



No. 65 at Rock Cutting with a mixed train. Photo: Jon Bowers

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

## February 2025

### IN THIS ISSUE

How do we approach 2025? Are we gliding up Freshfield Bank with the pressure on the mark, the injector singing away and all being right with the world? Or gazing nervously at the pressure gauge with a fire that refuses all efforts to come round and wondering if we are going to make it across the summit?

The answer of course is probably somewhere between. The success of both *Beachy Head* and Car 54 at the recent Heritage Railway Association awards is a vindication of the huge efforts put in by the respective teams to deliver those projects over many years. At the same time, you don't have to read very widely to see how for many railways, the regular appeals to fund this or that "nice to have" project have morphed into simple appeals for survival, as increasingly financial ends do not meet. And as the land slip on the Severn Valley Railway has shown, a catastrophic infrastructure failure could happen at any time: how galling for the SVR that of all the times in the world, their line is severed at the start of the main operating season.

I prefer to remain optimistic. Over the winter, teams from Infrastructure, the Loco Department, Carriage and Wagon and elsewhere have been working hard, largely unseen and often in harsh conditions, to ensure the Railway is set up for the new year. An exciting programme of events is planned, not least *Giants of Steam* seizing the opportunity to have a "new build steam" theme with three visiting locomotives announced. But hard work alone won't pay the bills: not for the first time (nor I suspect the last), the message to our visitors has to be "use it or lose it".

Tom James, Editor

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# Watts Occurring

Words and pictures by Roy Watts, BRPS Chairman

I have just returned from a trip north to a rather damp and cold Newcastle – no, I have most definitely not switched allegiance from being an “Eagle” to becoming a “Magpie” – but to attend the annual Heritage Railway Association awards on behalf of the Bluebell Railway, where we had been shortlisted for 2 major awards.

Events like these present great opportunities to network with other groups across the Heritage preservation movement and I took advantage of the occasion.

So you can imagine to my surprise and utter delight to have been able to collect not just one but three awards, justly recognising the efforts of the Brighton Atlantic Group and those of the Carriage and Wagon department for the time, the effort and the sheer determination by those respective groups and all those who assisted in building/rebuilding both “Beachy Head” and Pullman Car 54. There was plenty of admiration for the success of the two projects.

Let me make it clear, this was not about me collecting the award which was a real pleasure but about those who had clearly spent – and let’s be honest – decades in turning a kit of parts into those 2 magnificent pieces of art.

I think what was more inspiring was to be able to tell the stories of exactly who and what had gone into both but also how much attention to detail and improvement to design there had been.

We must thank the readers of Steam Railway Magazine and the judging panels of the HRA for their support and confidence in their choices.

What I can tell you is that people who I spoke to were extremely complimentary and saying the awards were fully justified so people of the Bluebell, be justly proud of your Railway.

We shall of course hold a gathering of those two groups to recognise the efforts.



The other subject, which was very evident in discussions, was that about how the movement will face up to a very tough 2025. There was not one railway I spoke with that is confident that they will not face or who were concerned about the trading aspects of this season, Rail 200 or not.

Much of the conversation revolved around the increases in National Insurance, taxation and the minimum wage levels but also the day-to-day cost of the operation and the impact of inflation on the family wallet.

Naturally railways that are largely or totally dependent on paid labour have a particularly bad start in this field, needing to recuperate increased costs before making headway.

Some railways have already reduced their service, or will watch and observe this year's trade before making adjustment to their service levels. Another common theme as I have expressed in our pages, is the move from becoming an all-day railway to an "early start – early finish" railway. What is the point of running later empty and unremunerative services? It just doesn't make economic sense. How many of us remember the late Bernard Holden berating the operation because it was running a Merchant Navy (*Port Line* at the time) with load 6 and carrying about 15 people?? So has anything really changed?

We have to become acutely aware of what we spend with our precious monies and on what we spend it. Understandably, it is impossible to predict an emergency or unexpected cost such as dealing with the recent water leaks, but nobody has the right to simply spend unapproved money and must accept the consequences if they do! I assure you that the Society board members are carrying out their watching brief on what is being spent and where.

This may seem draconian to some but it's an unhealthy rut to get stuck into if inappropriate.

Yes, that old saying "we are not alone" stands firm but many of us who have served the railway for a long time would hate to see that the rewards of that labour over many years be wasted.

This all sounds terribly negative I appreciate, but we have said before: times change and this is now about survival.

Many railways are busily reviewing their management structures, and we too are on the cusp of doing the same. We recently went through a governance review as we know but nothing stands still forever, and that work should be implemented but kept fluid.

There will be some choices to be made and being up front, some unpopular but let's just begin by saying why do we need three Boards?

That's three times operating costs and people, the latter of which is becoming increasingly difficult to engage.

Should we just become a charity and the potential benefits that brings? What is the most beneficial and effective solution to the way the Railway is managed?

There are a number of big questions that need answering.

So there we go ladies and gentlemen of the Bluebell Railway, be immensely proud of your achievements but be responsible in your activities, as I see it, it is no longer vanity but more sanity!!

As always please, look after yourselves and I look forward as always to seeing you at some stage now that the railway is finally 11 miles long again! On the latter, I am sure you will join me in thanking the infrastructure team for their work in rather difficult and unpleasant conditions renewing the track in the tunnel.

As I said in the last issue, you never know where they have been working!!

Stay safe.





# Q Class 541 Overhaul Update

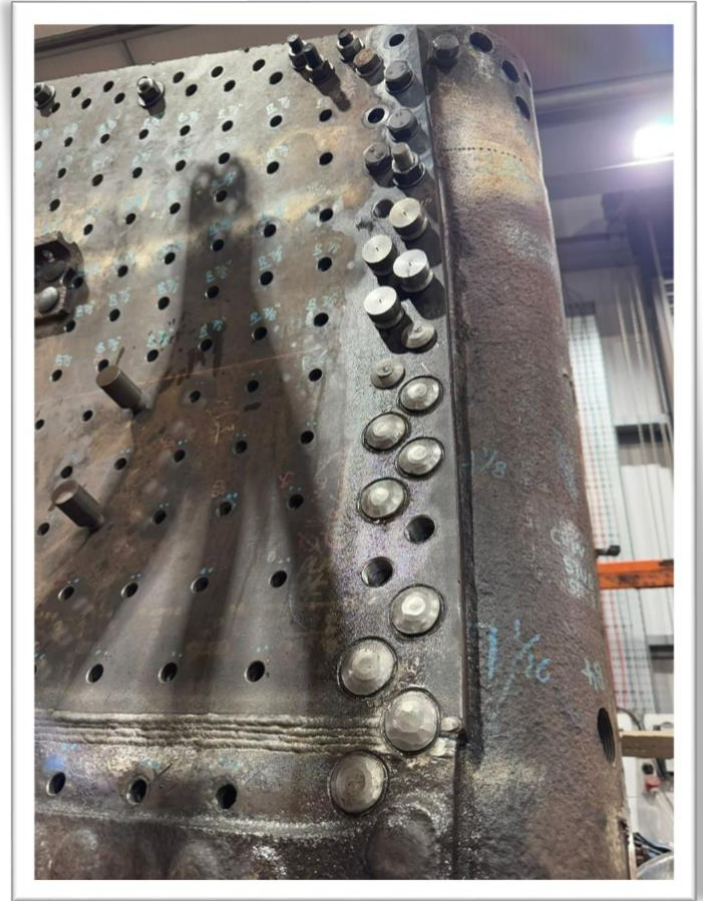
By Chris Hunford and Steve Pilcher, Maunsell Locomotive Society

The overhaul of the Q took a significant step forward last week with the completion of the new tender tank. Our friends and colleagues at the 4253 Locomotive Company, based at Rolvenden Locomotive Works, have done a superb job manufacturing a new tank and including all the salvageable parts from the old tank. There's just a few minor snagging items to complete now before the tank can be transported back to Sheffield Park later this month.

Meanwhile at Sheffield Park work has continued on the tender chassis where the first coats of paint are beginning to be applied. See photo of the rear buffer beam. A new pressing that is required to enable work to complete the front dragbox has arrived. MLS volunteers have been cleaning and priming various sections of the locos boiler cladding that are present at Sheffield Park.

At Leaky Finders work has commenced fitting the patch screws to the lap joints between the new outer wrapper and existing backhead. See attached photo. You'll also notice from the picture the new stay holes, all of which have been reamed and de-burred, ready to make a start on tapping the threads. Manufacture of the new stays is being done in-house and they are being fitted as progress is made along the new plate work.

Work on the chassis has centred around tidying up some of the smaller items and preparing for the optical alignment work which should, by the time you read this, be well advanced. The purpose of this is to take measurements and align the whole chassis before the frame insert work starts. We'll cover this in more detail in the next issue of *The Bluebell Times*.



**Top:** View of outer wrapper of 541 firebox, with patch screws being fitted.

Photo: courtesy Leaky Finders

**Bottom:** Fitting door bar to new 541 tender tank.

Photo: 4253 Group



**Left:** Rear buffer beam and new dragbox of tender chassis, at Sheffield Park.  
Photo :Steve Pilcher

**Below:** Work on cleaning and painting loco boiler cladding.  
Photo: Steve Pilcher





# SR Coach Group Update

By Keith Leppard, SR Coach Group volunteer

Since early December, when I wrote about what SRCG had been doing during its first year for *Bluebell News*, the Maunsell Restaurant Car project has been moving on apace. The overall strategy is to progressively remove the body framework in sections and to repair/replace components as necessary. Repaired sections are then put into store until we are ready to begin reassembly.

Over the past two months, we have finished repairs to the southern half of the west side framework and the south end framework, including trial fitting the framework to the new bottom side and bottom end timbers that we made last summer (the bottom side is a roughly 10" x 4" piece of teak into which the body pillars are morticed). Turning to the east side, the

southern half has now been taken off the coach in two segments, and the first of these is well along in its repair; a new middle rail has been made as the original, which sits under the first two windows, was beyond repair. This means that so far half of the body framework is off the vehicle and over a quarter has been repaired/renewed. Work has also started on making the new east bottom side which, like the finished west side, will be made in four lap-jointed segments.

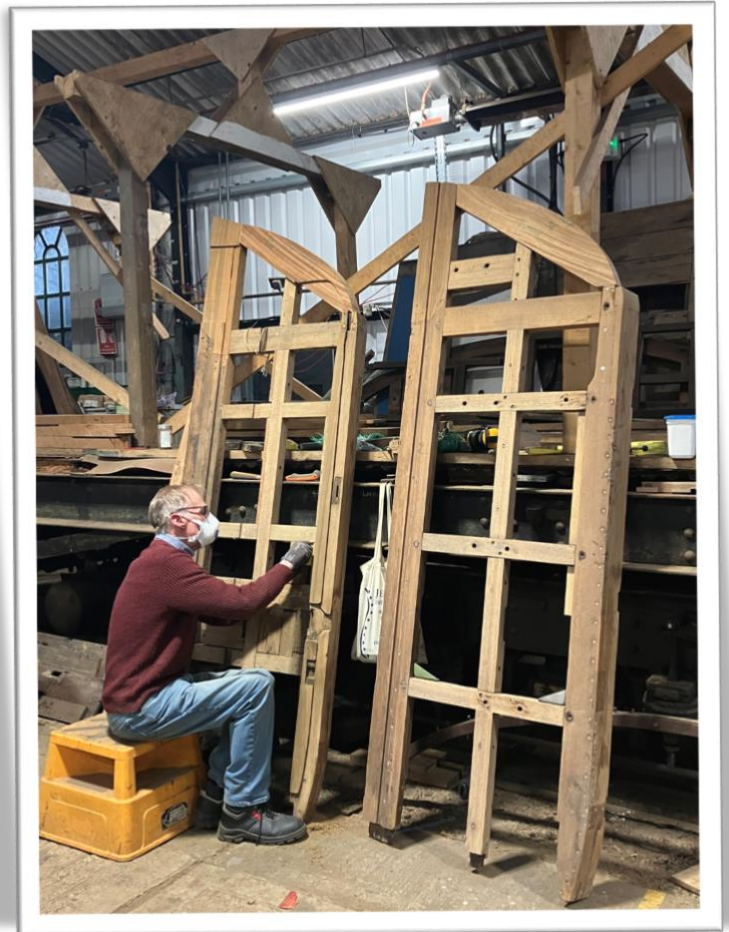
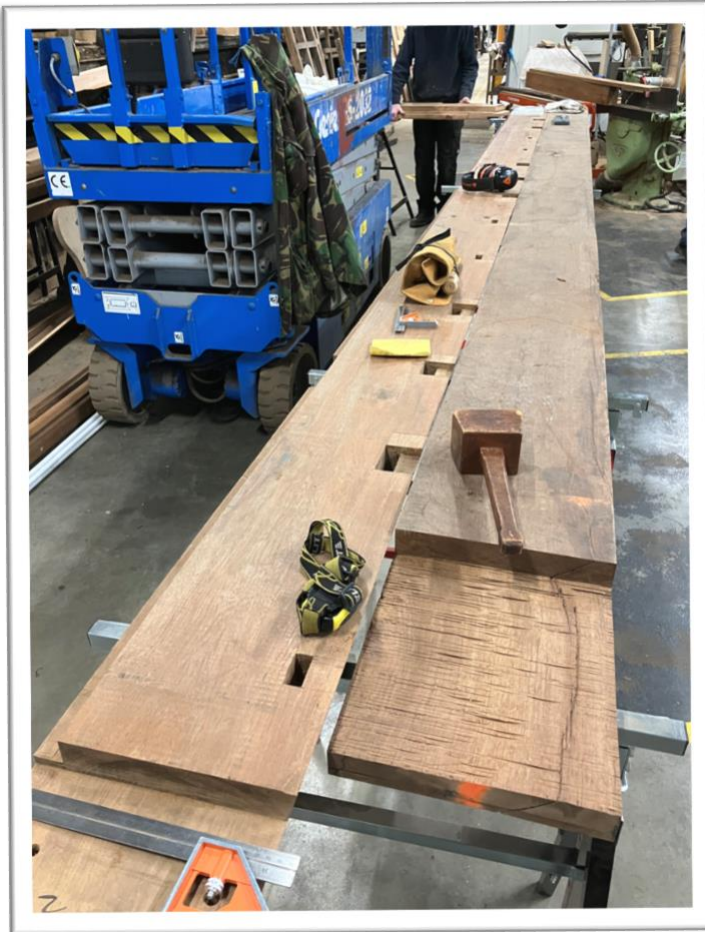
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([facebook.com/SR.coach.group](https://facebook.com/SR.coach.group)) or our website ([bluebell-railway.co.uk/sr-coach-group](https://bluebell-railway.co.uk/sr-coach-group)).

*See also page 13 – Ed.*







**Left:** The southern section of the new east bottom side (right) for 7864 aligned alongside the equivalent finished west side section so the mortice positions could be transferred across. 25 Jan 2025

**Right:** Paul putting the finishing touches to the clean-up of the repaired south end frame sections of 7864. 8 Feb 2025

**Previous Page:** The southern half of Maunsell Restaurant Car 7864 now resembles a flat-bed truck, save for the remaining temporary trussing that was installed some years ago to support the body of the coach and some components stored on the floor. 8 Feb 2025

**SOUTHERN RAILWAY  
COACH GROUP**

# Bluebell Charity Walk

By John Deane, infrastructure volunteer

I have been an active Bluebell member since 2011. Initially I worked on the Sheffield Park Platform for eight years, then transferred to the weekly Track Walking Inspection Team for about two years. For the past three years, I have worked as a member of the Kingscote Lineside Gang. I am eighty-six years old and have been a heart patient since 2008. Latterly, I needed a heart valve replacement in June 2022 and from the necessary TAVI<sup>(\*)</sup> operation I fortunately made a speedy recovery. I attribute much of my excellent recovery to the twice weekly lineside work sessions on the Bluebell, believing that regular suitable tasks and plenty of fresh air are a winning formula for regaining and maintaining fitness. As a result of my proven recovery, six months after my TAVI operation, I was invited by Boston Scientific, the manufacturer of my heart valve implant, to make a demonstration video at Kingscote to promote the value of the TAVI procedure to heart-consultants, GPs and prospective heart patients.

This proved to be a successful marketing exercise, so I was invited by the manufacturer to make a presentation to share my medical experience with the Company's three thousand staff at their Galway manufacturing facility. Following on from this, I was invited to speak at the same Company's Annual Conference at the Birmingham International Trade Centre. This presentation received a standing ovation from over three hundred delegates, which for me was a truly humbling experience. I would now like to raise funds for the British Heart Foundation as a meaningful gesture of thanks for my greatly improved fitness, and for the seventeen-year extension to my active life. Since my heart attack in 2008, I have completed seven years of leading mountain walking and a similar length of time doing energetic catamaran sailing instruction. From my charity walk I hope to achieve two aims: firstly, to win significant financial support from fellow Bluebell members, family and friends. Secondly, I hope to gain additional sponsorship from the manufacturer of my heart valve, based upon the valuable medical marketing potential of



the proof of my good recovery by completing my charity walk. I must emphasise that I am most grateful for being given special permission to walk the length of the Bluebell Railway line as a fund-raising exercise for this very worthy cause.

I firmly believe that both the recognition and helpful information arising from this charity walk's publicity will give more confidence to potential heart patients, having learned of my recovery experience. This knowledge would provide valuable guidance to heart patients, especially when they are called upon to decide whether to invest their future in the TAVI\* treatment, whose impressive benefits are listed below, or to open heart surgery. I am convinced that through the various media this event has the potential to generate considerable public interest. Additionally, the charitable nature of the event will increase public support for the Bluebell Railway, by enhancing the Railway's caring image and hopefully leading to an increased level of patronage and support in these difficult times.

It is a sobering thought that if every Bluebell member would kindly spare just one pound that would give this charitable project a truly impressive flying start. Please, bear that simple truth in mind when considering your donation. Of course, if your purse can stretch a little wider all to the good, for medical research is a costly business.



We should all face the stark reality that none of us know when we might be the ones to find ourselves in urgent need of the help of medical science.

There is a [Just Giving page for my Railway Charity Walk](#).

### TAVI BENEFITS

- ➔ The Prospective Heart Patient's Choice is basically either a TAVI Procedure or an Open-Heart Operation
- ➔ A TAVI involves a much lower risk, as it is far less invasive
- ➔ A TAVI has a much shorter recovery time; typically, 3 days compared with 6 months.
- ➔ A TAVI therefore offers a significantly shorter hospital stay.
- ➔ A TAVI offers a better option as there is no risk of mobility loss through a lengthy confinement to bed. Once mobility is lost it can be difficult, if not impossible, to regain.

(\*) TAVI stands for [Transcatheter aortic valve implantation](#) – Ed.



# Toy Train and Model Collectors Fair

By Charlotte Parkinson

**SATURDAY 26 APRIL 2025. 10AM - 4PM**

Horsted Keynes Station will once again be alive with a variety of stalls.

Catering to everyone from passionate collectors and enthusiasts to those simply interested in or curious about collectible toys, model trains, and vintage railway artifacts, there will be something for everyone.

Explore an extensive array of stalls set up on the platforms and in the car park at Horsted Keynes Station. You'll discover model railways (both new and pre-owned), die-cast models, collectables, railway books and ephemera, photographs, and Preservation Societies – the possibilities are endless.

Join us in the quest for those models you've always wanted, featuring brands like Tri-any, Hornby

Dublo, Trix Twin, Hornby, Bachmann, Bassett-Lowke, Dinky, Corgi and countless others.

Tickets: Admission to this event is free with any Bluebell Railway travel ticket valid for the day.

Alternatively, you can purchase a Horsted Keynes station admission ticket for £5.00 per person on the day, which grants access to the fair only.

Normal travel discounts (RDG, BPRS, Heritage Railway) apply for this event.

## GOT SOMETHING TO SELL?

If you are a regular trader at this event and have not yet been contacted regarding your space, or if you are interested in trading with us for the first time, please send a message to Colin Penn on [motorail3@virginmedia.com](mailto:motorail3@virginmedia.com)





# Beer Festival - Help Needed!

By Jim Taylor

Each year the Beer Festival at the railway grows from strength to strength. Set up, breakdown and event delivery is becoming more complicated due to the scale and popularity of the event. The events team, based at Sheffield Park are looking for 3 or 4 willing volunteers to help in the set up and delivery of the event.

There are various roles but with almost no impact during the year and only a few days during the event period both set up and during the event itself it is a great way to be involved but not overburdened.

This is a 'feel good' event and is very popular within the railway as well as for our visitors.

Whether you like beer or not, if you can help during the last but one weekend of September and few days before and after please drop Jim Taylor a note on [jim.taylor@bluebell-railway.com](mailto:jim.taylor@bluebell-railway.com).

This is a site-wide event, and it would be great to have a representative from each of the 4 stations as part of Team Bluebell for the festival.



**THE  
BLUEBELL  
RAILWAY  
NEEDS  
YOU!**

CAN YOU ASSIST IN THE  
PLANNING OF THE 2025  
BEER FESTIVAL?

# Bridge Spans for Rother Valley Extension

By Tony Hillman, Deputy Curator

The Winter 2024 edition of *Bluebell News* included a piece about the [Bridge Sections sold to the Rother Valley Railway](#). Mike Hart OBE, Company Chairman and Construction Project Director of the Rother Valley Railway Ltd purchased some images from the Bluebell Archive to help understand how the extension looked in BR days. Of particular interest is this picture of 32659, taken on the 28 September 1952, showing the train passing over the bridge which the Bluebell sections will replace. This is the only known picture at this location. Mike provided the following information about the bridge replacement:

“ Location is ex BR Bridge No 2371, a 60ft long twin span flood opening bridge located just over ¼ mile west of Junction Road level crossing. The pair of bridge spans kindly provided by Bluebell Railway for the Rother Valley Railway project assist in work to complete the extension of K&ESR to Robertsbridge Junction Station. They are currently having some modifications done to suit the site ready for installation on site this summer. When complete they will look virtually the same as the other three identical spans in use just north of the site of West Hoathly station. All these sections were made new for temporary railway use when the dualling of the A55 truck road was underway along the coast of North Wales. ”





# Carriage Shop Donates £500

By Chris Wilson, Carriage Shop volunteer

The Carriage Shop team are delighted to be able to donate £500 to the Bluebell Railway Southern Railway Coach Group. For more information and to join the group please visit [www.bluebell-railway.co.uk/sr-coach-group/](http://www.bluebell-railway.co.uk/sr-coach-group/)

The Carriage Shop reopens on Saturday 15 February at 10.30am. We will then open every day until close on Sunday 23 February. During March we will be open every weekend and for the three days of the Branch Line Weekend.

We currently have a wide selection of Horsted Keynes exclusive souvenirs, model railway items, railway and transport books and Railway Art by Matthew Cousins. We are also supporting the 1305 Thumper Gang, Bluebell Railway Goods Division

and the Fenchurch Fund by stocking a small selection of their items in the shop.

The Carriage Shop is always pleased to receive donations of model railway items, books, DVDs, bound magazines, pictures, postcards, photographs, slides, mugs, badges, keyrings or other railway or transport material. If you can help please contact:

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

For our opening times and news please visit our Facebook page:

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



*Members of the SR Coach Group (left to right) Steve Cubitt, Richard Salmon, Robert Hayward, David Rhydderch, Tony Clements, Keith Leppard and Richard Bevis.*

# Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 395 images to the Bluebell Railway Museum website bringing the total now available to 26,557. These new additions come from the cameras of John J. Smith, Dick Riley, Joe Kent and Henry Casserley

From J.J. Smith we have the fourth batch of his colour slides which include many images of signalling subjects. From R.C. Riley we have a further selection of his colour images from the early days of the Bluebell Railway. There are 145 views from Joe Kent taken on the Midhurst line, at Preston Park Pullman Works, around Derby and other areas. The H.C. Casserley photographs were all taken in 1928 and 1929 at locations including Eastleigh, Ashford, Tonbridge, Salsbury and Dorchester.

This month we were privileged to receive a donation of a large volume of slides taken and collected by John Brown. We would like to thank John for entrusting his collection to the Archive, along with his son Graham for his help and Andrew Gibbon and his colleagues from the LCGB Dorking branch for contacting us and facilitating the transfer of the collection.

Another large collection of slides donated to the Archive were, before they could be collected, unfortunately lost to the rubbish dump by the failure of a house clearance firm to follow the donor's instructions. Please ensure this doesn't happen to your priceless collection!

If you have a collection of photographs, negatives, slides or digital images you are interested in depositing with the Archive and preserving for the future please get in touch with us by emailing [photos@bluebell-railway-museum.co.uk](mailto:photos@bluebell-railway-museum.co.uk).

Every photograph sale directly helps the Photograph Archive giving us much needed funds to invest in conservation and storage materials. The information needed to pay for orders online by BACS is now included on every order form. To view and order go to [www.brm-archive.co.uk](http://www.brm-archive.co.uk). There are various searching methods, including by locomotive number or class and location. The content key search allows you to see all the images of a particular type, for example, all the images taken of Pullmans. Use the New key to see all the latest images including those mentioned and shown here.







**Above:** Exterior view of the closed Cocking station in 1961. Photo: Joe Kent [200694]

**Previous page:** Stepney carrying 'The Blue Belle' headboard at Horsted Keynes on 1 April 1962. Photo: R.C. Riley [105136]

#### ALAN POSTLETHWAITE 1940 – 2025

Many readers will have heard of Alan Postlethwaite. He wrote nine railway books including the three volumes "Last Days of Steam on the Southern" and produced many articles for railway and model railway magazines. A recent article was about the Railway to Oxted, which appeared in Southern Times in 2024. His last article for Southern Times, "Pilgrimage to Gosport" will appear towards the end of 2025. It will contain many of his pictures and others from the Bluebell Archive. Alan took pictures, mainly of the Southern, between 1958 and the end of steam. He was impressed with the Bluebell Archive's work on preservation of photographic collections and was keen that his collection should become part of the Bluebell's collection. He donated his collection in 2012, the over 2000 photographs being the third collection to be included for sale on the Museum website. Alan was a very generous supporter of the Archive. When he used his own photographs in articles he would pay the Archive a reproduction fee.



Tony Hillman

# On This Day - February

By Tony Hillman, Deputy Curator

*Unlike the past two months, we do have for February one image taken on the correct day. H C Casserley took the photograph, and we have decided to include two others of his, not taken on the 14 February. This is the first time we have been able to include his photos, which were recently added to the Bluebell Archive, in On This Day. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.*



Exactly 100 years ago, on Saturday 14 February 1925, Casserley was at London Victoria to capture this shot of ex-LCDR T class o-6-oT No. A608 taking on water at the eastern side of the station.

The LCDR T Class were designed by William Kirtley and constructed at Longhedge. Two were introduced in 1879 and then a further eight arrived between 1889 and 1893. A608, originally numbered 149, was the first of this later batch. The locomotive became South Eastern and Chatham Railway No. 608<sup>(\*)</sup> in 1899 and even saw service in France during the First World War.

By 1925 the whole class were based at Battersea and mainly employed on shunting duties at Herne Hill sorting sidings or as pilots at Victoria. A608, having become 1608 in 1931, was withdrawn in December 1936. Purchased by the Wallsend and Hebburn Colliery, it saw further service until 1948 before finally being broken up in 1951.

In 1925 Victoria was the scene of reconstruction work. Until grouping in 1923, the two parts of the station, the LBSCR side (1860) and the LCDR side (1862), had remained totally separate from one another. Now united under the ownership of the



Southern Railway, and with a single stationmaster appointed in 1924, attempts were being made to unite them.

During 1925 the platforms were renumbered, tracks were altered to facilitate some interchangeable working, and openings were made in the walls between the two concourses. Preparations were also underway for the start of third-rail electric working on the Orpington via Bickley line, opened in July. It is just possible that the sleepers that can be seen in the foreground of the photograph were connected with all this work.

Meanwhile, amid all this change it is comforting to see some continuity. The signs behind the locomotive advertise Wright's coal tar soap, Swan

Vesta matches and Shepherd Neame beer; three brands that are still with us today.

*Photo: H.C. Casserley [270263]*

*(\*) At the amalgamation of the South Eastern Railway and the London, Chatham and Dover Railway in 1899 to form the SE&CR, the SER had 459 locomotives in its capital stock, numbered 1 – 459. The LCDR also numbered its locomotives in sequence starting from No. 1. Therefore, to avoid the confusion of having pairs of locomotives running with the same number, the former SER locomotives retained their original numbers, while the former LCDR locos had 459 added to their numbers, hence LCDR No. 149 became SE&CR No. 608. – Ed.*



The three locomotive shed roundhouses at Battersea were constructed by the LBSCR in two stages. Built adjacent to the high-level viaduct just north of Battersea Park station, the two on the up (west) side were built in 1868-70 whilst a third, on

the down side, was added in 1889-90. The buildings were all of the circular type, brick construction with slated roofs. The up side buildings each had a 42 ft. turntable whilst the newer shed on the down side was 50 ft.

The main allocation consisted of tank engines for working the South London suburbs, at one time, in 1880, seventeen 'Terriers' were allocated there. Main line locomotives, such as the *Remembrance* tanks and the Atlantics were also based there but increasing electrification in the 1920s and 30s led to a gradual reduction. From 1933 the remaining locomotives began to be transferred to the neighbouring ex-LCDR shed at Longhedge (aka Battersea) that had been extensively modernised and subsequently became known as Stewarts Lane. Following closure in 1934 the western buildings were used for road vehicle maintenance whilst by the 1980s the eastern one was in use as a builders' merchants. All were demolished in 1986.

This photograph was taken on Saturday 30 April 1921, probably within the interior of the eastern

shed. Three locomotives are in view, the two of which are identifiable are both LBSCR C2 0-6-0s designed by Robert Billinton. On the left is 542 built by the Vulcan Foundry in December 1901. It was never converted to a C2X and was withdrawn as early as January 1937. On the right is 527, also built by the Vulcan Foundry but in September 1900. It was converted to a C2X in October 1939 and withdrawn as 32527 from Three Bridges shed (75E) in November 1960. The third locomotive, behind 527, appears to be a C2X.

The interior of the shed is freshly whitewashed, the locomotives are clean, what an atmospheric photograph!

*Photo: H.C. Casserley [270072]*



An atmospheric photograph of Clapham Junction taken on Saturday 30 April 1921 from a platform on the "Brighton" side. Prominent in the picture is an approaching train on the down through line

hauled by LBSCR D1 Class 0-4-2T 219. The headcode indicates it is a train of empty stock from Victoria to Eardley Sidings. Above the train can be seen the overhead electrification catenary.



The LBSCR electrification was high-tension overhead at 6600 volts AC and was introduced to recover passengers lost to the electric trams being introduced to the streets of London by the LCC. Initially introduced on the South London Line between London Bridge and Victoria via Peckham Rye on 1 December 1909, it later spread to all the inner suburban routes by 1921 and on to Sutton and Coulsdon by 1922. After the grouping in 1923 the newly formed Southern Railway decided to standardise on the LSWR 3<sup>rd</sup> Rail System at 660 volts DC. The last overhead electric train ran on 22 September 1929.

Looking over the LSWR tracks to the overhead signal box; in between the Main and Windsor Lines an LSWR 02 Class 0-4-4T can be seen shunting stock. The signal box was mounted on a bowstring girder bridge and dated from 28 January 1912

## 500+ Club

By Nigel Currah, Bluebell Battle of Britain Group

Please remember to submit your application to the 500+ Club before the end of this month. Applications close 28 February.

You could win up to £500 cash or tickets for the Wealden Rambler afternoon tea train, tickets for a Supper Train or a behind the scenes tour of the Bluebell Railway.

Your valuable entry will help us to keep our wonderful Bulleid Pacific locomotive running into the future.

equipped with a low- pressure pneumatic frame of 108 pull-out handles or slides. On 17 May 1936 it was re-equipped with a Westinghouse all-electric frame of 103 levers. In WW2 as an air raid precaution, a 40 ton steel roof was provided. As a result of general corrosion and the additional weight not being part of the original structure, on 10 May 1965 the support at the western end of the structure collapsed.

The LBSCR D1 Class 0-4-2T was designed by Stroudley for suburban passenger work and numbered 125 engines. LBSCR 219 was built at Brighton Works and entered service in January 1886 as 352, named "Lavant". It lost its name around 1906, was renumbered 219 in December 1920 and withdrawn in November 1933.

*Photo: H C Casserley [270059]*

The application form can be found here:

[https://www.bulleidsociety.org/34059/500\\_Club\\_Form.pdf](https://www.bulleidsociety.org/34059/500_Club_Form.pdf)

If you are paying by bank transfer you can save postage costs by dropping an e-mail to me at [BBOB500Club@gmail.com](mailto:BBOB500Club@gmail.com) with your name, address and phone number and the amount of your bank transfer. You will receive your confirmation by e-mail. All entries or donations are warmly welcomed!

See the [previous issue](#) of *The Bluebell Times* for more detail – Ed.

# Vacancy - Horsted Keynes Memorial Garden Custodian

## BACKGROUND

This Garden is situated to the western (L/H) side of the large car park to the north of Horsted Keynes Station. It was laid out some fourteen years ago in order to remember those who had developed a particular affinity with the Bluebell Railway and who had often contributed most generously their time and expertise to its development. It consists of an enclosed space, edged by a planted and hedged border, with a central lawn, itself surrounded by brick pavers, many of which carry memorial inscriptions to those who helped the Railway to develop and operate or who simply had a particular fondness for it. There is also a larger stone inscribed with the name of Bernard Holden, the moving spirit behind the establishment of the Bluebell Railway as the world's first standard-gauge, operational, preserved railway line in 1960. The Garden is very popular and plans for its northward extension have already been approved in principle by the BRPS Trustees. Between the western border of the Garden and the edge of the cutting, through which runs the railway line northwards from Horsted Keynes Station, is a grassed area on which ashes are scattered. Very small quantities of ash are sometimes buried beneath a memorial paver when it is laid.

The current Custodian spends a couple of hours each week dealing with Garden organisation.

## JOB ROLE

Main Responsibilities are to:

- ➔ be the main point of contact (email or phone) between families or individuals wishing to lay a memorial paver and/or to scatter ashes. (Initial contact often comes through the Bluebell Office)

- ➔ agree the wording to be engraved on a paver and ensure that families are prepared to make a memorial donation to the Bluebell Railway Trust of at least £100
- ➔ order the engraving on a blank paver supplied from existing stock
- ➔ transport the paver to the Railway's engraver, currently Downsview Monumental Services of Burgess Hill, and collect completed pavers from Downsview
- ➔ arrange a time for paver-laying and/or ash scattering that suits all relatives involved
- ➔ prepare the Garden location for the laying of an engraved paver
- ➔ prepare and print a small ceremony sheet for paver-laying and/or ash scattering
- ➔ host the small ceremony within or adjacent to the Garden or arranging a substitute host if necessary
- ➔ maintain the tidiness of the Garden through sweeping, weeding and cleaning
- ➔ maintain a supply of sand (for the bedding-in of pavers) and purses (available from funeral directors for the burying of small quantities of ash under pavers)
- ➔ representing the interests of the Garden to the leadership and executive bodies of the Railway

The present Custodian would be very happy to discuss with potential applicants the wide-ranging responsibilities of the post. For more info, or to express an interest, please email the Railway at [info@bluebell-railway.com](mailto:info@bluebell-railway.com)





Photo: Jon Bowers

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## Tail Lamp

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