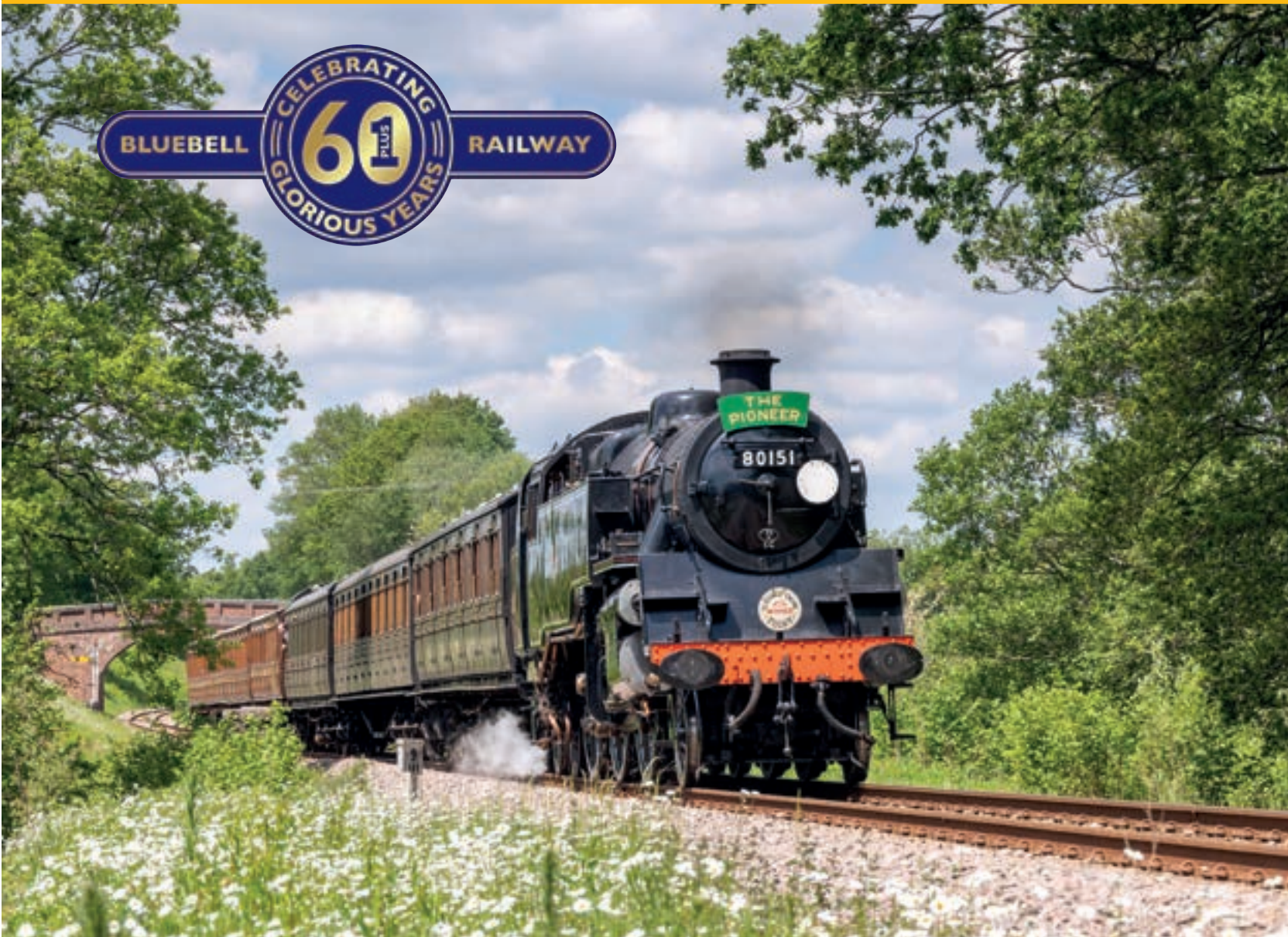


BLUEBELL NEWS

SUMMER
2021
Vol. 63
No. 2
£2.99



DAILY RUNNING RESUMES... CLAN LINE CONFIRMED FOR 'GIANTS' GALA



Refurbished shop now open



Crompton for Sheffield Park

JOURNAL OF THE BLUEBELL RAILWAY



Summer 2021 Vol. 63 No. 2 Issue 289

Editor: Colin Tyson
‘Westering’, 6 Kedale Road,
Seaford, East Sussex
BN25 2BY
colinjtyson@hotmail.com
Tel: 07943 021585

Editorial team: Paul Bromley,
Roger Price
Design: Anita Waters

COPY DATE for the Autumn
2021 issue is 1 September 2021.

Front cover main: Bluebells
have given way to daisies
as BR No 80151 takes ‘The
Pioneer’ service train through
Holywell on 5 June 2021.
DAVE BOWLES

Rear cover: Late flowering
Bluebells as BR Standard
tank No. 80151 takes the first
‘Thank you members’ train
past Town Place Bridge as it
returns to Sheffield Park on
the morning of 19 May 2021.
PETER EDWARDS

Bluebell News is published quarterly
at the end of March, June, September
and December. Opinions expressed are
not necessarily those of the society or
company.

CONTENTS

News.....	4
From the chairmen.....	10
Filming.....	12
Locomotive Report.....	14
From the Archive.....	17
Carriage & Wagon.....	20
Infrastructure.....	22
Correspondence.....	28
Bluebell Modeller.....	30

BLUEBELL RAILWAY PLC
Interim Chairman Graham Flight
Locomotive Director Vacant
Company Secretary Graham Flight
C&W Director Bob Pamment
Communications Director Paul Bromley
Finance Director David Burch
Infrastructure Director Barry Luck
Commercial & Marketing Director
Paul Lelew
Operations Director Mike Ellis
Safety Director Martin Cresswell
Non-Executive Director Steve Bigg

BLUEBELL RAILWAY

Sheffield Park station, nr Uckfield,
East Sussex TN22 3QL. Tel: 01825 720800
Email: info@bluebell-railway.com
www.bluebell-railway.com www.bluebell-railway.com/brps
Filming Enquiries: Tel: 01825 720835
www.bluebell-filming.co.uk



BLUEBELL RAILWAY PRESERVATION SOCIETY

President Gordon Pettitt OBE
Vice Presidents Bill Brophy, Graham Flight,
Charles Hudson MBE, David Quarmby CBE, Roy Watts MBE
Acting Chairman Steve Bigg **Acting Vice Chairman** Roy Watts MBE
General Secretary Gavin Bennett
Membership Secretary Don Brewer **Treasurer** Vacant
Trustees Robert Hayward, Roger Kelly,
John Knight, Mike Priestley, Chris Saunders, James Young
Chaplain Rev David Murdoch
Web team Sophie Matthews and Richard Salmon - blog@bluebell-railway.com
HRA Representative Roger Price

BLUEBELL RAILWAY TRUST

Registered Charity No. 292497
Trustee BRT Trustee Ltd
**Chairman and
Administrative Governor** Vernon Blackburn
Funding Governor Trevor Swainson
Governors Sam Bee, Steve Bigg, Terry Cole,
Richard Salmon, Roy Watts MBE
BRPS Governor Colin Tyson
Company Secretary Lance Allen

Museum Curator Tony Drake
Archivist Roger Price

Re-opening the Railway for the third time after pandemic lockdowns, it feels good to be able to be in a trading position once again and bring some cash in. A huge leap forward to returning to a near normal railway is that we are now accepting same day travel for 'turn up and go' visitors, subject to availability, as well as platform tickets.

Solo travel tickets have also returned, which will be a boon and a blessing to individual members.

Another reason to visit soon is to take a look at our revamped shop at Sheffield Park – see page 9 for the full story. Turnover has already exceeded expectations and the new light and airy layout, coupled with a re-focus on what we do well, has enabled this to happen. Well done to all involved.

Volunteer groups such as track gangs and rolling stock restoration groups are re-emerging from their slumbers, whilst our infrastructure teams have been busy once again under the restrictions caused by lockdown.

Writing this at the beginning of July, work is currently underway on the much-needed power upgrade to the whole site at Horsted Keynes and the 09 shunter owning group have just acquired Class 33 D6570 *Ashford* from its owning group where it was located at the Kent & East Sussex Railway with the full backing of the board and Society trustees. The class were no strangers to East Grinstead and its presence will be a boon to rescuing failed trains in section or keeping a service running in periods of high fire risk.



Q class No 30541 heads the 'Cream Tea Riviera' dining train past Leamland Bridge on Saturday 19 June 2021. DAVE BOWLES

Other recent additions include a lovely model railway now relocated in Steamworks!, a most generous gift from the V&A Museum of Childhood, which had recently undertaken a re-assessment of its interactive exhibits and wished to give the item a new and suitable home and we thank them for their generosity and for thinking of us.

We have also been able to obtain BR(S) Open Shock Wagon No 14036 of SR design, a sole-surviving example that had been on our wagon strategy 'wants list' for a long time. It has come on free transfer from the Science Museum Group's asset disposal list and was based at the NYMR.

Please note our list of upcoming special events through the summer and autumn and we hope to see you soon 'down at the Park'.



Colin Tyson
Editor

Subscribe to the new magazine



and earn money for the Bluebell Railway Trust!

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.

Note: we do not share your membership number with anyone, it is purely to act as a deterrent to misuse.



Class 33 Crompton comes to Sheffield Park

The group of long-standing locomotive department volunteers that own Bluebell's class 09 shunter D4106 has acquired ex British Railways class 33 D6570 *Ashford* from the D6570 Ashford Group for use on the Railway.

It is one of a class of 98 locomotives built between 1960 and 1962 for the Southern Region of British Railways. With a Sulzer 8-cylinder 8LDA28A engine rated at 1550hp these were the most powerful four-axle diesel locomotives built for the BR modernisation programme. For over 30 years they were a common sight across the region on freight and passenger workings and were frequent visitors to East Grinstead on trains from London Bridge. D6570 entered service in October 1961 and was initially allocated to Hither Green depot. In 1980 it was named *Ashford* and in 1985 re-allocated to Stewarts Lane where it was based until withdrawal in February 1997. It was subsequently sold from BR and transported to the KESR where it has remained to date in the careful custodianship of the D6570 Ashford Group.

The locomotive is in good mechanical condition and has been stored undercover out of use for several years at the KESR. On arrival at the Bluebell it will not enter service immediately, however the new owners will implement a re-commissioning programme to ensure the locomotive is reliable before being available for service and at the same time undertake a number of bodywork and roofing repairs to make the loco weather tight. It is envisaged that the Crompton will provide a wide range of benefits to the railway's operation including in the following areas:

- During periods of high lineside fire risk where steam locomotive operation may be curtailed or prohibited by the authorities, the Crompton would allow a passenger service to continue to operate and so minimise revenue loss and risk to the business.
- Support to steam passenger operations by giving greater flexibility in



D6570 *Ashford* at the Kent & East Sussex Railway. DEREK HAYWARD

its use as a 'thunderbird' locomotive able to rescue failed trains quickly and enable a passenger service to continue, it being more than capable of maintaining passenger timings which has always been a limitation for the 09 shunter.

- Shunting, infrastructure and engineering works - with it being able to haul heavier loads at higher speeds and so improve efficiency in the undertaking of these works.

The proposal made by the owning group to bring the locomotive to the railway was approved by the Plc board and BRPS trustees. Cromptons were an important part of the Southern scene in the early 1960s, so fits in with the recently revised BRPS Long Term Plan.

Bluebell Railway Trust – standing orders

Donations to The Bluebell Railway Trust come in many forms; from legacies, from major appeals and from regular giving.

It is the latter category that is often overlooked but, in 2020, these donations amounted to £66,500 plus £15,100 of Gift Aid made by 2,300 separate donations from more than 200 people each month.

The donations are for virtually every project and all are held until needed in restricted funds by the Trust. There is scarcely a locomotive that someone, somewhere, is not raising money for. Similarly, many items of rolling stock, station buildings and other infrastructure projects attract significant support.

So, somewhat belatedly, we should acknowledge each person for his/her generosity. In financial terms at least, these are unsung heroes without whom many projects would never be more than pipe dreams. Thank you for your ongoing generosity.

If you already make donations

by standing order, you can change the amounts or the frequency of your payments just by contacting the Trust at the address below.

If you would like to join this special group of donors, you can either contact the Trust or you can set up something yourself but, please, please, contact us first so that we can provide a reference number to identify you and your chosen project.

You can make donations by standing order on a monthly, quarterly or annual basis for a minimum regular payment of £5. If you are a UK taxpayer, we can reclaim Gift Aid on your donations provided we have a current Gift Aid Declaration.

Please email either:
trevor.swainson@bluebell-railway.com or funding@bluebell-railway.com

We look forward to hearing from you.

TREVOR SWAINSON
Funding Governor
The Bluebell Railway Trust

Summer and Autumn Special Events

Road Meets Rail Working Steam Festival 17-18 July

Our traditional steam fair returns! Step back in time for a weekend of steam powered demonstrations and vintage fairground fun. Traction engines, road rollers, steam wagons, showman's engines, crane engines and more - bringing Horsted Keynes station to life with recreations of a bygone age.

See how road building, wood sawing, timber haulage and lifting were carried out in the early 1900s. Experience fairground rides powered by a showman's engine. Watch as deliveries are made to the station by steam wagon, traction engine and pantehnicon. Steam trains pass through the station and our goods train will be shunting amid the activity!

Enjoy an ice cream or hog roast in the paddock or visit the beer tent to sample some popular Sussex ales. Flat caps optional!

And if you fancy dressing up, feel free to don some workwear, 1920s gear or a farmer's smock and immerse yourself fully in the vintage atmosphere. We'll be keeping an eye out for the best outfits.

On the Saturday, visitors can extend their day into the warm summer evening and enjoy live classic rock at Horsted Keynes, provided by Sussex band, The Magpies. The bar's open and a late service train returns to East Grinstead and Sheffield Park.

Both travel and event-only tickets are available, so bring the whole family for a fantastically steam-filled day out!

Model Railway Weekend 31 July-1 August

This firm favourite is back for 2021. Come and see a variety of layouts across the railway and experience unique access to non-public areas such as the maintenance shed and loco workshop at Sheffield Park and the Carriage & Wagon works at Horsted Keynes.

We have a great selection of model railways featuring N gauge, O gauge, OO gauge and gauge 1 layouts from across the country.

Complementing our displays are trade stands offering a variety of modelling products including engines, rolling stock, and local produce. Our railway shop has a great selection of products available from beginner's sets to full layouts.

An intensive service from Sheffield Park to East Grinstead runs across the weekend with a selection of ticket types available.

60 Plus 1 6-8 August

Our belated diamond anniversary event, celebrating 60 (plus 1) years of the Bluebell Railway.

Although we couldn't hold our planned 60th anniversary celebrations in 2020 because of pandemic restrictions, we couldn't let this milestone go by without celebrating properly, so it's back in the diary for 2021 - albeit one year late!

This year, we'll mark the occasion with a three-day long weekend of festivities that will appeal to enthusiasts, members, volunteers and the whole family. Help celebrate our volunteer (and staff!) achievements over the past 60 years with a packed weekend of displays, activities, music, festivities and, of course, steam engines.

Ever wondered how a heritage railway works? Meet the volunteers and get special behind-the-scenes guided tours of our workshops and other staff only areas! An intensive passenger service operates along the line with activities at all stations. Looking for that festival atmosphere? Head to Horsted Keynes events field to enjoy good food and live bands playing classics from the last six decades. On Saturday we have steam services late into the evening and entertainment from local bands.

Exclusive guided tours each day to restricted areas including our carriage and wagon sheds, locomotive works and running sheds. 'Kids Kingdom' provides fun and games suitable for all ages. Brake van rides and diesel driving taster experiences are on offer and on Sunday afternoon we are planning a locomotive cavalcade of all our working engines. A photographers dream!

We hope to make this a celebration of six decades of what Bluebell Railway does best and to inspire a new generation of enthusiasts. Further information and a selection of ticket types available soon - keep an eye on our website.

Bluebell Beer Festival In association with Sussex Branches of CAMRA 10-12 September

Yes, we're finally having a beer festival! A long-time wish of many members, I'm sure. We are currently working alongside CAMRA to make this great event happen. The focus will be at Sheffield Park, with bars in a marquee and the adjacent railway shed. From this, we hope to build the event to become a permanent fixture - so we need your support!

Featuring as many as 90 different cask beers and a fine selection of cider and perry too! Priority will be given to Sussex-based breweries. There will also be a small selection of ales at Horsted Keynes buffet and on the buffet car of the service train.

The event runs from 12 noon to 9.30pm, Friday and Saturday, and 12 noon to 4pm on Sunday. Extra live music entertainment on Friday and Saturday evening. Don't forget to bring your takeaway containers for special end of day offers on Sunday.

Entrance to the festival is £5 and includes a beer programme with tasting notes and a free souvenir glass. A token system is in place for purchase of beers. Plenty of food options will be provided in-house and by temporary food stands.



Road meets Rail on 17-18 July.
JAMES HAMILTON

The beer festival is a stand-alone event to cater for those not interested in travelling that day, but when you buy your tickets for the festival, you will be able to add on Bluebell train travel and even a bus ticket for one of our bus and coach transfers bringing you direct to the venue. We plan for buses to start in Sussex, East Surrey and West Kent with stops along the way and also run a frequent shuttle from Haywards Heath station. Details of these services and their stops will appear on the events page, and you will be able to book your return journey. If demand is high, we will try and put more on! Hopefully, we will be running a more normal train service by September, and this will suit mainline connections at East Grinstead.

Looking for somewhere to stay? There is a campsite right opposite Sheffield Park station www.ousemeadowcampsite.co.uk and a new glamping site near Horsted Keynes is another option. Book that one through www.yampcamp.co.uk

We recommend making a weekend of it. After all, there are 90 beers to try!

Giants of Steam The Autumn Steam Gala 8-10 October

What can you expect this year? An intensive and varied timetable showcasing different Southern Region locos. Alongside No 73082 *Camelot*, Std 4MT No 80151 and Q class No 30541, we can confirm that 'Merchant Navy' No 35028 *Clan Line* is booked to attend and that we are in negotiation for another visiting loco to fit the Southern Region theme.

Lots of photo opportunities here, with locos paired with different rolling stock over the weekend. The beer tent should be worth a visit too!

RUTH ROWATT
Marketing & Communications Manager

Pullman Car *Aquila* arrives



Aquila ready to be unloaded at Sheffield Park on 28 May. Note the advanced trailer being used; prior to unloading the bed of the trailer is raised at the front so that there is only one change of gradient, where the ramp meets the ground. B246

The owner of Pullman Car *Aquila*, Richard Jones, has transferred his vehicle to the Bluebell Railway from the South Devon Railway. The S.A Smith rig arrived during the evening of Thursday 27 May from Buckfastleigh, then unloaded on Friday 28 May with the Pullman's wheels touching

down on Sussex rails at 9.08 am. *Aquila* was then shunted over to the carriage running shed at 9.40 am.

The required overhaul of *Aquila* will be spread over 2022 and 2023 – see Bob Pamment's adjacent notes regarding our Pullman train.

A 'Kitchen First' Car, *Aquila* was one of a set built for the Festival of Britain in 1951 and saw use on the 'Golden Arrow' service between Victoria and Dover and thus is a perfect fit for our recreated 'Golden Arrow' service. *Aquila* conveyed the Queen and the Duke of Edinburgh to Windsor in March 1958.



Touchdown on Sussex rails at 9.08 am. DAVID JONES



Aquila was subsequently shunted to the carriage running shed. DAVID JONES

Sustaining our Pullman train



Pullman Glory days: We are on target for running three Pullmans again and more: No. 1638 takes a lunchtime train of four Pullmans and the BGZ on 4 November 2007. BLUEBELL ARCHIVE

The current position

The Bluebell Railway 'Golden Arrow' Pullman Train experience is designed to provide top of the range passenger accommodation, consisting of entirely Pullman Car vehicles, providing a minimum of around 100 customer seats, including some wheelchair access. This product is very much aligned to the company mission statement to provide a "heritage railway experience that educates, entertains and inspires its visitors as it immerses them in the world of railway operation and development and tells the story of the way of life at the golden age of railways" and is a profitable operation.

The product is vulnerable, particularly in terms of reputation, if not supported by sufficient Pullman Cars in running condition. Demand for this product has historically been such that seats are booked many months in advance and when full potential customers have been declined.

In recent years there has been some customer dissatisfaction due to the Pullman experience being compromised by the provision of a Mk. 1 FO (albeit a very nice FO) instead of a Pullman Car due to the withdrawal of Pullman Car *Lilian*. This has resulted in some

decline in demand over the past couple of years.

It has been the aim of the Pullman Train Strategy to provide sufficient vehicles to cover for maintenance, overhaul and failure. It is planned that when a full complement of spare vehicles is achieved then, when they are not covering for non-available vehicles, the spare vehicles can be used in the formation to satisfy higher demand.

The most prominent area of vulnerability for the Pullman Train product is the eventual decline of BGZ No 32975, it is safe currently but in decline. A Pullman Kitchen Car is the ideal replacement for the BGZ as it would provide the scullery facility for the 100-seat train or, if required, provide a second kitchen car which when formed with *Fingall*, Car 64, Car 54 and Car 36 gives a total of 161 seats, thereby removing the limitation of around 100 seats which is the constraint imposed by having only one kitchen car in the formation. Whilst we have Kitchen Car *Carina* its condition is such that it will need around £500K spent on it to restore it and take a number of years to complete so the strategy is to retain it for possible future use with the Winston Churchill

Funeral Train initiative, to be restored when we have the funds.

Enter *Aquila* and Car 36.

Car 36, owned by David Jones, is already here and ready to be worked on. The major upgrade on Car 36 is the interior which needs to be re-equipped, the underframe being in relatively good condition.

The owner of Pullman Car *Aquila*, Richard Jones, has transferred his vehicle to the Bluebell Railway from the South Devon Railway. He has entered a running agreement with us for 30 years and the vehicle is in good condition internally but will require an intermediate overhaul plus a re-wire. The major areas of work on *Aquila* are on the underframe with some attention also to roof and bodyside plus the re-wire. The re-wire will require significant stripping out of the interior with subsequent re-build.

The plan

Rowan's team have been working on the underframe overhaul on *Fingall*. *Christine* also needs an underframe overhaul and Rowan has carried out some inspection so that parts can be manufactured in advance for when *Christine* stops for overhaul, hence minimising the time that *Christine* will be stopped. Meanwhile only

Christine will be made available for one-off special events for the second half of this year.

From Valentine's Day 2022, two Pullman vehicles will be available for the Pullman train plus FO No 3069.

When *Car 54* is released off restoration then *Christine* will be stopped for its overhaul, thereby ensuring two Pullman Cars are available all the time for the Pullman train (plus FO 3069). When *Christine* is released off overhaul late 2022 then we shall have three Pullman cars available for the Pullman train rather than two Pullman Cars and the FO, and this gets us back to the kind of product that we were able to provide when *Lilian* was in service.

Next year a start can be made on *Aquila's* overhaul for completion at the start of 2024 when the BGZ is likely to decline, be stood aside and eventually returned to its former condition. The overhaul of *Aquila* will be spread over 2022 and 2023 and a start made on Car 36. With the introduction of *Aquila* in 2024 there will be the potential of accommodating 22 additional seats on the standard Pullman train. Finally enter Car 36, giving us a total of 161 seats.

BOB PAMMENT
Rolling Stock Director

In the News



MARCH

The Railway remained closed for the whole of the month under the national lockdown restrictions but there was particular interest from national newspapers on the work being carried out in preparation for reopening.

The Telegraph showed a photo of locomotive workshop apprentice Kieran Osborne inside S15 No 847 and said: "The attraction is being maintained in lockdown as it awaits reopening."

The Times published a photo taken in the Carriage & Wagon workshop of volunteer Laurie Anderson with the Metropolitan Railway set. The caption said: "The team hopes to reopen the railway in May."

Good Housekeeping looked ahead to a lifting of restrictions with a list of places of where to go on holiday from June to October. It said East Sussex "is actually where 'Downton' station was filmed at the 1930s-themed Horsted Keynes station" and added "you'll stop off there on the irresistibly charming Bluebell Railway".

APRIL

The announcement of the reopening date of 20 May and the news of success in the second round of applications from the Culture Recovery Fund for Heritage led to an increase in press coverage.

Mid Sussex Times devoted two pages to the news with a series of photographs of activity since the first lockdown in March 2020. It



quoted interim chairman Graham Flight as saying, 'We can't wait to welcome passengers back to the line'.

Rail Business Daily reported on the CRFH grant and said the money would cover the salaries of skilled heritage staff between April and June. Bluebell Railway Trust chairman Vernon Blackburn was quoted as saying, "We are grateful to the Culture Recovery Fund for approving our Round 2 application in full. The money will help us ensure we have the people and resources to reopen in line with Government guidelines next month".

Sussex Life took readers behind the scenes of filming for a production called *Vindication Swim*. The biographical drama by an independent film company in Brighton goes back to the 1920s to tell the story of Mercedes Gleitze, the first British woman to swim the English Channel. The report included a picture by Kevin Harwood of filming at Horsted Keynes station.

MAY

There was a wide variety of press coverage this month on a range

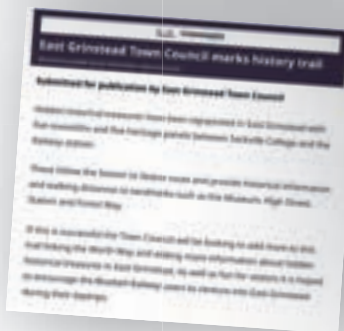
of topics associated with the Bluebell Railway.

Rail Advent reported that Realtime Trains were to become the sponsor of the restoration by the Southern Electric Traction Group of 4VEP No 3417 *Gordon Pettitt* which is being restored at Strawberry Hill. Roy Watts from the Bluebell Railway said: "This is a fantastic gesture."

The Spectator included a review of a book by Andrew Martin called *Steam Trains Today: Journeys Along Britain's Heritage Railways*. The review said: 'In and around diverting minutiae of locomotion, his travels provide pointers for outstanding British trips' and went on to say his chosen lines include the Bluebell Railway in Sussex.

In Your Area for East Grinstead reported on the history trail promoted by the town council. The trail includes heritage panels and historical treasures. The report said: 'As well as fun for visitors, it is hoped to encourage the Bluebell Railway users to venture into East Grinstead during their day trips.'

PAUL BROMLEY
Communications Director



REFURBISHED SHOP OPENS TO CUSTOMER ACCLAIM

It was with great anticipation and delight that the newly styled Bluebell Railway Gifts & Models shop opened its doors again on 20 May after an extensive refurbishment.

Many would agree that the shop was long overdue a cosmetic update, and we were fortunate and thankful to receive a proportion of the Culture Recovery Fund for Heritage grant that was earmarked particularly for improvements to the shop. We recognised we had a great opportunity to reassess our offering in store at the same time, to focus on what really works for our customers and ultimately works to raise funds for the Railway.

I was keen to get the best value for money for the Railway and to make the grant really work to improve the whole of the customer experience. Naturally we wanted to boost sales but also, we wanted to bring the theatre of modern retail to the Bluebell Railway. The shop is often the last part of the Railway our customers see and we want to leave them with a lasting positive impression. The shop needed to become a pleasant place to be, for staff and customers, and a nice place to spend!

Planning started when I joined the railway in late October discussing with the experienced team of volunteers we are lucky to have. I consulted various refit companies from all over the country and one specialist company really stood out for their enthusiasm and creative design! In-Build's ideas dovetailed neatly with the shop team's aims and together we worked out a plan. They also happened to be just down the road in Barcombe, so it was a bonus that we were mutually excited to be able to support local business.

With In-Build's ethos we decided to re-use as much material as possible. Rejuvenating and transforming the existing bookcases and counters not only kept costs down but importantly it made for a more sustainable and eco-conscious rebuild. We were pleased we managed to re-



LEFT: Loco, wagons and local produce van all contribute to a lighter and brighter retail environment for our visitors.

use or sell on most of the display furniture to minimise waste.

The shop was dark, not least because the windows were covered up with bookshelves, and the lighting needed updating. The plan started with new LED lighting, and the uncovering of all the windows. We moved the high bookshelves to the areas where they would not be obscuring the light and in doing so, we refined and reorganised the selection of books in store which freed up space for other profitable areas. We still stock a focused selection, and our next project will be to develop our online shop further in conjunction with a new stock system, so we can offer an even wider range of enthusiast books and DVDs than we are already known for.

We decided on a rustic, railway theme for the shop, and to make it fun for families. We wanted to create a centrepiece of a locomotive for a 'wow' moment on entering, a real Instagram opportunity! The theme developed with wagon-styled display tables and railway inspired seating that all works together well. The checkout area has been made to look like a retro ticket counter, but with a splash of action featuring a neon style led light that really catches the eye.

We felt that there was a missed opportunity to offer our visitors a taste of the local food and drinks that Sussex has to offer. In-build suggested a food wagon area, and we have stocked it with a selection of fine local

produce including very local beers, cheeses, and wines from companies located along our Railway. It has been an arduous task trying out all those free samples...

Another area that we really wanted to develop was model railways as historically it represents a large proportion of turnover but was tucked into a corner. The team saw an opportunity to improve, and the plan is to become a local centre for model railways as our immediate area is lacking in specialist shops. We decided to devote a large area to this and begin our own model layout, adding appeal to young families and adding theatre and movement to the shop.

For all the difficulties of the winter lockdown, it did give us time that we otherwise would not have had. We were able to work on the electrics; the décor; the installation of shop fittings and of course the restocking while closed. Because of restrictions, only a small and necessary team of volunteers could work during the build. I would like to extend a special thanks to Mark, he was rarely without a paintbrush or cleaning products in hand, and to Martin who kept the online business running during lockdown meaning our shop was trading despite our physical doors being closed. Without their dedication to the Railway, we would not have been able to achieve what we have. As things opened up in terms of Covid

restrictions, the whole team rallied to make sure everything was ready for opening day.

Thanks also go to Jani and his team at In-Build, we are delighted with the results and so happy we were able to create what we have. The team were flexible in their approach and masterful in their workmanship. It was a pleasure to see the ideas and sketches turned into reality.

Friends of Sheffield Park added the finishing touches to the shop exterior, installing a new sign and repainting the tired woodwork which now looks great.

I am delighted that the response from customers has been overwhelmingly positive - it has been great to hear all the comments and kind words from volunteers and customers over the first few weeks. The kids and families that make up a large proportion of our customers absolutely love the new layout and space, and it has been great to see this positive feeling translating in to encouraging receipts through the tills in the first few weeks. Word is getting round the model railway communities too, and we have seen a real uplift in model railway sales that we are sure will only grow further.

We set out wanting to create something that will be a commercial success and that the Railway can be proud of, and I am glad to say that early signs are that we have achieved it.

ASA GRIFFITS
Retail Manager

From the Chairmen

It is very encouraging for us to be able to jointly write this article knowing that following the third lockdown we are once again able to welcome visitors to the Railway, and to see the enjoyment and excitement that's generated by what we offer.

From reactions we are receiving from around the Railway, there seems to be much positivity amongst employees and volunteers now that life seems to be returning to a more encouraging level of 'normality'. This has clearly been greatly influenced by the impressive vaccination levels being achieved in the UK. On a cautionary note however, it is clear that we are not completely out of the woods yet, and the Government has just announced the decision to extend the current restrictions for at least a further four weeks in the light of the increased case trends from the 'Delta' mutation. Whilst this continued uncertainty remains, and a certain level of guidance interpretation is still required, it is important that the Railway adopts a flexible approach to its accessibility for visitors, which reflects not only Government guidelines but also the booking options being offered by other heritage railways and leisure attractions. We must ensure that the Railway is fully aligned with emerging customer expectations as the country transitions into the post-pandemic period, and in so doing maintains its competitiveness.

The great hope that we're sure everyone shares is that an improving level of 'normality' will continue without further interruption, which will then permit businesses to rebuild their finances and sustainability with a level of continuity and confidence that's not been possible for well over a year.

Before looking at the future and associated opportunities, we must pay tribute to the loyalty,

forbearance and support shown by so many of our volunteers, members and supporters during the past extremely uncertain and challenging months, and express our appreciation for it. We know such comments have been made a number of times previously, but we make no apology for repeating it, as it's heartfelt and sincere. Equally so, we wish to praise and pay immense gratitude to the company's employees, all of whom have worked incredibly hard to keep the Railway going as an enduring and functional business, even when we've not been allowed to host visitors during lockdown periods. Lastly, we also wish to give much credit to the Company directors, Society trustees and officers, and Trust governors, all of whom have worked tirelessly, made huge efforts and given countless hours to do all they can to guide the Railway through such unprecedentedly challenging times.

In spite of what a minority of Bluebell 'commentators' might infer through social media, the real-world challenges and pressures ultimately still confront those who are actually at the difficult 'coal-face' of decision-making, as is the case in any organisation. By rebalancing their attention and comments to include some element of support, instead of just total criticism and negativity, would have a more positive impact on those having to take extremely tough decisions in completely exceptional circumstances.

So, what of the future? There's no doubt that in the current environment this is a most difficult question to both qualify and quantify. In reality there are so many aspects that remain uncertain and which could still influence the fortunes of individuals and businesses the world over. However, the three entities (Plc, Society and Trust boards) continue to work in close

partnership, and in a spirit of realistic positivity and objectivity about the future prospects for Bluebell. There will no doubt be some further difficult decisions to be made as the Government might be forced to react to further virus mutations, but the decision-making for the Railway's short to medium term future will continue to be based upon a balance of reactive flexibility, together with a realistic, pragmatic and positive approach to building back a sustainable and growth-driven future.

Given the current difficult and compelling circumstances for all businesses, it is important to give members an overview of the future priorities for Bluebell. At the heart of what we are trying to achieve as we emerge from the pandemic are a number of key factors, including:

- Provision of a secure future for our employees, who work extremely hard for the Railway and rely on the business for their own and their families' security and well-being.
- Continued enjoyment for our many hundreds of volunteers, without whom we would not be able to run the Railway, and who we know get fulfilment from what they are able to contribute and achieve at the Railway.
- The return to access continuity of benefits for our loyal members and supporters, who have stood by their Railway during the most challenging period of its 60-year history, and for whose support we are most sincerely grateful.
- The optimisation of our revenues from existing business operations.
- The development of additional revenue generation opportunities, utilising existing assets, that will assist in increasing sustainability for the Railway's future and reduce its reliance on loans, legacies and donations. In so doing it will generate the ability to spend more on its deep-rooted objectives of heritage restorations and preservation.

The stark realities, as with most businesses, are clear and inescapable. The recent failures of many household brand names that have been synonymous in our lives for many decades, and which have now simply disappeared, only too clearly demonstrates the fact that no business is guaranteed the

right to a future. There is no escaping the fact that we have to accept the realities of the business environment in which we currently live, and adapt our forward strategies to reflect these realities to ensure as a business we are equipped to take on the challenges to successfully build a viable and vibrant business base for the future.

This approach has generated a number of initiatives which, as in most businesses, are fundamental to future sustainability and growth, and are an integral part of the evolution of any enterprise as it grows and develops.

The Bluebell enterprise is no different. We owe it to those who successfully pioneered and charted the Railway's development through the first 60 years' of its history, but we also have to accept that many of the challenges, constraints and competitive influences that will be faced in the next 60 years will inevitably be very different.

The key initiatives in question include:

- The complete review and formalisation by the Society of the strategic policy objectives for the Railway, commensurate with its over-riding heritage preservation objectives in context with the current market environment in which we are now operating.
- The introduction for the first time of a robust, detailed Plc business plan that will focus and drive the future achievements of the Railway's preservation, business and operational objectives in alignment with the Society's strategic policies.
- The objective of creating a financial 'business reserve' to off-set seasonality influences / unforeseeable business interruptions, and to reduce the reliance on loans and legacies etc.
- A restructured volunteer support facility and system that improves the process for recruiting, engaging, locating, training, retaining and valuing our volunteers. This aspect is crucial given our reliance on volunteers, and the considerable changes that have been made nationally over recent years to retirement age thresholds and pension provisions.
- The creation of an advisory facility to identify, analyse and, if appropriate, develop

There is no escaping the fact that we have to accept the realities of the business environment in which we currently live, and adapt our forward strategies to reflect them



Q class No 30541 with the 'Wealden Rambler' lunch train passes Holywell on a very hot Wednesday 16 June 2021. NICK GILLIAM

new business opportunities to generate increased revenue streams for the Railway.

● The adoption of new / improved I.T. solutions to provide real-time, accurate and customer-driven data support that will permit the Railway to be better equipped to identify and develop business opportunities. An example of this is the forthcoming Electronic Point of Sale (EPOS) system, which will provide important data benefits on customer trends and profiles etc. We will ensure that such initiatives will not compromise in any way the heritage experience that our visitors will be able to enjoy at the Railway, and an example of this is the Society-driven policy of continued issue of Edmondson tickets when customers arrive at the Railway, even if they have opted for the contemporary approach to book in advance online.

● The initiation of a more focused and structured process for the prioritisation and management of capital projects, encompassing major developments through to

smaller initiatives put forward by volunteer groups, etc.

Reading this, some may think there is a lot of development and change involved. It is certainly the case that it is a wide-ranging and ambitious list, and a number of the initiatives are arguably long overdue, but if the Railway successfully implements these it will be in a far better position to strengthen its business base and increase much-needed revenues. If these objectives are achieved, the Railway will be better able to fund its preservation ambitions to an increasing extent. Failure or unwillingness to adapt to changing external circumstances can only lead long-term to simply managing a static or declining business.

As you know, the planned Society EGM/ AGM last year had to be postponed due to the Covid lockdowns and restrictions, and possible alternative dates have been kept under continual review ever since. We have now made arrangements to hold the event at Burgess Hill Academy on 2 October, by which time it seems

likely that any further restrictions on indoor gatherings will have ceased. We hope to be able to welcome as many members as possible on that date, and that sufficient will attend to ensure that the meeting is quorate so that important elections and governance decisions can be made to take the Society forward. The Company AGM is planned to take place on 29 July.

Before concluding, we should make mention of the exciting events that are currently planned for the second half of 2021, but we have to add the cautionary remark that plans can still be subject to amendments should there be further government revisions to the 'road map' relaxation dates / guidance measures. Our website provides details of the up-to-date situation, so please use this to keep updated. Hopefully, we will be able to keep to the currently anticipated plans, which include the Diamond Jubilee '60+1' event (6-8 August), Model Railway Weekend (31 July-1 August), 'Road Meets Rail' event (17-18 July), and 'Giants of Steam' (8-10

October). For the Christmas and New Year season there is a full and exciting programme to look forward to for Santa and SteamLights services. We hope that this year we will be able to operate all the planned services, and that the Railway can bring enjoyment and pleasure to very many hundreds of people after what has been an extraordinarily difficult year for everyone.

We also hope that very many of you reading this will be able to visit the Railway in the months ahead, and we both reiterate our sincere gratitude to you all, whether employees, volunteers or supporters, for your continued support while we chart a progression to new objectives and initiatives as the Railway emerges into the post-pandemic environment. Above all, we wish you and your families continued good health.

STEVE BIGG
Acting Chairman, BRPS

GRAHAM FLIGHT
Interim Chairman, Bluebell
Railway Plc

Filming on the line



Hargreaves Lansdown photo shoot, using Pullman Car *Fingall*.

18 December

Hargreaves Lansdown advert

Bristol-based financial service company Hargreaves Lansdown used the interior of Pullman Car *Fingall* as the setting for a press advertising campaign. The photo features a woman in her sixties seated in the Pullman at the window, looking out at the reflection of her younger self with feelings of gratitude to her for making wise and beneficial investments in the past. The advert appeared in several magazines during February and March.

1 April

Vindication Swim

This film is based on the true story of channel swimmer Mercedes Gleitze, who was the first woman to swim the English Channel in 1927. Four days after she achieved this, another swimmer, Edith Gade, came forward to state that she had accomplished the same feat, before Mercedes, and two hours faster. Two weeks later Mercedes Gleitze got back into the Channel to establish her record and her legacy beyond dispute.

The film stars Kirsten Callaghan as Miss

Gleitze and Victoria Summer as Edith Gade, and some of it is presented in newsreel form with much of the East Sussex coastline providing the backdrop. At Horsted Keynes station, the swimmers were filmed separately boarding and alighting from the train, along with various background shots around the station and the book stall. All extras on the set came from Sussex amateur dramatic groups in order to minimise bringing in people from any distance and having them stay overnight, and it appeared that everybody was glad to be back working again as lockdown restrictions eased. The young Hove-based film director Elliott Hasler has already been hailed as 'the next Spielberg' and the film is due to debut at the Cannes Film Festival.

15 April

Rieker Shoes advert

Horsted Keynes station was the setting for a TV advert for Rieker shoes, starring seven dancers. They danced from the forecourt into the booking hall, along platform 4, outside the book stall and on to the train. No loco was required, but the previous day's shunting had to be undertaken with greater than usual care



Vindication Swim stars Victoria Summer as Edith Gade. KEVIN HARWOOD



Smoke bombs take the place of real steam in *Vindication Swim*. KEVIN HARWOOD



Victoria Summer leaves the train and is hounded by the press, *Vindication Swim*. MARTIN TOMES



Dancing on the platform for the Rieker Shoes advert. MICK BLACKBURN

Locomotive Department



Clearing accumulated mud and silt inside the water tower at Sheffield Park. GREG WALES

The future availability of coal is a subject that is much discussed by those involved in heritage railways. However, while in principle a steam locomotive could use fuels other than coal, no locomotive can turn a wheel without water.

As was outlined in an earlier loco report (*BN Winter 2018*) the Railway's primary source of water is from Pellingford Brook, which runs under the south end of Sheffield Park station. From there water is pumped to the water tower above the pump house, from whence it runs by gravity to the water cranes on the station platforms. The tank has a capacity of 33,000 gallons, or about 150 tons when full, requiring both very sturdy construction of the tank sides, and support on massive brick walls in the pump house itself.

With the water drawn straight from the river, it is inevitable that some silt will get drawn up into the tank. This settles out onto the floor of the tank, and the outflow to the water cranes is about a foot above the tank floor, allowing it to draw clear water. However, over the years the silt eventually builds up, to the point that it approached the outflow. The consequences of such material being fed into the loco water supply would likely be a marked deterioration in reliability of equipment such as the injectors,

and reduced intervals between boiler washouts. Hence in mid-May, just before the railway resumed operations, a concerted effort was made to remove the mud. This is perhaps the third time that it has been done in the last forty years or so.

The actual clearance was achieved over four days by eight loco department volunteers, with a total of 14 man-days of effort. The eight intrepid souls were Laurie Anderson, Peter Baker, Bob Blake, Thor Clifford Wilson, Ben Dingley, Ben Gray, John Hutchins, Martin Payne, Andy Taylor and Greg Wales. To enable safe access, scaffolding was erected to the top of the tower, along with a ladder for access inside the tank. After draining the tank, a depth of twelve inches of mud across the entire floor had to be laboriously dug out into buckets, which were hauled to the top of the tank and then dumped into a Grampus wagon positioned below. Over the four days, the entirety of the mud was cleaned out, with the tank down to its bare metal floor - a job made harder by the internal bracing in the tank making movement within the tank restricted.

Now that it is cleaned out, the job will hopefully not need to be repeated for many years to come. Further maintenance is planned for a future shutdown period to repair parts of the internal bracing and hopefully give the tank a fresh coat of paint - but that will have to wait for the rest of the year when the water tower will once again be providing the essential daily supplies to our locomotives.



The view from the water tower. GREG WALES

Overhauls and maintenance BR Standard 5MT No 73082 *Camelot*

Most of the workshop resources over the last quarter have been directed towards *Camelot*. Repairs on the boiler are now complete, and it has been successfully hydraulically and steam-tested out of the frames. The focus is now on reassembling the locomotive for a return to traffic.

Stroudley 'Terrier' No 72 *Fenchurch*

Fenchurch left the Railway on 14 April for Statfold Engineering in Staffordshire.

The locomotive is undergoing

a standard 10-year overhaul with work on both the mechanical condition and a thorough boiler repair.

The current plan is that the frames would be back with us between the end of the year and next Easter. That should give us time to re-assemble *Fenchurch* ready for the summer. The aim is to have it running for its 150th anniversary in 2022.

At present, we do not know the scope of the work involved in the cylinder block. The contractor is only stripping and removing the cylinder block from the frames at present. We will then decide the way forward: repair or replace. If the decision is to replace, a replacement set of cylinders has gone to Statfold with the frames.

The boiler overhaul requires substantial replacement of material, including replacement of the inner firebox, itself a new item from the locomotive's overhaul in the 1980s. We have placed the order for the new flanged and welded firebox from Israel Newton & Sons in Derbyshire. This is scheduled for completion late summer. Most of the work to date has been checking and comparing design options for the replacement parts, gutting the boiler and liaising with the boiler surveyor. The new foundation ring has been fitted to the old firebox wrapper and has been sent away to ensure the new box fits it. The rest of the main boiler components are at the Railway already: the barrel extension, barrel patch, smokebox tubeplate, outer wrapper, lower backhead and throatplate pressings. New stays, tubes and rivets will be ordered when sizes and lengths are known.

Maunsell S15 No 847

The S15 passed its annual boiler test in early May and is available for traffic.

BR Standard 4MT No 80151; Maunsell Q Class No 541; Wainwright H No 263; Stirling O1 No 65

All are available for traffic and were all in use at various points during the first weeks after re-opening.

Wainwright P Class No 27

With the progressive easing of



Class 09 air tanks being tested. MIKE HAWKINS



Camelot's boiler reinstated. HENRY MOWFORTH



Fenchurch loaded and about to travel to Statfold Engineering, Staffordshire. KIERAN OSBORNE

restrictions over the summer the group will focus on remedial attention to the frames, which have not been worked on since March 2020. The aim is to get the frames into topcoat southern livery before our 60+1 anniversary gala in August. Any remaining time will be invested in preparing and painting the two remaining wheel sets. These tasks can be completed safely outside in the fresh air and are good tasks to complete in the better weather available in the summer.

The group has had some success with fundraising over the last year, though obviously not as good as in previous years! We have been selling preserves from a table with an honesty box

which has taken a reasonable income. We have also opened an online shop selling a range of keepsakes and railwayana items – see <https://tinyurl.com/wainwright27>

BR Class 09 shunter D4016

During April all ten air tanks were removed from the locomotive, cleaned externally, inspected and hydraulically tested to the required pressure. With the main air tanks under the locomotive removed, the inside of the frames got steam cleaned to remove a decade of grime. The tanks require certificating every ten years. All fittings associated with the tanks such as drain

taps and auto drain valves were cleaned and inspected for defects.

The group also took the opportunity to remove one of the radiator elements which had a suspected leak. After removal and a good clean the faulty element was put under a water test, only to find a pin hole on a soldered joint. Fortunately the owning group have a couple spare in stock which were all in good condition so the element was changed. After successfully refilling the radiator, the loco now has a water-tight front end again.

**TOM JAMES and
BOB PAMMENT**
Locomotive & Rolling Stock
Director

No 928 Stowe

At the time of writing at the end of May, *Stowe's* new steel backhead was all drilled for riveting and was in place within the steel firebox outer wrapper. Two 'formers' have been fabricated, ready to be used to produce the correct shape for new copper plate that is being ordered to replace the lower sections of the inner firebox throatplate and doorplate.

The work to build up the wasted sections of the foundation ring and repair the cracks has been completed and has been trial-fitted back into the steel outer firebox.

The MLS working party were able to re-start at Sheffield Park on Thursday 20 May in an appropriate, socially-distanced, manner. Although all the working party have had at least one Covid-19 vaccination, we need to be mindful that any one of us could be a carrier and thus we are being very careful to comply with the guidelines. The

first day back was spent checking over everything since we were last here. Unfortunately one of the PMV doors has suffered from wet rot and we are in discussion with our friendly contacts in the Carriage & Wagon department to make arrangements for a new door to be made.

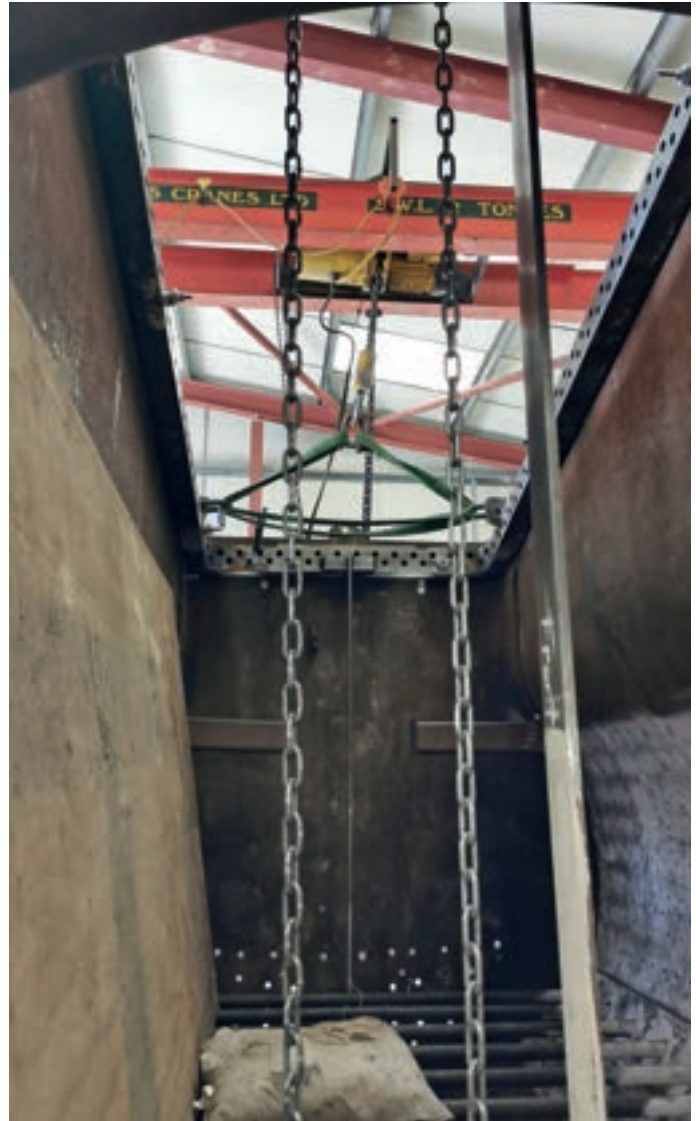
Stephen Booth is taking the lead on constructing a weather proof cover to place over the cylinders to keep the weather out. We have also re-started cleaning and painting some of the boiler cladding which was in good condition, despite minimal attention for nearly 18 months. One of the next jobs will be to bolt down new sections of running plate that were fabricated prior to the first lockdown and then proceed to reconstruct the wooden cab floor.

Q Class No 30541 and S15 Class No 847

Both the Q and the S15 were available for traffic when the railway re-opened in May.



Stowe's new boiler backhead, drilled and in place ready for riveting to the steel outer firebox wrapper. HBSS



Stowe's repaired foundation ring back in place in the steel outer firebox. HBSS

No 30541 was recently used in filming for a new series of *The Larkins* for ITV, then later for the BBC drama *Life after Life*.

U Class No 1638

Still in store at Horsted Keynes.

U Class No 1618

No 1618 remains at Sheffield Park. We intend to oversee the overhaul of this locomotive after the work on *Stowe* is complete.

Fundraising for *Stowe*

A big 'thank you' to all those who responded to our appeal in the Spring *Bluebell News* to support the boiler overhaul work at HBSS. When the boiler returns from Merseyside we would like to help fund purchase of the tubes and stays to help complete the boiler

overhaul. So, if supporters can spare a 'little extra' for the Maunsell Locomotive Society this would be much appreciated. Contributions towards this cost will be gratefully received. Please make cheques payable to 'Maunsell Locomotive Society' and send to the Treasurer, 312 Riverside Mansions, Milk Yard, London E1W 3TA.

For donations over £50 we can reclaim Gift Aid if you make the cheque payable to 'Bluebell Railway Trust'. Please enclose a current Gift Aid form (download from Bluebell website) indicating you would like the donation to be towards *Stowe*. Again, please send such cheques to the Treasurer, to enable an acknowledgement to be sent. New members would also be very welcome.

STEVE PILCHER

TRIPLE HEADERS of the past

Photography: Phil Barnes



Stepney, Bluebell and Birch Grove are seen approaching Horsted Keynes with the 12 noon Sheffield Park to Kingscote service during the late Summer Gala of 11 September 1999.



'Terriers' Nos 55 and 32678 lead O1 No 65 along the embankment at the bottom of Freshfield Bank with the 2.32pm Kingscote to Sheffield Park train on 12 November 2006, which was themed as a 'Terrier Weekend'.



Stepney, No 323 and Birch Grove are seen on the embankment just north of Three Arch Bridge as they work the 3.30pm Sheffield Park to Kingscote service during the Branch Line Gala of 13 February 1999.



Nos 65, 592 and 9017 depart from Sheffield Park with the 11am train to Kingscote on 22 February 2009, during the Branch Line Gala.



During the Winter Steam-Up of 20 February 2000, *Stepney, Birch Grove and O1 No 65* round the curve at the top of Freshfield Bank with the 3.30pm Sheffield Park to Kingscote train.

DOUBLE HEADERS of the past

Photography: Phil Barnes



Nos 65 and 592 are seen on the embankment just to the north of Three Arch Bridge with the 5.22pm Sheffield Park to Kingscote train during the late Summer Gala of 11 September 1999.

LEFT: Nos 33001 and 592 approach Three Arch Bridge with the 1.50pm Sheffield Park to Kingscote train on 14 March 1998, which marked the 40th anniversary weekend.



No 75027 and LMS No 5690 *Leander* climb Freshfield Bank with the 11.40am Sheffield Park to Kingscote service on 24 October 2004, the Giants of Steam event.



Nos 75027 and 80151 climb Freshfield Bank with the 2pm Sheffield Park to Kingscote train on 25 October 2003, during the Giants of Steam event.



During the Giants of Steam event of 21 October 2006, Nos 3440 *City of Truro* and 9017 *Earl of Berkeley* are seen on the embankment to the north of Three Arch Bridge whilst working the 4.55pm Sheffield Park to Kingscote service.



No 21C123 *Blackmoor Vale* and No 34081 *92 Squadron* head a 12 coach train along the embankment just to the north of Three Arch Bridge; this was the 3.35pm Sheffield Park to Kingscote of 22 October 2000 Giants of Steam weekend.



SECR pair Nos 178 and 323 on the 4pm Sheffield Park to Kingscote service at Horsted Keynes on 28 August 2011.



Maunsell pair Nos 1618 and 541 round the curve at the top of Freshfield Bank with the 2.44pm Sheffield Park to Horsted Keynes train on 4 August 1990 during the Railway's 30th anniversary event.

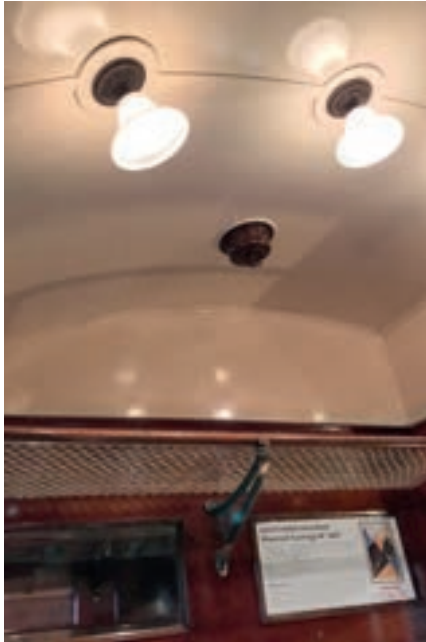


Stepney and Adams Radial No 488 are seen nearing Horsted Keynes whilst working the 3.37pm Sheffield Park to Horsted Keynes service on 5 August 1990 during the 30th anniversary event.



No 21C123 pilots No 75027 along the embankment with the 10am Sheffield Park to Kingscote train as they head towards Horsted Keynes during the Giants of Steam event of 28 October 2001.

Carriage & Wagon



LEFT: The last compartment of No 3687 now has its ceiling in place; the other five compartments are far in advance of this compartment, most being all-but complete.



Externally, on No 3687, more paint has been applied to both sides, ventilator bonnets have been fitted and the door trim is ever more complete too. The canvas for the roof is on order.

ABOVE LEFT: In the absence of a supply of original brass light fittings (which had a copper-plated/oxidised finish), it had originally been intended to fit more modern ones in Maunsell Brake No 3687, without shades, but since they would in any case have to be reproduced for the Maunsell Restaurant Car, lockdown has enabled a method of casting them from a bronze-loaded resin incorporating a brass screw fitting to be attempted, with satisfactory results, as seen here. 21 have been manufactured for No 3687 and No 7864 will need a similar number. ALL: RICHARD SALMON

We have continued to operate the department with limited volunteer access, although all projects have now been able to return to some extent. Without a full time painter, the paint shop has been occupied by Stroudley No 949, and one of Pullman Car *Fingall's* bogies, and with SECR van No 153 temporarily moved to OP4, the Mk.1 wheelchair accessible saloon No 5034, which had its structural repairs completed under contract at Cranmore, has entered the works in their place.

The wagon gang (now known as the Goods Division) have been progressing with the major rebuild of Bulleid Wagon No 12058, and with the strip down and intermediate overhaul and reflooring of SR engineers wagon No 62002, and as a fund raising venture also produced limited edition 00 gauge kit-built models of both wagons, which are now sold out, along with other items.

RICHARD SALMON



Stroudley Brake, No 949 of 1881, now has seven of its ten doors panelled.



With the glazing of the Stroudley Brake now complete, the finishing touch to the guard's duckets (lookout) has been a complex curved wooden moulding acting as an edging over the steel plate. These plated duckets represent a very early use of metal on carriage exteriors, something which did not become common in the UK for another 40 years.

RIGHT: The seating in Mk. 1 TSO No 4754 has been re-trimmed in the highly appropriate reproduced “Boomerang - Aeroplane” Festival of Britain moquette.



The interior timberwork around the side-lights (windows) and the cleaned and re-varnished original veneered panelling of ex-Bicester Mk.1 TSO No 4754 is being installed. It was the good condition and relative originality of the interior of this coach which was the main reason for acquiring it as a heritage vehicle.



LEFT: The distinctive long LBSCR commode handles for the Stroudley Brake have been cast in brass, and finished by our machinist, Paul Waldron.



The interior fit-out of Pullman Car 54 is proceeding at a good pace.

BELOW: The wheelchair lift in the brake van double doors of Car 54 is seen here.



Permanent Way

Tuesday Gang

The Tuesday Gang have been fully back in action as restrictions have eased. We have continued lineside clearance at Vaux End going north. This was interrupted by the requirement to clear the remains of felled trees north of the tunnel due to ash die-back. This task took up most Tuesdays in late April and May but the area is now cleared. In June we plan to continue working north unless other work takes priority. At the time of writing the Wickham trolley is out of action, which tends to reduce the scope of our activities.

KEITH LAWRIE

Wednesday Gang (South)

Having reviewed the Government's guidelines for volunteering and safe working, the gang had intended to re-start work on 10 March. Unfortunately, this plan was thwarted due to the weather and our first session back was on 17 March. More dreadful weather meant that 24 March also had to be cancelled but, since then, we have been able to work every week.

The initial task was to gather and burn loose and bagged cuttings that had been left on the down side, just north of Sloop Bridge, when all work ceased at the start of Lockdown 3. We then moved to the area just north of Broken Bridge (formerly Town House Bridge) to deal with young saplings at the base of the down side embankment and clear relatively low growth on the up side towards Monteswood Lane Bridge. This work included our best attempt at clearing a blocked



The Tuesday Gang, happy to be back at work on lineside clearance duties. PHIL LAYCOCK

ditch on the down side.

Work has since continued north from Monteswood Lane Bridge, clearing both sides of the line towards Rock Cutting. By early June we will be working on clearing the vegetation and saplings in Rock Cutting.

GRAHAM MASHFORD

Wednesday Gang (North)

Towards the end of 2020 the gang was in action north of Horsted Keynes and had also made a start at Three Arch. We were steadily working our way through Three Arch Cutting before Christmas and had almost completed the down side, when Lockdown 3 struck at the turn of the year.



The Wednesday Gang (North) strimmer team and look-out man takes a break on 2 December 2020, while Balfour Beatty's tamper crew receive a briefing in the background. BRIAN KIDMAN

Two hardy souls resumed duties as soon as they felt safe to do so, while more members of the gang had returned by early March. This enabled the tidy-up north of Horsted Keynes' platforms to be completed, while others started working south from Three Arch Bridge on the up side. By the end of that month, the full lengths on both sides through Caseford Bridge to Keysford Lane Bridge / Holywell had been completed, with only some tidying remaining.

During April, at Matt Crawford's request, the gang spent a number of weeks removing undergrowth from the western end of the Ardingly Spur, to permit an assessment of ground conditions.

At the end of April, part of the gang relocated to West Hoathly, working northwards from Dean's Crossing on the up side. Meanwhile, Linden Homes has begun preparing for their development of 200 houses on a greenfield site off Turners Hill Road, East Grinstead. A new, more secure, boundary fence will be erected by Linden, parallel to but separated from our own original LBSCR estate fencing. In that connection, May has seen most of the gang working to clear our down side boundary between the viaduct and Hill Place Bridge, with this work expected to continue into June.

BRIAN KIDMAN

Matt Crawford's Gang

With all the limitations of lockdown in place, many of the infrastructure gangs have not been active for a long time. Matt Crawford's main gang has been operating with greatly reduced numbers and he would like to thank everyone who responded to his invite to attend 'as required', and to all those that had the harder task in complying with the Railway's requirement not to attend. Strange times for all, but hopefully a more certain future.

Andy Scopes produced a report of infrastructure activities in approximate chronological order for circulation within our department, largely for those who missed out. Here it is reproduced, updated with the latest additions. Many thanks to Andy for his time spent writing this.

With the railway open at the time of going to press the question of which volunteers could return has been raised. The Monday to Friday team still couldn't return to normal working and were advised to contact Matt Crawford and not just 'turn up' as there was still a need to be Covid savvy. Only a select few were classed as officially 'required', mainly for their specific skills or because they could manage several days a week thus maximising man-days with the minimum number of men.

Despite reduced numbers, a



Believed to be our last remaining telegraph pole, rediscovered north of Dean's Crossing on 5 May 2021. BRIAN KIDMAN

lot of track was renewed during the pandemic. Firstly, the last 13 panels of Freshfield Bank were laid, initially only seven of the 13 panels were replaced. This brought us down to Palmers Bridge which was to have a new deck. A start was made on the non-running side of Palmers Bridge, devoid of a deck for many years - then came the start of the second lockdown with a halt to general attendance at the railway.

During November and December, Palmers Bridge deck replacement was completed and the remaining six track panels replaced. This took us over the new bridge deck and right to the end of the last straight panel before the curve leading into Sheffield Park. See the winter edition of *Bluebell News* and the Andy Palmer film clip at <https://youtu.be/uCP1CINjpP8> for a fuller report.

The recovered rail and concrete sleepers were used to complete H and J roads into the new carriage shed at Horsted Keynes. This allowed a re-sort of the required stock to be moved undercover. H road, which was already connected to the down yard, was temporary slewed over to J road to move more stock into the shed before the worst of winter and then re-slew back.

The rebuilt A road points, started before the first lockdown, with a realignment of the

running-in road, was finally completed and made fully operational with the road also relaid and now reconnected to the shed via a much smoother curve than previous. The final section of B road removal / replacement to the shed remains on the 'to do' list.

With the railway closed prematurely due to the second lockdown, the Trust-funded track replacement was cleared by the board and a four-panel section completed to extend the previously relaid Three Arch stretch up to New Road Bridge, just south of Horsted Keynes.

In January, a 16-panel relay was



The completed retaining wall at the western embankment of New Road Bridge. JON GOFF

completed, extending the section from Horsted House Farm foot crossing to near Vaux Bridge. It was during this exercise that, in one day, six panels were fully laid and completed by only six people including the paid staff plus one extra contractor for half a day. Everyone slept well that evening! This demonstrated the justification of having limited numbers invited during lockdown.

Also, in this area the kissing gates (refurbished earlier in the year) were installed at Horsted House Farm foot crossing and the area around the crossing improved with the addition of a rail post fence using recovered rail from the adjacent relay. Sleepers, also from this relay (the good ones) were also used to rebuild the gangers' hut at Vaux End which had burnt down some years ago (see last issue for full report).

The Southern Railway style rail post signal, built by Mike Hopps, to replace the up inner home has now been erected and S&T will now complete the fitting-out. The reason for this change is that the exhaust from passing engines

caused regular issues with the electrical side of the working of the existing overhead set-up. The old signal will be removed, saved, overhauled and installed at a later date to form part of the main signalling for use on the Ardingly approach.

New Road Bridge is now being closely monitored as the embankment on the north side of the bridge and the west side wing wall of the bridge was showing signs of movement. Action to recover the situation has commenced with the building of a retaining wall at the lower part of the embankment with 25 three-metre piles linked via a major reinforced concrete construction as described in the winter *Bluebell News*. This is Phase 1 and will arrest any further movement. It will form a stable base for the next phase which is scheduled for Jan-Feb 2022. The retaining wall has now been completed and semi-submerged with soil taken from the Ardingly Spur.

A 7½ panel (150 yards or 137.16m) track relay was also completed from just north of New Road Bridge. In addition to the



Almost buried: The retaining wall at New Road Bridge. JON GOFF



The new septic tank at OP4, prior to burying and re-landscaping.
JON GOFF

7½ new panels, approximately 1½ panels of timber sleepers were changed to concrete under the existing flat bottom rail which made nine panels in all. This leaves 2½ panels of existing bullhead track still to be replaced over New Road Bridge. This will be undertaken during the winter shutdown in Jan-Feb 2022 following Phase 2 when the embankment and wing wall work is carried out. When complete, the track relay will be finished into Horsted Keynes station.

The position of the vehicle crossing to the Ardingly Spur has been moved a little to the south of the original. This is to improve the route of the vehicle road to the down yard, thus avoiding any pointwork. New gate posts will be required and a new fence will be made using scrap rail and wire either side of the gate, replacing the current ageing wooden fence.

The ground is currently being remodelled in the area of the Ardingly triangle to accommodate the repositioning of the main line vehicle crossing and the setting up

of a training and demonstration area for commercial contractor operator training - a useful income stream for our Railway. The future potential route of the line towards Ardingly was planned and its fence line mapped. It will have a low-cost rail post and wire fence to securely isolate the training area.

As part of the surveying exercise, the brickwork has been exposed for the abutments of the original Sheriff Mill Viaduct. The surplus spoil removed from the end of the embankment has also been used to level more of the triangle and the Ardingly side of the new position for the vehicle crossing.

With the enforced shutdown preventing trains from running, it has also been possible to complete another 13-panel relay between SP and HK at milepost 9, roughly half way between the two stations. This builds onto the end of the Tremains renewal undertaken in 2018. It's actually 13.5 panels worth of renewed formation as there is a transition half panel of new bullhead rail. This has been

moved up 13 panels and reused as the interface between the new flat bottom and the old bullhead rail. Only 16 panels through Lindfield Wood need to be replaced and approximately half a mile round the curve from the bottom of Freshfield Bank to Sheffield Park to complete the relay on the whole section from Sheffield Park to Horsted Keynes!

Two new Balfour tampers have been with us on proving and training runs before Network Rail certification for use on the national network. Operations teams have been able to gain an insight to all aspects of what's new on this type of machine prior to its certification, using many locations along the line and in the down yard at Horsted Keynes. This has provided demonstration / instruction / training on all aspects of plain line and pointwork, and as a further side benefit to the income stream, we now have a well-tamped railway.

Photos were recently published of a tamper on fire near Sevenoaks. It was **not** one of the two new Plasser tampers on test here as initially thought but a much older and smaller tamper from another manufacture, also used by Balfour. Ironically it has been with us in the past (see BN Spring 2020 when at work on the Leamland straight, better known as 'Fire Slip').

Some extensive clearing and tidying has taken place in Horsted Keynes yard and a lot of scrap sorted and sold. The assortment of flat bottom pointwork stored at the northern end of the Ardingly triangle towards the station has been dismantled and all the

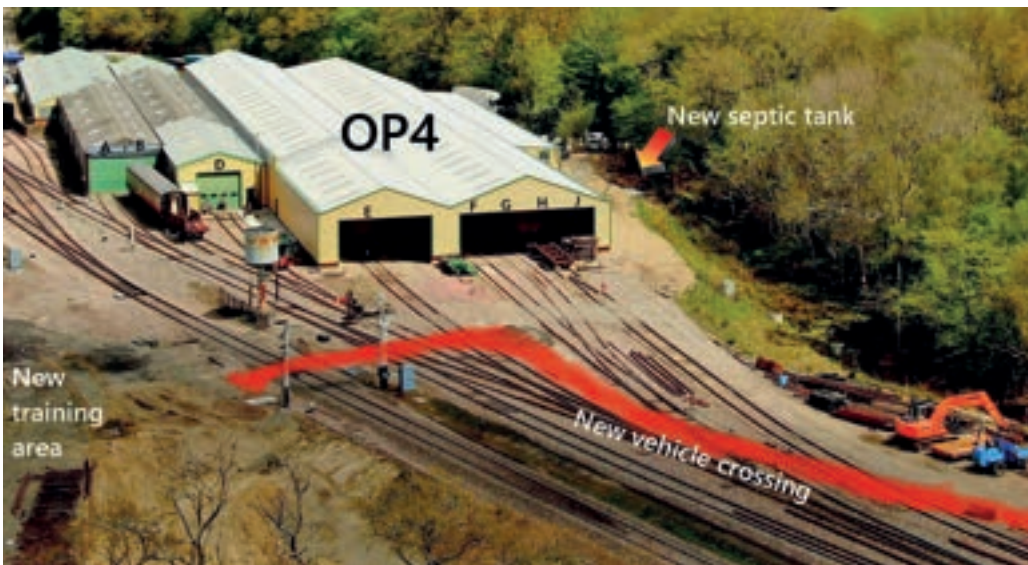
component parts sorted into three groups: scrap; keep for future use or sell for reuse elsewhere. Some was in excellent condition but unlikely to be used by us in the foreseeable future so it was sold (or credited) to K.G Price in Wales for their own stock.

A delivery of an additional load of 100 concrete sleepers has arrived, despite not being required until the scheduled line closure in the Autumn. They have been taken down the line and stored ready for the next relay. The purpose of the early order was so that a backload (goods loaded onto the lorry for the return trip) of scrap rail, chairs and fittings from various running line relays could be sold.

Like many projects we undertake, after many hours of hard work we cover up the work area and most of the results are not seen. A good example of this is the provision of the Bio tank sewage installation behind the Heritage Skills Centre attached to OP4. A deep excavation was required to prepare the area prior to the actual placement of the large septic tank. This would normally be 'just dig a hole and bury the unit', but due to the poor nature of the existing made-up ground, additional work was required to provide a stable concrete base. This was cast and the first part of the underground retaining wall constructed. When completed none of this will be visible.

The final route for the vehicle crossings in the down yard has been defined and construction started. Prior to this, H road was realigned, so that after a slightly tightened curve off the points at the southern end, it will have a long, absolutely straight, road right through to the back of the shed. See the drone photo by John Harwood which shows the very oblique angle across the OP4 approach roads.

Adjacent to H road will be J road, already completed and filled with stock inside the shed. A consignment of good quality used flat bottom rail has been purchased for the next stage of construction of the down yard at Horsted Keynes. This will include the approach road for J road up to the shed and connection to the point already installed in H road. Halfway along it there will be a new three-way point with the point tips 25 metres from the shed door. It will be a 'Type 2' tandem, which means that both turnouts



A drone view of OP4 and approach roads, showing the new road vehicle crossing route. JOHN HARWOD



The new vehicle crossing under construction. JON GOFF

from the straight road are on the same side, in this case, the left-hand side.

The first turnout of the tandem will go straight onto a maintenance pit. The second turnout will provide another road down to the bottom of the yard which will become a tram road for part of its length. The main purpose is to provide a road-railer access point for both ourselves and for contractor training.

The pit is proposed to be 25 metres long and could be used for any engine stabled at Horsted or visiting engines or other plant such as a tamper or as a back-up for Carriage & Wagon. There will be other engine stabling facilities there as well so that if the line to Sheffield Park is severed for any reason, such as bridge maintenance, services could easily be run north from Horsted Keynes.

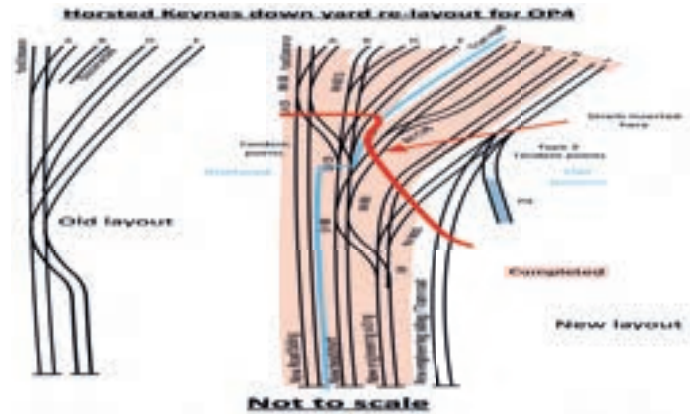
The timbers for the 3-way point have been delivered and a backload of fittings and components dispatched to Wales for K.G Price to use. The main pointwork will be assembled on site when the key parts have been made and delivered.

Our northern terminus at East Grinstead was opened eight years ago. All pointwork here is operated manually and there are no signals, making everything a single block. Therefore, only a single engine can be allowed in the section despite there being the Network Rail connection point, a platform road, a run-round loop and a cripple siding.

It was always planned to control this area from Kingscote signal box, two miles away, but the box wasn't operational eight years ago. The box has since been completed with all the extra levers etc to control East Grinstead. Now it is time to install all the necessary infrastructure to complete the project, thus giving greater operational control and flexibility.

The first job was to put in the extra required insulated block joints (IBJs). They were put in as appropriate. New conduits between new and existing manholes had to be installed. Also, four new manholes and two new cabinet bases were built which needed to be connected to existing conduits.

As the moulds used to



Down Yard Pointwork plan with proposed pit and crossing.

create the concrete sections for Palmers Bridge were still in good condition, it was decided to use them again for another bridge before dismantling the formwork. This bridge, which is exactly the same design as Palmers Bridge, is on the Ardingly track bed and is to be repaired so that a public footpath can be reinstated underneath it on its original course, which also helps future proof our trackbed. Only one more flat slab for the bridge deck was needed at the time of writing and then it can be taken to site to be installed as and when opportunities permit.

Another activity which has had to take place largely before the reopening of the railway is removing trees that have suffered from ash die-back. Due to the number of dead or dying ash trees on the railway, some quite large, we have had to employ a professional tree surgeon. Ash trees have had to be felled throughout Bluebell property,

mainly beside the railway line. Several were removed from south of the viaduct, near the tunnel as well as odd spots elsewhere. Piles of logs can be seen in various places as a result.

A start has also been made on the long-awaited project to upgrade the power supply to the whole site at Horsted Keynes. This is being undertaken by UK Power Networks (UKPN). A long ducting route is required between the north-east corner of OP4 to the upper car park where a new substation is to be constructed. The trench will be dug in house by the infrastructure team with UKPN then installing their cable in the duct. Several trenches have already been dug in the upper field / car park in accordance with UKPN and the correct ducts installed. The base for the new substation has also been cast as we go to press and is ready for UKPN to use.

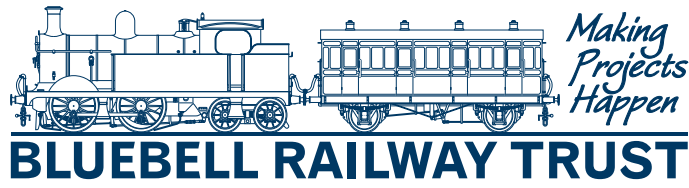
ANDY SCOPES
and JON GOFF



New bridge sections freshly cast for a location on the Ardingly trackbed. JON GOFF



New manholes and location box bases at East Grinstead, in preparation for signalling the area. JON GOFF



What is the Bluebell Railway Trust, and what does it do?

The Bluebell Railway Trust was established in 1985 to hold and administer funds that arise from fundraising, i.e. from legacies, grants and donations.

A few key facts about the Trust:

- It is a stand-alone organisation that in formal legal terms is quite separate from the Railway.
- It is a registered charity, regulated by The Charity Commission.
- It is staffed entirely by volunteers at no cost to the Railway.
- It owns two locomotives – SECR C Class No 592 and H Class No 263 and various historic carriages and wagons.
- It is responsible for operating the Railway's museum, which is accredited by Arts Council England and for maintaining the archive, most of which is owned by the Trust.

Whilst being a separate legal entity, the Trust is an integral part of the Railway - working

alongside the Bluebell Railway Preservation Society and the operating company, Bluebell Railway Plc, for public benefit and betterment of the whole Railway (see diagram, page 2).

The Trust receives funds from many sources. Most of these funds are for specific current and future projects. These are referred to as 'restricted funds' that can only be spent on such projects and, importantly, cannot be spent on anything else, even in the direst of circumstances.

Sources of our income

The income of the Trust comes from a variety of sources:

- Legacies and bequests. These are received from members and friends of the Railway who have passed away and who have left

gifts in their wills to help the Railway work towards the future. As a charity, such gifts are free from Inheritance Tax that, on average, save us around £250,000 in tax a year although in 2020 we exceeded this by a considerable margin. In addition, we often receive donations in memory of former members and friends.

- Fundraising appeals. From time to time, the Trust organises appeals to members and friends of the Railway for funds for specific projects.

● Regular donations. Many members and friends make donations by standing order each month, quarter or annually. In the past 12 months, around £60,000 was received in this way, mostly for specific projects such as the Brighton Atlantic locomotive.

- Occasional donations. From time to time, donations are received as one-off payments that are almost always for specific projects.

● Grants from external organisations. Occasionally monies are received from grant-giving bodies and foundations to support specific projects and this is something that we want to develop.

- Gift Aid claims. As a registered charity, the Trust is able to reclaim Gift Aid on most of its donations, thereby increasing income by 25% on qualifying gifts. This is usually worth around £100,000 to us each year.

The total income of the Trust has been steadily rising but varies from year-to-year depending on the number of legacies

The Bluebell Railway Trust owns and funds the maintenance of SECR H Class locomotive No 263, seen here with SECR O1 No 65 passing Hazelden with the 10am train from Sheffield Park on 31 May 2021.
NICK GILLIAM



received and on whether or not there is a major appeal but is usually between £1m and £1.5m. However, in 2020 we achieved an exceptionally large total of £2.6m - mostly from two significant legacies - together worth £1.5m and from our very successful Covid Emergency Appeal that raised £410,000 from 2,700 individual donations, for which we are hugely grateful.

Most of the income the Trust receives is for specific present and future projects. Income that is not for any particular project can be used by the Trust to fund whatever is most needed at the time, provided it is of a charitable nature and for public benefit. We currently have around 80 separate funds for various projects, nearly all of which are of a capital nature and which the Railway would not be able to afford without the support of the Trust.

The Trust usually provides grant funding for projects on the Railway totalling around £1m every year. However, grants are only made to the Plc as expenditure is incurred on each project so that costs can be monitored against agreed budgets.

An indication of the extent of the backing provided by the Trust for major projects over the last five years include:

- £1,100,000 for the replacement of more than four miles of track
- £1,040,000 for the Horsted Keynes Carriage Shed (OP4) and the attached Heritage Skills Centre
- £750,000 for locomotive restorations and overhauls

- £460,000 for the construction of the replica Brighton Atlantic *Beachy Head*.
- £440,000 for the Railway's share of the National Lottery funded ASH project at Sheffield Park.
- £290,000 for various infrastructure and building works
- £220,000 for the restoration of Pullman *Car 54* including wheelchair access.
- £175,000 for other Carriage & Wagon restorations and overhauls.
- £160,000 for supporting apprentices and trainees.
- £135,000 for ongoing plans to secure the route of the trackbed towards Ardingly.
- £120,000 for Emergency funding as a result of the Coronavirus pandemic (a further £300,000 will be paid out in 2021)
- £75,000 for the Elephant Play Van at Horsted Keynes.

Some of the projects have been funded entirely from donations for particular purposes including the Brighton Atlantic, Pullman *Car 54* and Western Extension.

In addition to the projects listed the Trust has provided much smaller amounts for dozens of other projects across the Railway.

The Trust has a sophisticated accounting system designed specially for charities that not only keeps track of donations and their allocation to the correct fund but also produces the monthly Gift Aid claim to HMRC. It also assigns payments made for grants to funds so that up-to-date information on the net balances held can be provided.



LBSCR Brake Third No 949 is typical of an historic carriage to which the Trust funds its restoration. DAVE CLARKE

The future of the Trust

Our income is rising each year and our small team of six volunteers is becoming overstretched. We are conscious that not only do we need to expand our current sources of income, but also there is a need to seek out new ways of increasing our income. This is on the basis that virtually every penny raised helps to ensure that the track, infrastructure, locomotives, and carriages and wagons are all fit for purpose both now and in the future.

In order to meet this expansion, not only do we need to recruit new volunteers to help cope with it but also we need to plan for succession as we all get older – see page 34 for current vacancies. Working for the Trust can be very rewarding. Much of the detailed work can be done at home but most of the

team meets at Sheffield Park, usually on a Wednesday, in our dedicated office above the loco works. We are not deskbound and some of us are frequently out and about around the Railway liaising closely with staff and directors of departments so that we can understand what funds are needed for and once raised, monitoring how they are spent.

If you are interested in joining us in this very worthwhile task, we would be very pleased to hear from you.

VERNON BLACKBURN
Chairman and
Administrative Governor
vernon.blackburn1@bluebell-
railway.com

TREVOR SWAINSON
Funding Governor
trevor.swainson@
bluebell-railway.com

OPERATIONS DEPARTMENT

The Government announcement on 23 December 2020 that tighter Covid-19 restrictions would be imposed from 26 December sadly forced us to close operations down once again. The good thing before the second lockdown was that we managed to achieve our Santa Season service.

However, the extremely popular Steam Lights services were curtailed with no further services after 23 December, which put the 2020 season to bed - a year which was challenging from which our operating season stuttered into life from 8 August and a year I suspect most of us would all rather forget.

The Railway then was once again forced into hibernation, when all the hard work to

restart was once again put on hold.

So we came to Saturday 15 May 2021, with the Railway once again reopening to allow staff training to recommence with four days of training trips using the 'Wealden Rambler' set of coaches with assessments and reassessments being carried out on station staff, signalmen, loco crews and guards.

Members' Day 'thank you' trains ran on 19 May where it was good to see our trains busy once again and people filtering around the stations and looking through the revamped shop at Sheffield Park. This was followed by the start of passenger services from 20 May, with once again reasonable loadings within the current restrictions.

At present, weekends seem to be seeing reasonable passenger loadings, weekdays are not so good at the moment, which has already led to cancellations of the entire service on some days. Catering trains are also doing well.

Our staff have been magnificent; and I offer the Railway's sincere thanks to all those who have worked in whatever capacity for the operations department. The value of our staff and volunteers who have been key in delivering services when we could not be underestimated during the past year and a half. Here's to a better second half of 2021.

MIKE ELLIS
Operations Director

The mystery 'marker' board

I ASKED IN the Spring *Bluebell News* if anyone recognised the 'marker' board shown on page 21. It in fact spent nearly 60 years guarding the buffer stops at Waterloo, unusually the one unit protected two platforms being mounted in the 'six foot'. How many passengers ever noticed them can only be imagined. Gordon Callander has kindly offered the following history of this unit.

When Waterloo station was expanded and rebuilt in the early 1920s, novel hydraulic buffer stops were installed as a safety feature. Rather than hitting a fixed buffer stop beam, the locomotive or electric train would push against these buffer stops which would provide increasing resistance as the pressure of the water behind the buffer stops was increased - thus giving a degree of graduated speed reduction rather than hitting the proverbial brick wall. In steam days, it was not unknown that, after detaching from its coaches, the locomotive would push against the buffer stops sending jets of water shooting up into the air.

In line with the face of those buffer stops in the space between the tracks, a pair of stop lights were positioned. The light was provided by a standard signal lamp, burning paraffin, in a standard lamp case as used

on upper quadrant semaphore signals. This arrangement worked well for decades but by 1980 the longer coaches in the latest electric units were giving rise to capacity issues related to the operational length of the platforms.

As part of the resignalling works in the early 1980s, the decision was taken to improve the operational length of the platforms by chaining back the buffer stops by around half of their length. Rather than relocating the original buffer stop lamps, the sensible decision was to replace the paraffin lit lamps with electric lights in a new position commensurate with the front of the repositioned buffer stop's face.

One of the double lamp units was saved from the skip and was restored and positioned at the buffer stops at Sheffield Park. In lieu of the paraffin lamp, an electric light was provided using the same system as used for the signals at that time. Unfortunately, when the sidings were realigned and extended, the buffer stop lamp unit was removed without anyone in the S&T Department being aware at the time and the lamp unit 'disappeared'. Months later it appeared again in the Sheffield Park Infrastructure depot although

minus the lamp cases and lamps.

Once again, the unit has been restored and is now equipped with LED light units in replacement oil lamp cases. It will be fitted adjacent to the buffer stops at East Grinstead powered by the signalling power supply and will replace the bulkhead lamp that is powered from the station's domestic electrical supply.

**GORDON CALLANDER
BRIAN HYMAS**



The 'marker' board when located in the Infrastructure yard, still with museum label attached. TONY DRAKE

I WAS INTERESTED to see the article about the 'marker' board in the last *Bluebell News*.

I have seen it in at least three locations during its life. Firstly at Waterloo station - more of that later - then in the original Bluebell Railway Museum on Platform 2 at Sheffield Park station and finally in the former yard of the Infrastructure Department when they were based at Sheffield Park.

The board came to our museum in the early 1980s and underwent some restoration. It bore a label:

Southern Railway

Terminus Buffer Stop Lamp Board

Two aspect Terminus buffer stop lamp board salvaged during the 1980s resignalling programme at Waterloo Station. Restored pending installation at the Bluebell Railway's station to be built at East Grinstead.

When the museum was cleared prior to rebuilding in 2009, the board was taken to the Infrastructure Department as it was hoped that it would be used at East Grinstead as originally intended. The board languished for many years in the Infrastructure Yard during which time I took the accompanying photograph.

Having travelled from Surbiton to Waterloo numerous times from the early 1960s, I must have seen the board on a number of occasions. So far as I know there is no record of which platform at Waterloo it was sited.

So in its three locations no doubt a great number of people will have seen it - but probably passed without noticing.

**TONY DRAKE
Curator, Bluebell Railway Museum**

'Charlie One' at Stratford Works

THE CENTRESPREAD of the Spring edition of *Bluebell News* featuring the Q1, coupled with watching the film 'Through to Kingscote 1994' (showing some very good shots of the Q1 and the crew referring to it as 'Charlie One') brought back some very old memories.

Alongside No 30777 *Sir Lamiel* (amongst others), the Q1 was stored in the 1960s at the old Stratford Works locked carriage sheds with other locos destined for the National Collection. The Q1 was stored close to a normal size door, facing the running lines.

A team of four people from the BRB HQ Advertising Dept had a small workshop within the works to make and mend models for their department. It occurred to the 'powers that be' that it would very useful for our group to have a key to this building to keep a close eye on the locomotives

therein.

As the Q1 was the first loco you would see, and my liking for all things Bulleid, it became known within the group as 'Charlie's engine'.

I came to Sheffield Park station on opening day, having driven my 1928 Austin Chummy to the event. I joined the BRPS and on the Monday, I was talking about how good it was to a colleague in the 'Palm Court' BRB HQ, when a well-dressed man said "That, was not a very good career move". The people in the old hotel part of the office complex seemed a bit paranoid about what was happening at Sheffield Park!

GORDON HOLMES

RIGHT: Q1 No 33001 stored at Stratford carriage sheds in the 1960s. GORDON HOLMES





Clear out the clutter: 1

IT IS SAD to see photos showing the condition of irreplaceable coaches that were rescued by a 'Preservation' Society rotting on the Ardingly Spur. But it is not surprising, given all the other calls on the Railway's finances.

I think the solution to this problem is to look at the LNER Coach Association and use it as a model for the creation of an 'SR Coach Association', formed to save and restore remaining coaches on the Bluebell that are at risk.

If an SR Coach Association could be

formed, totally independent of the Railway, the coaches that have no realistic chance of being restored 'in house' should be donated to the new Association.

Any remaining SR (or pre-1923) coaches are unique survivors and their wellbeing and preservation should be of primary concern. It is no good decrying the lack of care given to these coaches in the past. It is high time to consider how their survival can be achieved.

I feel that the only solution to safeguard these neglected coaches is to have them donated to an independent association whose

sole aim would be the restoration of SR coaches.

The LNER Coach Association has been able to save examples of Thompson coaches that were in a terrible condition and would never have been restored by the North Yorkshire Moors Railway for lack of funds. An SR Coach Association could do the same for the derelict coaches stored at Bluebell and elsewhere.

I hope that this idea will be considered sooner rather than later.

D MARTIN

Clear out the clutter: 2

I READ WITH interest Graham Aitken's letter in the Spring issue of *Bluebell News*.

Today I have read the results of an inspection of vehicles residing currently in the Up Yard in the latest *Bluebell Times*.

It has been said before that the contents of OP4 will occupy available resources for decades to come, especially taking into account the needs of the active fleet. I wonder if it is not time to be realistic in relation to some of the vehicles stored on the Railway?

There are several locomotives stored, the USA tank and the North London tank spring to mind, which don't seem to fit the Railway's requirements. Various carriages and wagons have been allowed to deteriorate beyond economic repair and there is talk as to whether items fit the 'story' the Railway seeks to tell.

I wonder if the Railway is not suffering an identity crisis? On the one hand there are the preservationists to whom it is vital to preserve everything. Then there are those charged with running the railway who need to consider where the revenue is coming from to maintain the business whilst preserving the history.

I suspect the customers who provide the majority of day to day revenue don't care much about the 'story' or the significance of the carriage they ride in, it's just a family day out.

Why not conduct a survey of all out of traffic stock, assess viability for future use/restoration/sale/scraping and proceed accordingly? Money could be raised, space freed up and, as an added benefit, no need for OP5. Graham's pick-up goods could run and attract more visitors to a unique attraction thus furthering our 'story' and the



One that didn't make it: having removed all useful components, SR Maunsell Brake No 4444 succumbed to the digger's arm in April.

wonderful ambiance of Horsted Keynes station preserved.

Finally, if a clerk is required to help with the survey and documentation I'd be prepared to help.

CHRIS EDDIE

Recent member dispatches

I AM A porter at Horsted Keynes and also an active Anglican priest at Worth, Crawley and have been taking many funerals over the past year.

Amongst recent funerals have been those of two BRPS volunteers: The first was of Harry Leggett who sadly died on 17 January 2021. I understand that Harry was a stalwart of the team at Kingscote and was very much involved in the station's restoration.

His funeral took place at the Surrey & Sussex Crematorium on 22 February. The final 'music' for his service was the sound of *Britannia* emerging with an up train from Sharpthorne Tunnel.

The second was of Patrick Hirst who

worked in the museum at Sheffield Park. Patrick died on 4 February 2021. His funeral took place at the Surrey & Sussex Crematorium on 26 February. Tony Drake, at very short notice, wrote a short tribute to Patrick. At the end of his service I 'dispatched' him with appropriate arm-waving and whistling, wearing my porter's cap, and accompanied by the sound of *Camelot* pulling away from Horsted Keynes with an up train.

For the record, I would always regard it as a privilege to be able to take the funeral of anyone who has had a connection with the Bluebell Railway.

GORDON M W PARRY

Sheffield Park Box

WHILST I don't agree with some of the comments made by your correspondent John Devine in the last issue of *Bluebell News*, I strongly concur with his points about our unique artefact – the sole-remaining mid-platform working signal box anywhere in the country.

I urge the decision makers to find another way to achieve their aims regarding signalling. Maybe retain a section of the pull-off levers and use more modern switching for the rest of the requirements.

Even if everything has to move from the platform box I hope the final decision does not include demolition of our unique signal cabin on the platform.

PETER SKUSE

Dapol's 00 gauge SECR D Class 4-4-0



Loco No 488 as built resplendent in its flamboyant SECR livery. Note the finesse of the bogie and driving wheels. Even the bogie frame is lined out. The model of 737 is exclusive to 'Locomotion' at the NRM.

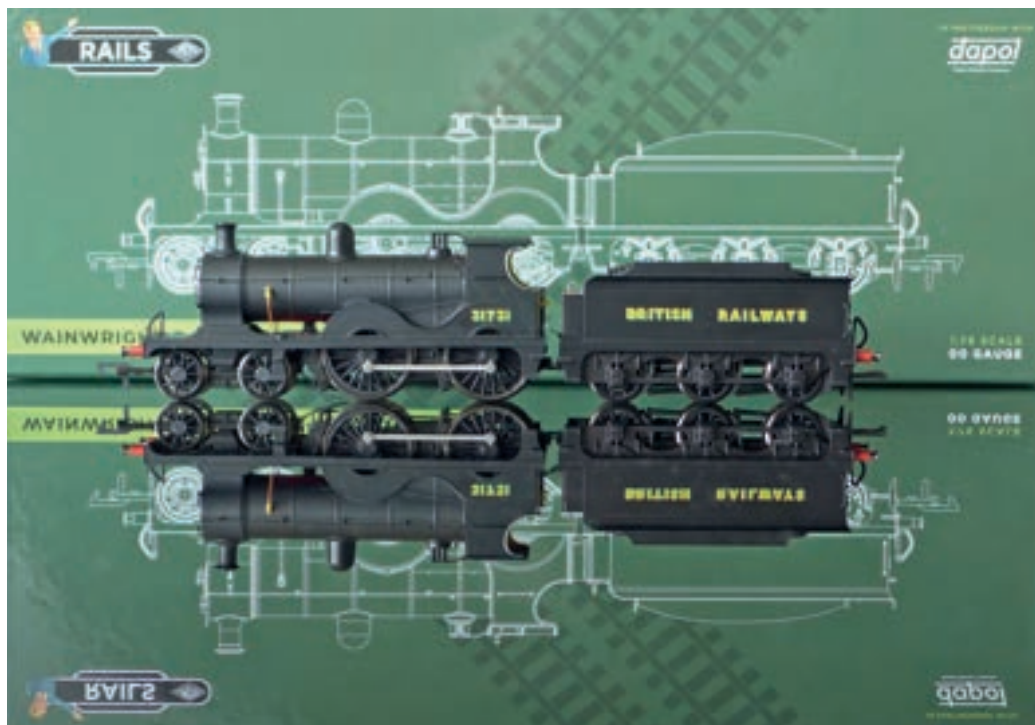
In the great adventure of man and machine there have been many amazing inventions but undoubtedly the most important was Richard Trevithick's *Pen-y-darren*. The Iron Horse was

to change everything - leading man on a new track, no longer dependent on wind power, kinetic power of waterwheels, stroppy horse or an even more obstinate mule. It was to take

a further twenty years before the first public railway was created but from then the tide of progress turned into a tsunami and railways were being built everywhere. They created

the arteries for the industrial revolution as they could bring in the bulk loads of coal to fuel the factories, the bulk loads of workers to their jobs and deliver the bulk loads of products to the docks for export. England's unique canal system was left beached in the slow lane; the train could do it so much quicker and speed was of the essence. Within the century of Trevithick's *Pen-y-darren* the Iron Horse had come a long, long way for the creation of railways had united the great engineering geni of the time either in collaboration or competition... whilst the spark of invention and railway locomotive design was regarded as the pinnacle of the science in the need for power and speed. The Victorian era had seen massive progress and the railways had become a transport system for the common man and the populous was now able to go to the seaside on a day trip or go exploring new pastures beyond home.

By the turn of the century trains were moving faster than man had ever been, and it became the era of the express train. Each railway company had its own designs and the age of the big single wheeler had



The model is available in a choice of liveries, this being the very early period British Railways unlined black with 'sunshine' lettering as No 31731. The model stands in front of its sturdy elegant protective box.

given way to the 4-4-0 wheel configuration as being state of the art at the time. In the tradition of the stage coach era, liveries were of prime importance as a visual bold statement of confidence and respectability that the Victorians relished. Of all the liveries of the time none were quite as ornate as those on locomotives of the South Eastern & Chatham Railway which was just so indulgent and Victorian. The pride of the fleet were the 51 D class locomotives introduced in 1901 and designed by Harry Wainwright. Stunningly attractive these machines really looked the part and played the part, for they were no pretty slouch. They could do the work and more than was expected of them. In design terms they qualify for that pedestal in the hall of greats, where a design has created a beautiful looking machine that has also more than served its expectations, such as the Supermarine Spitfire fighter plane or London Transport's Routemaster bus. Inevitably the D class lost its limelight to the advance of technology and were usurped by Maunsell's Lord Nelson class design 4-6-0, which, in 1926, were the most powerful locomotives in Britain at the time. By then some of the D class had already been rebuilt to become the D1 class. Even so the remaining D class locos were still busy and the first to be withdrawn was as a result of Luftwaffe action. With the introduction of new BR Standard class locomotives, the withdrawal of D class locos began in earnest and the last survivor, No 31737, was withdrawn in 1956 and earmarked for preservation as part of the National Collection.

In the great hall of the NRM loco D class loco No 31737 stands resplendent in her original elaborate SECR livery and sports her original number 737 in solid brass numerals. Her curvaceous features and symmetry of design exude an aesthetic essence of perfect Victoriana and it's easy to conjure the excitement of people's faces as this locomotive drew into the platform. This was the Concorde of yesterday, almost too beautiful to be a machine just to take you to the seaside. Nothing ever created by man will match this wonderful machine which was just a part of the evolution of public transport. *Mallard* may have been the fastest, but 737

has to be the most elegant. Until recently, with the advent of laser technology, to model such a prototype was beyond the realms of any model manufacturer but now Dapol in partnership with Rails of Sheffield and the NRM have taken that challenge and what a stunner it is too.

There is an old saying that a picture can say a thousand words...sadly camera technology was still so much in its infancy that the D class was never photographed in its original glory. The Lumiere Brothers would have been wise to forget the French stuff and bring their new invention over 'La Manche' and film something far more exotic, well worth filming. What is lacking in film and images is now compensated in 3D miniature with Dapol's wonderful model, which really



This calibre of livery detail is only possible through the use of modern day technology. The worksplate is legible and confirms that 488 was built at Ashford in 1902.

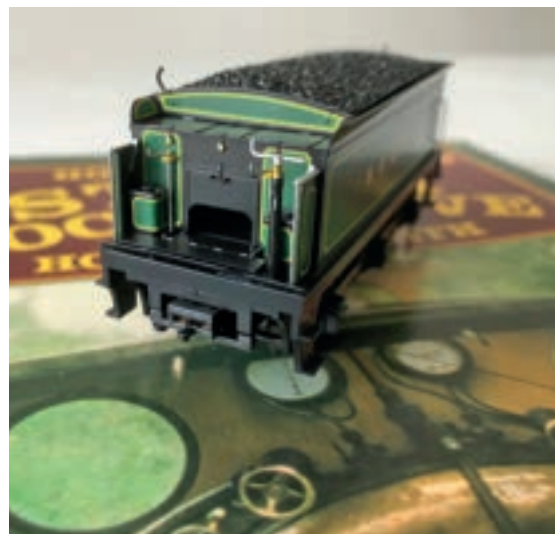
captures the essence of the prototype. Just look at those lovely spoked wheels. If ever something conjured the essence of Victorian it's this model. The brass dome reflects the progress in model railway production

techniques and every detail is just so beautifully executed. The D class is also available in its later liveries. Well done Dapol for capturing the charisma of this charming antiquarian machine.

CHRIS KAPOLKA



The cab detail is amazing with gauges clearly readable albeit with a powerful magnifying glass. The firebox has an intermittent firebox glow feature, just like the real thing!



Even the tender interior features decorated features. The Victorians knew how to lavish attention to decorative detail.



The inside motion is clearly visible under the boiler and is painted bright red.



Dapol models come with a comprehensive booklet on using and maintaining their models

Lawrence G 'Lawrie' Marshall

Lawrie Marshall died peacefully at his home in Brighton on 9 June, aged 91. A life member and latterly part of our museum's archive team, helping to catalogue and identify our collection of historic photographs and paperwork, where we benefited from his extensive knowledge of LBSCR locomotives.

He was one of the last survivors of the small group of British enthusiasts who began exploring the minor railways of Europe in the 1950s. Some of his superb pictures of the narrow gauge in Spain were included in the two classic books, *Narrow Gauge Railways of Europe* and *Steam on the Sierra*, that persuaded many younger enthusiasts to venture overseas themselves. After National Service with the RAF, he served an apprenticeship with locomotive builders Hudswell Clarke in Leeds - later changing course to follow his father and join Lloyds Bank, where he remained for the rest of his working life, although he sometimes regretted not taking up the offer from Peter Allen, co-author of the two books mentioned above, and chairman of ICI, to join him as his personal assistant and take all the pictures on Sir Peter's many railway visits!

With active steam rapidly declining in Spain he made his first visit to India in 1970 and so loved the country's railways that he subsequently returned there over thirty



Lawrie Marshall at his Brighton home. SIMON COLBECK

RIGHT: Lawrie became an authority on the last years of steam operations in India. PLATEWAY PRESS



times, often leading parties of other enthusiasts and always arranging for choice locomotives to be specially cleaned and put in steam for the party. We at Plateway Press published three volumes of his superb Indian pictures in *Indian Narrow/Broad/Metre Gauge Steam Remembered* and many of his Spanish ones appeared elsewhere but although he also made a number of visits to Cuba to record steam in the sugar mills he could never be persuaded to publish any of the excellent pictures he took there.

Lawrie was an avid collector of locomotive works plates and nameplates - building up a huge collection all superbly displayed. He was a regular at the Hove Park Miniature Railway with his 5in gauge locomotives -

one of which he built himself in his own workshop. He will be greatly missed by his many friends but he leaves behind a wonderful legacy of photographs for all of us to enjoy.

ANDREW NEALE

I first had the opportunity to view Lawrie's loco plate collection at his home when I was just seven years' old and he was a major influence to me to start my own lifetime collection at an early age. I attended his first slide show that followed his initial Great Indian Rail Journey in 1970 and plenty in between up to his presentation on steam in Pakistan a couple of years ago - 48 years apart!

Lawrie was always generous in sharing his knowledge and we have lost a true 'gentleman of steam'. His LBSCR photographs have been left to the Museum Archive.

COLIN TYSON



John's family with driver Karl Woolford.

John Hill committal

I would like to thank everyone at the Bluebell for the wonderful hospitality and warmth that was shown to myself and the family on 13 June - the occasion of the committal of a portion of John's ashes to the firebox of No 30541.

John had seven very happy years as your Traffic Manager in the 1980s and it seemed fitting that his time there should be marked in this way. I'm very pleased that so many of his friends and former colleagues were able to join us to celebrate his life.

We were made so welcome and looked after so well, and John himself would have been delighted with the day.

Please convey our thanks to all concerned with making the day so special - your chaplain, the footplate crew of Reuben Smith and Karl Woolford, and all the staff on the dining train - every single one a credit to the Railway.

With our very best wishes to you all, and hopefully we will be able to come and visit again before long.

STEPHANIE HILL

HORSTED KEYNES STATION REPORT



Horsted Keynes station has undergone much improvement in the past year with volunteer-led projects, whilst it awaits improvements to the 'bigger picture' as a result from the forthcoming anniversary appeal in the autumn.

COLIN TYSON

The past year has been a strange one at Horsted Keynes. However, we seized the opportunity to catch up on some tasks we usually struggle with when an intense train service passes through our station.

When we re-opened in August 2020 following the first lockdown, no passenger services called at Horsted Keynes. We did however, welcome passengers using the Ploughman's Lunch trains and afternoon tea service which started and finished with us.

We soon discovered how early passengers arrived for these services, in some cases an hour and a half in advance of the departure time. The Green Man in the village benefited as we had no buffet / bar service and passengers often wanted some refreshment before they travelled.

It also resulted in our Covid plan for managing the station being redrafted and updated after the first couple of weeks.

In the autumn, the catering services were moved to start and finish at Sheffield Park and we became a through station again with no trains until Christmas.

I have been working at Horsted Keynes for 43 years and I achieved a 'first' on August Bank Holiday Monday, in running the station on my own, with several trains passing and just one train calling (the afternoon tea train to pass a passenger service). It was a sheer delight and you sensed what it must have been like to operate Horsted Keynes in BR days before the line was shut.

I made a point of repeating this on 6 June 2021, as the country finally opens from the third lockdown, trains may soon call once again at Horsted Keynes and the opportunity to run a remote station lost forever!

Our Wednesday evening working parties have achieved a lot. Pete Morris has been working very hard with a heavy wash of the main station building, removing years of grime on the brickwork and very smart it looks too. He is now doing similar on the

island platform buildings and coping stones.

With no trains, we have taken the opportunity to redecorate the ladies toilet on platform 4. Andy Ward and Nigel Currah have visited most Tuesdays to repaint the cubicles whilst Graham Poulson, Kevin Leggett, Geoff Peters and myself have repainted the ceilings and walls in the waiting room during our Wednesday evening working parties. We plan to box in all the electrical and water pipes and make the anti-room a little more dust free!

Some staff have used the lockdown to do some work for the station from home. Chris Green and Martin Beck repainted all the finger boards and fire buckets are now disappearing for attention and repaint by Peter Hartley and Nick Woolgar.

Prior to re-opening in May, three very successful Sundays witnessed up to eight team members busy washing down the waiting rooms, heavy cleaning the platforms and furniture and we were ready to see the first trains pass through once again!

A lot of work is currently being undertaken in the station car park and approach road in preparation for the electricity power upgrade to the whole site. We have also gained three genuine 1930s shipping containers for storage of equipment and very 'in keeping' they look too!

Unfortunately, we lost four members of the team who passed away during the year. Due to lockdown, we were unable to pay our respects and say a silent 'thank you' to them for all they did at Horsted Keynes over many years. Keith Weatherall was a regular member through the 1970s and 1980s. A driver on London Underground who, when on duty at Horsted, could often be seen in his bright green jumper! Another retired member of the team to pass away was Dennis Pidgeon - a member of the mid-week team who often worked a regular couple of days throughout the summer season.

John Woods was one of our Station Masters with responsibility for new volunteers and representing us on the social sub-committee and the Operating Assessment team. I well remember having us 'electing' John as our rep to the social sub-committee; he received a stern ticking-off from the late Simon Baker when John was updating us on a forthcoming event. In true Simon style he retorted "We elected you to STOP using Horsted Keynes NOT encourage it."

The fourth member of our team to depart was Station Master Geoff Peters' wife, Stella, who would not only happily cover barrier duties on the platform but would be in costume at the Victorian Evening and Christmas events playing the role of Queen Victoria and very grand she looked too.

With the kind permission of the village Rector and Chaplain to the Society, we plan a memorial service on the station platform on the evening of the 10 July, before retreating to the pub for our late-running Christmas meal!

It is sad but Horsted has been neglected of late in its appearance, but hopefully work will soon begin to restore the station canopies and refresh the paintwork around the station. To help raise money for this worthy cause, we are happy to arrange a history 'Talk and Walk' around the station to any interested groups - particularly in the evening when nothing else is going on. It's an ideal opportunity to learn about the architecture, the licensing arrangements of the station buffet and even a small but important link to the maiden voyage of SS *Titanic*. All we ask is a donation towards the station restoration. 'Talk and Walk's' usually commence at 7pm and take around an hour and a half. If this is of interest to any history groups or other organisation, please contact me at tim.baker@bluebell-railway.co.uk

TIM BAKER
Senior Station Master
Horsted Keynes

Membership matters

It has been very encouraging to see so many new applications for membership this year, many of which were for five-year memberships. We have also seen quite a few lapsed members re-joining the Society - a positive sign in confidence of the brand 'Bluebell Railway'.

We are currently assessing a bolt-on membership module to the new management accounts system the railway has invested in (being part of the Covid Recovery grant funding) to manage the on-line ticketing, shop, catering, and finance. I must stress it is at a very early stage and unless there is a clear benefit to our members, that it saves time for the membership team and the Society retains control of the data, it will not be agreed. The security of the data we hold about you is our number one priority. We will not agree for it being used by anyone outside the Bluebell family. Whilst it is far too early to give any more details at this stage, this will be forthcoming following the Trustees decision to buy into it or not.

I would like to say thank you to Eddie Fairman, one of our assistant membership secretaries, who has decided to stand down from the post after many years of service. Eddie was your contact for those that paid their subscription by Standing Order.

Subscriptions

If you still pay by Standing Order or even if you renew by cheque, why not move over to Direct Debit and receive a £2 discount on the fee. It will also save both you and the Society postage, which as you know has recently increased. You will find a Direct Debit mandate printed on the reverse of your renewal form. Direct Debits can only be used to collect yearly fees. If you wish to pay by this method, the form must be returned by the date listed in that section, and sent to the Membership Office.

The draw for this quarter's prize of a free year's membership took place on 21 May 2021; the winning ticket was drawn by visitor Mr Crump from Gloucester. The winners are Mr & Mrs John Richardson of Uckfield. Congratulations, your new cards 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
membership@bluebell-railway.com

USED AND UNUSED STAMPS FOR BLUEBELL FUNDS

Stamps, albums, picture postcards, phone cards, etc.

Please do not leave at Sheffield Park
BUT SEND DIRECT TO:
Tony Pond, 26 Hesketh House, Cawte Road, Southampton SO15 3SN
Tel: 0792 300 6375



Is looking for additional volunteers to help with its expanding workload.

The Bluebell Railway Trust is a registered charity that raises and manages funds for the Bluebell Railway to help in its future growth and development.

We are looking for two additional volunteers - no pay, no limit on hours - to help us maintain this growth. These positions would be suitable for individuals who have the time to spend 1 or 2 days each week working with us at Sheffield Park, elsewhere on the railway and from home.

FUNDING MANAGER

We are seeking someone to assist the Funding Governor and to work with other Trust Governors to help in our continuing growth. This includes raising funds, particularly by exploiting new sources of funding, to finance the ongoing restoration of the railway's heritage assets and investment in the future of the railway.

The successful applicant will have broad commercial/business experience and will be able to work successfully with other Trust volunteers and managers across the whole railway.

We do not require a formal CV, but we would like to hear a little bit about you and your experience. You should be proficient in the use of Microsoft Office applications. The key attributes are use of initiative, versatility and the ability to get on with people.

Please apply by email to:

trevor.swainson@bluebell-railway.com or for further information, please call Trevor Swainson on 07968 284164.

MANAGEMENT ACCOUNTANT

We are seeking someone to assist the Chairman of the Trust to manage its financial functions and provide Governors and other stakeholders with up-to-date financial information. This is more than an accounting job as it entails understanding projects being funded by the Trust, liaising closely with their managers across the railway and monitoring project expenditure.

The successful applicant will either be a qualified accountant or someone with extensive experience of computerised accounting systems and Microsoft Office applications.

We do not require a formal CV, but we would like to hear a little bit about you and your experience, particularly in computerised accounting systems. The key attributes are versatility and the ability to get on with people.

Please apply by email to

vernon.blackburn1@bluebell-railway.com or for further information, please call Vernon Blackburn on 07775 740381.

Wallis & Wallis

Est. 1928

UK's Longest Established Toy & Model Auctioneers

Bringing rare items to the collectors

Competitive commission rates



A silver medal winning 1.5 inch scale Showman's Road Locomotive with an excellent historical record and an exhibition quality Table Engine from a collection offered in our latest auction.



SOLD

3.5" gauge LMS locomotive.
Sold for £1600

1" scale Traction Engine.
Sold for £1200

Stuart Beam Engine.
Sold for £420

2" scale Clayton Steam Wagon.
Sold for £1800

wallisandwallis.co.uk

01273 480208

toys@wallisandwallis.co.uk

the saleroom
The home of art & antiques auctions

All our auctions are live online

West Street Auction Galleries, Lewes, East Sussex, BN7 2NJ

BID LIVE ONLINE FOR £3
PER AUCTION
easyLive Auction.com

