



'Sir Nigel Gresley' on Freshfield Bank, 11 October 2024 Photo: Nick Gilliam

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

November 2024

IN THIS ISSUE

There's an element of 'something old, something new, something borrowed, something blue' to this issue. No, the editor is not getting married (though Mrs Editor has on occasion muttered darkly about his being married to the railway!) Rather, it reflects the variety of what is going on around the railway even as the main operating season draws to a close.

The something old is our contractor's locomotive 'Sharpthorn'. For historical provenance, this is one of our most precious assets: how many other railways can boast of having the very locomotive that was used to construct their line? Yet for too long it has lingered, unprotected and largely unseen, outside. Many of us have felt that it should have been item number one to go into SteamWorks! but for whatever reason that didn't occur at the time. Now two loco department volunteers, Danny Robertson and Hannah Thorpe, have picked up the batten to give the loco the attention and protection it deserves. If you would like to help, see page 5.

Something new – well, we have 'Beachy Head' of course, which continued to wow the crowds (and run reliably) through to the end of Giants of Steam. Not quite new, but new to the Railway is the locomotive's original smokebox numberplate, which has been permanently acquired by the museum following its display in connection with the RCTS visit to the railway last month.

The other star of Giants of Steam was 'something borrowed, something blue' in the form of the A4 pacific 'Sir Nigel Gresley'. Clearly the locomotive made a great impression, given the crowds that turned out over the two weekends it was in use. It seems somewhat remarkable that three A4s have now graced our metals. Who would have imagined that in 1960?

Tom James, Editor

<i>Watts Occurring</i>	2
<i>News in Brief</i>	3
<i>Q Class 541 Overhaul Update</i> ..	4
<i>Cosmetic Restoration of Sharpthorn</i>	6
<i>Carriage & Wagon</i>	8
<i>Beachy Head's Smokebox Number</i>	9
<i>Giants Wow the Crowds</i>	10
<i>Carriage Shop Donates £1000</i>	12
<i>More Photos From The Museum Website</i>	13
<i>On This Day, 8 November</i>	15
<i>Tail Lamp</i>	18

Watts Occurring

By Roy Watts, BRPS Chairman

And that was that as 80151 and its array of carriages crossed Imberhorne viaduct southbound to Sheffield Park, it brought the curtain down on another year of passenger services and certainly one of the most successful “quarter seasons” the railway has ever had.

We often appreciate the success of a special event and often close the quote with “we will never beat that” – and then time after time we do. This year was no exception.

I have said before that there is nothing more satisfying to see than the Railway appear in the monthly journals or the press as clearly that is wonderful publicity, but I think this has been an exceptional year. Moreso, it has been for many different reasons than for the regular day to day material. I don't think there has been a month recently where we haven't featured.

Looking back since September, we have had the Beer Festival, Giants of Steam and the family orientated events over the half term. So now it is all downhill to Christmas!

But what a successful couple of months we have had.

This is the time for a few thankyou's. Thanks go to the events team and CAMRA for a very successful Beer Festival which is clearly now a firm favourite in the calendar. We even had the Mayor of East Grinstead serving pints on the Saturday.

The next thank you must go to the Sir Nigel Gresley Locomotive Trust for bringing their wonderful locomotive to our Railway and spending a couple of weeks with us. On the Saturday morning of Giants, a veritable tsunami of enthusiastic passengers came off the Southern trains and through our gates. Judging by the loadings on the trains, we had clearly put on an excellent display of motive power because many people spent two or three days with us. You have

to admit the various combinations of locos and coaching stock was pretty impressive and our home fleet looked the part.

I would like to thank everyone who wrote in expressing their appreciation for the excellent event.

So that's three A4s down, only three to go! It was quite sad to see 60007 leave but there will always be the invitation to return.

We certainly have a challenge for next year.

Finally, thanks must go to everyone who has worked extremely hard, sometimes in rather inclement weather, ensuring everything was clean, tidy and ran to time. You should take the applause shown by many visitors.

Going forward, it's pleasing to report that our Santa trains are all but sold out and [Steamlights](#) is going well and will probably pick up more now as the alternative option.

The revenue is very welcome and much needed. The Directors spent last Saturday looking into all aspects of the Railways operating costs and examining the costs, particularly the impact of the recent Budget. A lot has changed over the last few years and just running trains is not the way out, nor is reliance on the Bluebell Trust to cover the bills. As the chancellor said, there must be some painful decisions which underpins the importance of giving value for money and customer service excellence.

But it's not all doom and gloom after all, Crystal Palace football club has had its first win!

As always, thank you for your support. If you haven't been able to visit, have you been watching on the new [webcams](#)? A vast improvement on the previous.

Stay safe!

News in Brief

S&D ROYALTY

On 27 October, the Camelot Locomotive Society had their AGM onboard the GNR Saloon.

We also had the pleasure of legendary S&D Engineman Peter Smith who is our Honorary President join us.

His Grandson & Granddaughter joined him for the day also.

Peter is seen in the cab of 73082, he had a footplate ride for a full round trip that he thoroughly enjoyed!

Photo by Adam Travers (Peter's Grandson)



[In the two volumes of his memoirs, Peter Smith was unstinting in his praise of the BR Standard 5 locomotives – Ed.]

SHOP SMALL

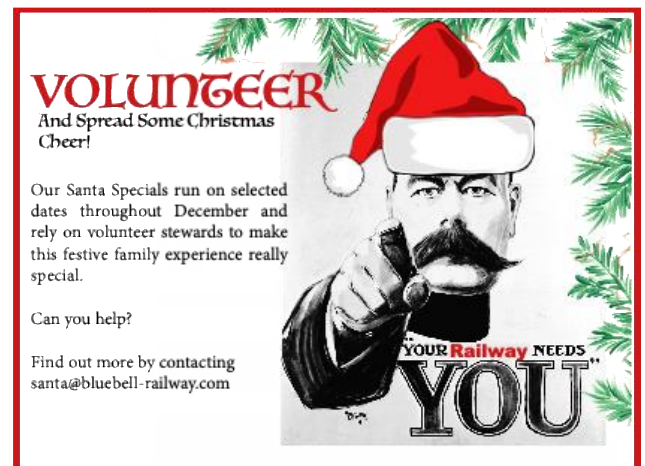
American Express are running a promo that allows cardholders to nominate a small business that accepts Amex. Both the small business and the nominee can win a prize. Bluebell now accepts Amex, so if we can encourage Bluebell members with Amex cards to nominate Bluebell then both the railway and the cardholder could benefit. The promo runs until 7 December 2024.

Shop Small™ invites American Express® Cardmembers to champion up to 10 of your favourite small businesses for their chance to win one of ten £10,000 small business grants.

Plus, by nominating you could win £1,000 in statement credits.

Here's the link: [Champion Small 2024](#).

SANTA NEEDS HELP!



Q Class 541 Overhaul Update

By Chris Hunford, Maunsell Locomotive Society project manager

Leaky Finders have continued to make good progress with the boiler and chassis at their workshop in Devon.

Both new outer wrapper side sheets are complete and work has started on reaming the many stay holes, with approximately two-thirds now complete. Drilling of the new firehole ring is complete and the ring is now ready for fitting once the final inner firebox platework repairs have finished.

Work on the chassis has focused on the overhaul and repairs to the axle boxes, horn faces and wedges.

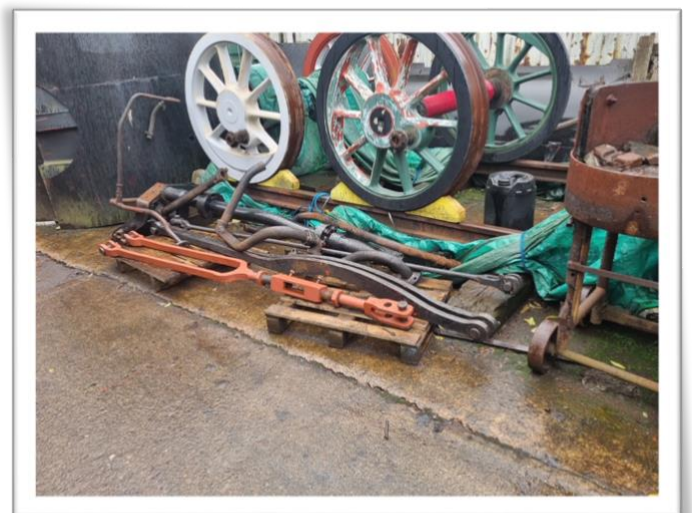
New steel plates to the horn faces and wedges have been fitted. The axle box crowns have been removed and the axle box holes have been welded and machined. Alongside this the axle boxes have had Magnetic Particle Inspection to detect any surface cracking.

Re-riveting of the frame stretchers, angles and bracketry is now 99% complete.

Fabrication of the new replacement tender tank by the 4253 Group continues at pace. As of the end of October, the tank is approximately 70% complete. The front of the tank including the tool lockers and shovelling plate are finished and painted in the protective 'green' paint. The internal baffles and bracing, both original and new, are welded/riveted in place and the rear section of the tank is fabricated and ready for fitting.

Significant work has taken place to repair and reuse the original beading which sits on the top edges of the tank and these are now ready to be fitted when needed.

At Sheffield Park, workshop staff and volunteers are fitting the new dragboxes to the tender frames, with the front dragbox fabricated and bolted in place ready for riveting. Other repairs to the tender chassis are also progressing well.



Top: New tender tank fabrication.
Photo: Chris Hunford

Above: Brake rigging and other components being refurbished.
Photo: Steve Pilcher

Maunsell Locomotive Society volunteers have continued to clean and paint the tender and loco brake rigging, prior to it being re-bushed. The outside of the tender frames have been de-greased and on a rainy day the inside face of the cladding done cover was cleaned and painted, as a 'fill in job'.

We would also appreciate 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 party.

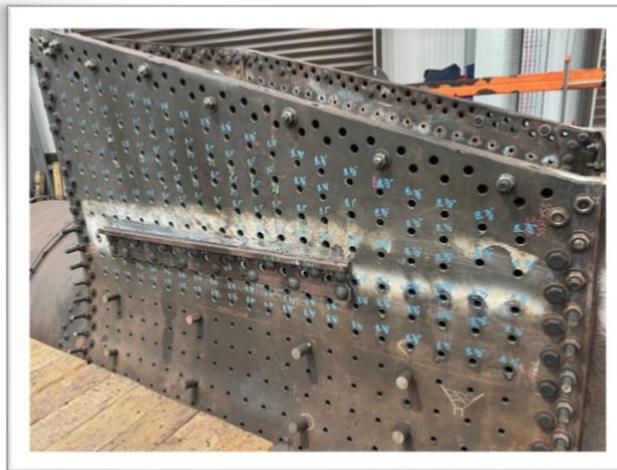
THE Q NEEDS YOU!

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 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.



Top: Boiler side sheets being drilled and reamed ready for stays.
Photo: Leaky Finders

Middle: Radial drill working on the loco chassis.
Photo: Leaky Finders

Bottom: New dragbox being riveted in place
Photo: Leaky Finders

Cosmetic Restoration of Sharpthorn

By John Hutchins, Locomotive Department Shed Foreman

This typical Victorian contractors' loco is instantly recognisable as a Manning Wardle product. What makes this one special is that it was owned by Joseph Firbank, the contractor who built the Lewes and East Grinstead Railway, of which the Bluebell is a part. Delivered to West Hoathly it was employed throughout the construction of the line, taking its name – albeit misspelt – from the neighbouring village of Sharpthorne. *[Place names do change over time: the 1874 map names the village "Sharp Thorn" – Ed]*. From 1888 through to 1982 it was the property of Samuel Williams & Sons and used to shunt the company's coal dock at Dagenham until withdrawn from service in 1958. Its number plate from that time can be seen in the Museum at Sheffield Park Station. It was subsequently placed on loan to Bressingham Steam Museum, and moved to the Bluebell in 1981 for the line's centenary celebrations in 1982, during which time it took part in a locomotive cavalcade at Horsted Keynes.

Since then, it has remained at the Bluebell, having been purchased from the receivers after Samuel Williams went out of business. Unfortunately like many of the Railway's assets it has for many years been stored outside due to a lack of undercover storage space.

This has not enhanced the external condition of the engine and the soft wood buffer beams fitted some years ago for cosmetic enhancement of the loco have rotted badly during its time outside.

The good news is however that due to a successful application to the Bluebell Railway Trust for a small project grant, funding has been made available to start the cosmetic restoration of the loco in a joint effort by loco department volunteers led by fireman Dan Robertson, the Museum and SteamWorks! Dan and fellow fireman Hannah Thorpe shown in the pictures have already started to scrape back the paint and wire brush the surface rust before treating the exposed metal with a protective coat of rust inhibiting paint on the smokebox and the distinctive saddle tank.



Above: Sharpthorn at Dagenham Dock during a pause in shunting, 24 May 1956 Photo: Eric Shawford / Bluebell Archive

Below: The numberplate carried at that time, now on display in the museum. Photo: Tony Hillman



As can be seen in the attached pictures the loco is already looking much less scruffy and the potential for the final presentation of the loco is clear to see.

Once complete this important loco will take its place in the railways SteamWorks! exhibition along with a display showing the building of the railway. It will stand next to the North London tank locomotive which was hired by the contractors who, in the 1960's, lifted the track either side of the Bluebell's original track from Sheffield Park to Horsted Keynes and which was then used to rebuild the line from Horsted Keynes

to Kingscote during the Northern Extension Project.

If you would like to join the team and help out with the project please contact Dan direct at danny376r@gmail.com

Already suitable hard wood has been purchased to replace the buffers which are now being manufactured by Richard Salmon and his team in Carriage and Wagon workshop at Horsted Keynes after which the loco will be moved (very slowly) to Sheffield Park for the job of cosmetic restoration to begin.

THE MANNING-WARDLE K CLASS

The Manning Wardle company of Leeds can trace its origins in the city back to the very earliest days of railway locomotive construction, a precursor company being E. B. Wilson & Co., builders of the legendary 'Jenny Lind' type locomotives for the London & Brighton Railway. They specialised in building tank engines for industrial use, built to standard designs of gradually increasing sizes.

The first K class locomotive was built in 1864, being a development of the "Old I" class with slightly larger cylinders and a longer boiler. Over the next 50 years, over 250 K class locomotives were built. Sharpthorn dates from 1877 and was works number 641. It was originally called *Solomon* but was renamed *Sharpthorn* when acquired by Joseph Firkbank, the contractor who built the Lewes & East Grinstead Railway.

Even by the standards of *Stepney* and *Fenchurch*, it is a very small locomotive, being just 19 feet long and weighing around 19 tons.



Top: Loco dept firemen Hannah Thorpe and Dan Robertson begin work on Sharpthorn in the up yard at Horsted Keynes.

Bottom: The smokebox and saddle tank wire brushed and painted.

Carriage & Wagon

Words and photos by Keith Leppard

The [Mets](#) will soon be back to a full four coach set. While the outer pair returned to traffic in the spring, the two centre coaches have been waiting for their locks to be changed. This has now been done. The chance has also been taken to repair the varnish on 412 and both it and 368 have had a really good clean. Lastly, bespoke mesh screens have been made and fitted under the seats to keep little fingers away from the steam heaters. The set will be reassembled during its six-month exam over the next couple of weeks and then they'll be back in traffic.



Above: If evidence were needed about what our vintage carriages bring to the railway, then David Cable's photo from the first day of Giants of Steam surely provides it. 'Beachy Head' is shown with a mixed rake of carriages covering the 1880s – 1920s era. The current two-coach Metropolitan set is at the rear, soon to be strengthened back to four vehicles. Photo: David Cable

Beachy Head's Smokebox Number

By Tony Hillman, Deputy Curator

In [The Bluebell Times Issue 62](#) the visit of members of the RCTS to the Bluebell Railway on Sunday 6 October was reported. Following the photographs of the nameplate and smokebox numberplate on the engine, Brian Jackson passed the ownership of the numberplate to the Bluebell Railway Trust to be permanently on display with the nameplate in the Museum. We are very grateful to Brian for letting us add this unique item to our collection. Brian's father, Bill, bought the numberplate directly from British Railways when removed from the locomotive.

The photographs show Tony Hillman, Deputy Curator, receiving the smokebox numberplate from Brian, on behalf of the Museum and its location on the wall of the Museum with the nameplate.

The other Beachy Head nameplate is in the care of Eastbourne Council and was, until recently, on display at "The Beachy Head Story" on Beachy Head. This closed at the end of September due to Council funding cuts.



Above: Photo by Marion Johnson

Below: Photo by Tony Hillman



Giants Wow the Crowds

Despite somewhat iffy weather on the Saturday, Giants of Steam drew large crowds. Visiting locomotive No. 60007 'Sir Nigel Gresley' was joined by 'Beachy Head', 'Sir Archibald Sinclair', 'Camelot' and 'Wightwick Hall' from the home fleet. A suggestion has been made that this was the first Bluebell gala in which all the locomotives carried names – does anyone know differently?



Above: 'Sir Nigel Gresley' approaches Horsted Keynes with an up working on the first day of the gala.

Photo: David Cable



Above: Double-heading was a feature of the gala with numerous variations over the weekend. Here, 'Camelot' and 'Sir Archibald Sinclair' climb Freshfield Bank with the 12:45pm ex-Sheffield Park on 11 October. The train consisted of mixed Maunsell and Bulleid vehicles. Photo: Nick Gilliam

Below: No apologies for posting a second photo of 'Beachy Head' with the fabulous vintage train! Photo: David Cable



Carriage Shop Donates £1000

By Chris Wilson, Carriage Shop volunteer

The Carriage Shop were delighted to have been able to donate a further £1,000 during the Giants of Steam weekend.

We have been able to provide £500 to the Project 27 fund to assist with the work in restoring SECR P-class No. 27. You can find out more about this venture by visiting www.bluebell-railway.com/trust-project/p27/ also on their [BlogSpot](#) and [Facebook](#) pages.

We were also able to donate £500 to the Awake the Giant appeal to restore the Standard 9F locomotive No. 92240. More information on this project can found at www.bluebell-railway.com/trust-project/awake-the-giant/ and their [Facebook](#) page

The Carriage Shop will be open next during the running of the Santa Special trains. For up to date opening dates and times please visit: www.facebook.com/BluebellRailwayCarriageShop

The Carriage Shop was established in 1989 and is fully operated volunteers with a sole purpose to raise funds to support projects across the Bluebell Railway.

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.

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. If you can help please contact:

bluebellrailwaycarriageshop@gmail.com



Above: Claire Emsley and Clive Emsley from the Project 27 team

Below: Ken Upton, Andy Taylor and Keith Dengate from the Awake the Giant project



More Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 357 images to the Bluebell Railway Museum website bringing the total now available to 25,758. These new additions were taken by Henry Casserley, Joe Kent and John J. Smith.

A batch of 100 photographs were taken by H.C. Casserley in 1926 and 1927. They include views of locomotives at many location including Newhaven, Basingstoke, Eastleigh, Tunbridge Wells West, Tonbridge, Hawkhurst, Longhedge and Brighton.

There are 157 images from Joe Kent all taken in 1962 at Brighton, Preston Park Pullman Car Works, Southampton, Patcham, Hayling Island, Christs Hospital, Iver and Carpenters Park.

From J.J. Smith we are adding the first batch of his colour slides taken at Old Kent Road, Leigham Junction, Queens Road Peckham, Longmoor Military Railway, Clock House, St Leonard West Marina and Lewes. Many of these views are of signal boxes, including internal views.

We are still looking for anyone with an interest and experience in scanning railway negatives and slides? If you think you could help and would like to find out more please email: photos@bluebell-railway-museum.co.uk.

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



Above: Ex-LSWR S11 class No. 404 heading a train out of Basingstoke on 7 July 1926.
Photo: H.C. Casserley [270378]

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.



Top: Dartford Junction Signal Box on 2 August 1970.
Photo: John J. Smith [060090]

Middle: Close up view of SECR 'Dartford Junction Signals' nameboard on 2 August 1970.
Photo: John J. Smith [060091]

Below: WR Warship class No. D864 'Zealous' at Iwer on 2 June 1962.
Photo: Joe Kent [075174]



On This Day, 8 November

By Tony Hillman, Deputy Curator

During the summer months there are a wealth of pictures to select from for On This Day. By the time we get to November the numbers become far more limited. We are fortunate that on Saturday 8 November 1958 John J Smith took a day trip to the Isle of Wight. Three of his pictures from that day, included in the Bluebell Photographic Archive, are shown below. Thanks to John Creed, Martin Elms, Mike King, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.



Ventnor was the southern terminus of the line from Ryde Pier Head. There was another terminus in the town, Ventnor West, but that had closed in September 1952, along in the early 1950s with other lines on the Island, leaving just the two "main lines" from Ryde to Ventnor and Cowes.

Ventnor station was situated on a ledge 294 feet above sea level and was quarried out of the chalk hillside of St Boniface Down, which looms over the site. As can be seen in the picture, the layout was rather cramped, such that any shunt movements necessitated entering the 1312-yard Boniface Tunnel, overseen by the signal box. This was an "in house" design by the Isle of Wight

Railway, opened in 1877 containing a Stevens Tappet frame of 15 levers.

The main platform was adjacent to the station buildings, which referring to the timetable suggests was adequate for the service of two trains per hour in the summer and one in winter. When necessary, there was an isolated island platform and when this was used and the main platform occupied, passengers had to pass through the train. At other times a temporary bridge (formerly a ship's gangway) could be put across the main platform line. In the picture ex LSWR O2 Class 0-4-4T, W36 *Carisbrooke* is running round its train having arrived at 11.10am from Ryde (Engine Duty No1) and prior to forming the 11.42am back to Ryde.

The line from Ryde to Shanklin was opened on 23 August 1864. It was extended as a single line to Ventnor on 10 August 1866, with a station at Wroxall later the same year that had a passing loop added from 8 July 1924. Although the Beeching Report recommended closure of all the Island's lines, Ryde to

Shanklin survived and was "modernised", but sadly the last train from Shanklin to Ventnor ran on 17 April 1966. The site is now an industrial park.

[John J Smith 045050]



In the early afternoon, JJ Smith then visited Ashey on the Ryde to Newport line to capture this image of the 1.18pm Ryde Pier Head to Cowes service as it left the station.

The picture shows a typical Isle of Wight passenger train of the period. The locomotive is another Class O2 0-4-4T, W26 *Whitwell*, built at Nine Elms by the LSWR in 1891 and originally numbered 210. It was transferred to the Isle of Wight in 1925. The coaches are two ex LBSCR 54ft six-compartment seconds with an ex SECR composite in the middle.

Ashey was situated between Smallbrook Junction and Havenstreet and was first opened by the Ryde and Newport Railway in 1875. There was originally a Down passing loop here and although it was removed in the 1920s, the old track bed can still be seen to the right of the train. A short siding led from this loop to a quarry.

Between the 1880s and the 1920s there was a station part way along it to serve Ashey Racecourse.

The main station building at Ashey, hidden behind the train, was on the former Up side, but had already been taken out of use. Nevertheless, the unstaffed halt still enjoyed a roughly hourly service on weekdays in 1958. Soon after the photograph was taken, a simple brick shelter was constructed on the abandoned Down platform and the track shifted across to serve it.

Ashey closed with the rest of the line from Smallbrook Junction to Newport in February 1966. W26 was withdrawn in May 1966 and scrapped. The line has since been restored by the Isle of Wight Steam Railway between Smallbrook and Wootton, Ashey being reopened in 1993. The old station building is now a private dwelling.

[John J Smith 045051]



Later in the afternoon, Class O2 0-4-4T, W25 *Godshill* is seen on the daily (Sundays excepted) 2.40 pm Ryde St. John's Road to Newport freight between Ashey and Havenstreet. In 1958 this, and the return working, the 6.05 pm ex Newport, were the only two regular freights between Smallbrook Junction and Newport.

The first vehicle is an ex LBSCR machinery truck to SR Diagram 1661 – effectively a road vehicle truck, but "machinery" is how the Brighton described them. One of 19 transferred to the Island in 1928-30 and used mostly for Chaplins or Pickfords container traffic. Then there are nine Diagram 1364 (ex-Diagram 1369 minus the raised rounded ends) 5-plank ex LBSCR opens – five freshly repainted in BR grey with black numbering patches and four still tatty SR brown. A total of 457 were sent to the Island between 1924 and 1947 – although all except the final seven were there by 1931. They became the mainstay of the Island wagon fleet after that date.

The larger wagon in the centre of the train is a Southern Diagram 1379 8-planker – the most

numerous SR wagon diagram with no less than 7950 examples on the mainland – of which 88 were shipped to the Island in 1948/49 to replace worn out ex LBSCR stock. The odd number is accounted for by the carrying capacity – $88 \times 13 \text{ tons} = 1144 \text{ tons}$, allowing 115 ten-ton Brighton ones to be scrapped! The brake van is a Diagram 1541 ex LSWR "road" vehicle – the standard "light" brake van sent all over the Southern from 1925 onwards. Fourteen went to the Island between 1925 and 1938, with one larger Diagram 1542 brake van in 1948.

W25 was built at Nine Elms in 1890 as No. 190. Transferred to the Island in 1925 it was withdrawn in 1963.

The [Isle of Wight Steam Railway](#) in its collection has similar examples of the rolling stock seen in the photographs.

[John J Smith 045053]



Goodbye, Sir Nigel!
Photo: Roy Watts

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 13 December 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

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:

- | | |
|------------------|---------------------|
| ➔ Jon Beardmore | ➔ Mike King |
| ➔ David Cable | ➔ Keith Leppard |
| ➔ John Creed | ➔ Roger Merry-Price |
| ➔ Martin Elms | ➔ Richard Peirce |
| ➔ Nick Gilliam | ➔ Steve Pilcher |
| ➔ Tony Hillman | ➔ Ruth Rowatt |
| ➔ Chris Hunford | ➔ Chris Sutton |
| ➔ John Hutchins | ➔ Adam Travers |
| ➔ Tom James | ➔ Roy Watts |
| ➔ Marion Johnson | ➔ Chris Wilson |