



*'Beachy Head' on a Jon Bowers photo charter, 18 November Photo: David Cable*

# The Bluebell Times

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

## December 2024

### IN THIS ISSUE

David Cable's striking image above, taken last month, conjures the "Season of mists and mellow fruitfulness". Even as the train accelerates purposefully north from Horsted Keynes, you can feel the cold and damp while a watery sun tries to burn its way to full brightness. To the editor, such a picture conveys the beauty of what we seek to achieve every bit as much as a bright spring day passing a bright mass of bluebells!

Rather less beauty to be beheld in running up the line light engine to carry out an early morning inspection before the service starts, but we have had several such inspections this year as a succession of storms have swept across the country. Thus far – touch wood – the damage has been somewhat limited, but when the next storm strikes, spare a thought for those operations and infrastructure staff working in driving winds and rain first thing each morning to ensure the line can be safely operated during the day.

The Bluebell Railway has been given not one, but two nominations in the Steam Railway Magazine Award at the annual Heritage Railway Association Awards ceremony. Both 'Beachy Head' and the accessible Pullman Car No. 54 have been nominated for the readers' award. You can help the Railway by casting your vote for either project – see page 8 for details.

Finally – it remains just to wish all our supporters a Merry Christmas and a Happy New Year. 2025 promises to be a bumper year, starting with the New Year's Day steam up – see you there!

Tom James, Editor

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# Watts Occurring

By Roy Watts, BRPS Chairman

Bang! What was that?

That was 2024 gone in an instant!

There are lots of sayings about how fast time flies. I don't know about you but this year it really does seem to have flown past and here we are again, in full swing with our seasonal train services.

I remember my days in retail when it was probably only May and June that Christmas was not mentioned but as here on the Railway, once this season ends then the planning for 2025 begins in earnest.

Looking back over the year, we really have an awful lot to be proud of.

We started the year with the [Bluebell's 4VEP unit](#), immaculately restored by the Southern Electric Traction Group, returning to its old familiar haunt of being underneath the overall glass roof of Waterloo station to mark the 90<sup>th</sup> birthday of one of the Railway's greats, our very own President, Gordon Pettitt.

80151 received a full repaint after some very appropriate Christmas advertising vinyls were removed.

[Car 54](#) was launched back into service after many years of painstaking restoration works by our own Carriage and Wagon teams. What a fantastic vehicle for the Railway and those who will use it. A real first in preservation.

On AGM day, 34059, '[Sir Archibald Sinclair](#)' was relaunched back into service after it to had been the subject of a prolonged restoration programme and didn't that paintwork look superb! It was a shame it rained on the day.

Clearly things were beginning to stir around the locomotive works as smoke and steam began to appear from 32424, '[Beachy Head](#)' after it finally emerged from Atlantic house in a move that saw the Adam's Radial and the B4 swap places.

The running-in period highlighted just how well-built the locomotive is! The launch took place on 18 August when those closely connected to the locomotive were finally able to sit back and enjoy the results of their hard work. As they said, a wrong had finally been corrected and so justifiably proud of their achievement they should be.

Back to the coaching stock and [Mk1 "Bicester" coach, 4754](#) entered into service as did the remaining 4 wheeler coach and the work completed on the Metropolitan set.

Looking at them all together with the Brighton First and the 100-seater on the current Santa service, it actually looks all right, a true Bluebell train!

The wagon gang continues to output stock which is so important to telling the story of Railways as freight is often overlooked yet an important part of our heritage.

Likewise, the respective station "Friends" groups continue to maintain the stations to an equally high standard.

Turning to our special events of the year, we started with a Great Western themed Branch Line event bringing classes of locomotive not seen on our rails before.

The diesel Gala returned bringing a Class 37 and Class 14 to the railway for the first time and of course our own 4VEP, 3417 came home – and finally came in and went out of the Imberhorne Cutting. The unfortunate thing about this event was the weather and how it rained in biblical proportions.

Finally, the Giants of Steam event: what an event that was! Being on duty at East Grinstead when a veritable tsunami of people came down Fairbank Way each morning told its own story.

We must not forget the other events such as 'Bluey' and 'Bingo', 'Ghostbusters' or 'Dinosaurs' successfully aimed at the family and of course the

ever popular Beer Festival bringing real ale aficionados to sample the delights of the many independent breweries we had on offer.

So, if it doesn't seem a lot has gone on this past year then think again. But none of this is possible without the help and support given by members and friends.

It's important to acknowledge the time given by staff and volunteers, to loco owners who loan us their locomotives, the assistance we receive from the Railway industry itself which enable us to put on an excellent show.

What 2025 will bring will obviously be different again. I have been reading tonight of two railways that are taking steps to review the governance structure of their respective railways and this is something that we intend to investigate. *[The Severn Valley and North Norfolk Railways have both recently announced plans to restructure – Ed.]*

Clearly costs are affecting the heritage railway sector and we are no exception. Like many, we are reeling from the impact of the recent Budget announcements which will clearly affect some lines with a large paid workforce.

It's not going to be easy and the word "survival" is becoming well-used in discussions. Like most, we need to be very careful when spending money.

We need to support the various groups working hard to keep the wheels turning or for the future like the "1305 Thumper Group".

The Railway must remain an attractive proposition after all there are so many alternative venues out there ready to accept the visitors money which is why we must give great service and value for money without outpricing. This and future planning is underway now, so apologies in advance if things seem a bit austere but we must be realistic about what we do.

However, I always retain the confidence of those who make sure Bluebell is a railway people want to come to. We have been here before and there is no reason why we cannot come through these difficult times as long as we do the right things.

For now, thank you all for your help, support, dedication and being advocates for your Railway.

May I wish you and your families, the very best for the season and a happy and healthy new year.

Stay safe!

# Christmas Message 2024

By Fr David Murdoch, Rector of Horsted Keynes and Chaplain of the Bluebell Railway

Railway stations have 'seen' so many arrivals and departures. 'Ordinary' ones to go shopping, visit a friend or relative, commute to and from work: or ones of great significance, meetings up with lovers, long separated friends or family members, service people going off to war, people coming to attend special events. There will have been many sorrowful departures and joyful greetings. Latterly, many people having a day out on our railway, to dine in style, to come to drink real ale, hear music, see steam powered road vehicles, see 'Beachy Head' or attend a Carol Service! You and I could go on imagining plenty more scenarios.

I am reading a novel called 'The Christmas Train' by David Baldacci. Its central character has been a war correspondent and has become, understandably, jaded and disillusioned. It is set in the USA, and he is travelling from the East coast to the West to meet his on/off girlfriend and so, of course, he is on the train for several days. There he meets a wide variety of people, both staff and passengers. Some of the staff have worked on the railway for many years, and 'seen it all'. Some of the passengers too are regulars, finding company they would otherwise lack on the train. The passengers include a film producer and his assistant, a young couple who have eloped to get married against their parents' wishes, a priest, a fortune teller and more. One unexpected passenger for Tom, our hero, is Eleanor, the one true love of his life. They had parted on bad terms many years ago and never seen each other since. Then Tom's present girlfriend surprises him by coming to get on the train, to travel the last part of

the journey with him, and ask him to marry her. That's the cliff hanger! If you want to know what happens, you'll have to ask me in a week or two, or read the novel yourselves.

A friend sent me an e-Christmas card. It depicted the journey of Mary and Joseph from Nazareth to the stable at Bethlehem. Seeing the familiar story visually made me reflect on how hard it must have been. It is a distance of 80 miles through rugged, barren and hilly countryside. There is danger from robbers. A difficult journey to make whilst heavily pregnant. Another scene showed her and Joseph by a fire at night, in the open, their source of warmth and cooking. Soon after the birth they would have to flee from persecution to Egypt: as asylum seekers, we might say today.

I wonder how the thoughts of all these journeys resonate with you. Perhaps as you prepare to receive guests or travel to stay with friends or family. Or as you reflect on where you are on your own inner, personal journeys. The extraordinary claim of Christians is that the babe of Bethlehem was God made human. God fully sharing in our human journeys with all their joys and sorrows, achievements and failures, hopes and fears, in sicknesses and in health, in wealth and poverty. God in Jesus teaching and showing us the way of love, leading and accompanying us through life, through death and beyond. God sharing our human journeys and inviting us to journey through life with God.

**A very happy Christmas from Fr David Murdoch**



# 2025 Events

## EVENTS 2025 AT THE BLUEBELL RAILWAY



**Engine Allocation For The New Year's Day Steam Up!**

Kick-off 2025 in style with an unforgettable steam-filled day at the Bluebell Railway this New Year's Day!

Featuring an impressive lineup of locomotives:

**34059 'Sir Archibald Sinclair'**  
**No. 72 'Fenchurch'**  
**SECR OI No. 65**  
**73082 'Camelot'**

*(All locomotive allocations are subject to availability)*

Don't miss this chance to see these iconic engines in action on New Year's Day. A perfect way to welcome the new year for steam enthusiasts and families alike.

More details of the event will follow very soon!

## UPCOMING EVENTS

SAVE THE DATES FOR 2025!

<b>JANUARY</b> 1	<b>NEW YEAR'S DAY STEAM UP GALA</b>	
<b>MARCH</b> 14-16	<b>BRANCH LINE GALA WEEKEND 2025</b>	
<b>JUNE TO AUGUST</b> 2025	<b>RAILWAY 200 AT THE BLUEBELL RAILWAY</b>	
<b>JUNE</b> 28-29	<b>BLUEBELL MODEL RAILWAY WEEKEND</b>	
<b>JULY</b> 19-20	<b>SOUTHERN AT WAR 2025 'VE DAY 80'</b>	
<b>AUGUST</b> 16-17	<b>BLUEBELL RAILWAY MUSIC FESTIVAL 2025</b>	
<b>SEPTEMBER</b> 19-21	<b>BLUEBELL RAILWAY BEER FESTIVAL 2025</b>	
<b>AUGUST</b> 8-10	<b>BLUEBELL RAILWAY 65TH ANNIVERSARY</b>	
<b>SEPTEMBER</b> 5-7	<b>BLUEBELL RAILWAY DIESEL GALA 2025</b>	
<b>OCTOBER</b> 10-12	<b>GIANTS OF STEAM GALA 2025</b>	

## NEW YEAR'S DAY STEAM UP






### JANUARY 1ST 2025

All locomotive allocations are subject to availability.

## ICE SKATING AT SHEFFIELD PARK



**15-23  
FEBRUARY  
2025**

**BOOK YOUR  
TICKETS NOW!**

### Ice Skating At The Bluebell Railway 15 to 23 February 2025!

Looking for something exciting to plan ahead after Christmas? Beat the winter blues and enjoy half-term fun at The Bluebell Railway's Ice Skating Rink.

Perfect for families, friends, or a fun date, our rink offers a magical skating experience surrounded by the charm of our heritage railway. Glide across the ice, warm up with hot drinks, and create unforgettable memories in the beautiful Sussex countryside.

Plan your post-Christmas adventures now and make the most of this unique day out for all the family!

Book your tickets today and get ready to skate into the season with style!



# 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 firebox 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 been magnetic particle inspected 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 apace. As of the end of November, the main structure of the tender tank

is now complete, with the top of the water space and coal space having been welded into place. 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 have been rivetted into place and other detail tasks, such as re-hanging the tool boxes doors to give a better fit completed.

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. The rear dragbox has been rivetted into place. Other repairs to the tender chassis are also progressing well.

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.



**Left:** 541 tender new rear drag box fabrication rivetted in place

*Photo courtesy Melvyn Frohnsdorff*

## 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.



**Left:** Grinding down rivet heads on tender lamp irons

**Below:** Grinding down rivet heads on tender filler cap

Both photos courtesy 4253 Group





# HRA Awards – Vote Now!

The Bluebell Railway has been given not one, but two nominations in the Steam Railway Magazine Award at the annual Heritage Railway Association Awards ceremony.

- ➡ The Bluebell Railway Atlantic Group for the resurrection of LBSCR 'H2' No. 32424 Beachy Head.
- ➡ The Bluebell Railway for the restoration and conversion of 1923-built Third Class Pullman Car No. 54 as Britain's first wheelchair-accessible Pullman vehicle.

The Steam Railway Award is decided by a vote of the magazine's readers. This is where you come in – by voting for one or the other project, you can help the railway to win this prestigious award. Either project in isolation would be a worthy award recipient, so to be nominated for both shows just what a tremendous year 2024 has been!

To vote, head over to [www.steamrailway.co.uk/blog/news/hra\\_awards/](http://www.steamrailway.co.uk/blog/news/hra_awards/)



**Left:** 'Beachy Head' approaching New Road Bridge, 18 November 2024

Photo: Peter Edwards

**Below:** Car No. 54

Photo: Richard Salmon





# Operation Buckeye

By Bob Blake, Locomotive Department

You've probably enjoyed watching the engine crew throw the heavy coupling over the hook and tighten the screw when coupling the locomotive on to the train. Keen observers, meanwhile, will have seen that our corridor coaches are normally coupled together using the Drophead Buckeye Automatic Coupler. Now, with various Buckeye coupler equipped diesel locomotives and visiting Gresley Pacifics, our engine crews also need to be familiar with the operation of these couplers. So on 23 November, a Mutual Improvement Course was held in the Loco Yard at Sheffield Park led by Bob Blake with Andy Kelly driving the Class 09 diesel. Despite the poor weather ("If it's not raining – it's not training!") 15 students were able to learn how to safely raise and lower the coupler and how to couple and uncouple buckeye equipped rolling stock, as well as practice their shunting skills.



# Carriage Shop Donates £1000

By Chris Wilson, Carriage Shop volunteer

The Carriage Shop team are delighted to have been able to donate a £1,000 during December.

£500 has been donated to the Southern Railway Coach Group. This has all been raised from the sales of Matthew Cousin's artwork sold in the Carriage Shop. For more information and to join the group please visit [www.bluebell-railway.co.uk/sr-coach-group/](http://www.bluebell-railway.co.uk/sr-coach-group/)

Our second donation of £500 is to the Friends of Horsted Keynes station fund to support the restoration work on the station. This money has all been raised from the sale of second hand books and souvenirs from the Kiosk on platform 4.

The Carriage Shop will be open for the Santa Special trains and then every day from 28<sup>th</sup> December to 1<sup>st</sup> January. For up to date opening dates and times please visit: [facebook.com/BluebellRailwayCarriageShop](https://facebook.com/BluebellRailwayCarriageShop)

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](mailto:bluebellrailwaycarriageshop@gmail.com)



**Top:** James Young, Horsted Keynes Station Master.

**Bottom:** Tom Simcock, member of the SR Coach Group.



# More Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 201 images to the Bluebell Railway Museum website bringing the total now available to 25,959. These new additions come from the cameras of Joe Kent and John J. Smith.

There are 81 images from Joe Kent all taken in June and July 1962 on the Hayling Island branch and at West Worthing, Berwick, Glynde, Hampden Park, Brighton and Preston Park.

From J.J. Smith we have the second batch of his colour slides taken at Gipsy Hill, Maze Hill, Lewes, Mountfield Siding, Buxton, Lofthouse Junction, Bexhill, Perry Street Fork Junction, Crayford Creek Junction, Cattybrook Siding, Ventnor, Brading and other locations. A number of these views are of signal boxes, including internal views.

We have had two donations of material recently. The first is a large number of photographs and negatives taken and collected by the late Alan Bell with the accompanying research notes. Much of this material has been included in the recently published 'Return to the Hayling Island Branch Line' book (available now from the Bluebell Railway Gifts & Model Shop at Sheffield Park station or order online). We would like to thank Ron Neal for donating this collection to the Archive. The second donation is photographs and negatives collected by John Fry, who we would also like to extend our thanks.

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](mailto:photos@bluebell-railway-museum.co.uk).

If you have a collection of photographs, negatives, slides or digital images you are interested in depositing with the Archive please get in touch with us by emailing [photos@bluebell-railway-museum.co.uk](mailto:photos@bluebell-railway-museum.co.uk). 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](http://www.brm-archive.co.uk). There are various searching methods, including by



**Top:** BR DEMU Class 207 'Thumper' No. 1305 passing London Road station on 28 July 1962. Shortly after coming into service. This is the unit now at the Bluebell Railway that the [1305 Oxted Thumper Gang](#) are restoring. Photo: Joe Kent [075369]



**Bottom:** Gipsy Hill Signal Box, in August 1969. Photo: John J Smith [060106]

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.



# Early Bluebell Colour

*Two more photos from the Bluebell Railway Museum Archive. Thanks to Chris Wilson for supplying the photographs and captions.*



**Left:** North London Railway Goods Engine No. 2650 at Horsted Keynes station, on 23 August 1964.

*Photo: John J Smith [o6o242]*

**Below:** Aveling Porter Rail locomotive 9449 'The Blue Circle' at Sheffield Park, on 17 October 1964 the year it arrived at the Bluebell Railway.

*Photo: John J Smith [o6o235]*



# On This Day, December

By Tony Hillman, Deputy Curator

*Now we are into the winter season, as last year, the number of usable pictures for 'On This Day' falls to zero. This December we have chosen to join in the Christmas Spirit and bring you three pictures of Christmas mail trains. David Esau had the warm clothes to get about at that time of year and took all the photos. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.*

Each December throughout the 1950s and 1960s, there was a huge increase in the amount of Royal Mail that was sent by rail. Every year the Southern Region published a specific Special Traffic Notice (STN) that covered Christmas parcel and mail workings, which often went to 60 pages or more. Pressed into service for these workings were covered freight wagons, obsolete coaches and even electric multiple units

whose compartments would be filled with mailbags. Such was the overall volume of extra Christmas workings that it was often necessary for recently stored or withdrawn steam locomotives to be reinstated. Indeed, in December 1966, the last Christmas of steam on the Southern Region, 10 withdrawn engines were temporarily put back into general service for a few weeks including Bulleid Pacifics 34005/26/32.

*Photo: David Esau [155325]*



On an overcast Wednesday 21 December 1960, ex SECR L class 4-4-0 31768 heads a Special Parcels train down from the junction at New Malden onto the "Kingston Loop". Research means we can be reasonably certain it is the 12.38pm Waterloo to Richmond via Kingston, the "booked" formation of a

BCK (corridor brake) and two SKs (corridor) augmented on this occasion by a PMV (passenger mail van) immediately behind the engine. The engine is working a Nine Elms Special Duty booked for an L1 Class 4-4-0.



31768 was allocated to Nine Elms (70A), having arrived from Faversham(73E) in May 1959 along with several others, all made redundant on the South Eastern Division by dieselisation and electrification.

The SECR L Class 4-4-0s were built for express passenger work. Designed by Wainwright but not built until the Maunsell Era, they were constructed in two batches 760 – 771 (later 31760 – 31771) by Beyer Peacock in Manchester between August and October

1914 and 772 – 781 (later 31772 – 31781) using kits made by Borsig in Berlin and assembled at Ashford Works in June and July 1914 by Borsig employees. All 22 survived to become part of Southern Region stock on Nationalisation in 1948. The first withdrawal was 31769 in March 1956 with the majority succumbing between October 1958 and February 1961, leaving just two, 31771 withdrawn in November 1961 and 31768 in December 1961, both from Nine Elms.

*Photo: David Esau [155337]*



Saturday 16 December 1961 and ex-LSWR Class M7 0-4-4T 30132, allocated to Guildford shed, enters Farnham station with what the photographer describes as a 'Down Christmas parcels train'. The train is believed to be the 12.23pm special from Woking to Alton conveying 'parcels and post' to all stations to Alton. Included in the formation are vans worked earlier in the day to Woking from London on the 5.37am from Nine Elms and 7.00am from Waterloo.

By late 1961 M7s were becoming a rare sight on the Alton line yet, only 25 years earlier, they were regularly used on both the Farnham to Ascot and Farnham to Guildford via Tongham services. Even after electrification to Alton and the closure of the Tongham

line in 1937, an M7 was used on the nearby Bordon branch until the latter closed in September 1957. No. 30132 was built at Nine Elms Works in March 1903. Apart from a short spell at Exmouth Junction (72A) between 1948 and 1950 it remained at Nine Elms (70A) until being transferred to Guildford (70C) in February 1959. Withdrawn from there in October 1962 it was scrapped at Eastleigh the following month.

The depicted scene at Farnham has obviously changed in the last 64 years. Farnham A signal box, formerly known as East Box, and also as Farnham Gate, is just visible to the left side of the picture. It was closed in December 1973 when the level crossing was replaced by barriers.



*Photo: David Esau [155339]*

Around 2pm on the dull winter's afternoon of 22 December 1961, Q1 Class 0-6-0 33012 is seen running through the down line platform at Norbiton station on its way via Kingston to Teddington sidings.

From the archive records this would appear to be the 12.44pm Nine Elms Goods to Teddington Sidings empty stock working for coaches being used on Christmas Mail traffic.

The train originated in Nine Elms Goods Shed J1. This shed along with H and K sheds, were situated south of the Waterloo main line adjacent to the Nine Elms Locomotive depot. They were created by the conversion of the former LSWR locomotive works after

building and maintenance was moved to Eastleigh around 1909. The main part of Nine Elms goods yard was on the opposite northern side of the main line.

The Southern Railway built forty Q1 locomotives in 1942. They were designed by O V Bulleid to cope with wartime austerity and proved to be very successful on heavy freight and when required, passenger workings. The decline in freight in the early 60s, led to thirty-three being withdrawn in 1963/64. Four more went in 1965 and the last three in January 1966.

Locomotive 33012, originally numbered as C12, entered traffic in September 1942 at Eastleigh Shed, moving in 1944 to Fratton. In January 1948 it was transferred to Feltham (70B) and renumbered. It remained there until its withdrawal in November 1964.

# Bluebell Times - Submission Guidelines

We welcome submissions – both written and photographic – from around the Railway, or covering Bluebell events, from any source. To make editing as easy as possible, please note the following guidelines for submission. All submissions should be sent to [bluebelltimes@bluebell-railway.com](mailto:bluebelltimes@bluebell-railway.com)

## TEXT

Text is best submitted either by email, or as a word document. (PDF's cause more work to extract the text). Please keep formatting to a minimum – I have styles for text that can be easily applied to plain text as required.

If you are using railway-specific abbreviations (such as a carriage being a "TSO"), please expand them the first time they are used in the text – I won't always know what the abbreviations mean,

and if I don't, we can be reasonably sure that many readers won't either.

## PHOTOGRAPHS

Please submit in hi-resolution, ideally at least 150px/inch. Preferably remove any watermarks etc – credit will be given in the accompanying text.

If you are submitting photos to accompany text, please keep them separate – don't embed photos in a Word document, but instead send the text and photos as separate attachments.

## BYLINES / CREDITS

All submissions are credited by name. If you are writing from a position in the railway, please also include an appropriate job title or role. If you wear "multiple hats" around the railway, please by-line to the most appropriate role in relation to the content of the article.

ISSUE	COPY DEADLINE	PUBLICATION DATE
January 2025	3 January	10 January
February 2025	7 February	14 February
March 2025	7 March	14 March
April 2025	4 April	11 April
May 2025	2 May	9 May
June 2025	6 June	13 June
July 2025	4 July	11 July
August 2025	1 August	8 August
September 2025	5 September	12 September
October 2025	3 October	10 October
November 2025	7 November	14 November
December 2025	5 December	12 December



Photo: Nick Gilliam

# The Bluebell Times

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

*The Bluebell Times is published  
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[bluebell-railway.com/bluebell-times](http://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*

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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.

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