



**OBJECTIVES,
AIMS & PLANS OF
THE BLUEBELL RAILWAY
PRESERVATION SOCIETY 2020**

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[1] INTRODUCTION

This document defines the objectives and details the aims and structure plan which the Society, and its Trustees, aspire to implement in the future development of the Bluebell Railway [The Railway] as a premier heritage railway and principal tourist attraction. It extends over the short (5 year), medium (10 year), and long (25 year) term.

This document follows on from previous versions and should be seen in the context of over 60 years of continuous development at the forefront of the Heritage Railway movement and lays the foundations for the next 50 years of preservation, to take us beyond our centenary.

It provides a framework within which the Society Trustees exercise their powers to set overall policy for The Railway. Specifically, it assists the Bluebell Railway PLC to develop its business plan so as to reflect the aims and objectives of the Society but, more importantly build a strong, successful, resilient business that maintains itself as a principle tourist attraction in the south by making heritage enjoyable and relevant to our visitors.

The Society Trustees will report on progress against the Plan at each Annual General Meeting of the Society and will next review the Plan in 5 years.

It should be noted that the aims outlined in this document are not set out in any order of priority other than trying to identify short term targets. It is also important to emphasise that the aims and aspirations are just that, and that funding and outside influences could affect the future and the timing of projects that could be either advanced or delayed. An added emphasis has now been placed on care and maintenance, to ensure that which we have preserved is kept in good order, and which should naturally take precedence over new works as well as the preservation and reinstatement of the traditional environment.

It is evident that after 60 years collecting artefacts, that the Railway is in the fortunate position where some areas are “full”. Taking stock of our collections to decide whether we need to expand the Railway to house an ever-increasing catalogue, or to reduce the stock to take account of the physical constraints of the railway’s infrastructure, or a combination of both, is ongoing.

With the impending proposed incorporation of the Society, references to the rules will apply to the Articles of Association that will replace them, if adopted.

[2] OBJECTIVES OF THE BRPS

The primary objectives of the Society are laid down in the rules (as amended in 2018); they are further expanded below. Upon incorporation, the Articles will replace the rules.

The principal objective of the Society, as laid down by our founders, is the preservation of, and safe operation of, the Railway between Sheffield Park, East Sussex, and East Grinstead, in the county of West Sussex and any future extensions.

The Railway also aims, by various means, to recreate the three main periods of our railway's history in the south, namely;

1. Pre- Grouping – London Brighton & South Coast Railway (up to 1923).
2. Grouping – Southern Railway (1923 to 1948).
3. Nationalisation – British Railways, Southern Region (1948 to mid 1960s).

This is achieved so far is practicable by presentation of the infrastructure and built environment from the 1880s at the south, to the mid 1960s at the north of the line. The trains running on the line being representative of these three periods where possible.

It was accepted that after 60 years of preservation, items once perceived as “new” were now recognised as valuable heritage. With this in mind the Railway will focus on the preservation of rolling stock and other artefacts that complement our collection, and that existed in the period up to the mid 1960s (consistent with the formation of our railway) but that will not detract from our “steam only passenger train” aims; “Floreat Vapour”.

The achievement of these objectives (our goals) is through;

- The preservation of historic locomotives, rolling stock, railway infrastructure, buildings, and other items of railway interest, all of which shall generally be appropriate to one or

more of the periods we seek to preserve.

- The operation of the Railway in a safe, traditional, and commercial manner by the carriage of passengers and goods.
- To achieve our aims we should make a continued effort to drive up the income streams from the use of all our assets.
- Provision, subject to agreement, for the housing and operation of preserved locomotives, rolling stock, and other railway artefacts belonging to private individuals and other preservation bodies.
- The encouragement of interest in, and study and enjoyment of railway history and operation, and all subjects related thereto.
- The encouragement of the use of the Railway as an education tool for individuals, schools and colleges.
- The education and training, of the skills required to run and maintain the railway in a traditional and safe manner.
- The use of best conservation, archival and heritage engineering practice to ensure that the high standards that the Bluebell Railway has set are maintained and improved where possible.
- Consideration will be given to land purchases that will support the aims of the railway. For example, allowing rail connection to Ardingly or to the “Freshfield Lane” and “West Hoathly” brickworks sites should these be required and where a commercial benefit can be obtained for the railway.

[3] GOVERNANCE

The Society is the policy setting body for the Railway as a whole, and the Trustees have a duty under the rules (Articles) to exercise a watching brief over the corporate governance of the Society and Company.

In pursuance of this duty the Society Trustees will, from time to time, review the management structure of the Railway as a whole, and its performance, to ensure fitness for purpose, and that all areas of management conform to the objects of the Society.

The “governance review” process is culminating with the proposed incorporation of the Society to protect the members from outside claims.

The Trustees are producing a “Strategic Vision” document and a “Mission Statement” for the railway to guide us on into the future. These, together with the “Capital Projects Planning Group” will formalise and prioritise our actions.

The Trustees will explore the options for the protection of its rolling stock and collections by transfer of ownership to charitable bodies, or other appropriate means, whilst ensuring their future use on the Railway.

The Trustees will keep BRPS members fully informed of news from the railway and planned activities, through the regular publication of “Bluebell News” as well as through other electronic media.

Corporate Responsibility

In an ever- changing world, ethical, environmental and social issues are becoming increasingly complex as well as important. The Railway should embrace change but devise initiatives to improve our performance in showing respect for the environment.

We should demonstrate good working practices within our operation, such as the purchase of sustainable materials and products, and to reduce wastage.

For example, consideration is being given to the installation of solar electricity roof panels out of public view.

The Railway also recognises an obligation to respect the natural environment in which it operates, and in particular will continue to provide sympathetic consideration to the flora and fauna that occupies the lineside and adjacent land. The considerable number of lineside trees and railway owned woodland are an invaluable source of atmospheric carbon fixing so must be well managed.

[4] STAFFING AIMS

(Applicable to all departments of the Railway)

The Railway values its people as the most vital ingredient in its continued success, and development. It is recognised that since its formation, the Railway (in line with the heritage sector in general) has experienced a gradual reduction of the skill base that is required to ensure its long- term survival. To arrest this trend, particular attention should be placed on volunteer recruitment, retention, and skill training and to support this. The aim will be to focus on the following key requirements:

Provision of welfare facilities to the highest standard.

Provision of overnight sleeping accommodation for volunteers, in the form of a hostel, together with overnight car parking for working members.

To investigate ways to make it possible for volunteers living in the Greater London area to work on the railway without having to drive to it.

Recognition of long service and major contribution to the railway.

Continuation and expansion of existing training initiatives, taking into account the existing skills of volunteers and the work undertaken.

Consideration will be given to the development of training facilities.

Priority will be given to those who undertake safety critical work and this will be achieved by a process of national accredited awards assessed against Rail Academy and best practice standards which have been adapted for heritage railway applications. Retention of, and expansion of, the skill base is essential for the Railway's future requirements.

[5] INFRASTRUCTURE AIMS

The core aims of the Infrastructure Department and its constituents will be to maintain and develop the infrastructure of the Railway in accordance with the Society's aims.

Principal Objectives.

Encouragement will be given to existing and new groups to maintain the lineside environment and the permanent way. (This will include the land for future extensions)

The line has a number of important architectural structures (specifically our viaduct, tunnel portals and over-bridges) but also some lesser ones such as gangers' huts and location cabinets which all add to the heritage atmosphere of the Railway. Preservation, retention and repair for display of these should be given priority.

Stations

To safeguard these important areas the priority will be to maintain, and reinstate as appropriate, the historic fabric and heritage atmosphere of the Railway, and to support this aim each station shall have a "protected zone" within which no new structure shall be erected, or any modification to the existing infrastructure shall be made, without the agreement of the Preservation Standards sub-committee – see section 6 below.

All signage, notices and other artefacts within the zones are to be appropriate to the period.

Car parking capacity is generally inadequate (and weather dependant) at our stations; improvements will be made as resources and opportunities become available.

Sheffield Park

Sheffield Park Station and environs will remain in LB&SCR 1880s appearance and all works done will be sympathetic to that period. It will remain the headquarters of the Railway and the home of the Locomotive Department and museum. All locomotive restoration and maintenance will be based at Sheffield Park.

In addition to a regular and thorough maintenance programme, the following projects are proposed for Sheffield Park;

Eventual removal of all exposed pipes, cables and trunking and the removal of Southern and British Railways' features when opportunities arise will be an objective to regain a faithful LB&SCR appearance.

Extension of the canopy over the front of the shop will enhance the comfort of our visitors.

To continue improving the appearance of the station by achieving a uniform period style for platform surfacing and fencing to match that used on platform 2.

Re-construction of an original type of LB&SCR footbridge to improve the visitor experience and to provide an all-weather crossing that will assist visitor circulation on busy days.

Construction of a Museum Archive and Research Centre building.

Re-styling the pedestrian approach to the station to revert to the 1880s period, but fit for future uses, by use of appropriate materials, infrastructure, and paint finishes.

To replace the signal box at Sheffield Park with a new building of the LB&SCR appearance, embodying a mechanical lever frame, with a sympathetically styled relay room and to re-signal the station with period appearance equipment, maximising the use of mechanical outdoor equipment where possible.

Extension of the platforms northward in LBSCR style and finishes to allow longer trains.

To provide additional modern, high capacity, toilet facilities, with a heritage exterior appearance, for our passengers and visitors on the Down- side or adjacent to the approach road.

To plan for the provision of dedicated machine and boiler shops for the locomotive works.

To install weather- proof doors on the running shed to complete the building and separate the running shed from SteamWorks.

Horsted Keynes

Horsted Keynes Station and environs will remain in Southern Railway mid 1930s appearance and all works done will be sympathetic to that period. It will remain the location for the Carriage and Wagon, Permanent Way, and Signalling & Telecom's departments. All carriage and wagon restoration and maintenance will be based at Horsted Keynes.

In addition to a regular and thorough maintenance programme, the following projects are proposed for Horsted Keynes;

Replacement of the roofing on the platform canopies in a like for like style and refurbish the canopy support structures and improve the drainage as part of a major refurbishment programme.

Explore the scope & consents to construct a "Large Exhibits" exhibition and education hall for the storage and display of out of service locomotives and rolling stock under "Operation Undercover" phase 5 (possibly on the west side of the site)

Reinstatement of water supply facilities for locomotives, with re-activation of one or more platform water columns.

Construction of a turning facility for locomotives and carriages.

Restoration of the fabric and structure of the pump house and investigate reinstatement of the water tank.

Investigate installation of a demonstration steam powered water pumping system and provide lighting and viewing facilities in the deep well, as a visitor attraction.

Provision of modern, high capacity, toilet facilities, in a complimentary heritage exterior style, both for our passengers, and visitors arriving at the station.

West Hoathly

The West Hoathly site will be reserved for an LB&SCR style station and buildings, presented in a 1940s Southern Railway appearance so as to fit into the railway's timeline. Consideration will be given to establishing an initial "halt" to enable exploration of the commercial

value of a full station, prior to major construction. The style of any new station should be sympathetic to the architectural appearance of other Myers designed Bluebell stations.

The addition of a descriptive display board will assist the public in visualising the site.

The site could provide the opportunity to offer the local community a focal point, or a community facility, within the station complex, following consultation with residents on their requirements.

Kingscote

Kingscote Station and environs will be presented as a typical British Railways Southern Region country station of the mid 1950s.

Consideration should be given to land acquisition in the area to allow expansion of the site to its historic boundaries to further the aims of the Railway.

In addition to the ongoing maintenance programme, the following projects are proposed for Kingscote;

Resurface the forecourt in period style.

To establish, under the Museum Management Committee, a representative “Goods Yard” display in the yard with ancillary items on display in the goods shed and other suitable buildings, and with preserved wagons in the dock roads.

Re-erection of the restored SR loading gauge at the entrance to the goods yard.

Re-erection of an operational yard crane for demonstration purposes.

East Grinstead.

East Grinstead Station and environs will be presented as a British Railways Southern Region station set in the early 1960s, based upon a 1930s “Odeon” style building.

The following projects are proposed for East Grinstead.

To support the East Grinstead Town Council with enhancements to the area to the benefit of our railway, and the town the existing temporary

station facilities to be replaced with permanent buildings together with new signage in British Railways Southern Region style.

Extensions.

Following the current period of consolidation and maintenance: -

In the medium to long term, the Railway has the opportunity to extend to Ardingly (and possibly beyond to the national network to the south west). Should a fully costed business case be made then a final decision, on whether or not to construct this extension, could be made.

In the long term and beyond, the Railway may consider subsequent extension southwards to the county town of Lewes via Newick & Chailey and Barcombe.

Ardingly Branch

Pending a final decision to reinstate the branch, continue enabling works for the reconnection of the line from Horsted Keynes to Ardingly dependant on the commercial viability and as opportunities arise.

Maintain the drainage, fences, structures and trackbed to prevent further deterioration, and to perform an annual check of the boundary of our land, so as to prevent encroachment onto our land by third parties.

To encourage volunteer groups to maintain the trackside in a condition that will ease surveying, arrest deterioration, and help the eventual re-laying of the track.

Maintain a watching brief over proposed developments that might either compromise or assist re-opening of the branch.

Southwards.

To make representations to the appropriate authorities to protect the right of way of the track bed, as and when necessary to maintain the potential for reinstatement southward should there be a business case to do so.

To challenge any proposed development that will compromise the possibility of the re-instatement of the line southwards.

[6] PRESERVATION STANDARDS

In order to support the aims and objectives of the Society, the Trustees will implement mandatory guidance on;

Colour schemes and painting specifications for buildings and structures.

Materials and finishes to be used about the railway.

Uniforms for operating staff.

This is in the form of the published “Preservation Standards Manual”

The principal objective is to give guidance to staff and contractors on how the Railway is to be presented in order to give a consistent appearance to our visitors, to meet the Society objectives and assist Bluebell Railway PLC in project delivery.

[7] DEPARTMENTAL AIMS

Locomotive Department.

The core aims of the locomotive department are;

To provide a fleet of operational working locomotives to satisfy the Railway’s operating, commercial and heritage requirements.

To provide and maintain locomotives in sufficient numbers, incorporating an appropriate mix of types and sizes to enable authentic train operation, and to support departmental requirements for shunting. The aim is to maintain in service approximately 12 locomotives with the minimum in each category as follows;

Five “large” locomotives (class 3 and above) - ideally:

One very large loco, WC, BB, or 9F.

The remainder class 3 to 5.

Ideally at least one to be a tank locomotive.

Four “Medium” locomotives (class 1 & 2) - ideally including at least one of these types:

Four - coupled passenger locomotive.

Six - coupled mixed-traffic locomotive.

Goods/ shunting locomotive.

Two “small” passenger locomotives (class 0)
One dedicated locomotive for C&W yard use.

To provide the facility for suitable privately- owned locomotives to be based at, and operate on, the Railway, and to provide the facility for other locomotives of special interest to be based at the Railway.

To construct replicas of locomotives which are particularly appropriate to the collection, and to the operation of the Railway.

To provide and maintain other appropriate locomotive items for display, eg. a steam engineering/ breakdown crane and heavy lifting equipment.

To provide the opportunity for volunteer staff to restore, for operational use, locomotives which comply with the aims of the department and the Railway.

To provide secure covered accommodation for all locomotives.

To provide and maintain other locomotives of special interest.

To continue to enhance the works and yard facilities to assist the repair and maintenance of locomotives.

To provide training, including apprenticeships, to ensure that the works maintains the skills necessary to undertake this work.

To provide facilities, where possible, for visitors to view the Department’s work, and to view as many of the fleet as possible.

To permit the hire of locomotives to other approved heritage operators, where this is in the Railway’s interest.

To plan, in conjunction with the carriage and wagon department and operating department for the best matching of locomotives and rolling stock.

Carriage & Wagon Department.

The core aims of the C&W department are;

To provide operating carriages to satisfy the Railway’s operating, commercial and heritage requirements.

To provide and maintain appropriate sets of coaches in sufficient

numbers, incorporating an appropriate mix of 1st and 3rd class provision, together with disabled friendly, and catering vehicles, to enable authentic and profitable train operation.

Whilst acknowledging that sets that include a mixture of types such as Bulleid and Mark 1 are both prototypical and inevitable, the aim is to create the following representative passenger carriage sets, for each of which a strategy document will specify the detailed policy:

BR Standard Mark 1 Steam Stock.

SR. Bulleid.

SR. Maunsell.

Southern Railway non-corridor stock of pre-grouping origin.

Metropolitan Railway “Ashbury” stock.

LB&SCR stock from the Stroudley and Craven eras.

SECR non-bogie stock from the LCDR and SER companies.

LSWR mixed types of vehicles as are available.

SECR “Birdcage” set.

All- Pullman train of heritage cars.

A short train of mainly BR Mk1 specifically for catering purposes.

A train of vans.

To provide and maintain special saloons and other vehicles of special interest and in operational use, as are available, such as the observation car, directors’ saloons, passenger-rated vans, and including a specimen engineers’ mess & tool van. If suitable vehicles can be identified and obtained, a Southern “Pull-Push” set should be formed to demonstrate this type of carriage set.

To continue to provide the facility for access by wheelchair users on all principal trains, and secure additional suitable vehicles for conversion as become available.

To provide the facility for suitable privately-owned carriages to be based at, and to operate on, the Railway.

To provide and maintain operational sets of goods vehicles in sufficient numbers, incorporating an appropriate mix of provision to support the Infrastructure Dept work, and to enable authentic heritage goods train operation.

The aim is to create the following representative goods vehicle sets, for each of which a strategy document will specify the detailed policy:

Goods brake vans, some vacuum fitted.

Engineers' vehicles for service purposes.

Pre-grouping goods vehicles.

Grouping-era goods vehicles.

BR-era goods vehicles.

To maintain, for operation, hand crane 1748S.

To provide training, including apprenticeships, to ensure that the works maintains and develops the skills necessary to undertake its work.

To provide the opportunity for volunteer staff to be trained, and to restore, for operational use, carriages and wagons which are required for the operation of the Railway.

To restore the "Brighton Directors Saloon" to original condition.

To continue to seek out, for preservation, any carriage, carriage body, components, or goods vehicle bodies to augment the incomplete carriage sets as defined in the relevant strategy documents.

To provide a facility for conserving historic vehicles relevant to the Railway to be preserved as exhibits, with the opportunity to construct operating replicas of such vehicles where this fits with the aims.

To plan, in conjunction with the locomotive works and the operating department for the best matching trains of locomotives and rolling stock.

To maintain facilities for visitors to view the department's work.

To review the rolling stock fleet in each plan period to provide a record of assets and their condition.

To provide an improved carriage washing facility under the direct supervision of the department, to remove the necessity of carriage washing in station platforms.

Signal and Telecommunications Department

It is recognised that the safety critical nature of signalling shall remain of paramount importance. However, the preservation, operation, and demonstration of the historic systems used in the South-east in general and the “Brighton Line” area in particular, during its lifetime, is the aim of the Society.

The S&T department will aim;

To maintain the signalling and telecommunications systems so that operational performance of the Railway can be maximised on the busiest days of operation.

To equip East Grinstead with equipment typically in use during the 1950s and 60s.

To provide internal departmental technical training of this safety critical work, to ensure the skill and knowledge base is maintained for the future operation of the Railway.

To replace the signal box at Sheffield Park with a new building of the LB&CSR appearance and to re-signal the station with period appearance equipment.

Permanent Way Department.

It is recognised that some remaining sections of the permanent way of the line require renewal under the current rolling replacement programme. Within station limits and in public view, traditional materials will be used. In areas of the main line where the public do not have general access, modern materials will be acceptable; however continuous welding will be discouraged as the sound and feel of jointed track is expected and is part of “The Experience” we offer our visitors.

The permanent way department will aim;

To maintain the line so that passengers get the best ride possible and that there is no need to implement speed restrictions (except in emergency)

To continue the major programme of renewals in those areas / cases where maintenance is no longer a cost-effective option.

To install additional track-work, as required, for the continued development of the Railway.

To encourage the use of the line as a training and demonstration facility for main line equipment suppliers and operators, where that will be of benefit to the Railway.

Infrastructure.

The infrastructure department will;

In conjunction with local groups at each station, develop and implement plans to maintain thoroughly and regularly, the fabric and buildings at every station on the line.

With the volunteer groups already established, continue to maintain the vegetation and natural environment of the line side, extensions, and peripheral estates in a traditional manner.

Museums and Archives.

The Museum Management Committee will aim;

To maintain accreditation status with the appropriate body, in a programme of the continual improvement of display, interpretation, care of, and access to the collections.

To provide a research centre to enable exploration of the collection. And to ensure that it is accessible by people of all ages and abilities.

Construction of an accessible archive, research centre and artefact store is anticipated to enable this aim.

To assist other departments to illustrate their work, methods, history and development and generally provide interpretation and explanation for the benefit of our visitors.

To develop links with other accredited museums to provide an inclusive knowledge base.

To liaise with government bodies and the Science Museum group to ensure appropriate items relevant to the Railway's history are noted and added to the collection.

To erect (with the assistance of others) a demonstration pole route of overhead telephone wires.

[8] PLANNED AND ANTICIPATED PROJECTS

In addition to the day to day running of the Railway, and its maintenance, the following projects are listed as part of the physical and management development of our railway;

Planned projects scheduled for the 5 years to 2025.

Refurbishment of Horsted Keynes Station

Re-construction of platform 1 at Horsted Keynes to operational condition.

Completion of the carriage storage shed complex.

Completion of new electrical supply to Horsted Keynes and Sheffield Park Stations.

Provision of a permanent overnight accommodation at Sheffield Park and Horsted Keynes.

Acquisition and installation of a locomotive turntable.

Completion of Atlantic class “Beachy Head”

Completion of conversion of 78059 into 84030

Commencement of new build SE&CR “E” class loco

Development of the 4- wheel Victorian train sets.

Completion of Pullman car 54 incorporating mobility impaired and wheelchair friendly access to the dining facility.

Completion of the restoration of Maunsell Brake 3687.

Commencement of restoration of Maunsell Restaurant Car 7864.

Restoration of Pullman car 36 to strengthen the Pullman fleet.

Development of Kingscote goods yard as an interpretation of a typical country station.

Provision of the museum’s research and archive building at Sheffield Park.

Work toward the commencement of the extension westwards to Ardingly. (Note; That a satisfactory business case has to be made, and, that the lease for Lywood tunnel expires in 2023)

Ongoing track renewal north and south of Horsted Keynes.

Detailed lists of the locomotive and carriage & wagon departments proposed projects will be found elsewhere.

Investigate the acquisition of a heritage diesel powered locomotives and multiple units to support the commercial and operational needs of the railway. (Note this is particularly relevant in this time of climate change & increased risk of fires.)

Planned projects anticipated for the 10-year period to 2030.

Provision of a large exhibits' museum hall for out of service stock and large museum exhibits. (Operation Undercover phase 5).

Development of a new station at West Hoathly.

Commence construction of a replica SE&CR "E" class locomotive.

Development of a historic "Craven era" carriage set.

Projects aspired to for the 2030 period onward.

Work toward the opening of the Ardingly branch should it be considered to be of benefit to the railway as a whole.

Investigate the possible future electrification of the Ardingly branch.

Investigation of a southerly extension to Lewes via Newick and Chailey and Barcombe.

[9] COMPLETED PROJECTS DURING THE PERIOD 2013 TO 2019

In addition to the operation of the railway and maintenance projects, considerable progress and development has occurred in this period; so only the larger projects that have been completed since the launch of the 2013 Plan are detailed below:

Sheffield Park.

Completion and opening the accommodation located in the “AWF”

Completion of the canopy on platform 1

Construction of the canopy in front of the Bessemer Arms.

Opening of “Steam Works” being the conversion of part of the loco running shed to provide an interpretation centre for our visitors.

Restoration of the existing running shed.

Construction of a maintenance shed covering the loco washout pit and an all- weather maintenance area.

Replacement of the cladding & roof lighting of the loco works.

Horsted Keynes.

Conversion of part of the C&W toilet facility to provide a disabled toilet for our visitors & volunteers.

Substantial completion of Undercover 4 and the heritage skills centre.

Formation of the friend’s maintenance group “FoHK”

Conversion of Elephant van to provide a children’s safe play facility.

Construction of a new and consolidated infrastructure depot in the down yard.

Renewal of track in the down yard including connections for the new carriage shed, new sidings and space for on-track plant.

Kingscote.

Installation of a children's 1950's themed playground.

Restoration of the up-platform canopy.

Acquisition of the Ardingly goods shed.

Commissioning of the SR "L" signal frame signal box.

East Grinstead.

Formation of the friend's maintenance group "FOG"

Construction of platform shelter & accessible toilet.

Northern extension.

Following the opening and a period of intensive running, some minor remedial works have been completed to the track & its sub-structure.

Western extension.

Protection of a route through the Ardingly stone depot

Thorough investigation of site boundaries and incursions.

Preservation Standards

Publishing the first edition of the manual in hard copy and a web-based form.

Loco works.

Out shopping;

30541, 73082 "Camelot", 65, 263, 80151

09 018 (D 4106) added to the fleet.

Baxter modified for passenger service.

Stepney, 75027 & 592 repainted to museum condition for display in Steam Works.

Carriage & wagon works.

Outshopping;

4941, 1503, 3188, 4601, 21246, 5768, van 2531,

Second set of electric carriage jacks commissioned with dedicated jacking areas in concreted maintenance road.

Infrastructure.

The rolling track replacement programme has new replaced some 4 miles of track.

Day to day maintenance is improving the permanent way.

Bridge sections for Sheriff Mill viaduct acquired.

Water / ice shields fitted in tunnel

Signals and Telegraph.

Completion of the Horsted Keynes re-signalling.

Completion of the Kingscote signalling.

Provision of token machine at East Grinstead.

Transfer of workshop & storage facilities to semi- permanent buildings at Horsted Keynes.

Restoration of LBSCR inner home signal at Sheffield Park.

Restoration of both platform starter signals at Sheffield Park

Miscellaneous.

Conversion of a bogie “Elephant” van to an all- weather children’s safe play area.

Installation of a 1950s themed children’s play park at Kingscote station.

Extension of all- weather surfaces to car parks.

PHOTO CREDITS

Front Cover: Engineering works underway to dig out and replace a slipped embankment just north of Horsted Keynes, 10/11/19 ©Jon Bowers

Rear Cover: 73082 departs Horsted Keynes, 23/08/20 ©Jon Bowers

