



"Beachy Head" at East Grinstead during running-in trials,, 4 July 2024. Photo: Mark Baker

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

July 2024

IN THIS ISSUE

Amateur enthusiasm for railways is clearly not a modern phenomenon. The Museum is currently running an exhibition devoted to Trainspotting (the hobby – not the film!) Amongst the artefacts on display is hand-written list of locomotive numbers on the Great Western Railway – from 1861. Sixty years later, the noted photographer Henry Casserley was prepared to spend time with a piece of chalk restoring livery details on a humble tank engine prior to taking a photograph.

Those thoughts are prompted by the overwhelming response to seeing *Beachy Head*, Britain's newest steam locomotive, in action. Photos gain hundreds of likes on social media; lineside videos rack up thousands of views on YouTube. Testing of the locomotive carries on following a methodical sequence of steps: at the time of writing, the locomotive has hauled its first (empty) trains the length of the line. Now we must capitalise on that interest by making the [locomotive's launch event](#) a stunning success.

As with any enthusiasm, the more you put in, the more you get out. The Railway relies on an army of volunteers to keep running. Being a volunteer can get you up close and personal to triumphs such as *Beachy Head* in advance of the public – but more importantly, it provides a sense of fulfilment in being involved in an endeavour that brings joy to thousands of people every year. We always need more volunteers – at the moment particularly to help the infrastructure and carriage cleaning teams, but many roles are available. So why not take that next step as an enthusiast – you won't regret it!

Tom James, Editor

<i>Watts Occurring</i>	2
<i>Sheffield Park Station Staff</i>	3
<i>Artists for the Music Festival – 20/21 July</i>	4
<i>Fundraising Update</i>	5
<i>Q Class 541 Overhaul Update</i> ..	7
<i>New Display in the Museum</i>	9
<i>Carriage Shop Donates £500</i> .	10
<i>More Photos From The Museum Website</i>	11
<i>On This Day, 12 July</i>	14
<i>Vacancies</i>	17
<i>Tail Lamp</i>	18

Watts Occurring

By Roy Watts, BRPS Chairman

So, its Tuesday 8 July, in the supposed height of Summer and yes, its chucking it down with rain with added claps of thunder!

Such is the dear old British weather and dare we expect those pipe bans to follow?

Not so much has happened over the last few weeks – the interim period since the last edition being shorter due to the Society AGM – except that the trade has remained buoyant you will be pleased to know although some evening dining trains have struggled to achieve respectable loadings whereas daytime trains have become very successful.

As I previously mentioned, there has been a real shift in customer preferences with strong movement towards early morning to early afternoon visit and then home. Long gone are the days of 14 return trips to Horsted Keynes on a Sunday with the last one departing Sheffield Park at 6.15pm – and you can't blame England reaching the final of a sporting event every time!

Interestingly enough, it's a conundrum faced by other organisations.

Likewise, the keen-eyed observer will note that there are some changes to the usual pattern of Christmas services and yes, as I said at the



Shades of the old Brighton motor train workings: Fenchurch propels the Observation car on a shuttle service at the model railway weekend, 29 June 2024.

Photo: David Cable

beginning, it's July but never too early to put the seasonal services on sale. In fact, some might even say we are late having seen a few Railways put theirs on sale in February or March!

But following on from the success of the War Weekend, the Model Railway Weekend continued the success of the signature events we stage. Likewise, the smaller family-themed events continue to add value to the weekend day out.

As before, whether it's a special event or joining one of our restoration/operations teams, your help will always be warmly welcomed.

Elsewhere, we must congratulate our friends at the Kent and East Sussex Railway on achieving their 50th anniversary and the manner in which they celebrated. They too are on the cusp of achieving their key objectives of the reunification of the two sections of Colonel Stephen's foray into Light Railways.

On the main network, two recent events may have slipped your notice, but both were of note due to their historical significance. The first being the last rail borne delivery of coal to the very last coal fired power station in the country at Ratcliffe-on-Soar

bringing to an end the very reason that bought railways into existence.

The second was the withdrawal of regular rail traffic by the Royal Mail. Both are being represented on Heritage Railways but certainly should not be consigned to the history books.

Finally, as we enter the second and critically important half of the year, it's good to have the confidence in some of our successes in the first half and look forward to the upcoming [Atlantic launch](#), [Diesel Gala](#), [Giants of Steam](#) – all of which are already showing very healthy advance ticket sales – and ending with the usual series of seasonal services.

All looking very good but it's up to us to show how good we are at really putting on first rate performance.

As always, thank you for your support and help both now and in the second half.

Oh, and the main highlight for me in the last 3 weeks was winning the granddads egg and spoon race at my grandson's sports day!

Look after yourselves.

Sheffield Park Station Staff

Photo by Dave Bowles

Formal group portraits of a station's staff were something of a staple of the late Victorian and Edwardian railway. Maintaining that tradition to the current day, the staff of Sheffield Park gathered for their own portrait earlier this year. A copy now hangs in the Station Master's office.



Sheffield Park Platform Staff 2024

Dave Bowles Photography

Artists for the Music Festival - 20/21 July



Confirmed Artist Line Up

SATURDAY
20TH JULY

11am - 1pm
Beat Repeat

2pm - 4pm
Denotones

5pm - 7pm
The Skiffle Beats

8pm - 10pm
TarBabies

SUNDAY
21ST JULY

11am - 1pm
One Jump Ahead

2pm - 4pm
The Retros

5pm - 7pm
Xperiment!



Fundraising Update

By Trevor Swainson, Bluebell Railway Trust Governor

Unusually, the Trust has launched two fundraising appeals within a short space of time. Whilst this is not the normal way of doing things, it was decided to launch a mini-appeal for Platform 1 at Horsted Keynes followed very quickly by a major appeal to raise funds to restore the much-loved P class No. 323 *Bluebell* back into service.

These appeals were named 'Paving The Way' and 'Making Bluebell Bloom Again'.

'PAVING THE WAY'

The first of these, entitled 'Paving The Way' was launched in response to the need for emergency repairs to Platform 1 at Horsted Keynes where the supporting brickwork and the platform surface were both found to be in a critical condition.

Funding of £40,000 was available in the Trust's General Reserve for the support walls but more funds were required for the replacement of the coping stones on the platform edge, many of which were brittle and cracked after 140+ years of service.

Some £26,000 was required to replace all 180 coping stones. The Trust decided on a mini appeal through The Bluebell Times to 'sell' stones at £115 each. These 'sales' were in effect donations that could attract Gift Aid to raise funds to purchase new paving stones and to cover delivery, installation, etc.

When it came to time to purchase the materials, there was a change to the specification to make the stones more hard-wearing and to give a longer life. Inevitably, this meant an increase in costs but, rather than ask for higher levels of donations, the Trust has agreed to make up the shortfall.

One of the key features of the Appeal was to create an 'honours board' to record the



Photo: Jon Bowers

contributions made by so many members & friends. The exact format of this recognition will be announced once the installation has been completed.

So, once again, a big 'thank you' to everyone who made donations to 'Paving The Way'.

'MAKING BLUEBELL BLOOM AGAIN'

This Appeal will formally be launched in the Summer edition of Bluebell News although the opportunity was taken to give advance notice at the recent BRPS AGM.

A detailed description of the Appeal will feature in Bluebell News and this will be supported by external media coverage and through social media. Full details of how to make donations are available.

The target is to raise £150,000 for the restoration of *Bluebell*. The largest single item of cost will be the heavy repair of the boiler; this will be sub-contracted to a specialist contractor. Many other parts and components will also be required, some of which will be manufactured in-house and some of which are already held in the locomotive workshop stores.

It may be asked why there is such an apparent rush to launch the appeal now. The simple answer to this is that the boiler contractor has a limited window of opportunity that, if missed, would delay the restoration by at least one more year.

Bluebell is an iconic symbol of The Bluebell Railway that attracts interest both at the Railway itself but also on a much wider basis. There is no finer sight than *Bluebell* fussily shunting its goods wagons or venturing forth on a typical branch line passenger train.

If you can help by donating any amount, large or small, thank you very much. With your help, we can then look forward to seeing *Bluebell* back in action later next year.



DINOSAURS

One small footnote and that is to properly accredit Lance Allen for the photograph of the Dinosaur visiting the Trust's small display at the AGM. As stated in the last edition of The Bluebell Times, we leave our readers to create their own caption to this photograph!

Photo: Definitely Lance Allen!

PLEASE HELP US TO MAKE 'BLUEBELL' BLOOM AGAIN!

If you can support this project – THANK YOU!

You can donate in one of three ways:

- ➔ Via the Bluebell Railway Trust website at www.bluebell-railway.com/trust/make-a-donation/
- ➔ Or, by bank transfer to:

The Bluebell Railway Trust
Account no. 61059056
Sort code 60-10-26

Please quote the reference 'Bluebell Bloom'

- ➔ Or, by cheque payable to The Bluebell Railway Trust

Please complete the form on the last page of this issue of The Bluebell Times and send to:

The Bluebell Railway Trust
Sheffield Park Station
East Sussex
TN22 3QL

If you would like The Bluebell Railway Trust to claim Gift Aid on your donation, please complete a Gift Aid declaration form, available at www.bluebell-railway.com/gift-aid-form/

Q Class 541 Overhaul Update

By Steve Pilcher, Maunsell Locomotive Society

Since the last report, Leaky Finders have maintained good progress with 541's overhaul. This is the latest situation:

- ➔ Repairs to the foundation ring have taken place, which have allowed it to be temporarily bolted into position so the new throatplate pressing can be welded in place. Further light repairs are still required before the foundation ring is 100% complete.
- ➔ A new lower half section of throatplate has been formed into the correct shape, and stay holes drilled. It has been riveted and welded into position – see accompanying photo. The throatplate welds have passed their NDT tests.
- ➔ The new left-hand side outer wrapper is now ready to be welded in place, complete with stay holes and expansion bracket.
- ➔ Work to reassemble a new rear dragbox continues, with some new parts now up in place. This is essentially a kit of new parts that now needs assembling into a complete unit.
- ➔ Work on reaming the inner firebox stay holes has progressed steadily, with only six holes requiring special copper welding.
- ➔ Many of the fitted bolts that are needed to assist in replacing the loco's hornguides have been machined, and hopefully the leading and trailing hornguides will be back in position soon.
- ➔ The new frame inserts required for the centre driving wheels are being measured, and prices obtained for the new steel.
- ➔ New drawgear pins have been manufactured and machined.
- ➔ New rear buffer plates have been manufactured and bolted to the chassis, ready for riveting in place.



Top: Newly formed firebox outer wrapper lower half section of throat plate in position. Photo: Leaky Finders

Bottom: First parts of the loco's rear dragbox offered up. Photo: Leaky Finders



Left: The original tender toolboxes have been renovated and are now back in place at the front of 541's new tender tank.

Photo: 4253 Group.

Right: 541's tender wheelsets have now had a thorough clean and are ready for despatch to the SDR for tyre turning.

Photo: Steve Pilcher



The 4253 gang at the K&ESR have continued to maintain excellent progress with the fabrication of the new tender tank.

As mentioned previously, it has not been possible to purchase a single section of steel long enough for the full length of the tank. The sides and front for the first half are now in position, with baffles and other horizontal reinforcement welded into place; the front half of the coal space deck has also been welded into place.

An access hatch has been created in the front half of the coal space, to give two points of access into the tank; this will assist with access for maintenance in future. The toolboxes at the front of the original tender are fit for further use, and these have been cleaned and lowered on to the new tender tank – see accompanying photo.

Back at Sheffield Park, Melvyn Frohnsdorff has continued working to free up the rear dragbox on the tender frames. In the past month, after quite a struggle, he was able to release and remove the rear drawhook and continue burning out rivets on the rear buffer beam, which needs to be taken down, in order to access and remove the old drag box.

There has been a delay with the transport that was due to take the tender wheelsets to South Devon Railway Engineering for tyre turning, so the author and Phil Evans have taken the opportunity to enhance the cleaning of the wheelsets, clean up the journals and ensure they are protected by Denso tape. It's expected that the wheelsets will depart Sheffield Park for South Devon around mid-July. Further cleaning of the loco brake gear components has taken place, with the assistance of a Sunday gF Club working party. They

also helped carry on the painting of the tender's rear footsteps, most of which are now in their first topcoat.

We would appreciate some extra help with the work on 541's tender. Please contact Steve Pilcher on jstepilcher@yahoo.co.uk if you are interested in joining our Tuesday working parties.

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.

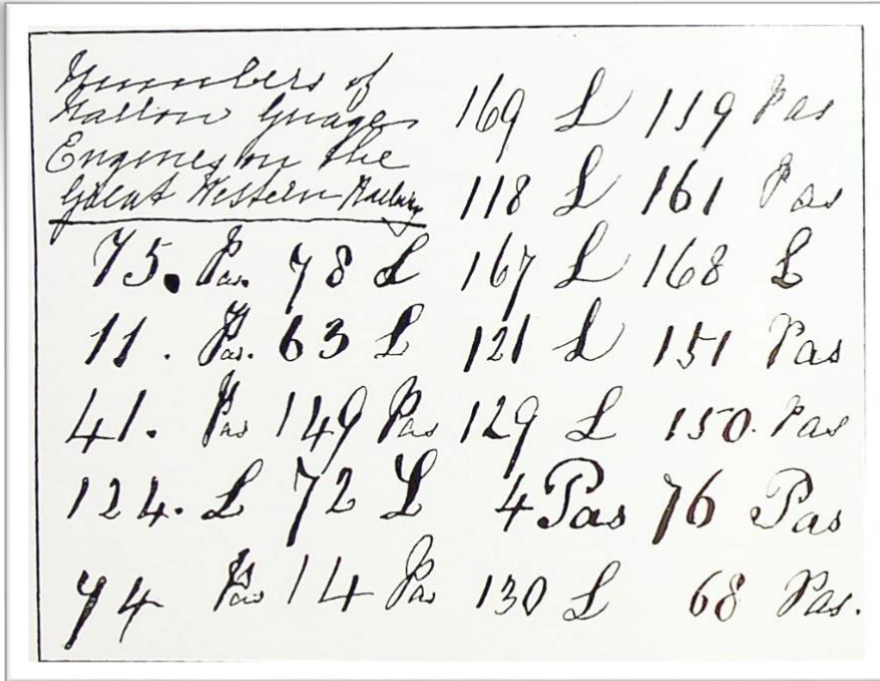
Online payments to the appeal can be made by clicking the [DONATE](#) button on the Bluebell website and following the online payment instructions. Select Q Class 541 Overhaul in the drop-down box.

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.

We are getting close to 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 helping us to reach the target of £40,000, and thus play a part in getting this very useful loco back in action at the Bluebell Railway.

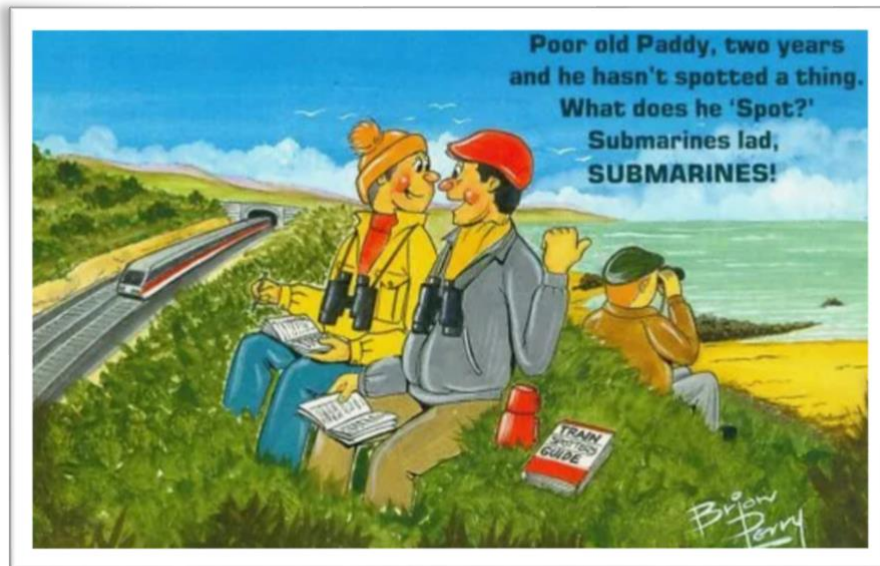
New Display in the Museum

By Tony Hillman, Deputy Curator



A new display is now available in the Museum. The "Railway Women" display has been replaced by "Trainspotting". The display contains artifacts from the hobby along with historical information.

The first trainspotter was Fanny Johnson in 1861, pages of her notebook are displayed. The page shown here shows her page "Numbers of Narrow Gauge [sic] engines from the Great Western Railway". She started collecting numbers in Broad Gauge days. [In that context, the reference to "narrow gauge" refers to the standard gauge, (4ft 8½ ins) which was narrow in relation to the GWR use of 7ft 0¼ins gauge on its main line to Bristol and beyond – Ed].



Bamforth Cards also joined in, adding this card to their usual Henpecked husbands, Naughty nurses offerings.

Carriage Shop Donates £500

Words and photos by Chris Wilson, Carriage Shop volunteer

The Carriage Shop team are delighted to have been able to make a £500 donation this month to the Horsted Keynes station fund. This money has been raised through sales from the Kiosk which is a joint venture between the Horsted Keynes station and Carriage Shop volunteers. The Kiosk is open every day that trains are running with all the money raised from there going to support the station fund.

The Carriage Shop is open every weekend in July, with extended opening times for the Toy & Rail Collectors Fair. We are located next to the Dock on Platform 5 at Horsted Keynes. We currently have a wide selection of Horsted Keynes exclusive souvenirs, model railway items, railway and transport books and Railway Art by Matthew Cousins. We are also supporting the 1305 Thumper Gang, Bluebell Railway Goods Division and the Fenchurch Fund by stocking a small selection of their items in the shop.

For the Toy & Rail Collectors Fair on Sunday 28 July John Arkell will be on hand providing a Loco

Repair Clinic in the Carriage Shop. If you have a model loco that needs attention, bring it along and the loco doctor will see what he can do.

The Carriage Shop is always pleased to receive donations of model railway items, books, DVDs, bound magazines, pictures, postcards, photographs, slides, mugs, badges, keyrings or other railway or transport material. We are still in need of model railway items – if you any items you can spare we would be very grateful. Thank you for the donations received in the last month, including some nice model railway items rediscovered in lofts.

If you can help please contact:

bluebellrailwaycarriageshop@gmail.com

We are planning to open a number of weekdays during August please visit our Facebook page for more information:

facebook.com/BluebellRailwayCarriageShop



James Young and Graham Poulson from the Horsted Keynes station team accepting the donation in front of the Kiosk on platform

4-

More Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 166 images to the Bluebell Railway Museum website bringing the total now available to 24,334.

All of the new additions come from the camera of H.C. Casserley, adding this well-known name to the list of railway photographers currently on the Museum Website.

Henry Cyril Casserley was born in Clapham in 1903, he took his first railway photograph aged 16 in December 1919 of LBSCR locomotives at New Cross. He took his last recorded railway

photograph in 1979 and during the proceeding sixty year period he travelled the UK recording with his camera nearly every line available to him. Henry's son Richard was born in 1936 and followed his fathers passion for railways taking his first photograph in 1944. When Henry Casserley died in 1991 aged 88 Richard took custody of his father's collection continuing to make the prints available to researchers, authors and collectors. Sadly when Richard passed away in 2017 no instructions were left as to what should happen to the estimated 70,000 negatives taken by H.C. and R.M. Casserley. Despite attempts to preserve this



LSWR C14 No. 741 at Strawberry Hill Shed on 1 October 1921. Henry Casserley is shown chalking the lining on to loco. The bar under the number indicates that the locomotive is on the LSWR's "duplicate list". Duplication occurred when a locomotive was written off the capital stock list and replaced by another new locomotive carrying the same number. Often, the written-off loco would be scrapped or sold, but if it still had a use to the railway company, it would remain in service with a duplicate number. It appears that the bar under the number may have been added by Casserley as part of his chalked attention to the livery and lining, since other photos of the locomotive from this period do not show the duplication mark. Remarkably, after rebuilding the following year as a conventional 0-4-0T, this locomotive remained in service until 1957! The new No. 741 was at the opposite end of the size scale: Urie N15 'Joyous Gard'. Photo: H.C. Casserley [270112].



LBSC D1 No. 626 at Clapham Junction station on 30 April 1921. Photo: H.C. Casserley [270060].

unique and historically important collection the decision was taken to send the negatives to auction. The collection has now been scattered far and wide but fortunately thanks to the financial contributions by supportive individuals, the Bluebell Museum Archive managed to purchase a good number of the Southern-related negatives.

We are pleased to be able to start making some of the work of this prolific railway photographer available again. Our earliest H.C. Casserley negative was taken in May 1920 of a O2 at Clapham Junction and is included in the batch we are adding to the website. The first 166 images cover an interesting pre-grouping and early grouping period (1920 – 1924), where a wide selection of locomotive classes and liveries were available to see. Many more images will be added in the coming months. We would like to thank the kind supporter who helped fund the purchase of the negatives and those who have added more Casserley negatives to the Archive that they bought at auction. We would be pleased to

welcome more as we hope to have the largest collection of Casserley's Southern negatives available in one place.

A new addition to the Archive this month is a large volume of colour slides collected by Stuart Ackley some of which were taken by J.H. Moss. We would like to thank Stuart for his collection and Michael Welch for all his help. These slides will be scanned and added to the website in due course.

If you have a collection of photographs, negatives, slides to digital images you are interested in depositing within Archive please get in touch with us by emailing photos@bluebell-railway-museum.co.uk

Do you have an interest and experience in scanning railway negatives and slides? We will be looking to expand our team of volunteers later this year. If you think you could help and would like to find out more please email: photos@bluebell-railway-museum.co.uk



SECR (ex-LCDR) M3 No. 466 at Longhedge Shed on 17 May 1924

Photo: H.C. Casserley [270148].

LBSC D3 No. B371 at Longhedge Shed on 17 May 1924. Note the hybrid livery – still in LBSC umber, but already carrying the SR-era "B" prefix for former LBSCR locos. By contrast, No. 466 (above) still carries its SE&CR cab plates and no "A" prefix.

Photo: H.C. Casserley [270151]



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.brm-archive.co.uk. 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.

On This Day, 12 July

By Tony Hillman, Deputy Curator

Three pictures from the Bluebell Photographic Archive taken on 12 July. Now we are entering the summer months the number of images available for inclusion in On This Day increases significantly. To ring the changes, we have decided to include all July's images from the LNER. The Policy of keeping photographer's collections together means there are many non-Southern images included in the Archive. This month's images are from Joe Kent and John J Smith who have, in the past, provided many Southern images for On This Day. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.

Photo: Joe Kent [153479].



Taken on the East Coast Main Line just north of Potters Bar on Saturday 12 July 1952, the photograph captures the archetypical Great Northern (GN) inner suburban train of the period. LNER N2 0-6-2T 69556 is hauling a pair of "Quad-Art" sets on an unidentified down passenger working.

The GN inner suburban passenger network in the early 1950s featured services from Kings Cross suburban platforms with rush hour extensions to and from Moorgate via the Widened Lines. Peak services also ran from Broad Street via the North London line accessing the East Coast Main Line south of Finsbury

Park. Gordon Hill, Hertford North, New Barnet and Hatfield were typical destinations.

69556 was one of a batch of 12 N2/2s built by Beyer, Peacock to a Gresley design. Introduced by the LNER in March 1925 as 2589, it was renumbered 9556 by the LNER in 1946 before gaining its "6" prefix at nationalisation. The locomotive was allocated to Hornsey (34B) at the time of the photograph. A total of 107 N2s were built between 1920 and 1929 with many finding employment on the suburban lines from Kings Cross and Moorgate. Withdrawals began in 1955 with 69556 being condemned in December 1959.

The Quad-Art sets were another Gresley design. The articulated four coach sets only had one bogie supporting the ends of two adjacent coaches. They were an innovative solution to reduced platform space at Moorgate. Featuring narrow “sit up and beg” seats, they offered a seating capacity of more than 600 in an overall length of around 350 feet. A total of 98 sets

were built between 1923 and 1929 for use on the GN inner suburban routes where they were usually hauled by N2s. The last Quad-Art left BR service in 1966 but one set has survived. Today it can be seen on the North Norfolk Railway, also home to the only surviving N2, 69523 (LNER 1744/4744).



Photo: JJ Smith [o40086].

This is the farthest north we have ventured so far with “On This Day” pictures and finds us in the Buchan area of North East Scotland. On Tuesday 12 July 1955 D40 Class 4-4-0 62276, named Andrew Bain, steams away from Fraserburgh near Kirton Bridge with the 12.50pm Fraserburgh to Kittybrewster freight. In the right-hand corner of the picture we can just see the St Combs branch bearing away from the main line. The loco is one of three stabled overnight at Fraserburgh, in company with the passenger loco (No2) and the St Combs branch loco (No3). Frequently, additional Kittybrewster locos were stabled to deal with the fluctuating fish traffic.

The Formartine and Buchan Railway opened the line from Maud Jct. to Fraserburgh on 24 April 1865 and was soon absorbed into the Great North of Scotland Railway (GNoSR) on 30 November 1865. The line was closed to passengers on 4 October 1965 and to freight

on 6 October 1979. Much of the trackbed is now the Formartine and Buchan Way, a long distance footpath and cycle way. The LNER D40 Class were originally designed by Pickersgill as GNoSR Class V. Thirteen were built, five by Neilson Reid (1899) and eight at Inverurie Works (four in 1906, four in 1915). A later version designed by Heywood were fitted with a superheater and designated Class F. Six were built by North British (1920) and two at Inverurie (1921). 62276 was one of those built as a Class F by North British.

Eighteen of the Class survived to become part of BR (ScR) stock but were gradually withdrawn in the 1950s. 62276 lasted only a few weeks after this photograph was taken, being withdrawn from Kittybrewster (61A) in August 1955. The last of the class, 62277, “Gordon Highlander” was saved for preservation and is currently on the Bo’ness and Kinneil Railway.

Photo: JJ Smith [040092].

Later the same day LMS Ivatt Class 2MT 2-6-0 46460 is photographed near Cairnbulg with the afternoon 4.10 pm Fraserburgh to St Combs passenger train.

Following the opening of the line to Fraserburgh the residents of the villages of St Combs, Cairnbulg and Inverallochy wanted their own line. The passing of the Light Railways Act in 1896 promoted the formation of a local company, however the GNoSR adopted the scheme and the 5¼ mile line opened on 1 May 1903. Running from Fraserburgh on its own separate track, alongside the line to Maud Junction, the branch served Kirkton Bridge Halt (1 mile), Philorth Bridge Halt (2½ miles), Cairnbulg (3½ miles) terminating at St Combs. The first two were request stops whilst Cairnbulg also served the village of Inverallochy.

Original motive power on the line were the GNoSR 'E' 0-6-0T class (later LNER J91). However, in 1905 a pair of steam railmotors were purchased, one of which was used on the branch. Not a success, they only lasted a year, and the E class tanks were

restored. After grouping in 1923, the J91s were replaced by D51s (ex NBR 4-4-0Ts) but only until 1931 when ex GER F4 class 2-4-2Ts arrived.

In early 1952, the F4 tanks were replaced by BR built, but LMS designed 2-6-0 No 46460. One remaining F4 was kept as a standby engine until withdrawal in 1956. When required other Ivatt 2MTs or the similar BR Standard 2MT substituted for 46460. A DMU took over the service in 1959. All the steam locomotives, which regularly ran over the branch, were fitted with cowcatchers as much of the line was unfenced.

No. 46460 was built at Crewe Works in May 1950. Made redundant at Kittybrewster shed (61A) it stayed in Scotland and was withdrawn in August 1966 from Corkerhill shed (67A). It was scrapped the same year by the Motherwell Machinery & Scrap Co. at Wishaw.

The branch, although well patronised, was closed completely on 3 May 1965, freight traffic having been withdrawn in November 1960.



Volunteer Vacancies

VOLUNTEER CARRIAGE CLEANERS

Our carriages are our showcase to visitors and make a lasting impression on their perception of our Railway – so it is vital that they are always clean and well presented. We have a dedicated team who clean the carriages both inside and out to ensure they are always looking their best.

If you would like to join this team and carry out a role that makes a direct impact on our visitors perception of the Railway, then please contact tom.lawson@bluebell-railway.com for more information.

INFRASTRUCTURE TEAM

The infrastructure team are responsible for the maintenance of the track, signals and buildings around the railway. That involves more than just the rails and ballast: for example the team play a crucial role in maintaining drainage, lineside fences and keeping the lineside vegetation under control – roles that are vital both for safety and to enhance our passengers' experience.

The team is split into a number of groups which meet throughout the week, so there should be an opportunity whichever day is convenient.

Volunteers must be fit, able and willing to work outdoors undertaking tasks that include track maintenance and renewals, lineside clearance, lineside fencing and buildings maintenance.

If you would like to join this team then please contact matt.crawford@bluebell-railway.com for more information.



How it all began – Sheffield Park, ca. 1988 Photo: Mark Baker



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](#).

Contributors to this issue:

- ➔ Lance Allen
- ➔ Mark Baker
- ➔ Jon Bowers
- ➔ Dave Bowles
- ➔ David Cable
- ➔ John Creed
- ➔ Martin Elms
- ➔ Tony Hillman
- ➔ Tom James
- ➔ Roger Merry-Price
- ➔ Richard Peirce
- ➔ Steve Pilcher
- ➔ Ruth Rowatt
- ➔ Trevor Swainson
- ➔ Chris Sutton
- ➔ Roy Watts
- ➔ Chris Wilson

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

The Bluebell Times is published monthly on the second Friday of each month. The next issue is scheduled to be available on 9 August 2024 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@bluebell-railway.com