready for business at the opening year in 1882. The decorative plaster work to the first floor of the station house failed even in LBSCR days and was replaced with a continuation of hanging tiles in the Sussex style. It would not be cost-effective to return this appearance.

BLUEBELL ARCHIVE

time it is planned to undertake preliminary emergency work at the station, funded by a restricted £200,000 legacy specifically made for Horsted Keynes.

Background

Horsted Keynes station was built in 1882 to the design of Thomas Harrison Myers who was staff architect to the London Brighton & South Coast Railway. Similar designs were adopted for stations north of Lewes to East Grinstead (including Ardingly) as well as the intermediate stations from Polegate to Eridge (the 'Cuckoo Line'), the Chichester to Midhurst branch and at Hassocks on the Brighton Main Line.

Horsted Keynes station was one of the largest in Sussex, having five platform faces, forming the junction of the line south of East Grinstead to Lewes and the route via Ardingly to Copyhold Junction on the London to Brighton Main Line.

With two island platforms and a single platform that houses the main station building of ticket office and public rooms combined with station master's accommodation, platforms are numbered 1-5 from the west.

Rationalisation of such lavish facilities, which even included



The restored entrance porch.

a refreshment room, started in LBSCR days. In 1913, there was a grand plan to rationalise the signalling arrangements that led to the removal of the western-most canopy and buildings on Platforms 1 and 2 in order to improve the sight line for the signalman at the south

end of the station.

The first floor rendered decorative plaster finishes, lined out to resemble timber framing, seen on the front of the station in early photographs was not effective and was re-clad to traditional 'Sussex tile hung' style by around 1912. Little

maintenance appears to have been undertaken in subsequent SR and BR(S) ownerships in this unremunerative outpost, although some patching and mending has been undertaken in Bluebell ownership over the sixty years.

There have been two notable



The signal box and adjacent former pump house and water tower are also Grade II Listed. Only the signal box comes under current restoration plans.



Rotting timbers on the canopy face.



Daylight! Failed zinc sheeting at the Gents' on platform 5.

exceptions to replacing what had gone before, both through volunteer initiatives; firstly the reconstruction of the missing canopy and buildings on platforms 1 and 2 between 1992 and 2000, utilising matching cast iron columns and spandrels that were saved from the 'Myers' stations at Hassocks and Lavant. Even with this building nothing is straightforward – bat droppings are present in the loft space, bringing an unwanted diversion regarding disturbing a protected species. Then, in memory of the late station master Simon Baker in the preservation era, the front entrance porch that had been weatherboarded in Southern days, was returned to its former glory complete with recreated stained glass windows.

The problem

Infrastructure repairs had been a low priority for the railway for several decades whilst attention was diverted to extending the railway northwards to East

Grinstead. Since the extension was completed, more covered accommodation has been built for rolling stock and the original five-mile length of ageing permanent way between Sheffield Park and Horsted Keynes has now been virtually replaced.

The station, including the signal box and adjacent former pump house and water tower, are Grade II Listed. All change schedules must therefore be agreed beforehand with the local council's Conservation Officer.

Whilst there are no serious insurmountable defects with the main brick station building and offices on platform 5, the canopies, especially when raining, expose the defects in the guttering and the failure of much of the original life-expired zinc roof sheeting. Water has been allowed to penetrate through failed box gutters along the length of the canopy and interfaces with the brickwork.

It's the same story with the canopies on the island structure

on platforms 3 and 4 and, to a lesser extent, the guttering on the 'more modern' matching structure on platforms 1 and 2.

Topography also plays a part – the land east of the station rises sharply and there are several small streams that run off from higher fields into the area and ultimately, its drains. Upgrades will also be required to the drainage of the area and the station approach road.

Brickwork supporting the platforms has also spalled or is simply missing in places, which will also need attention, along with platform surfaces and edging. Put simply, repairs are needed 'from the chimney stacks down to the tracks'.

What the Bluebell excels at is making each station area a heritage zone based on a particular period in history, starting at Sheffield Park in LBSCR condition and travelling northwards through SR and BR(S) periods to East Grinstead. This includes the use of bullhead rail and timber sleepers in

station zones as laid down in the railway's own Preservation Standards Manual which advises on paint colours and finishes and much more, overseen by a society trustee with a remit for preservation standards.

Each station has a 'Friends' Group that lavish as much care and attention as is possible by volunteers. Witness the superb conservation work achieved by the respective groups at Sheffield Park and at Kingscote. Horsted's 'friends' have done their best at ladder height and below, painting the interiors of public rooms or varnishing floorboards for example, but moisture present in plasterwork walls caused from areas where contractors could only reach means that some efforts have been a continuing losing battle.

The solution

For both financial and operational reasons, it makes sense to concentrate on each area individually in order to get it right. The plan is to start with



Spalled and missing brickwork on platform faces.



Peeling paint on plasterwork.



Missing teeth: Canopy valancing has suffered from water damage.

the building and canopies on platform 5, which houses the station house, booking hall and office, ladies' waiting room and the gents' facilities. Hopefully when this is completed, it will attract additional funding to complete the other areas of the station. Some structural attention will also be needed to the signal box, which has suffered from slight 'roof spread'. As the pump house and water tower serve no commercial or operational use, these are excluded from the current plans, although it is the type of structure that could possibly attract outside funding at a future date, particularly if there were plans to make it functional again. Despite plenty of water in the 'wrong' places, the availability of water and its reduced pressure has been a long-standing feature here, as the surviving SR notice to enginemen to 'only take water here when absolutely necessary' bears witness.

Electricity has also been problematic over the years.

BR staff used to notice a distinct dimming of the platform lighting whenever an electric unit from Haywards Heath used to arrive on the 'juice rail'! With all the additions to the surrounding area in the preservation era – Horsted Keynes is the base for our Carriage & Wagon works, S&T and Infrastructure/P.Way Departments – the drain on the resource has become ever more apparent and a much-needed power upgrade is now well on the way to completion.

Immediate attention will focus on joinery, canopy glazing, zinc roof sheeting, guttering and drainage.

Horsted Keynes has always been a nice place to sit and wait between trains, under the shade of the canopies on a hot summer's day, but trying to avoid showers from gushing water from failed guttering on a wet day is far from pleasant! The station can get very busy on a two or three-train operating day, with trains passing here, plus there are the added attractions of a child's play area in the converted Elephant Van in the cattle dock and the viewing area in the adjacent Carriage Works provides an interesting and educational distraction for visitors and enthusiasts alike. Making the station buildings sparkle once again would be the icing on the cake.

A very competent wagon restoration gang made up of members who have 'aged out'



Even the station clock needs its own 'tin hat' to protect it from water running down the wall from failed flashing.

from our 9F Club have made a great start on the wagon fleet. Coupled with the Kingscote Goods Yard Project, which had taken a back seat due to Covid, let's hope that platform 1 road can be cleared of the various rotting stock stabled here and that goods wagons can once again be stored there and run to Kingscote to create the pick-up goods trains of old. Then truly will we have a railway ambience to be proud of.

All platforms are now signalled for bi-directional running which makes for some interesting workings, under a station re-signalling scheme that includes a wonderful array of working signals, which include a provision for working westwards towards Ardingly one day long into the future.

How much will it cost?

Factoring in the work required to the station house and offices; platform 3 and 4 and canopy; subway; platforms 1 to 4 buildings and canopy; subway; approach road and signal box, comes out at £1.646,000 – £787,000 of which is for 'phase 1' (the first three items listed) and these are 2020 estimates.

Our 'heritage' toilet facilities (some may say!) are part and parcel of the uniqueness of the station but factor in a modern lavatory block away from the heritage area and is estimated at £215,000 within that total (at 2020 estimates).

So if you are able, please make a donation towards this worthwhile cause. We can make Horsted Keynes the jewel in the Bluebell crown once again!



Looking south on platforms 3 and 4, the canopy end is looking tired.

Horsted Keynes Station Report



A donation of Sandtex will come in useful when work starts on improving the subway. COLIN TYSON

During the course of the summer, Horsted Keynes re-joined the Bluebell network and once again passenger trains stopped at our 1930s country junction station.

A major exercise was undertaken by David Morgan, assisted by Kevin Leggett and Chris Haynes, to get all of the station staff assessments up to date following lockdown, a mammoth task well handled by those involved.

Work continued on the redecoration of the ladies' toilets on Platform 4. All walls received undercoat and two gloss coats. The floorboards three coats of varnish and new toilet seats and bins provided. The pipework in the ante room has now been boxed in and a replacement sink is on order. We have tried to source a retro Victorian basin to retain a period atmosphere. During the 1930s this room was used as the Station Master's office, rather than the booking office. One cubicle was a store/cupboard, the ceiling light hangs lower than any other on the station, presumably to give more light over the SM's desk and this room, unlike all the others on the station, still retains its wooden blackout holders for use during WW2 (the privately-owned station at Barcombe also retains its waiting room blackout holders in the waiting room).

My thanks to those who helped me with the Ladies' redecoration,

including Geoff Peters, Andy Ward, Graham Poulson, Kevin Leggett, Nigel Currah, James Young and Pete Morris. A good result.

The company have allocated a sum of money to be spent on Horsted Keynes this year. The chosen project is the ladies' room on Platform 5 which has always suffered from damp coming through the wall from behind the urinals in the gentlemen's toilets - resulting in loose and flaky plasterwork. Our Buildings Manager, Bob Darvill, is investigating quotes for the work required and the station staff will then redecorate the room following attention to the plasterwork. This will then bring both sets of ladies facilities up to an acceptable level of presentation.

The station has looked awful from the approach road due to the installation of the new electrical supply to the station, due to go live the first Sunday in October. It is understandable considering the work involved. The Project Manager and Infrastructure Manager have plans to reinstate the kerbs on both sides of the road, move the traffic island slightly and install new kerbs, which the station staff will then plant rather than the current ballast finish and finally bring the surface of the road back up to standard. This work we are informed will take place

by the end of September and will bring to an end a dirty dust track similar to that when the station opened in 1882!

The station staff have also been involved in other tasks; Pete Morris continues the heavy washing down of the platform surfaces. Waiting rooms on Platform 1 have received a heavy clean, fire buckets continue to disappear and then reappear looking spotless following a rub down and repaint and the gardens and hedges tended to and looking smart.

Through the kind offices of Pete Morris, a number of firms have very kindly sponsored materials to help with the upkeep of the station and repainting of all above. We wish to thank the following for their kind donations to Horsted Keynes:

Sherwin Williams UK Ltd for supplying 25 litres of Ronseal floor stain
Homebase, East Grinstead for donation of decorative sundries
Crown Paints Ltd for supplying 50 litres of Sandtex masonry paint
Bartonline Ltd for supplying 16 litres of Brush Cleaner

All of these items have saved the station fund a large expense allowing the money to be spent on other projects.

In the previous *Bluebell News* I mentioned the evening Walk & Talk tours that are available

to pre-booked groups with donations going towards the station restoration fund.

Four evening talks have been arranged. Two consecutive nights at the beginning of August were for East Grinstead Probus. The numbers wishing to attend exceeded the number of spaces available, hence the two tours. This generated donations to the value of £270 for which we are most grateful. As I write this report (4 September), I have two further Walk and Talks this coming week, one for Haywards Heath Probus and another for Ashurst Wood History Group.

We are always happy to offer guided tours of the station telling the history of Horsted Keynes. The tours usually take between one hour thirty minutes and two hours. During the autumn period, day time tours are available in November or evening tours from April next year. If this appeals to any groups reading this article, just contact me at the email address below.

We very much look forward to the Trust's appeal to raise funds to restore the station fabric. To see the kind of work involved - book a tour!

With all good wishes from Horsted Keynes.

TIM BAKER
Senior Station Master
timbaker@bluebell-
railway.com

Volunteer Review 2021

Since the creation of the Bluebell Railway Preservation Society in 1959, over 62 years ago, when a group of individuals successfully campaigned to preserve part of the recently closed railway line between Lewes and East Grinstead, two things have remained constant. Namely, the support of members and the actions of volunteers. Without the latter, there simply would not be a Bluebell Railway. I have every reason to believe that will still be the case long into the future.

Looking back to our beginnings, I am sure you will agree that the world of 1958 was quite different to that of 2021 - whether better or worse is for you to decide. Clearly how we encouraged and treated volunteers over that period has changed... or has it?

Whilst some of the roles undertaken by volunteers have not changed much, if at all, many others most definitely have. How volunteers are recruited, welcomed, trained, retained, thanked and valued, differs greatly across the Railway and this situation cannot be allowed to continue. If we carry on unchanged, I seriously wonder if Bluebell will survive.

The past 18 months, in particular, have been very difficult for our Railway with Covid lockdowns, visitor restrictions, cashflow issues and a reduction in the number of volunteers who regularly attend, all meaning that the time is therefore right for a fundamental review - possibly for the first time ever - of all aspects of volunteering, including these key elements:

1. Awareness - what roles are volunteers needed for?
2. Engagement - how are volunteers recruited for each role? We must have a simple procedure to advertise vacancies and an equally simple but robust procedure of how 'would be' volunteers make contact.
3. Placement - how are volunteers matched up to the roles?
4. Induction - personal welcome by a member of the relevant departmental team and completion of mandatory documentation.
5. Training requirements - what is required for each role?
6. Training opportunities - what is available to allow volunteers to progress in their chosen roles, or to change to another role?
7. Retention - what will be done to encourage volunteers to remain as volunteers?
8. Resource Planning - how many volunteers are needed to undertake each of the roles identified, currently and in the future, taking account of developments and supporting the objectives of the railway's business plan.
9. Succession Planning - the age profile of our existing volunteers must also be included allowing predictions to be made of where vacancies may occur in future.
10. Recognition - how will volunteers be made to feel valued?

This review will also include the roles, responsibilities and behaviours of Plc managers and staff in their interface with volunteers.

Lisa Boyle, Personnel and Admin Manager and Steve Bigg, Acting Society Chairman got together and prepared a paper seeking society and Plc board approval to undertake such a review. This approval was given, and to ensure that the project gets to grips with all of the issues involving volunteers, a new post of Volunteer Coordinator was created and advertised. Following an interview, I was appointed and am already working on a total review rather than just applying yet more sticking plasters. I am determined to ensure that all aspects of volunteering in future follow the mantra of Ready, Aim, Fire and not the version too often seen currently across our Railway of Ready, Fire, Aim. We do not currently make it easy for potential volunteers to make contact and offer their services and that will change. I aim to create a railway wide list of roles that can be undertaken by volunteers,



H Class No 263 and the vintage set climb through Leamland Bridge on 11 August passing the volunteer Wednesday Gang (North).
BRIAN KIDMAN

display it on our website and have one point of contact for potential volunteers.

My first priority has therefore been to contact every department manager to ascertain which roles can be undertaken by volunteers, what qualifications/skills are necessary and confirm that all necessary training will be provided.

Each of those managers has also been asked to provide me with the name of a suitable individual to become the Volunteer Champion for their overall department, or one for each of however many different work-streams they have. These Champions will have strong interpersonal skills and become the volunteer's friendly point of contact at our railway.

These actions have allowed a MAJOR change in how we encourage potential volunteers to become actual volunteers to take place and a simple three-step process will be up and running by the time you read this article. Why not try it out for yourself and become one of us and no longer one of them!

Step 1 Go to the Bluebell Railway website - and search the list of roles that volunteers can undertake.

Step 2 Email volunteer.coordinator@bluebell-railway.com giving details of the role(s) in which you would like to volunteer, your name and address and importantly, a phone number we can contact you on.

Step 3 I will forward your email to the relevant Volunteer Champion who will phone you to discuss details of the role(s) you are interested in and agree a date and place for you to either visit us to learn more about those roles or to attend on your first day as a volunteer.

My next actions will be to work through the remaining key elements listed above in the fundamental review and I will keep you advised of my progress. This is only the beginning!

My own history as a Bluebell volunteer began in 2007 when I became a Trainee Porter at Sheffield Park station, 14 years later I am Senior Station Master there and also a Passenger Guard. Both of these roles have brought me into contact with many other volunteers across all departments and locations and I plan to meet many more of you in the future, finding out what made you become a volunteer, the good bits, the not so good bits, and any ideas you may have for improvements. If you see me when I'm on duty, stop for a chat, particularly if you have yet to become a volunteer and I'll share with you the enjoyment and camaraderie that being a volunteer brings. You would also be helping to keep dear old Bluebell still in existence for the next 62 years.

GRAHAM AITKEN
Volunteer Coordinator



Bachmann 00 gauge 45-ton breakdown crane

It was going to be a long night, a very long night, for a rookie secondman. Young Pete was on his very first shift, a night shift as a spare man, at Old Oak Common MPD. Having signed on at 11pm he sat alone as the new boy in the busy mess room. The long November night minutes slowly ticked by, just waiting to be needed. It was to be a baptism by fire, as around half past midnight the depot foreman ordered a train crew to prepare the breakdown crane train and be readied to go to Hungerford as there had been an 'incident'. Young Pete was now suddenly full on - assisting his driver preparing their class 47

locomotive.

The breakdown crane team had already been summoned from their usual night duties in the railway workshops, but it would be well into the early hours before a guard arrived to take charge of the train. Finally they got the OK to leave the depot and headed west. Heading into the lonely night with their lumbering load which was limited to just 45 mph they were apprehensive as to just what would greet them at Hungerford. They eventually arrived somewhere east of Hungerford having been stopped at the signals, whereupon they were guided beyond into the crash site, as an action plan was

being created to allow the crane to start clearing the site. It was a sort of unscripted drama. They learned that a long stone train had crashed as it was passing through the station whilst travelling at modest speed. Miraculously no one was hurt as it happened late in the evening and there were no passengers on the platforms. The signalman was rather shaken as wagons had all but demolished his little wooden cabin.

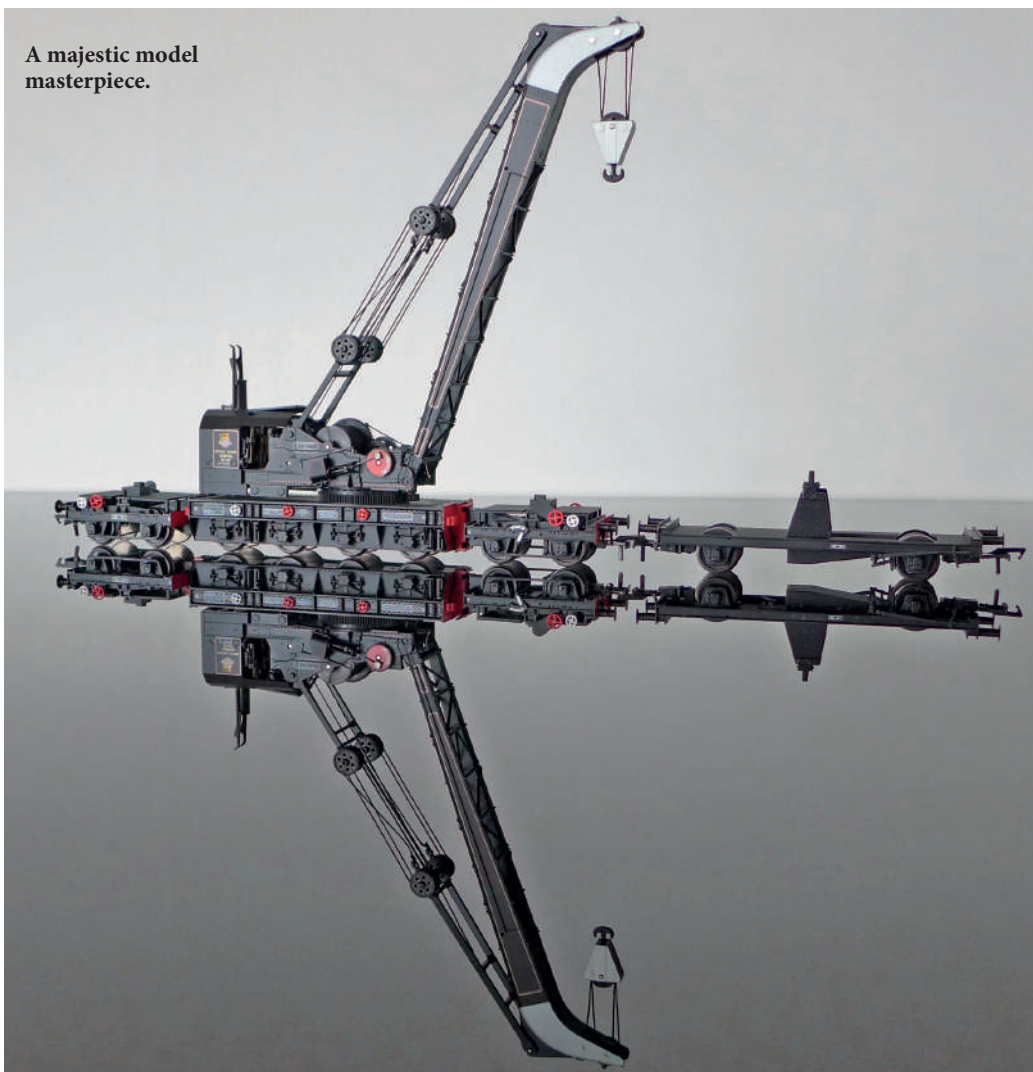
The dawn light revealed a grotesque vista of twisted metal in a sea of spilt stone, as wagons and bits of wagons were strewn everywhere almost as if Dali had created a steel sculpture. It was

discovered that a broken axle from an overloaded wagon was the cause. Another breakdown crane had arrived from Bristol to clean up the western end of the mess. Having finally been relieved by another loco crew Pete and his driver returned by road transport. It was some 18 hours before 'would be' train driver Pete got home from his first shift working on the railway.

The Old Oak Common breakdown crane, a steam crane built by Ransomes & Rapier (Ipswich) in the 1940s as part of the war effort was finally withdrawn in 1979 and scrapped in 1986. That crane is the subject of one of four different variations of crane models made by Bachmann. The fascinating history of these awesome vehicles is the subject of two definitive books by Peter Tatlow. The model photographed for this review is our own Bluebell breakdown crane, ordered in 1942 by the Ministry of Supply for the LNER, delivered in 1943 and allocated to Gorton Depot, Manchester. In 1965 it was transferred to Newton Heath and remained there until withdrawal in 1981, when it arrived at the Bluebell.

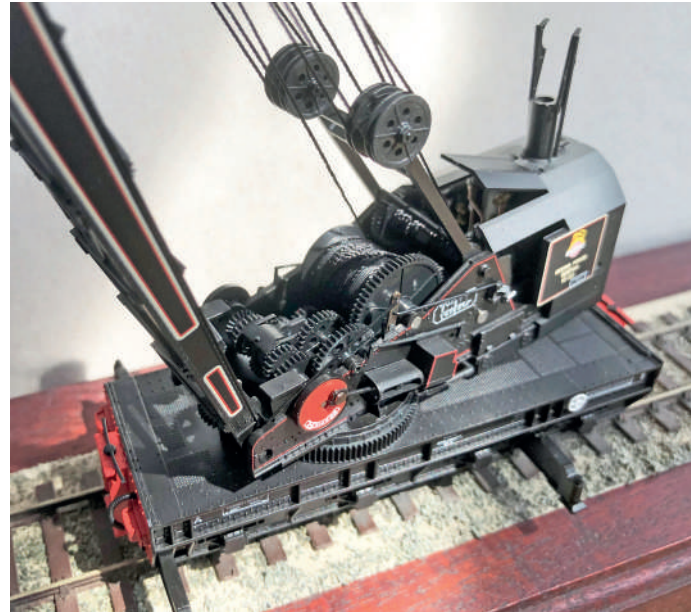
Just one look at this model will immediately get you hooked! Such is the quality of the stunning new model of the 45-ton Ransomes & Rapier breakdown crane that it came as no surprise that it won its category in the 2019 British Railway Model Awards. It was a clear winner. This model is an epic adventure of detail that has resulted in an artefact that is just so fascinating and complex, and yet actually workable, albeit by manual control. A key handle is provided to work the mechanism to raise the jib and also the lifting hook, which fits into a concealed mechanism within the back of the cab, hidden by removable hatches. This allows the crane to be set up in a realistic operational pose. There are even outriggers, stabilising jacks, that protrude from the chassis to balance the vehicle. In reality railway workers

A majestic model masterpiece.

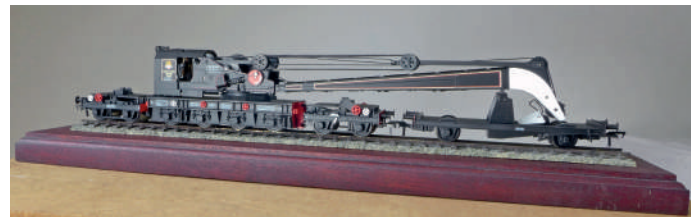
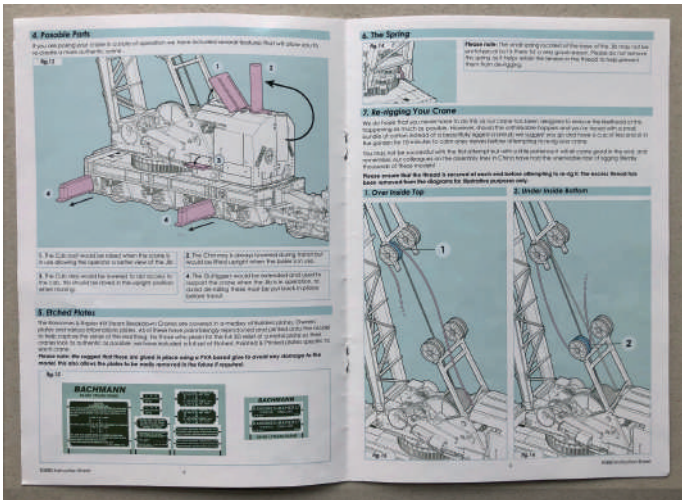




Those little pistons do actually move when the crane is operated. Readers will be pleased to know there were no serious injuries when No 48616 came to grief at Turvey, Beds, and became the first 8F to be withdrawn.



Close up and personal! A stunning wealth of detail puts this model in a league of its own. Just look at all those cogs and associated cable drums all perfectly executed.



The 45-ton breakdown crane model in its usual standby mode.

LEFT: The operator's manual covers all aspects of this model.

would have placed railway sleepers under these outriggers to spread the weight load over the soft terrain either side of the track. These jacks are withdrawn into the chassis prior to any movement of the crane, which by necessity was a self-propelled vehicle. When summoned to an incident these cranes were limited to a maximum speed of 45 mph and would be accompanied with a tool van and accommodation coach as often workers had to toil in locations that were remote and inaccessible by road. Sadly these cranes were often associated with avoidable disasters and tragic loss of life.

This model stands alone not just as an accessory to a model railway but a stunning representation of one of the most fascinating and complex of railway vehicles. Even the steam boiler detail is visible, the piston that works the mechanism actually moves and there is even a functioning inclinometer

which moves in relation to the angle of the jib, which is essential to ensure the crane would not over balance when under load. Crane operators were skilled workmen with an unenviable task moving heavy mangled steel debris in order to clear the route for operation. Such is the detail

of this model it deserves a cameo all of its own and really looks best when in operational mode. The model comes in a choice of four liveries based on specific prototypes, each with its own detail differences and is supplied with photo etched plates for those who want to feature 3D lettering rather than the very finely printed representations. The complex nature of the prototype must have

presented a real challenge to the design team as they formulated a mechanically working model with some real 'out of the box' thinking. Congratulations to Bachmann who have achieved what is a masterpiece. This model will always be the crane of cranes, but by its very nature has to be handled with great care, just as one would handle a classic car.

CHRIS KAPOLKA



Note the very fine pulley details and the rivet patterns on the jib.



The sturdy display box has the crane visible in operation mode position.

Membership matters

July and August saw our membership numbers rise steeply. In August we received 77 applications to join the society, which increased our membership by 105 members. Welcome, we hope you have a long and enjoyable time with us.

A gentle reminder to members who already pay, and to those who have just started to pay, by Direct Debit. Your new membership cards form part of the letter you receive which informs you that the fee is due to be taken. This is approximately a month before it's due. The membership card needs to be peeled off the letter.

The membership team are all volunteers, some of which work from home and some whom carry out their duties in the membership office. However, the office is not open every day. The best way to contact us is to email membership@bluebell-railway.com

If you use any other email address it will slow things down. Alternatively you can call the railway on 01825 720800 and ask for the membership office. When the railway is busy you may be given a list of options - choose 'membership'. It will take longer to get a reply from a telephone message as we cannot access them remotely. The most important thing

is to give us your full name, membership number and postcode. With just short of 10,000 members, we have a lot of 'Dave's' or 'Mr Smith's'. We do receive messages that we do not have any way of knowing which membership we should allocate in order to provide an answer.

If any member wishes to change to paying their membership by Direct Debit, you will find a form on the reverse of the letter you receive advising your membership will be due. Fill in your bank details, sign the mandate and return the form to the Membership Office at Sheffield Park Station, TN22 3QL by the date above the form you are filling in. Any later will not give us enough time to undertake the checks and send the file off to collect the money.

The draw for this quarter's prize of a free year's membership took place on 5 September. The winning ticket was drawn by Ms Rogers from London and the winner was Mr Hopgood of Haywards Heath. Congratulations, your new card will be with you shortly. If you would like to try and win a year's membership, it costs £1 per ticket, just tick the box and add the amount to your payment. Good Luck.

DON BREWER
Membership Secretary

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Subscribe to the new magazine

TRACKSIDE

—The Journal of Railway Preservation—

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May 21st saw the launch of a brand new railway preservation magazine called TRACKSIDE. The magazine is aimed squarely at railway preservationists, especially those actively involved as volunteers or who work on projects at Britain's heritage railways.



The first issue included a major feature on the Bluebell Railway, thought-provoking features from industry insiders as well as the latest news from across the railway preservation world.

BRPS members who wish to subscribe can earn £5 for the Bluebell Railway Trust, simply by going to the magazine's website at www.tracksidemag.co.uk and when ordering a subscription, entering where it asks 'Have a Promotion Code?' the prefix 'BLR'. At the check-out add your membership number. The magazine will donate £5 for every subscription received with a BLR code entered.

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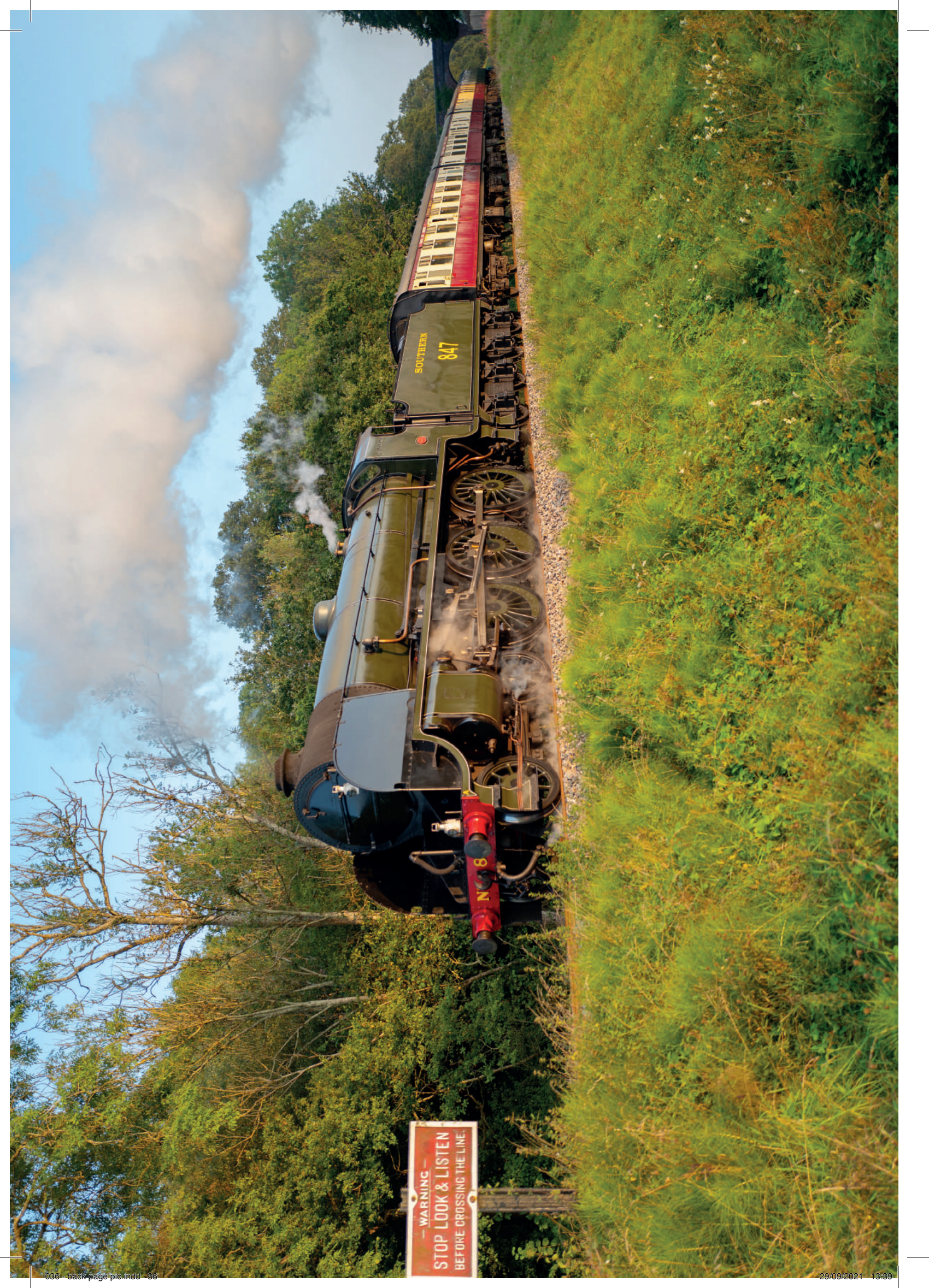
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