

1866. PRE-EXHIBITION PREPARATION

1. Static goods stock: load two spare early wagons/vans into goods shed area well clear of later shunting operations
2. Place one of the following pairs of covered goods in goods shed siding, adjacent magnet near good shed



3. Use No. 22 to shunt workmen's train (as follows) into carriage siding; move loco to water crane; isolate

Full brake (1858)	Parliamentary (1845)	Outside frame 2 nd (1856)	Parliamentary brake (c.1850)
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A0. PRE-SEQUENCE A PREPARATION

1. By hand swap fulls for empties: remove fulls from coal siding; place following empties in coal siding



2. Set terminus signals to "danger" and operate terminus signals appropriately until arrival of *Handcross* No. 233 in 1883
3. Place saddle tank No. 22 into back of shed; run to water crane & isolate [unless its start of exhibition and it's at the water crane already]



A1. 1866. TERMINUS ARRIVAL and DEPARTURE

Dispatch from Three Bridges store to terminus

Jenny Lind	+	Composite brake (1858)	+	1846 coupe 1 st	Open 3 rd	Open 3 rd	+	Full brake
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Terminus moves:

1. Jenny Lind to loco head-shunt & isolate;
2. No. 22 to departure end of above train and depart.

Receive in Three Bridges store from terminus

Composite brake (1858)	+	1846 coupe 1 st	Open 3 rd	Open 3 rd	+	Full brake	+	Saddle tank No. 22
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Detach composite brake and full brake as these are needed again with other stock

Receive in Three Bridges store from through station

1851 brake	Giles POW	3 plank open	3 plank open	ballast	sheeted 1296	S.Clark POW	+	Saddle tank No.167
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A2. 1870. TERMINUS ARRIVAL and DEPARTURE

Dispatch from Three Bridges store to terminus

Manning Wardle	+	Sheeted 1844	Sheeted 1534	+	Sheeted (torn) hay	Craven van	Large Parry	+	Stroudley brake
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OR

Manning Wardle	+	Craven van	Craven van	+	Sheeted (torn) hay	Craven van	Large Parry	+	Stroudley brake
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Terminus moves:

1. Manning Wardle delivers enclosed pair and collects empty coal pair;
2. Manning Wardle marshalls train in goods shed siding;
3. Close siding point to isolate;
4. Jenny Lind collects workmen's set from carriage siding and moves them to platform.

Receive in Three Bridges store from terminus

Full brake (1858)	Parliamentary (1845)	Outside frame 2 nd (1856)	Parliamentary brake (c.1850)	+	Jenny Lind
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A3. 1870. TERMINUS DEPARTURE

Receive in Three Bridges store from terminus

Stroudley brake	+	Small Parry POW	S. Whately U. POW	+	Sheeted (torn) hay	Craven van	Large Parry	+	Manning Wardle
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THROUGH – PASSING IN STATION

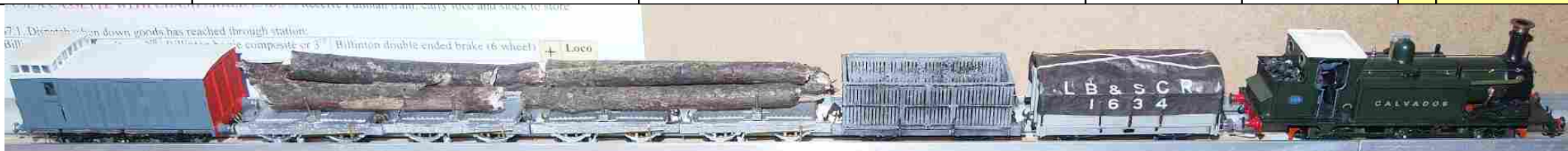
Dispatch from Three Bridges store to through station

Croydon Class	+	Full brake (1858)	5 compt. 2 nd (1852)	4 compt. 3 rd (1852)	Semi-open 3 rd (1852)	Full brake (1868)
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Receive in Three Bridges store from through station

Brake (1860s)	Timber (1850s)	Timber (1850s)	Timber (1850s)	Timber (1850s)	Coke (1851)	Sheeted 1634	+	Calvados
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A4. 1870s. TERMINUS ARRIVAL

Dispatch from Three Bridges store to terminus

<i>Piccadilly</i>	+	Open CT (1852)	+	GV van 1507 (1870s)	Craven van	Craven horse box	Stroudley van (1870s)	+	Mail/brake van (1861)
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Terminus moves:

1. Run round;
2. Push open CT to loco head shunt;
3. Move van set to carriage siding;
4. Move open CT to carriage dock;
5. Use *Piccadilly* to swap the following enclosed goods pairs between coal siding and goods shed siding (placing immediately beyond the uncoupler magnet near the shed);

SWAP

Sheeted 1844	Sheeted 1534
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WITH

Craven van	Craven van
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4. Move *Piccadilly* to water crane and isolate.



A5. 1870s. TERMINUS ARRIVAL and DEPARTURE

Dispatch from Three Bridges store to terminus

Temporary stock formation pending production of etched kit for “Bluebell 1850s set”; this train requires full brake and composite brake from an earlier train formation.

2-2-2 No. 24	Composite brake (1858)	+	4 compt 2 nd (1860)	4 compt. 3 rd (1852)	+	Full brake
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Terminus moves: 24 runs round, then departs.

NOTE: If No. 24 slips badly (and can't be cured by placing a slip of cork under join point of cassette), reduce load on subsequent runs by not including full brake; however, composite brake should then be at rear of train both ways; involves more shunting.

Receive in Three Bridges store from terminus

Composite brake (1858)	+	4 compt 2 nd (1860)	4 compt. 3 rd (1852)	+	Full brake	+	2-2-2 No. 24
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Detach composite brake and full brake as these are needed again with other stock

THROUGH

Receive in Three Bridges store from through station

Full brake (1858)	5 compt. 2 nd (1852)	4 compt. 3 rd (1852)	Semi-open 3 rd (1852)	Full brake (1868)	+	Croydon Class
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A6. 1870s. TERMINUS DEPARTURE

Terminus moves (alternative sequences to arrange train are permitted):

1. *Piccadilly* collects mail-brake from siding and places it in loco head shunt;
2. *Piccadilly* collects vans from carriage siding;
3. *Piccadilly* pushes vans back onto mail-brake and then moves train to platform;
4. *Piccadilly* collects open CT and attaches it to front end of train
5. *Departs.*

Receive in Three Bridges store from terminus

Mail/brake van (1861)	+	GV van 1507 (1870s)	Craven van	Craven horse box	Stroudley van (1870s)	+	Open CT	+	<i>Piccadilly</i>
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THROUGH

Dispatch from Three Bridges store to through station

Abergavenny to use inside framed tender pending construction of correct period outside framed tender

<i>Abergavenny</i>	+	Stroudley full brake (6 wheel)	1 st (6 wheel)	Saloon (6 wheel)	Stroudley horse box	Stroudley full brake (4 wheel)
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A7. 1870s. TERMINUS ARRIVAL

Dispatch from Three Bridges store to terminus

Saddle tank No.22	+	Brake 3 rd (1866)	Family saloon (c.1865)	3 rd (1866)	Brake 3 rd (1866)
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Terminus moves:

1. No. 22 moves stock into carriage siding;
2. No. 22 moves into shed.

A8. 1880s. TERMINUS ARRIVAL and DEPARTURE

Dispatch from Three Bridges store to terminus

<i>Victoria</i> <i>a</i>	+	CCT	+	Stroudley full brake (4 wheel)	Stroudley 2 nd	Stroudley 3 rd	Stroudley brake 3 rd
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Terminus moves:

1. *Victoria* delivers CCT to dock, then runs round ready for departure
2. Departs

Receive in Three Bridges store from terminus

Stroudley full brake (4 wheel)	Stroudley 2 nd	Stroudley 3 rd	Stroudley brake 3 rd	+	<i>Victoria</i> <i>a</i>
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Remove 22 from back of shed; run *Handcross* into back of shed (keep hidden); isolate

THROUGH

Receive in Three Bridges store from through station

Stroudley full brake (6 wheel)	1 st (6 wheel)	Saloon (6 wheel)	Stroudley horse box	Stroudley full brake (4 wheel)	+	<i>Abergavenny</i> <i>y</i>
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A9. 1880s. TERMINUS ARRIVAL via SHED

IF AT A TWO-DAY SHOW SKIP TO INSTRUCTION B0

IF AT A ONE-DAY SHOW, FOLLOW INSTRUCTIONS A9-A10

Terminus moves:

1. *Handcross* comes “off shed”;
2. *Handcross* pulls excursion stock to platform;
3. *Handcross* collects CCT and moves it to front of excursion stock.

Receive in Three Bridges store from terminus

Brake 3 rd (1866)	Family saloon (c.1865)	3 rd (1866)	Brake 3 rd (1866)	+	CCT	+	<i>Handcross</i> s
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A10. 1880s. TERMINUS ARRIVAL

IF AT A TWO-DAY SHOW SKIP TO INSTRUCTION B0

IF AT A ONE-DAY SHOW, FOLLOW INSTRUCTIONS A9-A10

Dispatch from Three Bridges store to terminus (Departmental stock train)

<i>Kensington</i>	+	Full brake (1858)	Parliamentary (1845)	Outside frame 2 nd (1856)	Parliamentary brake (c.1850)
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Terminus moves:

1. *Kensington* runs round
2. *Kensington* places [Departmental] stock in carriage siding;
3. *Kensington* returns to Three Bridges “light engine”

Receive in Three Bridges store from terminus

Kensington



RETURN TO INSTRUCTION A0 (START)

B0. 1883. PRE-SEQUENCE B

FORMER TERMINUS

Set terminus signals to "clear" as out of use from now until end of sequence

Terminus moves:

1. *Handcross* comes "off shed";
2. *Handcross* to dock, with CCT, and isolate.



B1. 1890s. FORMER TERMINUS ARRIVAL (light engine only)

Dispatch from Three Bridges store to terminus (a “light engine” from a Lingfield race special)

Any available tender express loco appropriate to the 1890s

Terminus moves:

1. Loco to shed road and isolate

The following locos to be used as 1st preference:

205 Kensington [boiler first pending completion of lining on both sides of model]

198 Sheffield



Possible alternatives:

320 Rastrick [only if D3 and I3 to be used for later trains]

325 Abergavenny [ensure it is re-fitted with Stroudley inside framed tender]

B2. 1890s. FORMER TERMINUS ARRIVAL and DEPARTURE

Dispatch from Three Bridges store to terminus

C1 No. 431	+	Talk-o-Hill POW	Heasman POW	+	Stroudley cattle	Acid tank	Sheeted 1206	+	Stroudley brake
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Terminus moves:

1. C1 delivers loaded coal pair and collects covered set from coal siding;
2. C1 marshalls train in goods shed siding;
3. Close siding point to isolate;
4. *Handcross* leaves shed and pulls excursion train to platform;
5. *Handcross* collects CCT and attaches it to front of excursion train.

Receive in Three Bridges store from terminus

Brake 3 rd (1866)	Family saloon (c.1865)	3 rd (1866)	Brake 3 rd (1866)	+	CCT	+	<i>Handcross</i>
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B3. 1890s. FORMER TERMINUS DEPARTURE

Receive in Three Bridges store from terminus

Stroudley brake	+	Sheeted 1834	Sheeted 1544	+	Stroudley cattle	Acid tank	Sheeted 1206	+	C1 No. 431
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OR

Stroudley brake	+	Craven van	Craven van	+	Stroudley cattle	Acid tank	Sheeted 1206	+	C1 No. 431
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THROUGH

Dispatch from Three Bridges store to through station

<i>Sanderstead</i>	+	Billinton bogie composite or 3 rd	Billinton bogie composite or 3 rd	Billinton double ended brake (6 wheel)
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OR

<i>Rastrick</i>	+	Billinton bogie composite or 3 rd	Billinton bogie composite or 3 rd	Billinton double ended brake (6 wheel)
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B4. 1890s. FORMER TERMINUS ARRIVAL

Dispatch from Three Bridges store to terminus (Departmental stock train)

<i>Handcross</i>	+	Full brake (1858)	Parliamentary (1845)	Outside frame 2 nd (1856)	Parliamentary brake (c.1850)
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Receive in Three Bridges store from terminus, loco (light engine) stabled for Lingfield races

An express loco appropriate to the 1890s

Terminus moves:

3. *Handcross* to loco head shunt and isolate
4. Loco previously left in shed road departs yard (via standard entrance road, NOT THE SHED!)
5. *Handcross* places [Departmental] stock in carriage siding;
6. *Handcross* to shed & isolate.

B5. 1900s. FORMER TERMINUS

Dispatch from Three Bridges store to terminus

Cattle train into old passenger line

THROUGH

Dispatch from Three Bridges store to through station

<i>Rastrict k</i>	+	Pullman "Her Majesty"	PUP (6 wheel)
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OR

I3	+	Pullman "Her Majesty"	PUP (6 wheel)
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Ensure Tunbridge Wells end has one of the short carriage cassettes with the chamfered ends, otherwise the Pullman will foul the cassette at that end.

Pullmans and loco carried back to store

Receive in Three Bridges store from through station

Timber train (empty)

B6. FORMER TERMINUS

Receive in Three Bridges store from terminus

Cattle train

B7. 1908. FORMER TERMINUS

Dispatch from Three Bridges store to terminus

Passenger rated vans (late) + Marsh livery van

Remove *Handcross* from back of shed

THROUGH – PASSING IN STATION

Dispatch from Three Bridges store to through station

<i>Beachy Head</i>	+	Open A	Bonnell	Rickett-Smith	Martin	Bingham	Parsons	+	Billinton goods brake
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Receive in Three Bridges store from through station

Billinton bogie composite or 3 rd	Billinton bogie composite or 3 rd	Billinton double ended brake (6 wheel)	+	Loco
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Goods train and loco back to store

B8. FORMER TERMINUS

Receive in Three Bridges store from terminus

Passenger rated vans (late) + Marsh livery van