



The Members' Special train departs, 7 August 2020 Photo: Stef van Vuuren

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

Issue 11

IN THIS ISSUE

Sixty years to the day from when the Bluebell Railway first ran a public train, and more pertinently, 145 days from when it last did so, the railway sprang triumphantly back to life on 7 August. At 9am, a Members' Special departed for Kingscote, waved off by six-year-old Alex Venton, who had donated his pocket money to the railway's recovery appeal. Two hours later, the first public train departed, appropriately carrying "The Pioneer" headboard, for a run up to Kingscote and back. The locos, carriages, stations and linesides looked immaculate, belying the long days, weeks and months of effort that had got us to this point. Neither the heat – on one of the hottest days on record – nor a series of lineside fires could dampen the joy of once again being an operational railway, reacquainted with friends and colleagues after such a long gap.

In his speech before the first train departed, plc chairman Chris Hunford announced a "60 + 1" birthday next August: to get there it is incumbent on all of us to support the railway however we can, whether through our membership, donations, or simply riding the trains.

Finally – for the last 20 weeks, Bluebell Times has appeared fortnightly. When we sent out Issue 1, the idea was to keep our supporters in touch with the railway while there was no railway to operate. Ten issues later, it has become – thanks in no small measure to the many contributors – a part of the Bluebell landscape. So despite the railway having now reopened, The Bluebell Times will continue – but monthly, rather than fortnightly. The aim is still to have a broad mix of features and articles from around the railway. The next issue will be on 11 September, and thereafter on the second Friday of each month. Contributions are always welcome – see back page for details.

Tom James, Editor

<i>Grand Reopening</i>	2
<i>View from the Footplate</i>	5
<i>Around and About – Reopening Special</i>	8
<i>Greetings from Far and Wide</i>	11
<i>Virtual Gala</i>	12
<i>TV Presenter Nearly Misses Train</i>	14
<i>Railway Cuttings</i>	15
<i>On this Day</i>	17
<i>Tail Lamp</i>	19

Grand Reopening

By Paul Bromley, communications director



The Members' Special ready to depart on 7 August. Photo: Stef van Vuuren

"The Bluebell Railway is back - and it's our birthday!"

With those words, Bluebell Railway chairman Chris Hunford stood beside a locomotive in steam to mark the Grand Reopening of the railway on Friday 7 August 2020.

He spoke on Platform 2 at Sheffield Park to a small – and socially-distanced – group of members, volunteers, representatives of the Society, Trust and plc as well as assembled media to record and report on the day.

It was 20 weeks to the day since the Railway had announced it was closing until further notice as the pandemic began to take hold and businesses shut down.

Chris stood next to SECR O1 class No. 65 and a set of Metropolitan coaches for the Members' Special 09:00 departure as the first train of the day carrying The Pioneer headboard and a 60th anniversary display.

As the engine and coaches glinted in the warm sunshine, Chris continued: "It is not only a double celebration to mark the Grand Reopening of the Railway but it's also a celebration of 60 years of operating as a heritage line. Fortunately the sun is shining and we are blessed to have the Sussex weather with us today."

He reminded people of the history of the Railway as a heritage line.

Chris said: "It was on this very spot 60 years ago today – on 7 August 1960 – that the first passenger train left this station as the dream of railway enthusiasts to operate their own line came true. They were pioneers – pioneers of the heritage railway movement – paving the way for other groups across the country to also open other disused lines and run standard gauge preserved railways. We pay tribute to those pioneers today with the headboard on our renamed trains."

The chairman then spoke about the planned, postponed and now-rearranged event to mark 60 years of operations.

“Today was supposed to be the start of a three-day action-packed gala weekend for our 60th birthday. We have had to postpone this major event until next year. And I’m very pleased to announce today that activities to celebrate our 60+1 birthday will take place on 6, 7 and 8 August 2021,” he said.

Turning to the events of the last five months, Chris commented: “The Bluebell Railway has seen 60 years of progress – we’ve overcome many obstacles, we’ve extended our track, we’ve reopened other stations on our route and we’ve been able to connect to the mainline at East Grinstead as well as developing into a major tourist attraction. Unfortunately, this all came to a juddering halt in March with the coronavirus pandemic and we had to close our business and look at our future and the uncertainty around it.

“But thanks to the generosity of our members, volunteers, friends, supporters and the wider community, we were able to run a successful



Plc chairman Chris Hunford formally reopens the railway. Photo: Paul Bromley

Emergency Appeal allowing us to generate the revenue needed to reopen our Railway in a safe and controlled manner. So I’d like to thank you all today for your support in that appeal.”

He then beckoned forward six-year-old Stepney Club member Alex Venton who had emptied his



Alex Venton waves off the opening train. Photo: Chris Chambers

money box and donated all his pocket money to the appeal.

Chris said: "It's no exaggeration to say he helped to save our Railway."

FIRST TRAIN DEPARTS

Alex, under the supervision of senior Sheffield Park station master Graham Aitken, then blew his whistle and waved the green flag to signal the train's departure.

A blast of the train's whistle, a whoosh of steam and the wheels started turning once again.

On the footplate were Mick Blackburn and Heidi Mowforth who had been given the honour of driving and firing the first train. Mick had been at Sheffield Park as a 15-year-old schoolboy for the opening of the Railway on 7 August 1960 so it was fitting he was back for the reopening in 2020.

The train edged forward and broke through a "Steaming Through 60" banner stretched across the track and held by Bluebell Railway Trust governor Trevor Swainson and Bluebell Railway Preservation Society acting vice-chairman Roy Watts.

The Bluebell Railway truly was back in business.

VIP TREATMENT

Alex Venton and his family were the special guests for the Grand Reopening. Alex came with his mum Sophie, dad Dominic and younger sister Laura.

They were escorted around the Railway by Trevor Swainson and were given guided tours of the locomotive workshops, Atlantic House and SteamWorks! before riding on the 11:00 service train.

During the closure, Alex had read about the appeal in our newsletter and then offered to donate all his

saved pocket money. His mum checked he really wanted to give the money because he had been saving for a brake coach for his trainset – but Alex was keen to help the Bluebell Railway. He donated £6.10 back in May which his mum topped up to £20 as a contribution to the Emergency Appeal.

BLESSING

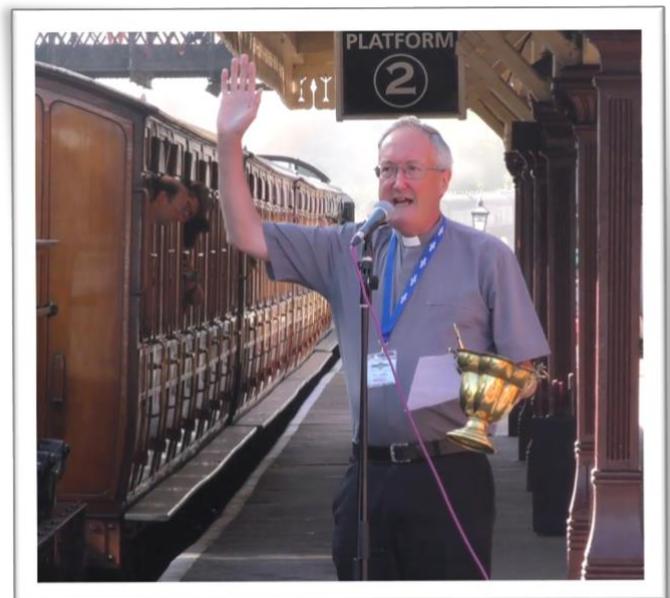
The official proceedings began with a blessing from the Railway's chaplain.

Rev David Murdoch, the vicar of St Giles in Horsted Keynes, asked everyone to "pause for a moment to remember and pray for all those who have been affected by the coronavirus – those who have been sick and their loved ones, those who have lost their lives and all those in the NHS and other essential workers."

He spoke optimistically about the Railway.

"Today we give thanks for all those who have worked so hard to make this day possible and given generously in order that our Railway may reopen on this, its 60th anniversary birthday," Fr David said.

The chaplain then blessed the entire railway, its staff, volunteers and equipment before blessing the train by sprinkling holy water over the engine.



Rev David Murdoch blessing the opening train. Photo: Chris Chambers

View from the Footplate

By Tom James, Locomotive Department

I am sure that, like many Bluebell supporters and volunteers, 7 August 2020 was blocked out in my diary from the beginning of the year. Sixtieth anniversaries don't come every year, and I was sure that I would aim to be there on the day, whether that was as a volunteer or a visitor. Idle moments were spent musing on the timetable we might run, given the proposed focus of the Diamond Jubilee year on Horsted Keynes and memories of previous cavalcades: recent Branch Line Galas have exploited the flexibility of Horsted to the full to run a rather more exciting service than the normal "straight up and down".

All of which, needless to say, looked to be a non-starter when the coronavirus pandemic hit, and all services stopped. Yet, behind the scenes, consideration was turning to running a service again. When the Loco Department roster clerk asked for availability from late July, I gave a blanket availability; a week or so later, the roster arrived, including turn "B1" on 7 August: prepare loco No. 65 and run the first public train.

As the big day approached, a steady stream of operating and other notices started to appear: everything from use of the lobby kitchen (bring your own mug) to procedures for sanitising single line tokens and oil bottles (not I suspect something for which there is much precedent in an earlier rule book). Of particular note was a warning about defending against lineside fires, with much of the lineside bone dry and crops in our neighbours' fields approaching being fully grown. Quite a number of us were lucky enough to have a trip on one of the familiarisation "ghost trains" in the preceding week, a chance to hone skills (and rediscover muscles!) last used in February or March.

One last gotcha to resolve when the Special Traffic Notice was published: the original diagrams had 80151 hauling the Members' Special at 9am, with No. 65 due out for the 11am train. A change put No. 65 on the members' train, no doubt for reasons of photographic appeal. Hence a rethink



*Lighting an engine for passenger service for the first time in 145 days.
Photo: Peter Baker*

of the crew rosters: to minimise disruption from already laid plans, we were thereby required to prepare 80151, while Mick Blackburn and Heidi Mowforth prepared No. 65 and ran the members' train, the two crews swapping over when they returned at 10:25am.

Thus, shortly after 7am on 7 August 2020, the waiting was over and it was time to start work. Cleaning parties had been at work on both locos for a couple of days previous, and 80151 had the remains of a small "warming fire" at the back of the grate. With a rocking grate fitted to BR Standard locos, it was simplicity itself to remove the small amount of accumulated ash, then lay coal across the grate and light up – for the first time in 145 days, Bluebell locomotives had fires lit ready to haul paying passengers. No. 80151 wasn't due to haul its train until 11:45, so there was no need to hurry things along, but rather just allow it



"The Pioneer" on its way to Horsted Keynes Photo: David Cable

to come into steam naturally. Around 10am Paul Russell, the driver, and I went to get changed while the spare crew looked after the loco – No. 65 already having left and gone up the line with the gam Members' Special. It was suggested that we met No. 65 on the platform when it arrived back. Thus, while Mick was being interviewed by BBC News, Paul and I took over from Heidi. Time for a little loco banter: "I've left your loco with a big back end [of coal in the firebox], water at the top nut of the gauge and pressure on the red line," I told her, that being the worst possible state for a loco that is still more than an hour away from needing to move. "That's OK," she replied, "the fire's gone out on this one, water is in the bottom nut and she's got a hundred pounds on the clock" – that being about the worst possible state for a loco due back out imminently! Needless to say, Heidi is the consummate professional and the state of No. 65 was perfect: half a glass, 140 pounds pressure, a well-burnt-through fire. Hopefully she found 80151 similarly to her liking.

We'd been warned of the desire for ITV's 'This Morning' programme to film a short interview immediately before departure. Coupled with the knowledge we were going to make a fairly sedate ascent of Freshfield Bank (on account of the desire to minimise spark throwing) and an astute guess that the filming would mean we would be late rather than early meant a cautious build-up to the fire: last thing I wanted was a noisy Chatham engine blowing off at full bore while trying to conduct an interview. The appointed hour came and went, with the film crew still some way down the platform: eventually they arrived and between Paul and I we got out a somewhat coherent interview. "When are you about to depart?" the presenter, Josie Gibson, asked. "About four minutes ago," Paul deadpanned, with a theatrical glance at his watch. Cue Ms. Gibson running back down the platform, and eventually, about five late, the guard's green flag signalled our departure.

There's little to say about the up journey. The load, of five carriages for 108 tons, was well within the

capabilities of the O1, and the loco behaved well all the way. The tunnel was a blessed relief of cool, but too soon we were out the other side and coasting down towards Kingscote. The guard's journal would reveal whether we recovered a minute or two of lost time, but we weren't hurrying, given a generous twenty-five minutes at Kingscote to run round. Run-round completed, it was time to find some shade, the heat and humidity sapping strength by the minute. With a couple of minutes to departure, I built up the fire for the return trip. Normally the return is easy, but with the sun more or less due south beating down into the cab and no breeze at all, we were by now melting on the footplate. "Furnace Friday" was the headline I saw on a newspaper when going home in the evening, a fair description even if you weren't clad in overalls standing adjacent to a half ton of burning coal.

Despite our best efforts – which included a degree of caution on the regulator, and the use of the

ashpan spray more or less the whole journey – we could see smoke ahead as we approached Vaux End. Coming to a halt, there was a small lineside fire, dealt with by a combination of beaters and then a spray of water from the "slacker pipe", fed from the boiler water injector. No sooner were we back on the move than we could see rather more smoke beyond Horsted House Farm bridge. So it was stop again, and damp down using buckets of water from the injector overflow. Nick Dendy – one of the loco department cleaners who had polished Nos. 65 and 80151 so expertly – had ridden with the guard to Kingscote to offer any assistance required; he stayed behind to deal with the last of the fire. Finally back on the move, we rolled the last few miles downhill to Sheffield Park: it was a hot and somewhat weary crew who arrived back at headquarters – never has the bottle of ice-cold water immediately proffered by operations manager Chris Knibbs as we stopped seemed so welcome!



Arrival into Kingscote, the author engaged in a largely futile search for shade. Photo: Mark Baker

Around and About - Reopening Special

Words by Tom James Photos As credited

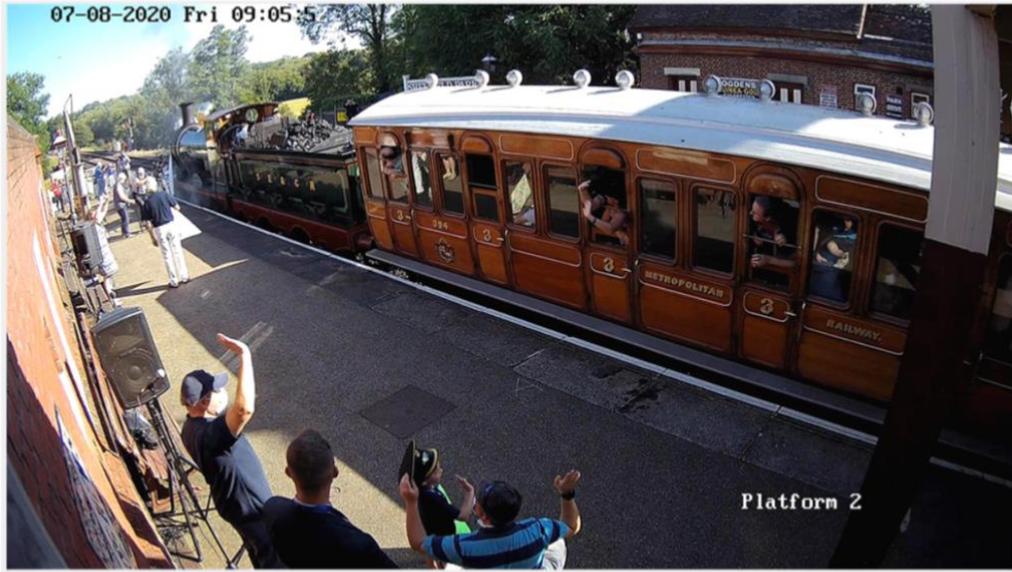


(Above) "Ghost" trains ran on 2, 3 and 4 August. These allowed key staff across the railway to refamiliarise themselves with operations, including those procedures modified as a consequence of the coronavirus pandemic. They also provided a shakedown of equipment that had lain unused for over four months. Here, BR Standard 4MT departs south from Horsted Keynes, hauling the four Metropolitan Railway carriages on the very first of those ghost trains.

Photo: Phil Jemmison

(Left) Unsung, and largely unseen, teams of loco cleaners were rostered on 5 and 6 August to ensure the locomotives looked immaculate for the big day.

Photo: Andy Kelly



(Left) Just in time for re-opening, two webcams were installed at Sheffield Park – there is now good enough network connectivity to allow high resolution streamed images. The camera on Platform 2 provides an unusual viewpoint of the Members' Special service departing just after gam on 7 August 2020.

Photo: Bluebell Railway

(Below): No. 65 approaches Rock Cutting with "The Pioneer" on 8 August. Rolling stock throughout the weekend consisted of the four Metropolitan carriages and the SE&CR Birdcage brake No. 3363.

Photo: David Cable





(Above) The other train in use over the weekend was reserved for dining services, hauled by BR Standard 4MT No. 80151. It is seen here pulling away from Tremains Crossing on 8 August 2020.

Photo: David Cable

(Left): The Blue Belle dining service ran into the evening, seen here on the approach to Kingscote station on 8 August.

Photo: Andy Kelly



Greetings from Far and Wide

By Paul Bromley, communications director

From a Cabinet minister to a transport museum, from a TV presenter to a toy manufacturer – 60th birthday cards for the Bluebell Railway poured in on our special day.

The messages all came in the form of e-greetings and were recorded by people in their homes, offices and gardens.

Transport Secretary Grant Shapps said: “Congratulations Bluebell Railway on your 60th anniversary and birthday – a tremendous achievement.”

He said the Railway had “fantastic locomotives, the biggest collection outside the National Railway Museum. So many happy returns – and here’s to 60 more.”

[Sam Mullins, director of the London Transport Museum and Chris Nix, Assistant Director of Collections and Engagement](#), recorded their video sitting – at an appropriate distance apart – in the 1938 Tube stop exhibit at their Acton depot.

They reflected on the “important passions which have led heritage railway operation and preservation in the last 60 years – of which, of course, the Bluebell are leading lights”. The team also thanked the Bluebell Railway for the loan of the Metropolitan coaches which formed part of the London Underground’s 150th birthday celebrations in 2013.

[Sir Tony Robinson, actor and presenter of TV railway programmes](#), spoke enthusiastically about train travel in his e-greetings card.

“Railways are by far the best way to get from A to B to C to D and all the other letters of the alphabet,” he said.

In offering his congratulations to the Bluebell Railway and all the people who work here, he added: “You have been an inspiration. Let’s hope you continue to be so for the next 60 years and more.”

From Hornby, [marketing and product development director Simon Kohler](#), wished everyone at the Bluebell a happy 60th birthday.

Simon said: “Hornby has always admired what the people at the Bluebell are doing and you deserve every success going. Enjoy your birthday and may you have many more.”

Other heritage railways and Sussex MPs also sent in e-greetings card. All of them were sent out on our social media channels on the day.



(Top to bottom):
Transport Secretary Grant Shapps

Sam Mullins and Chris Nix from the London Transport Museum

Presenter Sir Tony Robinson

Simon Kohler from Hornby

Virtual Gala

By Paul Bromley, communications director

The past, present and future of the Bluebell Railway were reflected in the three-day Virtual Gala held over the anniversary weekend.

The virtual event was announced in May at the same time as the formal postponement of the major celebrations which had been planned for 7-9 August this year. At that stage, it was not known if the Railway would be open for the anniversary and so it was a way to involve members and supporters in marking the milestone in our preservation journey.

As reported earlier in this issue, the full Diamond Anniversary event with activities and displays at all the stations as well as an intensive timetable of trains has now been scheduled for 6-8 August 2021.

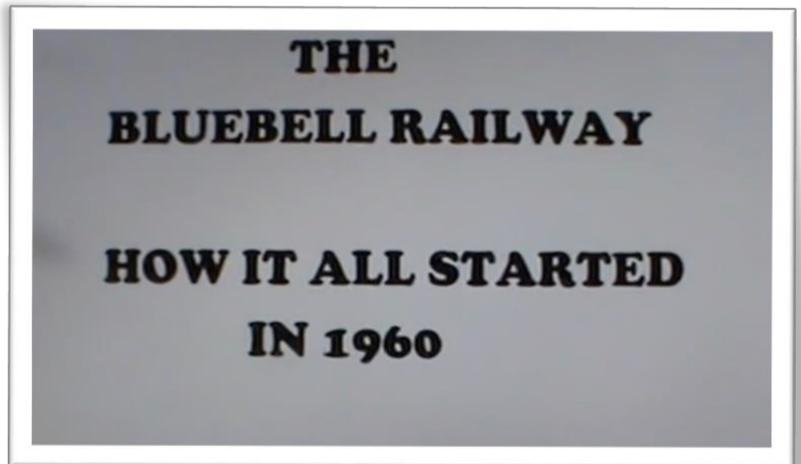
The Virtual Gala allowed people who could not come to the Railway for the Grand Reopening to join in the celebrations of 60 years of operating as a heritage line from their own homes and throughout the world.

The Railway published a full schedule of the online event in the style of TV listings so that everyone could watch out for the videos which were published on our social media channels including Facebook, Instagram and YouTube.

The gala started at 7am on Friday with the story of [‘How It All Began’](#). This was a black and white video telling the story of how college students had the idea of reopening the line and included the public meeting held in Haywards Heath in 1959 through to opening day in August 1960.

A series of clips – previously included in the Tom Martin collections – were shown to highlight the progress of the Bluebell Railway after it had opened from the early days through to the anniversary events and into the 1990s.

And the Gala included film from the Members’ Special first train of the reopened Railway with [footage from the footplate](#) of the 01 with Mick Blackburn and Heidi Mowforth in the cab.





Two episodes of the [Virtual Model Railway Gala](#) were shown over the weekend. These were clips from members and others of model railway layouts featuring steam locomotives. Particularly popular were the layouts which faithfully recreated the Bluebell Railway including the comings and goings at Horsted Keynes station and the detail at East Grinstead station. The idea for the Virtual Model Railway Gala came from volunteer Lance Allen who then edited all the contributed videos into the two episodes.

The range of volunteering opportunities at the Railway were reflected in three films by Forge Photography who visited the Bluebell last year to capture various people at work and to talk about the benefits of volunteering.

The films all fall under the title 'Volunteering, On the Line' and there are more to come. The three videos shown as part of the Virtual Gala covered '[Preparing the Locomotive](#)', '[In the Yard](#)' and '[Behind the Scenes](#)'.

Overall, the Virtual Gala helped to capture the pioneering spirit of the Bluebell Railway and highlight some of the many achievements of the last 60 years. It also gave hope for the future in that there are still people of all ages who are committed to preserving the best of a bygone era for the benefit of future generations.

The videos are still available on the [Bluebell Railway's YouTube channel](#).



TV Presenter Nearly Misses Train

Words By Paul Bromley, communications director Pictures courtesy ITV This Morning

The reopening of the Railway featured on ITV's 'This Morning' programme.

Presenter Josie Gibson spoke excitedly about the line and our birthday before walking along Platform 1 and talking to various people.

She spoke to the Venton family about the pocket money donation and Alex Venton said he was "really excited" about travelling on the train.

Josie then spoke to plc chairman Chris Hunford about his love of the railway and his involvement since the age of 14. As they walked towards the engine, he explained the importance of visitors returning to provide income and promised a "safe day out at the Bluebell Railway."

The presenter then moved on to talk to driver Paul Russell and fireman Tom James who were on the footplate of the O1 for the 11.00 service train.

Paul, who will be 60 this year, said he most loved "the smell, the heat and everything" about being a locomotive driver.

Tom explained the role of a fireman in providing enough steam for the driver and keeping the boiler safe and full of water. He spoke about the footplate crew being a "team effort".

Josie then ran down the platform to find her carriage, boarded the train and it then left Sheffield Park with a drone camera capturing footage of it heading north.



Railway Cuttings

By Paul Bromley, communications director

TV, radio, online and print publications far and wide reported the Grand Reopening and 60th birthday of the Bluebell Railway.

Burgess Hill Community Radio brought their outside broadcast mobile studio to Sheffield Park and transmitted live coverage from 7am to 1pm. They featured interviews with staff, volunteers and supporters who explained their roles and conveyed the excitement about being back in business.

BBC South East broadcast a report on its early evening and late TV bulletins. It included interviews with footplate crew Mick Blackburn and Heidi Mowforth as well as pictures of operations manager Chris Knibbs cleaning the compartments between services.

[ITV Meridian also showed a report](#) on the reopening using some drone camera footage from on the day plus pre-recorded film and an interview with Interpretation and Education Development Manager Ruth Rowatt.

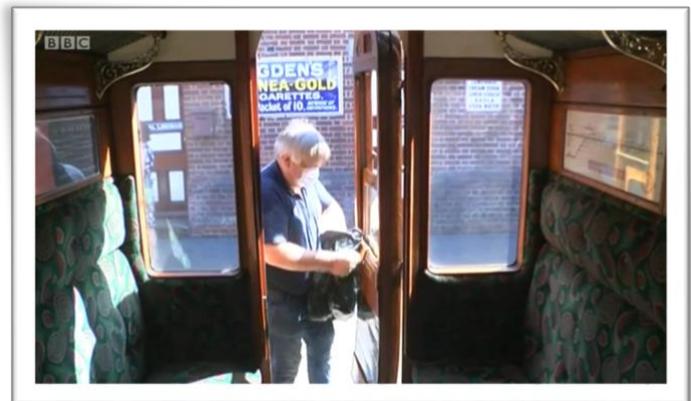
The i newspaper in its Saturday edition had a picture of Alex Venton blowing the whistle to see off the first train with Heidi Mowforth leaning out the cab and senior station master Graham Aitken nearby. Under the headline 'Bluebell line steams ahead', the paper reported the reopening after 20 weeks of closure and the Railway's links to TV dramas.

BBC Radio Sussex broadcast a live interview with plc chairman Chris Hunford on Friday morning ahead of the reopening ceremony. Members reported hearing the story of the reopening mentioned on Classic FM on Friday afternoon.

Several radio stations sent reporters and presenters to Sheffield Park to record interviews with various people. More Radio, BBC Radio Sussex, East Grinstead-based Meridian FM, Uckfield FM and Radio Redhill have already – or will shortly – be broadcasting all the interviews.



Mick Blackburn interviewed by BBC South East. Photo: BBC News



Chris Knibbs cleaning carriages. Photo: BBC News



Heidi Mowforth. Photo: BBC News



Ruth Rowatt Photo: ITV News

[The Argus](#) mentioned the broadcast by ITV's This Morning and the reopening in an online story on Friday.

Other Sussex news organisations including the [Mid Sussex Times](#), [Sussex Express](#) and [Sussex Live](#) also carried reports.

Further afield, the Press Association news agency sent the story and pictures to all its print, online and broadcast customers in the UK and the Republic of Ireland.

Some of the places where the Bluebell Railway was mentioned include the [Shropshire Star](#), [Wolverhampton Express and Star](#), [Belfast Telegraph](#) and [Irish Times](#). It also went out on [Yahoo News](#).

Mid Sussex Times

Train-mad boy waves off first steam ride at Bluebell Railway after donating his pocket money to save the attraction

A train-mad youngster who gave all his pocket money to save the steam railway has waved the green flag to see off the first train as the line reopened.



Alex Venton, six, blows the whistle as the Bluebell Railway began running trains again after a 20-week closure. SUS-200708-13429001

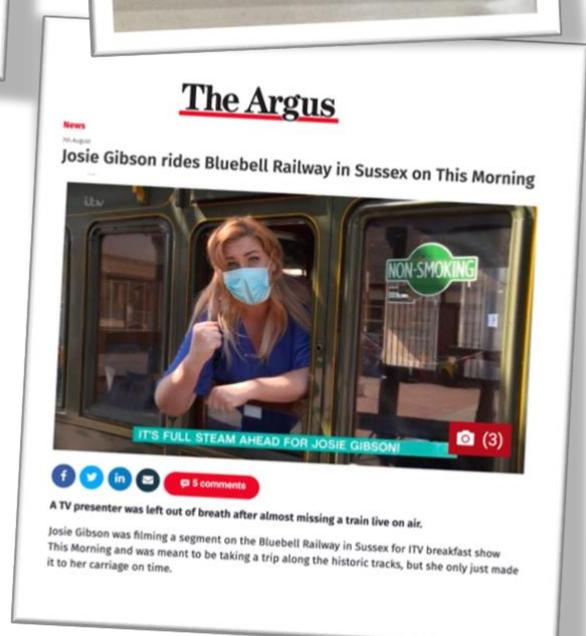
Six-year-old Alex Venton blew the whistle as the popular Bluebell Railway in Sussex began running trains again on Friday (August 7) after a 20-week closure.

Alex and his family were special guests of the railway as a token of thanks for his contribution to the plea for financial help during the shutdown.

He has been keen on trains since the age of two and is a member of the Bluebell Railway's club for juniors. The not-for-profit railway launched an emergency appeal in March to provide enough money to recover from the closure.



Source: i Newspaper



On this Day

By Tony Hillman, assistant museum curator

Two pictures from the Bluebell Photographic Archive taken on 14 August. Thanks to John Sharp, Martin Elms, John Creed and Roger Merry-Price for finding the pictures and providing the notes. Special thanks to Ian Simpson who provided the information to confirm Blackmore Vale's working, based on the notebooks of Peter Tunks.



The 'Thanet Belle' leaving Victoria for Ramsgate on 14 August 1948. Introduced in May 1948, this all-Pullman car train ran during the summer months only and on this day is hauled by 'Battle of Britain' class loco 34065 'Hurricane'. 34065 is in the early BR experimental light green livery which was applied to a few 'light Pacifics' during 1948. All were repainted in BR standard green during 1950 except 34065 which, uniquely, was returned to malachite green in 1949 and did not receive the standard livery until 1951. Behind the tender can be seen the upper part of Victoria Eastern signal box. Opened as Victoria 'A' on 4 January 1920, it contained an unusual 174 lever power frame by the General Railway Signal Company of Rochester, NY, USA, often quoted as 200 levers as the framework around the levers was larger. These were not conventional levers but can be described as "pistol grip handles". Initially the signalling was American-style 3-position semaphore, gradually converted to conventional colour light in 1939 but still controlled from the original power frame. The box closed on 13 May 1979 with control being transferred to a temporary panel in Victoria Central box. This in turn was abolished on 17 May 1980 when control was finally transferred to Victoria Area Signalling Centre.

Photographer Joe Kent.

West Country class loco 34023 Blackmore Vale, now preserved by the Bulleid Society, seen passing through New Milton on Saturday 14 August 1965. Although the engine is carrying a headcode disc labelled "SPL 20", the train has been identified as a normal booked service, the Saturdays Only 12.00 Bournemouth West – Waterloo. Possibly this disc was the only one handy at Bournemouth loco at the time of preparation. More likely, despite being an ordinary service train, it is possible that it was re-allocated to the Special Diagram notice due to engineering works affecting another part of the diagram.

Photographer Joe Kent.





The Bluebell Railway has the following full-time vacancy in our Gift Shop

Retail Manager

Our gift shop at Sheffield Park Station welcomes visitors throughout the year, stocking everything from books and DVDs, to railway models and special souvenirs, as well as an online shop.

You would be responsible for developing and improving the shop commercially and increase revenue by initiative ideas to encourage further sales.

You will be assisted by a team of volunteers and training and developing these volunteers will be vital.

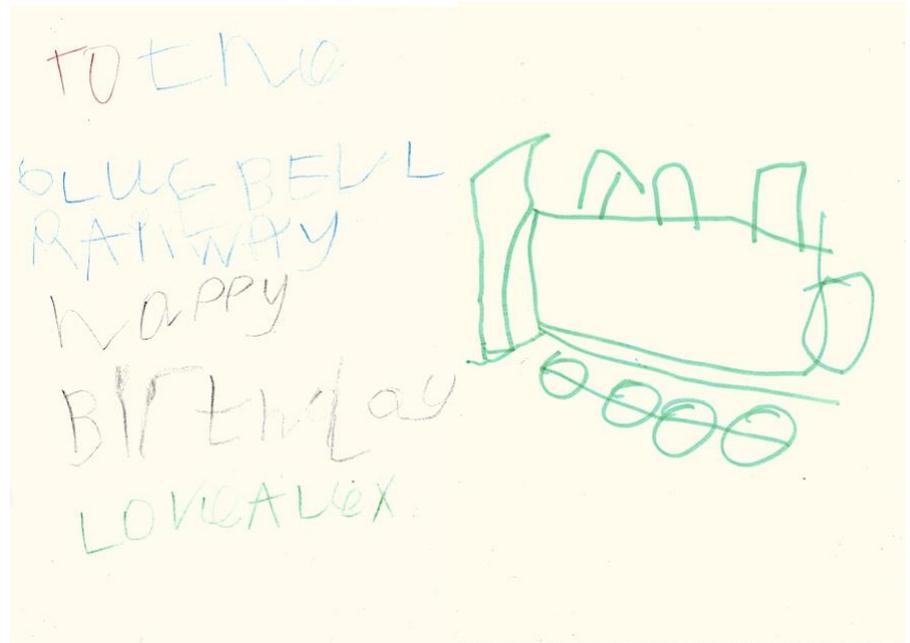
Applicants should be highly motivated, enthusiastic and a strong team player and commercially focused.

The role will require flexible mid-week and weekend working, 40 hours per week.

Contact Lisa Boyle for further information on 01825 724884 or

Email lisa.boyle@bluebell-railway.co.uk

Closing date 31 August 2020



Six-year-old Alex Venton, who waved off the opening Members' Special on 7 August, sent the railway this special birthday card for our sixtieth birthday!

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

The Bluebell Times is published fortnightly on every other Friday. Issue 12 is scheduled to be available on 11 September 2020 from bluebell-railway.com/bluebell-times

If you have any comments or feedback about this issue or suggestions for future articles or features, contact:

*The Bluebell Times editor
Tom James
bluebelltimes@jamesquared.com*

Tail Lamp

If you've enjoyed this issue of The Bluebell Times, feel free to pass it on to other people you think might also want to read it.

To find out when the next issue is out and for other updates about the Bluebell Railway, check our website www.bluebell-railway.com or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

Contributors to this issue:

- ➔ Lance Allen
- ➔ Mark Baker
- ➔ Peter Baker
- ➔ Paul Bromley
- ➔ David Cable
- ➔ Chris Chambers
- ➔ John Creed
- ➔ Martin Elms
- ➔ Tony Hillman
- ➔ Tom James
- ➔ Phil Jemmison
- ➔ Andy Kelly
- ➔ Joe Kent
- ➔ Martin Lawrence
- ➔ Roger Merry-Price
- ➔ John Sharp
- ➔ Alex Venton
- ➔ Stef Van Vuuren