



'Beachy Head' in the sun at Sheffield Park Photo: James Cummins

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

March 2024

IN THIS ISSUE

It is not often that you see something previously unseen for nearly seventy years, but the sight of our recreated Marsh Atlantic 'Beachy Head' is one of those rare occasions. Since 1958, only dusty black and white photographs, grainy cine film and a few fragments of the original locomotive – notably the regulator handle and nameplate – survived to remind us of these Edwardian masterpieces. Now, after an epic twenty-year project, we are on the verge of those dusty photographs coming back to life, a masterpiece of engineering, project management and fundraising from the team involved.

The good news does not stop there: the same sequence of moves that extracted 'Beachy Head' for the final steps in its construction and commissioning, also saw two other locomotives – Adams Radial Tank No. 488 and B4 No. 96 – enter Atlantic House, ready to commence their own restorations. Meanwhile, elsewhere, our wheelchair-accessible Pullman Car No. 54 – itself the result of another major rebuild project – has been up and down the line as part of its running-in process. The Carriage Shop – which does much to provide funds for projects around the railway – is finalising its own move across Horsted Keynes, part of which has resulted in refurbishing van 419. All of which is reported in this issue, but there is plenty more: work commencing on the Maunsell Restaurant Car No. 7864 (follow the [SR Coach Group](#) for news on that project) as well as work on wagons, the Thumper and further tracklaying at the foot of Freshfield Bank. Even the Bessemer Arms has had an internal spruce up. Roll on the operating season!

Tom James, Editor

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‘Beachy Head’ Emerges!

Photos by James Cummins

A historic day for everyone at The Bluebell Railway. New build LB&SCR H2 Atlantic No. 32424 ‘[Beachy Head](#)’ was transported from its shed at Sheffield Park in the afternoon of 5 March and was partnered with its tender for the very first time next morning (6 March).

This is an incredible achievement by the Atlantic House team and everyone involved with this fantastic project. The reality of seeing an LB&SCR Marsh Atlantic is very much reaching the final stages.

The locomotive has now been moved into the maintenance shed where the commissioning work will now commence to bring ‘Beachy Head’ into service.

See cover for the fantastic sight of loco and tender reunited, something not seen since 1958 – Ed.



... While 96 and 488 go into Atlantic House

Photos by James Cummins or as credited

The emergence of 'Beachy Head' was part of a carefully choreographed sequence of moves that resulted in Adams Radial Tank No. 30583 (488) and Adams B4 No. 96 'Normandy' taking the place of the No. 32424 in Atlantic House. Overhauls are planned for both locomotives.

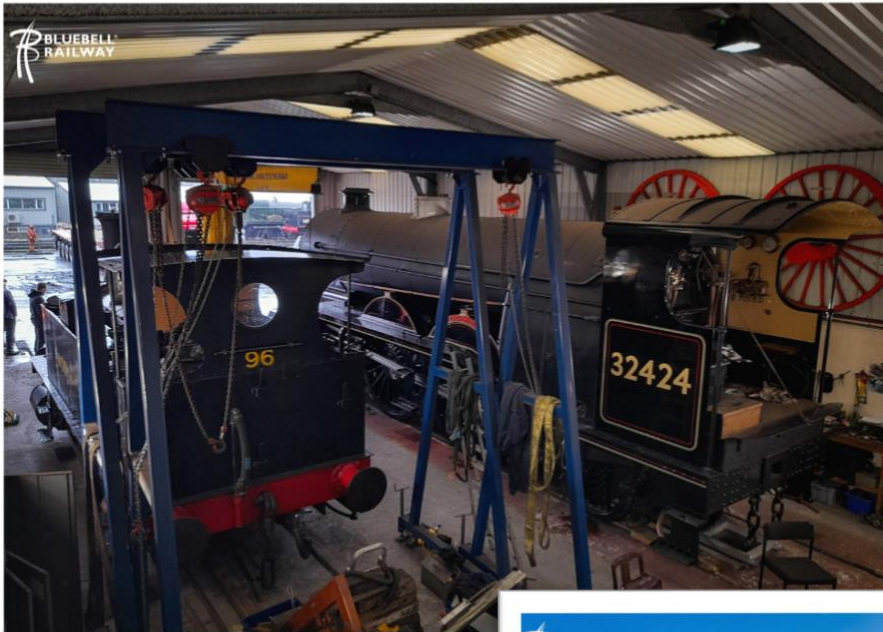


Left: In preparation for the moves, Nos. 30583 and 96 were shunted from their previous location on display in SteamWorks! to the Wealden Dock siding. They are shown here in the late afternoon sun on Sunday 3 March.

Photo: Tom James

Right: Monday 4 March saw preparation for the in-steam annual boiler exam for No. 80151, seen here following repainting over the winter. The loco has also had a piston and valve exam and at the time of the photo, the valve covers still awaited refitting.





Left: On Tuesday 5 March, Beachy Head's tender was extracted from Atlantic House, to be replaced by No. 96 'Normandy'. The loco is seen at the end of the day safely in Atlantic House, next to Beachy Head.

Right: The following day, Wednesday 6 March, 'Beachy Head' itself was taken out of the shed and reunited with its tender. The space freed up was taken by No. 30583, seen here being carefully moved down the ramp from the back of the lorry used for all the moves.



Left: A final view of the Adams Radial, before the long process of assessment, fundraising and overhaul begins in earnest.

Q Class 541 Overhaul Update

By Steve Pilcher, Maunsell Locomotive Society

Since the last report in the January issue of *The Bluebell Times*, Leaky Finders have been busy removing all the remains of stays that lay behind the wasted areas of the steel outer firebox wrapper on the sides and backhead that require replacement. The new outer wrapper boiler platework has been ordered and will arrive shortly at Leaky Finders. A start has also been made on fabricating the new locomotive dragbox.

A number of fittings and certain motion parts have been returned to Sheffield Park and are receiving attention from the railway's full-time staff.

The wheelsets have returned from tyre turning to Leaky Finders premises which is a significant first step in the re-assembly of the chassis.

Back at Sheffield Park, Melvyn Frohnsdorff has worked through some cold days in the winter to successfully free up the tender tank, dismantle and remove all the brake gear, vacuum cylinders and

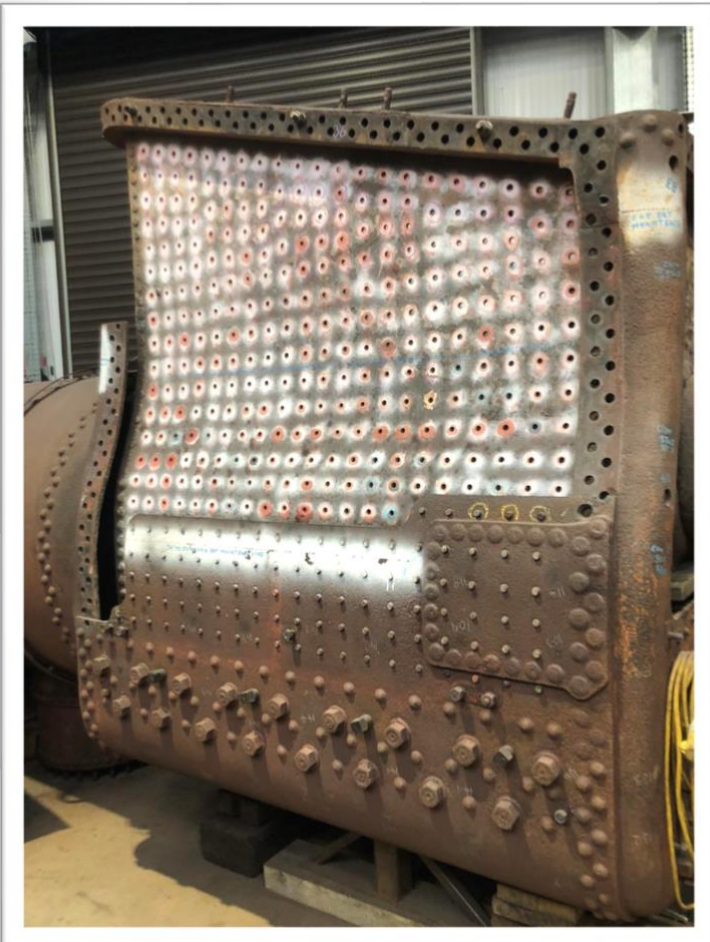
brake cylinders. Our working party has been busy cleaning up all the various components that have been removed and re-painting, as appropriate.

At the time of writing this report an order had been placed with the 4253 loco group (based at the Kent and East Sussex Railway) for the fabrication of a new tender tank, with the old tank about to depart imminently for use as a pattern and for salvage of reusable components. The next job will be to lift the frames and send the wheelsets away for tyre turning and assess what work is required to the dragboxes etc.

541's tender had been detached at Barry and sold off for use as an ingot carrier at a nearby steel works. The tender that accompanies 541 today was an ex-Woolwich Arsenal tender built for use with N class locos and had ended up attached to U class 31625 in Barry and was purchased for use with 541. The tank was thus approximately 100 years old and in need of replacement.

Left: 541's firebox, showing where areas of the steel outer wrapper have been cut away and the stays now all removed.

Photo: Leaky Finders



THE Q NEEDS YOU!

The [Maunsell Locomotive Society](#) has agreed to try and raise £40,000 towards the cost of overhauling the tender and providing a new tender tank. The Q is an ideal size and economical loco for Bluebell operations. It fits in well with the 'Southern' image, and it did actually operate in the vicinity.

Online payments to the appeal can be made by clicking the [DONATE](#) button on the Bluebell website and following the online payment instructions. Select Q Class 541 Overhaul in the drop-down box.

For those who prefer to use cheques, please send a cheque, made payable to the 'Bluebell Railway Trust' (and a [Gift Aid Form](#) – if appropriate) to the Bluebell Railway Trust, Sheffield Park Station, Uckfield TN22 3QL. Please add a note to say it is for the 541 Overhaul Appeal.

At the time of writing, over £30,000 has been put in place towards the target of providing £40,000 towards this project. As ever, a very warm 'thank you' to all concerned who have generously contributed thus far. Please consider assisting reaching the target of £40,000 – and thus play a part in getting this very useful loco, back in action at Bluebell.



Above: 541's tender tank freed up and raised off the tender chassis, awaiting removal.

Photo: Steve Pilcher

Locos on Loan

Photos by James Cummins or as credited

One strategic issue faced by the Railway is that not all our locomotives can be stored under cover. At any one time, up to around five locos may be in the workshop or maintenance facility; two are now in Atlantic House; around a dozen (depending on size) will fit in the loco shed (either on display at the north end in SteamWorks!, or in the operational part of the shed at the south end). That still leaves up to around ten locomotives that need to be stored outside. So the offer of space off site to store two of our locomotives is welcome – while away, they can serve as ambassadors for the Railway, while being kept dry and secure and reducing pressure on our own storage.

COLLETT DUKEDOG NO. 9017

GWR 'Dukedog' No.9017 'Earl Of Berkeley' will be heading on loan from The Bluebell Railway to our friends at The Vale of Rheidol Railway for static display in the new Museum & Display Space at Aberystwyth.

The locomotive is nicknamed a 'Dukedog' because it is a hybrid of two different classes of engine: the underframe of a 'Bulldog' locomotive, combined with the boiler of a 'Duke'.

The 'Dukedog' class of locomotive have a long association with Aberystwyth, having been a

regular sight working trains between Aberystwyth, Machynlleth and Pwllheli in steam days. The last 'Dukedog' locomotive left Aberystwyth in May 1960, and one has not returned to the town until now.

Llŷr ap Iolo, Managing Director of the Vale of Rheidol Railway, said:

“ We are very excited to announce the loan of this locomotive to go on public display here in Aberystwyth. As part of the project to construct our new museum, standard gauge track was laid to facilitate this kind



of visit: the 'Dukedog' seemed the perfect choice to be the first standard gauge locomotive to be put on display. I am very grateful to the board of the Bluebell Railway for making this loan possible."

The locomotive is normally based at the Bluebell Railway in Sussex, where it has lived for the last sixty years. The locomotive came out of traffic for repairs in 2011, and has been hidden away in undercover storage since then.

Neil Glaskin, Operations and Commercial Director of the Bluebell Railway in Sussex, said:

“ We are really pleased to be able to work with The Vale of Rheidol Railway to bring the Dukedog back to Aberystwyth. Since 2011 the locomotive has been stored undercover but this has meant limited chances for the public to see it, by displaying the loco in the new museum everyone will have the chance to admire this fascinating machine.”

The locomotive was built in Swindon Works in 1938 for the Great Western Railway, and spent it's working life in Wales, where it worked over the Cambrian lines to Pwllheli and Aberystwyth. It was light enough to work over Barmouth Bridge, so remained in regular use until the 1950s despite it's antiquated appearance.

John 'Abergynolwyn' Davies (94) still lives in Aberystwyth, and worked on the 'Dukedog' locomotives when they were based in Ceredigion in the 1950s. He said:

“ I spent a glorious week in the summer of 1955, firing No.9017 with driver Tom Phillips. We worked the 9.55am 'all stations' from Aberystwyth to Welshpool each day, where we serviced the engine: our return working was the Cambrian Coast Express, all the way to Aberystwyth. Working with Tom felt like a 'holiday job', because of his light handling of the loco”.

John recalled:

“ We were climbing Talerddig bank with No.9017, when Tom said: "shall I show you how to get the best out of a Dukedog?". I



stood in the driving position, as gave me a demonstration of the easiest way to fire it. The loco performed well all week: it was one of the best working weeks of my life”.

The 'Dukedog' will be on display in the restored 1938 engine shed at Aberystwyth station from March 2024 onwards. This building has recently been transformed into a museum, display and events space as part of a larger project called "Wales to the World", which is developing the terminus at Park Avenue into a Great Western-style station suitable for the modern tourist.

This location is especially significant for No.9017, as it will be displayed in the building where it was based and used to work in the 1950s.

For more information about the Vale Of Rheidol Railway and their new exciting Museum and Display Space at Aberystwyth, visit www.rheidolrailway.co.uk

WAINWRIGHT P CLASS NO. 178

In late February, some of you may have seen our SECR P Class No. 178 departing away from the railway. We can now officially confirm that 178 will be displayed on loan to the One:One Collection at Margate, alongside the home of Hornby Railways. This will allow the locomotive to be securely placed on display within the ever-growing collection and will be a representative of our railway within this unique location, providing a fantastic opportunity for this locomotive to on displayed for the public alongside other fantastic static exhibits. The locomotive will return to The Bluebell Railway once this loan period on display has elapsed.

Our locomotive will also be reunited with Kerr Stuart Brazil Class Locomotive No. 926 'Leader' from the Sittingbourne Steam Railway. Both of them have worked together at the Bowaters Paper Mill in Sittingbourne from 1958, with No. 178 running as 'Pioneer II' until its purchase by The Bluebell Railway in 1969, providing a reuniting of a unique part of Kent's diverse railway history at the One:One Collection.

The Bluebell Railway would like to thank the One:One Collection and Little Western for allowing No. 178 to be displayed and for the chance for the loco to be reunited with 'Leader' once again.



Above: No. 178 at Sheffield Park in 1970, shortly after preservation but still carrying its "Pioneer II" identity it had carried in industrial service.

Photo: [Ben Brooksbank](#)

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Car No. 54

Photos by James Cummins and Peter Edwards

Car No. 54, our Pullman Parlour Brake 3rd with wheelchair access, has recently been undergoing test runs following completion of a massive rebuild project. The two photos below show the vehicle in all its glory at Sheffield Park (James Cummins) and on trial approaching Horsted Keynes hauled by Stirling O1 No. 65 (Peter Edwards). The carriage should enter traffic on our Golden Arrow dining train in April.



Railway Women

By Malcolm Johnson, Bluebell Railway Museum curator

The Bluebell Railway Museum at Sheffield Park Station will be unveiling a new exhibition on 30 March on the often-neglected subject of the role of “Railway Women”. The display will describe how at every stage of railway development the role of women has been vital.

The exhibition will be available on display in the Museum, on the [Museum Website](#), and on the interactive digital display in the Museum.

The exhibition will be opened by Stephanie Inglesfield, the Town Mayor of Haywards Heath Town Council, at 12.30 pm on 30 March 2024.

All the female workers of the Bluebell Railway will be invited to attend the opening. It is of course hoped that railway men will enjoy viewing this exhibition as well.



As Time Goes By

By Richard Mason, Locomotive Department

By way of introduction and to give this item some credence two events were included in the January 2024 issue of *The Bluebell Times*. One was the death of Jock McKay, an old school engine driver who shared his time at the Bluebell with a preserved railway in the backwaters of Glasgow. I didn't know him well although we both spent happy hours with others in the old Lobby, a substandard building located in the backwaters of Sheffield Park but one that somehow reflected on the railway at that time; lots of enthusiasm, little money for railway improvement, community spirit and a home to ex British Rail drivers frustrated by steam power now playing second fiddle to diesel the so called new kid on the block and one that epitomised railway progress.

Such was Jock's broad Glaswegian accent that I found him difficult to understand. My lasting memory of him was his passion for 'Normandy', an engine that has now entered Atlantic House for overhaul and his passion for shunting coaches and anything else on railway wheels when an opportunity arose. And secondly the appointment of the railway of our latest driver Ben Gray who at age 21 is someone who epitomises all that is good today at the "new" and vibrant Bluebell. In yesteryear terms I was told that a cleaner or third man on the engine could expect to serve 15 years before reaching engine driver status. Thankfully to all the new blood of the Bluebell engine driver inspired, this is no longer the case.

I joined the Bluebell in February 2000 following an introduction by Matthew Cousins, best known for his work as the railways in-house artist. At that time he was resurrecting, I think that is the right word, a van that had once acted as a wartime casualty evacuation train but now had a new mission in life as the [Bluebell's art gallery](#), a function that it maintains to this day at Horsted Keynes Station.

Painting and I are not natural companions and as such – after a couple of weeks – Matthew kindly introduced me to the Locomotive Department and



here, amongst others Colin Turner, Chris Shepherd and Keith Sturt, now known as one of the key players in the resurrection of 'Beachy Head'.

It is responsible for me to tell you, dear reader, that my background was in financial services where a successful career had encouraged me to meet and enjoy the company of the like-minded many of whom admitted they couldn't change a wheel on a car let alone expose themselves to the muck, grime and greasy world of heavy engineering. I was, and up to a point even now still am, someone who looked at engines in awe and very little idea of what made them work.

With my non-engineering background I was an obvious candidate to not be allowed close to an engine, except to polish it. At that time the Bluebell infrastructure include a wood dumping ground part of which is now the staff car park. It contained a mountain of detritus from all over the place the only basic essential being that it would burn and act as a conduit between oily rags and coal. Mine became the job of sorting out the wood offered, breaking it up to fire box suitability and then stacking it close to a section of the yard close to the engine preparation area. And I became good at it to the extent that to this day I am known as "The Wood Fairy". *[The name arose because Richard does much of his work midweek when there are fewer volunteers around. So a weekend-only*

volunteer might depart one Sunday with the wood pile depleted and yet magically find it fully stocked a week later – such magic logically being the result of a wood fairy who worked away unseen to replenish the pile – Ed.]

And from this most embryonic of beginnings, I was to be awarded the Freddie Webb beer tankard, a real prize given my non-engineering background as it is awarded annually solely by the engine drivers of the year, in my case 2002. And so I progressed to third man on the engines. To those not involved on the footplate, the third man can act as the engine's "dogs body" cleaning the engine whilst driver and fireman (their early morning obligations completed) enjoy a cup of tea in the lobby. But in the democracy of life on the footplate the good news of the day is that at some point the driver will become the third man, the fireman the driver and the third man most often the fireman, the best job in the world in my opinion.

And so my Bluebell life moved on, I still have some role in the engine storage area of the yard and am now carefully looked after by Maintenance Supervisor Andy Sabin, my current mentor and good friend. However manual work is no longer my main forte of all things Bluebell in that I am now in the communication side of the railway acting as a Travelling Ticket Inspector. A vocation for some maybe but to me a new chapter in having a brilliant time by meeting our customers and trying to make sure that their day is one fondly remembered for all the right reasons.

And in the same way that I have moved on, so has the railway. We now live and operate in a more competitive leisure market and one that requires customer commitment both in giving value for money and a different experience. I am convinced that with the Bluebell's management and the more dynamic approach to problem solving as well as the new initiatives to create passenger satisfaction that this new world of challenges and opportunities will ensure the Bluebell's success for years to come.

More Loco Department Versatility

Words and photo by Lance Allen, Locomotive Department volunteer



Loco Dept volunteers on Saturday 2 March showing our versatility by decorating the Bessemer! It'll be nice when it's finished.

(The editor might have helped out, but is not deemed competent in the unsupervised use of a paint roller – Ed.)

Carriage Shop Update

By Chris Wilson, Carriage Shop volunteer

The Carriage Shop team and friends are busy setting up the new shop. All the shelving units have been built and fitted, and we are now in the process of transferring stock to the new combined Carriage Shop featuring Rail Art by Matthew Cousins. Whilst the Elephant Van is having painting work completed, we are fortunate to have the GBL (the new Shop), 419 (our storage van) and the old Carriage Shop all lined up and accessible in the Dock at Horsted Keynes which is making everything much easier for us.

A lot of work has been completed but there is still much to do, some of which is out of our direct control. However, if all goes well we hope to be open by Easter. Further updates will be posted on our [Facebook page](#).

To restock the new shop we are still in need of donations of any model railway items, any 'Thomas the Tank Engine' toys, toy cars or buses and transport jigsaw puzzles. Thank you to John and Stewart for their kind donations following last month's issue of *The Bluebell Times*.

We are always pleased to receive donations of books, DVDs, bound magazines, pictures, postcards, photographs, slides, mugs, badges, keyrings or other railway collectables.



Above: The temporary view along the Dock at Horsted Keynes with GBL 2462, BY 419 – fresh from the workshop and the soon to be scrapped old Carriage Shop.

Below: Dave Clarke's photograph of 419 on a bright February morning after being shunted out of the workshops at Horsted Keynes. Thanks again to the Southern Coach Group and the other volunteers for all their work with 419.



If you can help please contact:
bluebellrailwaycarriageshop@gmail.com

More Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

There are currently 23,570 images available to view and purchase on the Bluebell Railway Museum website.

The images in the Archive are predominately Southern but we always prefer to keep a photographers collection together which is why you can find images from across the UK, Ireland and mainland Europe on our website.

Eight photographers currently feature and this year we will be adding images other photographers as well as more from John Scrace, Joe Kent and David Esau.



Top: An ex LBSC C2x No. 32539 heads a train leaving Sheffield Park station, ca. 1954.

Photo: Colin Saunders [159167]

Left: English Electric Type 4 (Class 40) No. D267 at Brighton station in June 1965.

Photo: Joe Kent [093430]



VIEWING AND ORDERING

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.bluebell-railway-museum.co.uk and click on the Archive tab. 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 and the Nearly New key to see what we added last month.

Around This Day, 8 March

By Tony Hillman, Deputy Curator

The 8th of March is a day when our photographers were not busy taking pictures. So, this month we have spread to a couple of days before and after to provide an interesting selection. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.



The Forest Row derailment was mentioned in the caption to a picture of Brambletye Crossing in "On That Day", in *The Bluebell Times* of [December 2023](#). It was suggested then that it was "probably the most momentous event" affecting the line. [See *December 2023*, page 13 – Ed.]

On Friday 5 March 1954 an 800 ton Permanent Way train hauled by K Class 2-6-0 32346 was descending the bank from East Grinstead to Forest Row. Travelling at an estimated 45 to 60 mph and whistling furiously as a warning, it eventually derailed on the catch points at the east end of the Platform Loop and finished up on its left-hand side at the bottom of the embankment, with the tender fouling the running line and damaging the signal wires. The damage to the wagons was far less than might have been expected with a high-speed derailment. The aftermath was fairly quickly cleared away, apart from the retrieval of the engine, which was

a long and difficult task involving two large rail-borne cranes. Unsurprisingly it attracted many sightseers to the adjacent field.

32346 which was allocated to Three Bridges Shed, was manned on that fateful day by Driver Charlie Russell and Fireman Ron Harper from Tunbridge Wells West Shed. While Driver Russell was exonerated from responsibility for the accident, he was never the same again and left the railway soon after. Quick thinking and swift action by George Sadler the Forest Row Station Master managed to stop the approaching 8.37pm Tunbridge Wells West to Three Bridges train which had received a "false clear" signal due to the damaged signal wires and could have collided with the derailed tender.

Photo: JJ Smith [043630]



On the 13 March 1956, British Railways (Eastern Region), together with Southend County Borough Council, celebrated the Centenary of the London Tilbury and Southend Railway (LTSR). The main exhibition was held at Southend (Central) Station. It included A4 4-6-2 Pacific 60022 *Mallard*, Electric Loco EM 27002 and new electric/diesel multiple units just coming into service. The stars of the show were ex LTSR 4-4-2T No 80 '*Thundersley*' in the original company livery, along with restored ex-LTSR 3rd class coach No 283.

On the last afternoon, a Saturday, to mark the Exhibition closing, No. 80 hauled a BR Special train from Southend to Bishopsgate Goods yard, near Liverpool Street station. The following Sunday 11 March, the Railway Correspondence and Travel Society (RCTS) organised the "Southend Centenary Railtour" using No 80. The tour started from Bishopsgate Goods Yard. It went down to Shoeburyness via Tilbury and returned in the afternoon to Fenchurch Street via Laindon and Upminster.

The photograph is in the Upminster area and shows the train on its way back to London. The last coach is 3rd class No 283. The Railtour arrived at Fenchurch Street around 5.30pm.

No. 80 was built in 1909 by Robert Stephenson and Sons, Darlington, one of a class of four engines, for LTSR heavy commuter trains. In 1915 when the Midland Railway bought the LTSR, it became MR 2177, later LMS 2148 and eventually British Railways No 41966. Shortly after nationalisation in 1948, it was transferred to the London Midland shed at Wellingborough and then Toton, for yard shunting. It was returned to the Eastern Region in March 1956 having been restored at Derby Works. Finally, in June 1956 it was withdrawn and acquired as part of the National Collection. It still exists today as a static exhibit in the same livery, on loan to the Bressingham Steam Museum in Norfolk.

Photo: JJ Smith [040248]



The replacement signal box at Shalford, between Reigate and Guildford, was opened by British Railways (Southern Region) on 28 February 1954, and replaced an earlier South Eastern Railway box. It is seen here on 7 March 1969. The box is one of the final twenty or so stand-alone mechanical boxes ever built on the Southern Region, being allocated the type number BR (S)16 by the Signalling Record Society. Earlier boxes like Shalford still had solid brick walls, but from 1955 cavity walls were provided. Metal-framed windows were specified, and an indoor toilet, although heating was still by a coal stove – note the coal store to the left of the entrance staircase.

This box contained a Westinghouse Style A3 mechanical frame, very much the final “Rolls Royce” model from the Chippenham factory, with many decades of development behind it, and virtually the end of the road for the control of a single small area before the panel boxes and then electronics took over. It had a short working life,

being in its turn replaced by the new Guildford panel box on 4 January 1999.

The track layout and signalling controlled by this box was identical to that of its predecessor. Both boxes were on the north (up) side of the line, with the newer being 15 yards on the Chilworth side of the earlier box. The latter had a 26-lever frame, fitted in the front of the box, while this one had the 28-lever frame in the rear. The extra two levers were for detonator placers on the two main lines passing the box, an additional requirement for all new boxes at this time, imposed by the Ministry of Transport.

Photo: John Scrace [o83o25]



Volunteer Vacancies

SPECIAL EVENTS VOLUNTEERS

We have a number of events this year coming up where we could use some assistance in set up and delivery. In particular, we are looking for some people to help set up for Southern At War Event – 1 / 2 June 2024.

Location: Horsted Keynes Event Field

Setting up for this event will be from 27 May 2024.

This will broadly include setting out sandbags and props ahead of the weekend, masking tape, posters and bunting to dress the station. Ground spike placement and cordons ahead of arriving exhibits and overseeing the arrival of exhibits setting up.

Opportunities to help during the event will include ticket checking, getting involved in Air Raid drills and similar activities, assisting customers where necessary and general monitoring of the event field to ensure everyone has a fun and safe experience.

Of course, we will also need some helpers to tidy up after the event too!

If you would like to get involved and help, please let Charlotte Parkinson know at your earliest opportunity, this would be most helpful to be able to put together a schedule of tasks and dates that suit the majority of those volunteering.

Look forward to hearing from you.

MORE INFORMATION

Please contact Charlotte Parkinson at charlotte.parkinson@bluebell-railway.com if you would like to help at this or other events.

CATERING VOLUNTEERS

Have you ever enjoyed a cream tea on one of our trains? Or a Ploughman's lunch? Or a cup of tea from the on-train buffet? With a busy season of trains ahead, we need more volunteers to help keep those experiences alive, particularly for mid-week traffic. If you like interacting with people, providing a service that our visitors enjoy and making their day just that little bit more special this is the job for you. In particular we are looking for on-train assistance on the RMB, at the static catering facilities at Kingscote and East Grinstead.

MORE INFORMATION

Please contact Lisa Boyle at lisa.boyle@bluebell-railway.com for further information.



The shape of things to come on Freshfield Bank?

Photo: J.J. Smith [040130]

The Bluebell Times

*A Newsletter for
Bluebell Railway
Members, Staff and
Supporters*

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

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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](#) or follow us on [Facebook](#), [Twitter](#) and [Instagram](#).

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