



Preservation News

*An occasional news sheet from the Preservation Standards Committee.
No 1 November 2015.*

With the forthcoming release of the draft Preservation Standards Manual it seems a good time to alert all active members and departments of our activities and our aims.

The Preservation Standards Committee was set up some 6 years ago to build on and formalise the work done by the late Simon Baker at Horsted Keynes. The primary aims are to guide, and if necessary control, activities that affect the appearance of our railway. The Long Term Plan that was adopted by the membership at the 2013 AGM specifies our aims and objectives which are primarily the PRESERVATION of, and operation of our railway.

Section 6 of the plan states that the Trustees will:

“Implement guidance on colour schemes and paint specifications for buildings and structures.

“Materials and finishes to be used about the railway.

“Uniforms for operating staff.”

To enable this activity to become effective a Standards manual is under development. This has been some years in the making and has relied on a lot of background detailed research and archaeology of the existing railway and artefacts from the museum collection together with external sources.

One reason for the long time span has been the detailed involvement in the delivery of the “Woodpax” project (OU3) this had entailed working closely with the architects and the builders. Colour schemes, brickwork standards, valancing and timber detailing were all subject to close scrutiny.

We trust that the final finish, that is suitably now weathered, is to your liking.

One can now see very clearly the aims that the designers, (ones the directors of the LB&SCR employed), had in mind for a country station.

Back to the manual, we discovered a similar document to that we had envisaged, emanating from an Australian railway. Their author had laboured mostly single handed for over 25 years to produce a most comprehensive document.

In our case the main aim is to restore and maintain the appearance of the railway to that of one of the three eras of our railway’s history.

To that end Sheffield Park is now taking on the appearance of an 1880s LB&SCR station, Horsted Keynes will change colour a little to replicate the 1935 SR era, whilst Kingscote is nearly correct in the 1955 livery of the British Railways era.

East Grinstead presents some problems as an “end of steam” appearance would be one of austerity and neglect!

For those who are wondering, West Hoathly, if rebuilt, would be a mid 1940s wartime station to tie in with our “journey through time” concept. Ardingly; Probably 1970s, but who will decide?

In the meantime the manual is including some agreed policies, specifications for building, painting schemes, platform finishes, brickwork styles etc.

The next area to be investigated is that of uniforms for public facing staff. For this we are indebted to Nick Stanbury for taking on the task of collating the information available at present.

Drafting has commenced for carriage liveries, interiors and trimming. Most of this information is already held by the C&W department and will most likely be administered under the control of the Rolling stock Committee. The loco side of things has yet to be started; however their output is generally of such quality that there is no immediate need for our concern.

On a lighter note comments are sometimes heard referring to the “Preservation Police” or the “Preservation Fairies”

Reference to the police suggests guilty consciences of those who know that they have just “trashed” something they shouldn’t have or taken an unnecessary shortcut. The fairies-well, stuff does appear or disappear all by it self from time to time and we hope the end results justify the means.

In the meantime if you happen to see something that might not be correct or true to our aims, please let us know. We won’t be able to sort every last detail out immediately, but over a period of time things will change for the better.

Remember to stay “Heritage Focussed” at all times.

Chris Saunders
P.S. Trustee.