



80151 on a late-Autumn Golden Arrow, 21 November 2025. Photo: Dave Bowles

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

## December 2025

### IN THIS ISSUE

Where would the 21<sup>st</sup> century Bluebell have been without 80151? The locomotive arrived on the railway in 1998, first ran in traffic in 2001 and has subsequently run in 19 of the subsequent 25 years across two periods of operation. Up to the end of 2024, it had run 99,000 miles on the Bluebell, averaging 5,500 miles per year in those in which it had operated – only 'Camelot' has run further, but over a longer period of operation. No Bluebell loco has run a greater mileage this century.

It really is the archetypal "do anything" locomotive on the railway – economical on the comparatively light Wealden Rambler and Golden Arrow dining trains, yet also able to take the normal maximum six coach service trains with ease. The cab provides good protection from the worst weather the winter can throw at us, but without the oppressive heat of a Bulleid, and more comfortable to ride in than *Camelot*. As an operational tool, there is a lot to love.

So it is a wonderful early Christmas present for the Railway that thanks to the generosity of the owners, the Bluebell Railway Trust now owns a 90% stake in the locomotive, securing its long-term future in Sussex. The weather may have been unrelentingly wet through December, but there is still much to celebrate as the year closes.

Tom James, Editor

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# Watts Occurring

By Roy Watts, BRPS Chairman

Well, there's good news and there's bad news, so how do you understand or deliver it? Sounds a bit like an end of term report!

The good news is that the Railway has had a very successful second half of the year with many successful events such as the 65<sup>th</sup> Anniversary, Giants of Steam, Halloween, and culminating in that all important Festive season which has all but sold out.

I gave a talk the other week to a group of Sainsbury's Veterans (yes, I am one myself!) and just as with our recent appearance at the Lady Mayors show, it's important to get the Bluebell message out there giving the audience an insight into what goes on and what we do.

But from this group, I got some amazing feedback from several people who had travelled on our newly introduced Cheese and Wine service (which sold so well a couple more were slotted in before the timetable became too congested) and they were blown away with their experience and couldn't praise it highly enough.

Praise so gushing, one felt a little embarrassed standing at the front!

But that's the very core "visitor experience" we need to embrace and develop – and yes, take and learn from any negative feedback. Remember if something goes wrong everybody hears about it ...

Financially, we are in a much healthier position than budgeted for. However, the bad news is our beloved Chancellor of the Exchequer has decided in her budget that what we take in one hand, will be taken away in the other! Not only does this affect us as an organisation but us as individuals in the form of increased taxation.

As they say, the two certainties in life are sadly death and taxation!

Importantly though, this does not signal a surrender but a call to arms by everyone to make a concerted effort, no matter its scale. Like most

other railways, the focus is on gaining a strong financial foundation. In simple terms, how the Railway progresses going forward, however bitter the pill, will define our future.

The team looking at the restructuring of the Railway is making strong progress but – and it's a big BUT – it's so very easy to say "we should do what the XYZ railway has done" or "let's just do this". I can assure you that it is far more complex than you think and great care and examination is exercised in the process, but the key focus will be on keeping you informed with clear communication. Please understand that there are several avenues to be explored prior to presenting a package which if done too early would simply present more questions than answers.

Other good news has seen the introduction of full [online membership applications](#), the revival of our youth groups ([Stepney Club](#) and [gF Club](#)) both key elements in bringing new generations into the world of heritage railway preservation and without question, a much-needed ingredient in stabilising and promoting our future.

The annual round of awards is upon us again and as you may (or may not have seen yet) but the Bluebell Railway has been shortlisted in the Steam Railway Awards for the restoration of Maunsell Brake Third 3687 and the completion of Horsted Keynes Platform 1 renewal and by association, our colleagues at the Southern Electric Traction Group have been shortlisted as a Team of the Year by the HRA.

For details of the former and how to vote, please see page 12 in this issue.

As this is the last issue of *The Bluebell Times* of the year, it is only right to reflect that despite the efforts to address the financial situation, work continues to attract new members and encourage volunteering.

Many independent groups work hard to raise funds to enable their respective projects to move

forward whether its [Maunsell locomotives](#), [Standard 2, 9F](#), [SR restaurant car 7864](#), [Thumper 1305](#), [wagons](#) or station restoration they are all great causes worth supporting and well done to the herculean efforts of those who work hard prising money out of us to achieve those aims.

Likewise, we must acknowledge the massive contribution made by the Bluebell Railway Trust towards such projects as the renewal of earthworks and track at the south end of the tunnel and more to follow this winter.

For me, this one is my final Christmas messages as I have indicated that I will retire this coming AGM. I've enjoyed my time immensely, but succession planning must be at the heart of what we do and I have never wanted to exceed my "Best before" or

"Sell by" dates. Now where have I heard that before?

2025 has been a tough year for many of us. We have lost many good people in friends and family along the journey and to those we offer our heartfelt thanks and our thoughts are always with you, never forgotten.

On behalf of myself and all those involved at Board or Management level, thank you for your help, support and contribution to the Bluebell, we are nothing without it. Our best wishes to you all for the Festive season and good health for the year ahead and please, enjoy yourselves.

Now I'd better write my own end of term report – "must try harder!"

Stay safe.



**Above:** *SteamLights*

*Photo: James Cummins*



# Help Needed - Santa Stewards

By Ruth Rowatt

The Santa Specials at the Bluebell Railway are a much-loved tradition for many families. The excitement of taking that steam train journey to see Father Christmas at Horsted Keynes Station, the atmospheric old-world setting with the traditional fairground roundabouts, amusements, music and chestnuts, and the anticipation of seeing the big man himself makes it an unforgettable Christmas experience.

It takes an army of volunteers to make the Bluebell Railway Christmas experiences what they are - really very special. A friendly face and a cheerful Merry Christmas can make the difference to the visitor. Our friendly stewards help, guide, and assist the visitor, ensure the Santa Specials arrive and depart on time and that everything in between is just as it should be. If you are looking for something different to do this Christmas, fancy donning a Christmas jumper or seasonal hat and being part of a friendly team, then please email [charlotte.parkinson@bluebell-railway.com](mailto:charlotte.parkinson@bluebell-railway.com) Even if you can only offer one day, you would be most welcome. We can offer you a bit of Christmas magic, steam trains, hot soup for lunch and maybe a glimpse of Santa himself!

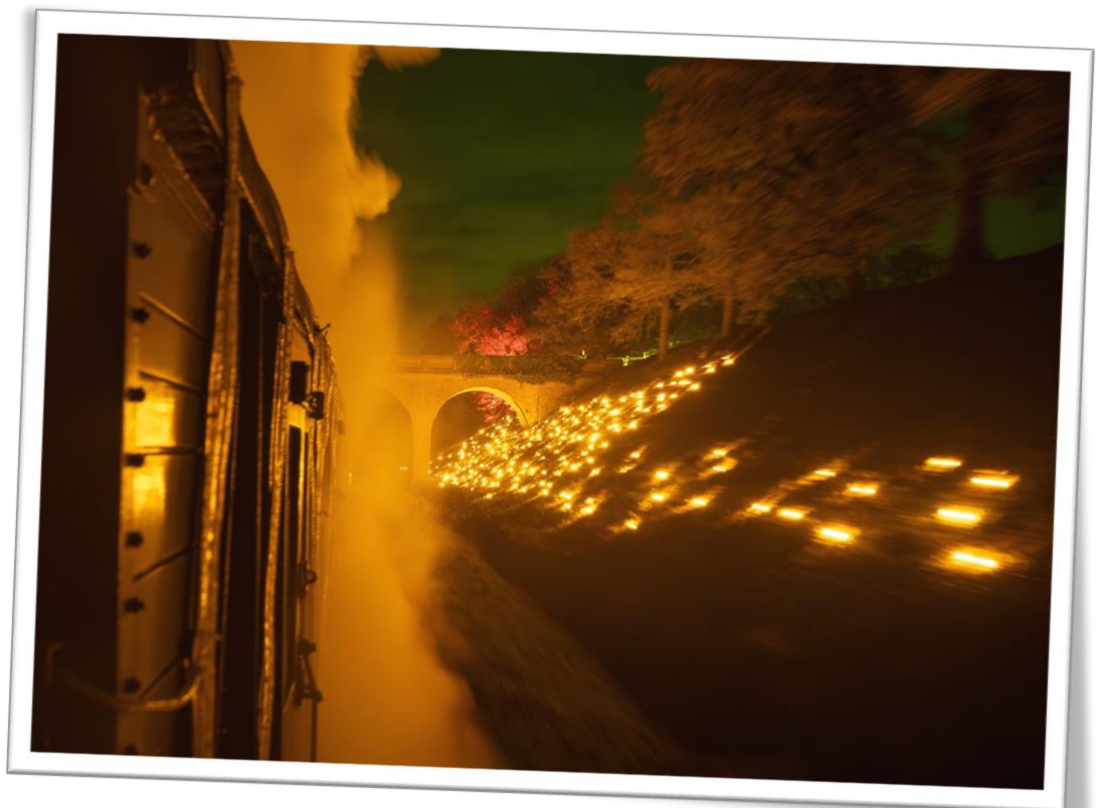
Santa Specials run Saturdays and Sundays between now and Christmas and then on Monday 22<sup>nd</sup>, Tuesday 23<sup>rd</sup> and Wednesday 24<sup>th</sup> December.



# SteamLights!

Photos by James Cummins

*The SteamLights theme this year is the Ice Queen and her Mythical Creatures. Take a trip and enjoy beautiful light displays featuring unicorns, a dragon and even giant spiders! All from the warmth, comfort and safety of a steam train carriage. Keep warm and dry at this light extravaganza. No wellies needed! Some tickets are still available, but they are selling fast. Don't miss out – for tickets, visit [www.bluebell-railway.com/special/steamlights/](http://www.bluebell-railway.com/special/steamlights/)*





# 80151 Secured For The Future

The Bluebell Railway Trust is delighted to share some exciting news about 80151, our much-loved British Railways Standard Class 4 locomotive, currently in service on the Bluebell Railway.

Thanks to the remarkable generosity of its majority shareholders, the Bluebell Railway Trust has been able to increase its stake in the company which owns this locomotive, 80151 Locomotive Ltd, from 40.3% to 90.6%. This significant step helps to secure the long-term future of 80151 here at the Bluebell Railway, ensuring it can continue to steam for generations to come.

A heartfelt “thank you” to everyone who has supported this important achievement!



**Above:** 80151 passing Town Place Farm bridge with the 11.30 from East Grinstead on 28 September 2024  
Photo: Nick Gilliam

**Below:** 80151 at Brighton on 2 September 1962  
Photo: Charlie Verrall



# Maunsell Locomotive Society

By Steve Pilcher and Chris Hunford, Maunsell Locomotive Society

## Q CLASS 541

Leaky Finders have continued to make progress on the boiler and chassis of 541 and hopefully will start tubing work soon.

As this is being written just after submitting an update to *Bluebell News*, we ask that readers await publication of the latest details of work at Leaky Finders when it is published in the next issue of the magazine.

Meanwhile back at Sheffield Park work continues on the tender, with workshop staff and volunteers carrying on working on various parts of the chassis.

Dave Cox and Bob Butcher are progressing painting the outside of the tender tank. It currently has had a first coat of grey primer. A number of MLS volunteers have completed cleaning and painting inside the tender tank with two coats of a very durable paint finish to try and ensure that this new tank can perhaps put in as many years' service as the previous one, which we believe was original and thus around 100 years old.

MLS volunteers Stephen Booth and Andy Sparkes are undertaking repairs to various parts of the cladding, where corroded areas require replacement. Other MLS volunteers have been busy cleaning and painting various sections of the loco's boiler cladding that are present at Sheffield Park. See photo of the dome cover (right).



**Top:** A view of the right hand side of the tender in grey primer.

Photo – Steve Pilcher



**Bottom:**

541's dome cover in first coat of gloss.

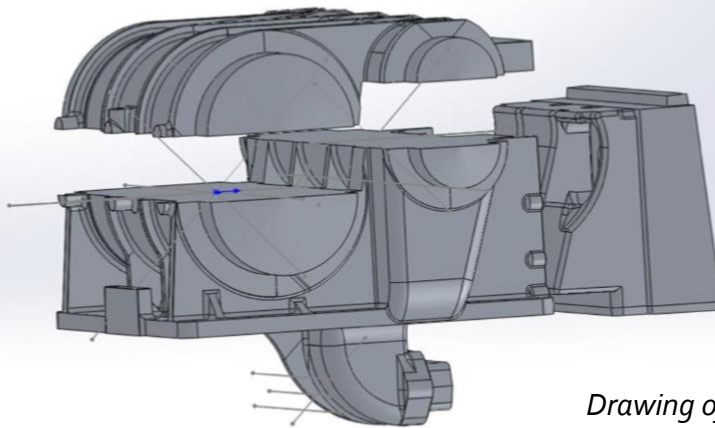
Photo – Steve Pilcher

### SCHOOLS CLASS NO 928 STOWE

As mentioned in the last report an order has now been placed with East Coast Castings for producing a pattern for and casting a new left hand cylinder. They have made good progress, as shown by the drawing. We had funds available to enable the order to be placed, but once cast, the

cylinder will need machining and we therefore launched an appeal in October to raise £15,000 to cover this cost.

We have received approximately £10,000 so far. We are deeply indebted for the goodwill and generosity shown in the response to this appeal.



*Drawing of the cores for new left-hand cylinder*

*Image: East Coast Castings*

### CAN YOU HELP PLEASE?

We still need to raise the final £5,000, so any extra donations would be gratefully received preferably via the *Stowe* appeal in the Bluebell Railway Trust – or contact the MLS Treasurer, Steve Pilcher, [jstevepilcher@yahoo.co.uk](mailto:jstevepilcher@yahoo.co.uk) for further details.



# SR Coach Group

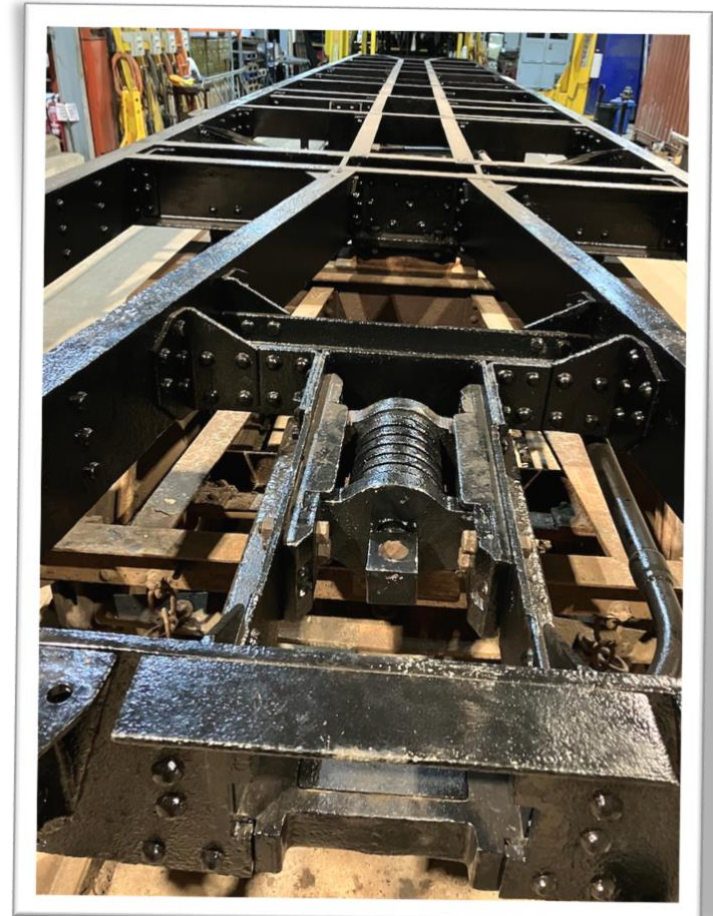
By Keith Leppard

The SR Coach Group's current big project – restoring [Maunsell Restaurant Car No 7864](#) – has been moving ahead on several fronts in the past couple of months. Here's a quick update.

After the underframe was grit-blasted in September, it came back inside the works until early November so we could progress painting it and to re-fit various components. Notably, we were able to get all of the buffers, springs etc cleaned, painted and reinstalled as well as the vacuum reservoirs and the south end drawgear. Having the buffers and drawgear back has made shunting the underframe a lot easier. Both battery boxes have also been repaired and repainted, ready to go back on.

Last week we passed a significant milestone with the completion of repairs/replacement of timbers in the body frame, which is currently off the coach in sections. The very last piece to be finished was the new north-east corner pillar, which in our own numbering system is 42E. We also now have a complete new east bottom side made from recovered teak to match the west side one that was made last year. The past two months have also seen all of the machined floor timbers, which are transverse between the two sides and longitudinal under the partitions, remade with new wood.

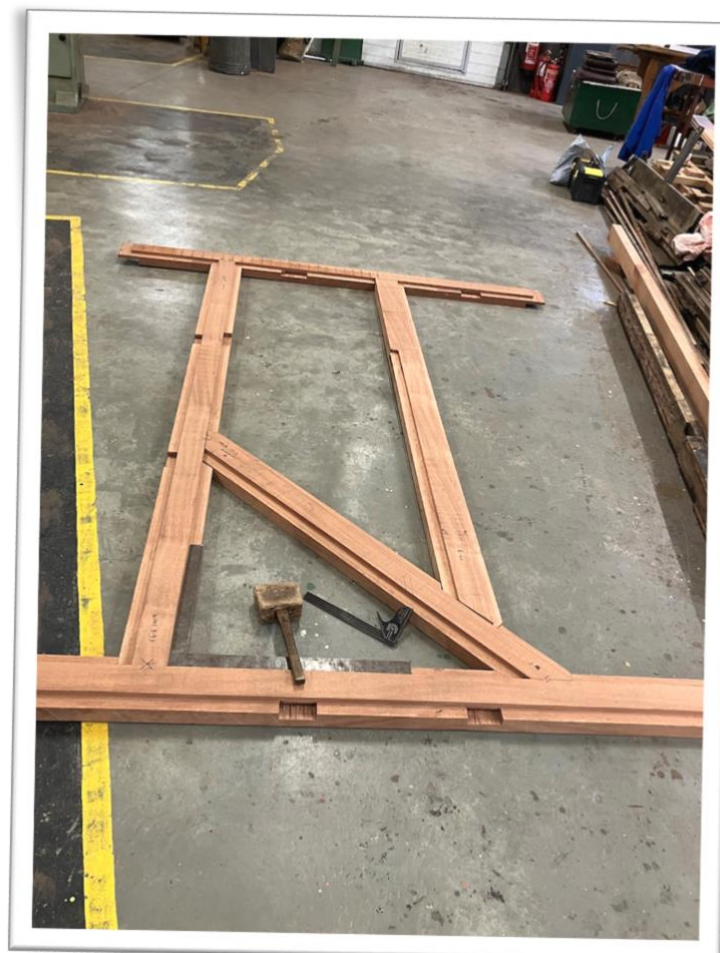
7864 is still very much a kit of parts, but we are now close to being ready to reassemble the body once some underframe repairs are done. You can follow our progress on Facebook ([facebook.com/SR.coach.group](https://facebook.com/SR.coach.group)). SRCG membership for 2026 is now available via our web pages ([www.bluebell-railway.co.uk/sr-coach-group/](http://www.bluebell-railway.co.uk/sr-coach-group/)), and we'd welcome new members. All funds raised will support our work on this and other SR coaches at the Bluebell. And if you have time to come along and help us too, even better – just get in touch with me.



**Top:** Underframe painting in progress. 11 Oct 2025

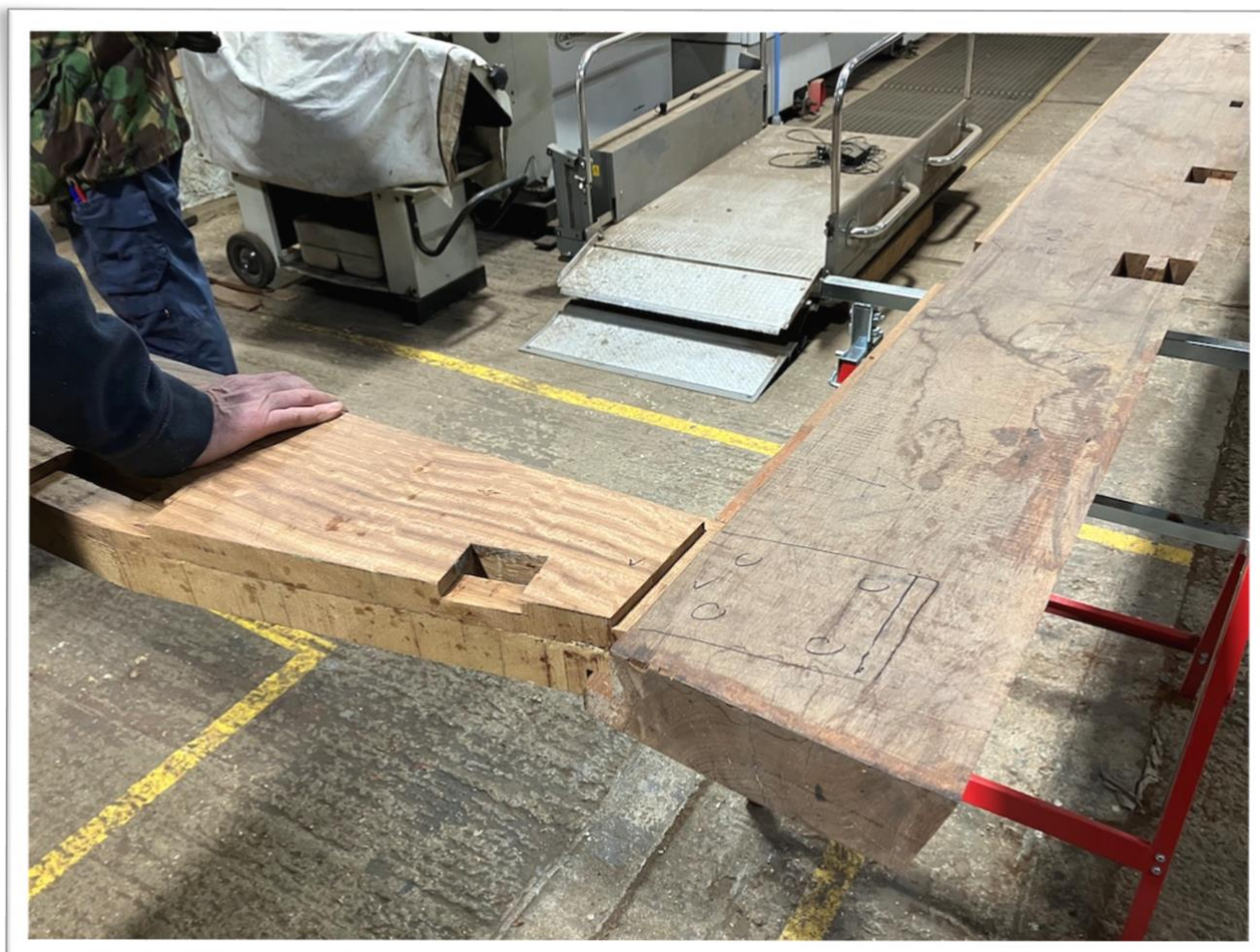
**Bottom:** Drawbar and spring reinstalled at the south end of the underframe. The drawhook was put back later to complete the job. 22 Oct 2025



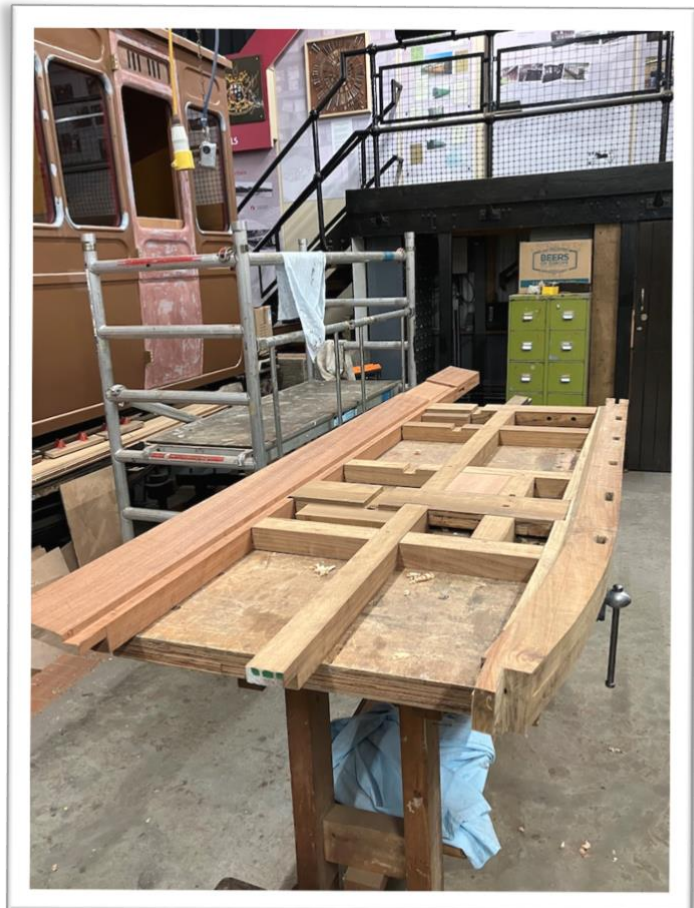


**Left:** A section of new floor framing for the pantry area. The sliding door from the dining saloon will sit above where the mallet is lying and the side corridor will run away from the camera down the left-hand side. 5 Nov 2025

**Below:** The joint being fettled between new bottom side and bottom end at the south east corner. 22 Nov 2025







**Top Left:** The completed new north-east end frame, attached to the new corner pillar 42E. 26 Nov 2025

**Top Right:** The east and west bottom sides and cantrails laid out for alignment checks. 6 Dec 2025

**Below:** The completed west side battery box. 6 Dec 2025





# Steam Railway Readers' Award - Vote Now!

For the second year running, the Bluebell Railway has a project in contention to win the *Steam Railway* magazine readers' award. Last year the honours went to 'Beachy Head' – this year, with your help, the winner could be the double achievement of Carriage 3687 and the platform 1 renewal at Horsted Keynes.

To vote, visit [www.steamrailway.co.uk/blog/features/the-steam-railway-hra-award-2026/](http://www.steamrailway.co.uk/blog/features/the-steam-railway-hra-award-2026/)

Closing date for voting is 26 January 2026.



## VOTE FOR MAUNSELL BRAKE 3RD 3687!

### NOMINATED FOR THE HRA STEAM RAILWAY MAGAZINE AWARD



HERITAGE  
RAILWAY  
ASSOCIATION

**STEAM**  
RAILWAY

# Carriage Shop Donates £500

By Chris Wilson, Carriage Shop Volunteer

This month the Carriage Shop team are delighted to donate £500 to the Southern Railway Coach Group.

Keith Leppard from the Southern Railway Coach Group said: "On behalf of the whole SRCG team, I'd like to thank the Carriage Shop for this very generous donation. The Restaurant Car restoration is now heading into its most expensive phase as we start the rebuilding process, so this will help us to cover the cost of the new plywood floor and roof timber that we will need to buy soon."

You can find out more about the Southern Railway Coach Group by visiting [www.bluebell-railway.co.uk/sr-coach-group/](http://www.bluebell-railway.co.uk/sr-coach-group/)

You can support the group by becoming a member and so contribute to making a better future for Bluebell's SR carriages. The membership fee for 2026 is still just £15 and for that you will get two newsletters plus the chance to attend our annual meeting with an exclusive behind-the-scenes tour. Follow the link to find out more: [www.bluebell-railway.co.uk/sr-coach-group/join.html](http://www.bluebell-railway.co.uk/sr-coach-group/join.html)

The Carriage Shop is open for the Santa Special trains and every day from 27<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)

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

We currently have a 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.

If you can help with donations of Model Railway items, Thomas the Tank Engine books or toys, or Railway & Transport books, please get in touch:

[bluebellrailwaycarriageshop@gmail.com](mailto:bluebellrailwaycarriageshop@gmail.com)

For our opening times and news please visit our Facebook page:

[facebook.com/BluebellRailwayCarriageShop](https://facebook.com/BluebellRailwayCarriageShop)



*Members of the SRCG team with the new bottom sides and cantrails that have been made for Maunsell Restaurant Car 7864. From left to right: Steve Cubitt, Tony Clements, Keith Leppard, David Rhydderch, Roy Peters, Paul Berry and Alex Morley.*



# Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 259 images to the Bluebell Railway Museum website bringing the total now available to 29,294.

We present another set of 100 images showing Diesel Multiple Units taken by John Scrace at locations in the Southern, Western, Midland and Eastern Regions.

Additionally there are a 159 photographs taken by Joe Kent taken in 1958 and 1959.

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 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.

We are grateful to have recently receive a number of interesting collections of negatives and photographs. These are currently being catalogued and where appropriate will be scanned and added to the website in due course.

If you have a collection of photographs, negatives, slides or digital images you are interested in depositing with the Archive and preserving for the future please get in touch with us by emailing [photos@bluebell-railway-museum.co.uk](mailto:photos@bluebell-railway-museum.co.uk).



**Top:** BR(S) Class 207 'Thumper' No. 1312 at Tunbridge Wells West station with the 12.58pm Tonbridge to Eridge service, on 20 August 1976  
Photo: John Scrace [233430]

**Middle:** BR(S) 4-SUB No. 4511 at Shortlands station with Victoria to Sevenoaks via Herne Hill and Orpington service, on 13 September 1958.  
Photo: Joe Kent [092116]

**Bottom:** BR(S) Battle of Britain class No. 34085 '501 Squadron' passing Bromley South station with the 'Golden Arrow' service, on 13 September 1958.  
Photo: Joe Kent [092110]



# On This Day – December

By Tony Hillman, Deputy Curator

*This month we have come upon the problem that has occurred in previous winter months. Our photographers don't seem to have ventured out to take pictures for us to use. We have included one taken on 12 December and have added two others from December. Thanks to Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.*



Three days before Christmas, on Saturday 22 December 1962, Joe Kent photographed modified West Country 4-6-2 34012 *Launceston* leaving Brighton station on the 11.30am to Plymouth North Road.

The locomotive was working Brighton Duty 728, despite it still displaying a Bricklayers Arms (73B) shedplate. It had been allocated to 'The Brick' since being rebuilt in early 1958 but was transferred to Brighton shed (75A) in July 1962. The duty started that morning with 34012 working the 3.20am passenger and van train from London Bridge to Brighton. After turning it took the Plymouth train as far as Salisbury where an Exmouth Junction (72A) Bulleid light pacific took over for the remainder of the journey westwards. After turning at Salisbury shed (72B) it left Salisbury station at 2.55 pm after replacing another Exmouth Junction allocated Bulleid on the 11.10am Plymouth North Road to Brighton.

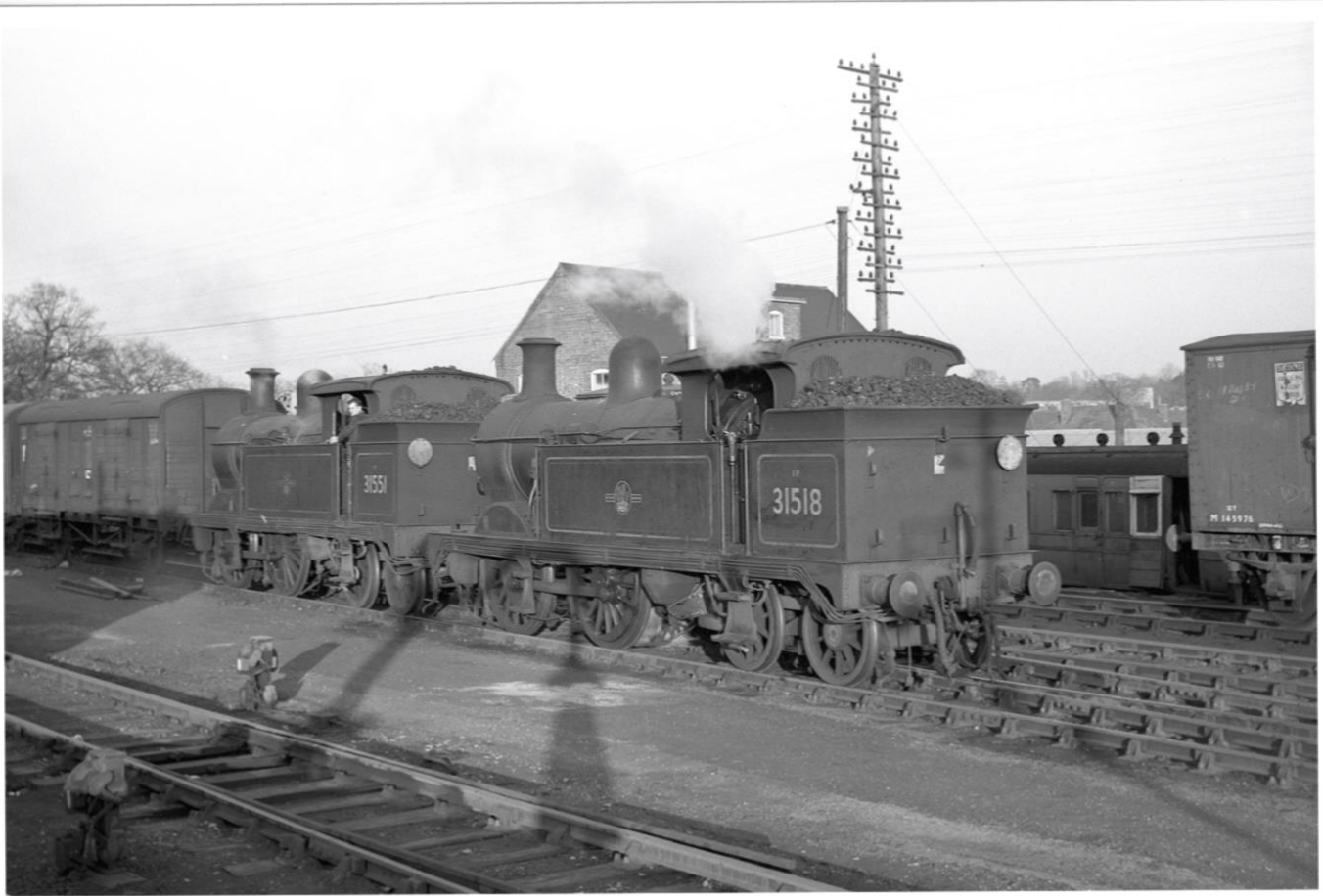
34012 was built at Brighton Works and entered service in October 1945 and was originally allocated to Exmouth Junction. It was withdrawn from Bournemouth shed (70F)

in December 1966 with an estimated final mileage of 847,523 miles.

The through return service between Brighton and Plymouth dated back to 1907 when a LSWR coach was attached to the 11.20am LBSCR train from Brighton and detached at Salisbury to be coupled to the 1.00pm Waterloo-Plymouth Friary service. During the late 1920s and 1930s the service gradually developed into two trains, one from Brighton with a second one from Portsmouth & Southsea with corresponding return services.

By 1962, except on Summer Saturdays, the Brighton and Portsmouth service to Plymouth, now to North Road, Friary station having closed in 1958, ran as one train, the portions combining or separating at Fareham. The service survived the demise of Waterloo services to destinations west of Exeter in September 1964 but only continued until March 1967 following which, in 1968, the line between Okehampton and Bere Alston was closed for passenger use.

*Photo: Joe Kent [079021]*



On the bright afternoon of Thursday 12 December 1963, John Scrace visited Three Bridges station. He was there to photograph the unusual sight of two ex SECR H class engines double heading on a short van train. At the time the Three Bridges – East Grinstead – Tunbridge Wells West line passenger services were in the process of going over to Diesel Multiple Units. However, some of the peak morning and late afternoon trains were still being worked by two of the three H class engines transferred from Tunbridge Wells West in the October.

The Bluebell Railway's Museum-Southern Railways Archive has the Engine Diagrams for December 1963 which show that Three Bridges Depot (75E) had two H Class diagrams on the line: – Duty 670 and Duty 672, but neither show the van train.

Fortunately, the Archive also has a number of Engine Diagram Alteration Sheets for this period. Further research showed that this working was a Special Van train, part of the pre-Christmas Parcels Traffic, albeit of only two vehicles. This

had been booked for the mid-afternoon when both H class engines were available at Three Bridges.

Engine 31518 is leading on amended Duty 670, with 31551 on amended Duty 672. The Alteration Sheet shows the van train leaving Three Bridges at 2.43pm arriving at East Grinstead at 2.58pm.

31518 was then to be detached and work the rest of Duty 670, a return passenger train to Three Bridges and one to Tunbridge Wells running back light engine.

31551 was due to leave East Grinstead at 3.05pm and take the vans to their destination at Tunbridge Wells West with a booked arrival of 3.40pm. Thereafter, 31551 also worked a number of passenger trains between Tunbridge Wells West, East Grinstead and Three Bridges.

The H Class at Three Bridges were withdrawn during the week ending 4 January 1964 and the Shed closed on the 24 January 1964.

*Photo: John Scrace [140522]*



It is Saturday 1 December 1951 and the last day of train services on the Hythe Branch. C Class 0-6-0 31721 of Ashford Shed (74A) stands in the up platform at Hythe on two non-corridor coaches forming the 4.20pm Hythe to Sandling Junction. After returning to Hythe the loco would then work the 6.50pm freight to Ashford, the final train, as with no Sunday service the line would close officially on Monday 3 December 1951.

The line from Sandling Junction to Sandgate was opened by the South Eastern Railway on 9 October 1874. On 1 April 1931 the line between Hythe and Sandgate was closed and at the same time the rest of the branch was singled and One Engine In Steam (OES) working introduced. After the closure of Sandgate the site was eventually cleared of rolling stock and the signal box closed on 19 May 1931. Later the site was sold to the East Kent bus company for use as a bus garage.

During WW2 the branch was closed from 3 May 1943 to 1 October 1945 during which time two rail mounted guns were stored in Hayne Wood tunnel, just east of Sandling Junction station, when not in use on the Elham Valley Line. With the resumption of train services after WW2, only a minimal train service was provided of one passenger and one freight train each way between Ashford and Hythe on Weekdays, with one extra passenger train between Sandling Junction and Hythe on Monday to Friday and two on Saturdays. The morning trains were worked by Ashford Duty 379, rostered for a C Class 0-6-0 and the afternoon trains by Ashford Duty 367, rostered for an R Class 0-4-4T, but often an H Class 0-4-4T, or C Class 0-6-0 was used.

*Photo: JJ Smith [042668]*



# 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 2026	2 January	9 January
February 2026	6 February	13 February
March 2026	6 March	13 March
April 2026	3 April	10 April
May 2026	1 May	8 May
June 2026	5 June	12 June
July 2026	3 July	10 July
August 2026	7 August	14 August
September 2026	4 September	11 September
October 2026	2 October	9 October
November 2026	6 November	13 November
December 2026	4 December	11 December



Photo: Nick Gilliam

# The Bluebell Times

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

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monthly on the second Friday  
of each month. The next issue  
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on 9 January 2026 from  
[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*

*[bluebelltimes@bluebell-railway.com](mailto: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:

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| ➔ Nick Gilliam     | ➔ Ruth Rowatt       |
| ➔ Tony Hillman     | ➔ Chris Sutton      |
| ➔ Chris Hunford    | ➔ Charlie Verrall   |
| ➔ Tom James        | ➔ Roy Watts         |
| ➔ Keith Leppard    | ➔ Chris Wilson      |

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**NEW YEARS DAY  
STEAM UP**

**January 1<sup>st</sup> 2026**