



73082 runs through Ketches Wood with a vintage train, 1 January 2025 Photo: Rob Howard

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

January 2025

IN THIS ISSUE

With the new year come new intentions. Perhaps 2025 is really the year that you will finally make use of that gym membership, or move to a healthier diet, or finally tidy that shed. (For the editor – having seen last year, 2025 is perhaps the year I buy a proper rain coat!).

Does volunteering figure in those plans? There are many studies that show that volunteering is good for the soul: the opportunity to do something for the benefit of the wider community, to get outside, meet new people and above all else to feel you are making a positive difference to society. The Railway relies on around a thousand volunteers to operate. Many of those are of course highly visible: the loco crew, guards, signalmen and station staff who together make up the Operations Department and keep the line running on a day-to-day basis. Others include those restoring and maintaining our locomotives, carriages, wagons, buildings and track – sometimes in a warm(ish!) workshop, but often outside in all weathers.

What is perhaps less well known is that from time to time we need help with a very bespoke task calling on specific skills. We have current requirements for two such roles, one to assist the C&W department in administration, and one to assist with the maintenance of our website. There is far more to running a railway than just shovelling coal or waving a green flag! Details can be found on page 16 of this issue.

Bluebell Times will always carry details of volunteer vacancies, which can often be for very specific skills. The more such tasks can be performed by volunteers, the more money is available for our core purpose of preserving the buildings and rolling stock that make up our railway's history. So perhaps your 2025 resolution should be – in this 200th year of the railways, *this* is the year I will volunteer!

Tom James, Editor

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Watts Ocurring

Words and picture by Roy Watts, BRPS Chairman

I'd like to begin the first edition of 2025 by wishing you and your families a happy and healthy 2025. I'd like to say a prosperous one but recent Government decisions look as if that is more likely to be the opposite! Secondly, I would like to record my condolences to those members or families of those who passed away during the course of 2024.

2024 seemed to pass by at a phenomenal pace and here we are already almost half-way through January 2025. As I mentioned last time, the Railway supported by its staff and volunteers alike achieved a great deal over the last year and we concluded the year on our seasonal services and on January 1st, our New Year's Steam Gala including the Railzoo midday "whistle up" to welcome in the third century of railways. Unfortunately, just as at our Diesel Gala last September, Mother Nature decided that the new year would bring gale force winds and torrential downpours of biblical proportions! In fairness, despite the inhospitable conditions, our trains were still well loaded offering a variety of journeys.

I would certainly thank everyone who helped during the festive season ensuring over 24,000 people enjoyed everything we had to offer and more so, it was really heartening to read some of the very positive comments that were fed back. I believe many adults believe in Father Christmas judging by what was written, such was the excellent quality of our festive services.

I also saw some from passengers who travelled on our New Year's Eve Golden Arrow who were absolutely "blown away" by the courteous staff, the food and the sheer quality of the train and the evening and are asking when do tickets for this year go on sale!

None of this is possible without the Herculean effort of you all, so a huge thanks.

Whilst we all see what goes on "on the surface", everybody sees the driver, the train crews, the station staff and the signalman, it's important to

recognise those unsung heroes of the infrastructure teams.

These are the men and women you see dressed in orange overalls who work more behind the scenes – not always drinking tea! – ensuring the maintenance of a safe Railway with a tidy lineside, fencing, drainage and trackwork and the like.

For example, this year Sheffield Park had an extension to the up platform to enable the vintage corridor set to be used. At Horsted, RMB1818 was safely secured in platforms 4/5 providing further accommodation as well as offering a secondary sales outlet.

But these are if you like, just what you see on the surface. It's about all those dirty jobs they get stuck into, swapping sleepers, greasing rail joints, "jacking and packing" and then climbing into to one of the many drains or culverts to clear out the debris that accumulates and could do untold damage to the formation if left untreated.

Another occurrence they deal with is best described as the "unknown or unplanned". As the accompanying picture shows, I was Duty Operations Manager on the 8 December and following a day of high winds and rain and the first thing I did was to ask – politely of course! – the Running Foreman of the day that I wanted a loco to go up the line in order to inspect it and ensure there were no problems. Just as well because not only did we recover many parts of the lineside tableaux en-route but coming round the bend just north of Rock Cutting we came face to face with this rather large silver birch across the line. Now, this area is not the best place for radio or mobile signals and to the outside, the sight of 4 grown men climbing embankments, on the top of the loco or climbing a tree in order to communicate to the outside world would have looked rather strange and amusing if it had been caught on film! Eventually, I was able to communicate the situation to Sheffield Park via Chairman Neil Glaskin as the go between as he was the only person I could reach!

Fortunately, Jon Bowers' gang who were working at West Hoathly heard the radio call and switched jobs to attend site and with the aid of saws, the tree was swiftly removed and the first Santa service departed just 20 minutes late. Great teamwork everyone and thanks because we also understand the passengers were delighted to be kept informed and wanted to see where the tree had fallen!

But just imagine if that tree had come down in the dark on a wet and blustery night?

As I write, infrastructure teams are concluding works on platforms 1 and 2 at Horsted whilst further up the line and in rather inhospitable conditions, the track is being removed from Sharpthorne tunnel and new rail and chairs installed.

It's important to recognise the critical nature of the works these teams undertake so when you next see a greasy, slimy, mud-caked individual in what was once a pristine orange outfit, spare them

a thought as you may never know what they have had to do.

Just because the Railway is "closed for business" until the February half term doesn't mean that nothing is happening: in fact rather the reverse because just as with the track work in progress, there is still all the regular maintenance to be undertaken and many groups including our locomotive, carriage and wagon and station Friends teams will take advantage of this closed period to prepare for the forthcoming season. It won't be long before we reopen and our 65th year and all that is planned will kick in. You never know but the warm, sunny weather might make an appearance!

I wish you all well for the year ahead and thank you in advance for your support and be under no illusions that this will be a tough year but it's nothing new or that we cannot handle.

Please, look after yourselves.



Branch Line Gala: 14 – 16 March 2025

This exciting event celebrates the vital role of branch lines in Britain's railway history, showcasing the unique locomotives, rolling stock, and operations that once served these picturesque rural routes.

We are pleased to announce the first visiting engine for the Branch Line Gala – Ivatt 2MT No. 41313, courtesy of our colleagues at the Isle of Wight Steam Railway.



HIGHLIGHTS OF THE EVENT

- Authentic Branch Line Operations: Enjoy an intensive timetable featuring short branch line trains, mixed traffic workings, and shunting displays, recreating the hustle and bustle of a traditional branch line.
- Special Guest Locomotives: Look out for visiting engines joining our home fleet to provide a variety of motive power across the weekend.
- Goods Train Demonstrations: Watch historical freight operations in action, showcasing how goods were transported across the countryside in the steam era.
- Photo Opportunities: Capture the atmosphere of branch line working with locomotives and stock in authentic settings.

Whether you're a lifelong railway enthusiast or simply looking for a fascinating day out, the Branch Line Gala offers a unique opportunity to immerse yourself in the heritage of Britain's railway.

Mark your calendar for this unmissable event! Join us to celebrate the history of branch-line railways and the vital role they played in connecting communities across the country.

ABOUT 41313

Built in 1952 by British Railways at Crewe, 41313 is a 2-6-2T tank locomotive, part of the Ivatt-designed Class 2. These engines were designed for light branch line duties, renowned for their adaptability and excellent performance on winding routes.

Our visitor, 41313, worked its entire life across the length of the Southern Region, being based at Exmouth Junction, Three Bridges, Faversham, Barnstaple, Brighton and Eastleigh during its BR career. This engine would have been working services local to The Bluebell Railway when it was based at Three Bridges & Brighton.

One interesting note is that during its mainline career, 41313 was used as a tester for empty coaching stock workings between London Waterloo & Clapham Junction, which was highly successful, leading to the class being the eventual replacement of Drummond's M7 class engines on these duties.

The locomotive was withdrawn from British Railways service in November 1965. The following

year, 41313 was transferred to Barry Scrapyard in South Wales, where it would remain until it was purchased by The Ivatt Trust in 1975.

Saved from scrapping, 41313 was moved to the Buckinghamshire Steam Centre, alongside sister engine 41298 and Ivatt 2MT Mogul 46447. The Ivatt Trust moved to a decision that both 41313 & 41298 would be restored to working order and operate trains on the Isle Of Wight Steam Railway. This was a poignant move as it was intended that Ivatt 2MTs were going to replace the ageing Adam's O2 tank engines if steam had gone beyond the eventual phasing out of steam traction on the Island in 1966.

The restoration began in 2006, taking place at both Haven Street on the IWSR and Cranmore at the East Somerset Railway. After 11 years, 41313 returned to steam in June 2017 alongside 41298 before heading back to the Isle Of Wight and entering service on the IWSR in May 2018.

We must thank the Isle Of Wight Steam Railway for allowing 41313 to travel across from their railway to take part in our 2025 Branch Line Gala.

Half Term Fun This February! AT THE BLUEBELL RAILWAY 15TH-23RD FEBRUARY



TRAIN RIDES- ICE SKATING AT SHEFFIELD PARK- MEET AND GREET SONIC!
VISIT BLUEBELL-RAILWAY.COM FOR MORE DETAILS
THE BLUEBELL RAILWAY, SHEFFIELD PARK, UCKFIELD, TN22 3QL

Q Class 541 Overhaul Update

By Chris Hunford, Maunsell Locomotive Society project manager

In the run up to Christmas, the focus of work on 541's boiler has been the replacement of the copper door ring on the inner firebox. This area of the boiler had become life expired and in particular the areas around the rivet holes, where the rivets pass through this platework, the firehole door ring and the backhead. The decision was made to insert a new piece of platework and weld this in position, which is now complete and successfully passed its Non-Destructive Testing exam. See accompanying photos.

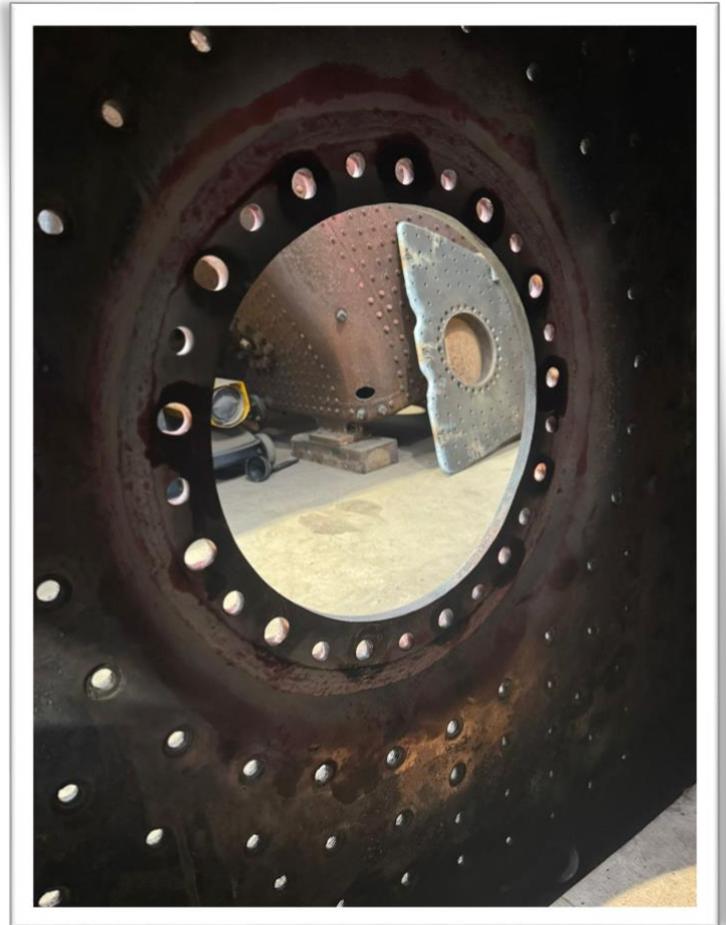
Other work on the boiler has included reaming the remaining stay holes and preparing these for the fitting of new stays.

Work on the chassis has seen the completion of the new dragbox and reassembly of the cab sides and cab floor and the on-going fitting of new steel plates to the horn faces and wedges.

A start has also been made on the replacing the driving horn sections of the main frames, which were life expired and requires new main frame steel platework to be inserted and welded in place.

At Rolvenden, the 4253 Group has pressed on with concluding work on the tender body and since the last report the rear section of the tank has been welded into place. In recent weeks the group has been painting the exterior of the tender tank.

At Sheffield Park repairs to the tender frames have continued to progress, including work to re-rivet the leading horn guides of the leading axle into place. Where necessary, worn areas of the journals of the brake beam have been built up with



weld and the journals are being machined back to the correct profile.

Before Christmas the Maunsell Locomotive Society volunteers had made a start on repairing corroded areas of the loco's cladding.

We would also appreciate extra help with the work on 541's tender. Please contact Steve Pilcher on: jstevepilcher@yahoo.co.uk – if you are interested in joining our Tuesday working party.



This page: The newly-painted front and rear of the tender tank. Photos courtesy 4253 group

Previous page: Repaired copper firebox door ring, with new section of steel backhead in background

Photo courtesy Leaky Finders



HRA Awards

Two Bluebell Railway projects have been nominated in the annual Heritage Railway Association awards. "Beachy Head" has been nominated for the Steam Locomotive Award. Accessible Pullman Car No. 54 has been nominated for the Morgan Award for Rolling Stock. 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!

More information here, including the other nominees in those categories and the other category nominees: www.hra.uk.com/news/shortlist-announced-for-biggest-hra-awards-ever

VOTE NOW FOR THE STEAM RAILWAY MAGAZINE AWARD

Meanwhile, there is still time – but only just! – to vote for both projects which have been nominated in the Steam Railway Magazine Award. Voting closes today (10 January) at 11:59pm.

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.

To vote, head over to 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



Bluebell 500+ Club

By Nigel Currah, Bluebell Battle of Britain Group

The 500+ Club is managed by the Bluebell Railway Battle of Britain Locomotive Group (BBOB) with the sole purpose of raising funds for Bluebell Railway PLC's locomotive 34059 "[Sir Archibald Sinclair](#)."

"Archie" has been gracing our railway in 2024. It was officially re-launched into service in June at a rededication ceremony at which TV presenter Tim Dunn was our special guest star.

"Archie" has previously only run for two years since being rescued from the scrapyard in 1979. The original restoration took 30 years and subsequent major works took 12 years to come to fruition, so bringing the locomotive into service has been a huge achievement.

The BBOB is dedicated to keep the locomotive running for as long as possible into the future including through the next major overhaul when the boiler certificate expires in 9 years' time. We would hate to think that "Archie" will go back to rusting in a siding awaiting whatever funds are required for the boiler inspection and subsequent work.

BBOB has been raising money for "Archie" for many years. The main method for fundraising is the annual lottery which is called "500+ Club". There are four prizes each month, March to December, so forty prizes in all. All tickets for the 2025 lottery must be purchased by the end of February.

We have exciting new prize choices for 2025 in addition to our existing monthly cash prizes. For the first time we are offering free tickets for our Afternoon Tea train the "Wealden Rambler" and Supper trains, or a Behind the Scenes Tour of the Bluebell Railway.

Monthly prizes for 2025 are:

1st prize – choice of ONE of: a) £125 by bank transfer **but £500 in December**; b) Bluebell Gift Card for £130; c) 2 tickets for the Wealden Rambler (worth £150);

2nd prize – choice of ONE of: a) £80 by bank transfer; b) Bluebell Gift Card for £85; c) 2 tickets for Fish & Chips / Pie & Mash / Curry supper train (not Golden Arrow or Murder Mystery) (worth £110);

3rd & 4th prizes – choice of ONE of: a) £50 by bank transfer; b) Bluebell Gift Card for £55

ALL prizes option: A behind-the-scenes tour of the Bluebell Railway, to visit parts of the railway not normally open to the public such as the loco works, Carriage & Wagon works, signal boxes, etc, (subject to availability on the day) with a light lunch and a drink at the Bessemer Arms.

In 2024 BBOB donated over £38,000 towards the finishing touches to get "Archie" back into service. Please help us to continue to support this magnificent locomotive into the future by joining the 500+ Club in 2025 or making a donation. Tickets are £15 each. The [application form](#) can be found on the Bulleid Society's website.

For those readers who have supported us before - THANK YOU – and keep going! If you have not taken part in the lottery before, please consider helping us. We hope you agree it is in a good cause. If you would rather not take part in the lottery you are always welcome to make a donation, either directly to BBOB or via the Bluebell Railway Trust. The application form explains how to do so.

Together we can keep this magnificent locomotive in steam for many years to come.

Carriage Shop Donates £1000

By Chris Wilson, Carriage Shop volunteer

We would like to start by thanking everyone who visited the Carriage Shop or donated items to us in 2024. The relaunched shop had a successful year and we managed to donate over £10,000 to projects across the Bluebell Railway.

2025 started with two more donations. On New Year's Day we provided £500 to the Friends of Horsted Keynes station to help fund the restoration work at the station. Also £500 to the 1305 Oxted Thumper Gang to support the restoration of Oxted DEMU 1305 'Brighton Royal Pavilion'.

The Carriage Shop is currently closed until the railway reopens on Saturday 15 February.

Even though the shop is closed we are 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: Ron Wickson and David Morgan accepting the donation for the Friends of Horsted Keynes station fund.

Below: Andrew Brock, Simon Grainger and Toby Starr from the 1305 Oxted Thumper Gang. To find out more about this project visit: <https://www.bluebell-railway.com/trust-projects/1305-thumper-gang/>



Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 203 images to the Bluebell Railway Museum website bringing the total now available to 26,162. These new additions come from the cameras of John J. Smith and Henry C. Casserley

From J.J. Smith we have the third batch of his colour slides taken at locations in Ireland and across England including at Eastbourne, Stairfoot Junction, Altofts Junction, Calder Bridge, Nottingham, Attenborough Junction, Trent Station North Junction, Finsbury Park, Connington South, Bewsey and Brunswick. Many of these views are of signal boxes, including internal views.

There are 50 images from H.C. Casserley taken in April and May 1927 at location including Paddock Wood, Guildford, Dover, Folkestone, Mitcham Common and Haydons Road.

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.

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.

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.

STAY CONNECTED

Stay up to date with news from the Bluebell Railway Museum and Archive by visiting our Facebook page: facebook.com/BluebellRailwayMuseum/



Top to Bottom:

Ex-SECR P class No. A323 at Folkestone Junction Shed on 14 May 1927 [270503]

Ex-LSWR A12 class No. E548 at Guildford on 30 April 1927. [270485]

Ex-SECR E class No. A315 at Dover Priory on 14 May 1927. [270514]

All three photos: H. C. Casserley

More Early Bluebell Colour

Two more photos from the Bluebell Railway Museum Archive. This time two views post-closure, pre-preservation. Thanks to Chris Wilson for supplying the photographs and captions.



Left: Kingscote station on 4 July 1964.

Photo: J.J. Smith [o6o259]

Below: West Hoathly station on 4 July 1964

Photo: J.J. Smith [o6o258]



On This Day – Snow Scenes

By Tony Hillman, Deputy Curator

The selection of usable pictures for January is no better than last month. Therefore, this January we have decided to include pictures of trains in the snow, something we don't see during the usual 'On This Day' selection. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.

Photo: JJ Smith [079210]



On Boxing Day 1962, heavy snow fell across the UK including the South East. It was the start of what became known as the 'Big Freeze'. Heavy snow and freezing temperatures continued throughout January and February 1963. The lowest ever recorded in south-east England was -15.6°C at Gatwick. The snow and ice lasted until 6 March 1963, when the first night without a frost heralded a slow thaw.

The photographer JJ Smith was not to know all of this, when on New Year's Day 1963, he travelled to Brighton to photograph some trains in the snow. One of them was ex LBSCR A1X 0-6-0T 32670 in the yard at Preston Park with a short goods train. Given the lack of headcode discs, it is likely to be taking the wagons to one of the other yards in the Brighton area. The photograph beautifully captures the snow and freezing conditions.

32670 was built in 1872 at Brighton works as Class A No 70 *Poplar* for use on LBSCR suburban trains. It was withdrawn in 1901 and sold to the Kent and East Sussex Railway (K&ESR) becoming their No 3. Later after a boiler exchange it was reclassified as an A1X. At nationalisation in 1948 the K&ESR locomotives were absorbed into the Southern Region's stock. They first come under Ashford Shed (74A) but remained sub-shedded at Rolvenden until the latter closed in 1954. 32670 then moved to St Leonard's (74E). In January 1958, 32670 was transferred to Brighton shed (75A) often working at Newhaven on the West Quay branch. Finally in May 1963 it was transferred to Eastleigh (71A) spending most of that year on the Hayling Island Branch. After the branch closed it was withdrawn in November 1963. It was then bought to run on the current K&ESR and has been there ever since.



A wintry scene on what is called these days "The North Downs Line" : Reading – Guildford – Redhill – Tonbridge. In the shadow of the North Downs between Deepdene and Betchworth, B.R. Standard Class 4 2-6-0 76030 powers a Reading – Redhill train on Monday 28 December 1964. Engines covering most of the passenger workings at the time were from the sheds at Redhill (75B) and Guildford (70C). Freight however, was already in the hands of D65xx diesels. Enough of the rolling stock can be seen through the smoke to suggest it is a 4-coach set of Maunsell Restriction "1" corridor coaches.

It was the beginning of the last week of full steam operation on the line, as from 4 January 1965, most passenger trains were operated by 3-car "Tadpole" DEMU units. These were a "hybrid" type comprising a Hastings Diesel Motor Coach and trailer plus an electric 2- EPB driving trailer. It was also the last week that the Christmas Mails Programme in the area was largely steam operated. However, a steam allocation at Redhill survived a little longer, covering some Cuckoo Line and Three Bridges – East Grinstead services until

they ceased on 14 June 1965. Thereafter servicing facilities remained available at Redhill for visiting engines from other Divisions and Regions until 1966. Guildford Shed remained open until the end of steam on the Southern Region on 9 July 1967.

76030 was built at Doncaster in 1953 and was distinctive because of the cut away below the cab windows to accommodate tablet catching apparatus, allegedly for use on the M&GN. It first entered service at Stratford (30A) in November of that year, moving on to Cambridge (31A) and then March (31B) by September 1960, both after the M&GN had closed in February 1959! It moved to the Southern Region at Brighton (75A) in December 1962, Guildford in August 1963 and finally to Eastleigh (70D) in December 1964 from where it was withdrawn in April/May 1965. It was scrapped by J. Cashmore at Newport in December 1965.

Photo: David Esau [156144]



The S15 class 4-6-0 was introduced by the LSWR in 1920, twenty (Nos. 496 – 515) being built to the design of Robert Urie. After grouping an additional twenty-five were built by the Southern Railway (Nos. 823 – 847) between 1927 and 1936, to a modified design by Richard Maunsell. Used primarily for heavy freight traffic on the Western and Central Sections they were often pressed into passenger service in the summer months, especially on stopping trains between Salisbury and Exeter. Those allocated to the Central Section had six-wheeled tenders so they could be accommodated on its shorter turntables. By the beginning of 1965, all the LSWR examples had been withdrawn leaving only six SR built S15s.

As a valediction to the withdrawal of the S15s the Locomotive Club of Great Britain organised a farewell Raitour for Sunday 16 January 1966. The tour was quickly oversubscribed and so a duplicate tour was run a week earlier on 9 January in glorious winter sunshine. Using No. 30837 of Feltham shed (70B), the formation consisted of seven coaches, one more than was technically

allowed for a S15 going 'over the Alps', a name given to the line between Alton and Winchester Junction because of its steep gradients.

This photograph shows the tour a week later, with the snow being a stark contrast to the weather of the previous trip. Using 30837 again this tour now had eight coaches, requiring the locomotive to be assisted up the steep climb out of Alton by SR U class 2-6-0 31639. The shot was taken near Bentley, this section of the line having been subsequently singled by BR in July 1985 with a crossing point at the station being retained.

30837 was built at Eastleigh in January 1928 and was originally fitted with a Urie 8-wheeled bogie tender. In 1937, after allocation to Brighton, it was fitted with a Maunsell six-wheeled tender. However, in June 1962 that tender was replaced by one from a Schools class (30912). Officially withdrawn in September 1965 it remained out of use until restored for use on the two tours.

Photo: John Scrace [140283]



Volunteer Vacancies

CARRIAGE WORKS ADMINISTRATOR

The Bluebell Railway is looking for a volunteer

Carriage Works Administrator

The successful applicant will primarily work to assist with administrative work to support the Carriage & Wagon Department.

The applicant must demonstrate excellent organisational skills in preparing and maintaining records for the department.

This is a volunteer position that carries no remuneration or specific hours of duty but requires a reasonable time commitment.

If you believe you have the right attributes for this post and would like to discuss this opportunity, please email your CV and contact details to rowan.millard@bluebell-railway.com

INFRASTRUCTURE TEAM

Are you ready to make a difference and help preserve one of the UK's most iconic heritage railways? We're looking for dedicated infrastructure volunteers to join our hardworking team at The Bluebell Railway.

This vital role involves:

- ➔ Working outdoors in all weather conditions.
- ➔ Manual handling of heavy materials and equipment.
- ➔ Working as part of a dedicated team.
- ➔ Be proactive and adaptable to challenges, quickly changing programmes and requirements.
- ➔ Willing to work on a varying range of projects across the railway.

Whether you're passionate about railways, enjoy hands-on work, or want to be part of something historic, this is a great opportunity to get involved, meet new people, and support the Bluebell Railway's future.

Candidates must be able to work in challenging conditions and have a clear understanding of the working environments required and differing locations across The Bluebell Railway.

Interested? Contact us today to learn more!

If you'd like to find out more regarding joining our infrastructure team, contact Matt Crawford at Infrastructure@bluebell-railway.com



WEBSITE VOLUNTEER

Help the Bluebell Railway Enhance our Online Presence!

Are you experienced with websites and passionate about supporting the Bluebell Railway? We are looking for a dedicated volunteer to help us improve our website, ensuring an exceptional online experience for our visitors. By joining our team, you'll play a vital role in bringing the Bluebell Railway's extensive programme of events and opportunities to life for our online audience and beyond!

Your Role:

We're seeking a volunteer 1-2 days a week (timings and days are flexible to suit) with a keen eye for detail, experience in website management, ideally with knowledge of WordPress, and excellent communication skills to help us:

- ➔ Identify and correct any inaccuracies in our website content
- ➔ Check for broken links and outdated information
- ➔ Provide feedback on ways we can improve the site's usability and visitor experience

Why Volunteer With Us?

Your time and expertise will directly impact the railway, making it easier for visitors to discover our fantastic programme of events, book experiences, and stay informed. By giving your time, you're not only improving our website but supporting our mission to enhance the experience of every visitor who joins us.

If you believe you have the right attributes for this post and would like to discuss this opportunity, please email james.cummins@bluebell-railway.com



Photo: Rob Howard

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 14 February 2025 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:

- ➔ John Creed
- ➔ Nigel Currah
- ➔ Peter Edwards
- ➔ Martin Elms
- ➔ Tony Hillman
- ➔ Rob Howard
- ➔ Chris Hunford
- ➔ Tom James
- ➔ Roger Merry-Price
- ➔ Richard Peirce
- ➔ Richard Salmon
- ➔ Chris Sutton
- ➔ Roy Watts
- ➔ Chris Wilson



ADVANCE
TICKETS
AVAILABLE!

Bluebell Railway Music Festival

HORSTED KEYNES STATION

16TH & 17TH AUGUST 2025





**Come and
play trains!**

**We do
parties too!**



TRAINMASTER AT THE BLUEBELL RAILWAY
NEW DATES AVAILABLE FOR 2025

