



SteamLights service approaches Three Arch Bridge, 30 November 2023 Photo: Nick Gilliam

The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

December 2023

IN THIS ISSUE

The first "Santa Special" on the Bluebell – and perhaps the first on any heritage railway – ran in the 1960s, consisting of a suitably decorated brake van to convey Santa. From those small beginnings, services in the run up to Christmas have developed to the point of being one of the major revenue sources of the year. More recently, the SteamLights service has opened additional opportunities to extend running into the evening, with a different market. The importance of such services can't be overstated – nonetheless, the pleasures of the core railway enthusiast have not been forgotten this season, and we will be holding a mini-gala on New Year's Day to see in the new year in style – this will be the first opportunity for many to ride behind "Sir Archibald Sinclair", newly restored. See the back page of this issue for a timetable.

Beyond New Year's Day, 2024 promises to be a busy year at the Railway. We can look forward to [Beachy Head](#) emerging in its full massive glory; to the accessible [Pullman Car No. 54](#) and the splendid Maunsell Hastings Line restriction brake 3rd [No. 3687](#). But railways are more than just the locomotives and carriages: above all they are about you – the members, staff and supporters of the Railway. Even a casual glance at the specialist press will show the struggles of many heritage railways, as each year even standing still becomes ever more difficult. We are doing our best to buck that trend and operate in a financially sustainable way while remaining true to our preservation roots. But we could all do more, so the challenge for 2024 is to ask "what more could I do?" – whether that is to visit more often than planned, to bring a friend, to offer volunteer assistance at special events – or even just buy an extra cup of tea at the buffet! We are all passionate about the Railway: now is the time to harness that passion.

This issue marks the five-year point of my tenure as editor of *The Bluebell Times* – and its internal predecessor, *Points & Crossings*. So in addition to the normal season's greetings, can I offer thanks to all those who have contributed articles and photos for inclusion in that time – the newsletter would not exist without you. Please keep them flowing!

Tom James, Editor

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Checking in with the (Vice) Chair

By Roy Watts, vice-chairman, Bluebell Railway Preservation Society

And so here it is Merry Christmas.... and with Paul taking a well-deserved break, I'm afraid you have me putting together this last Chairman's entry into the final issue of *The Bluebell Times* of the year.

Once again we enter the final furlong of the year with our well tried and proven seasonal services to round off a year which can only be described as a "bit of a roller coaster" for many reasons – some good, some not so but with the key drivers of growth and the overarching "survival mode" whilst at the same time resetting the railway for its future.

It's been so very difficult to predict what the uptake for our services and events would be as it has been abundantly clear that people are very budget conscious and the balance between essential and nice to have has become a greater priority for many people.

Indeed, at the time of writing, the banks have reported that cash usage has increased rising to 19% as people budget spend more carefully as well as a gradual return to cash post-Covid.

Now I'm sure that there will be some people who will inevitably disagree with some of the decisions made over the last year and everyone is entitled to their opinion but I have to stress that at the core of everything we have done this year, was to contain costs, grow revenue and more importantly, grow visitor numbers.

Yes, there were some events we won't repeat but at the same time we need to aware of what the current trends are that will attract people to visit and spend more time with us and, importantly, take away good memories of a quality, value for money day out. (I'm totally convinced that Paul actually believes in unicorns now!!)

And making more revenue is not an excuse to simply increase our prices as that's THE one way to create a negative effect on both income and visitor

numbers. I'm pleased to say that we have already received a lot of positive feedback on our seasonal trains so my thanks to everyone involved who ensures the high quality of our trains and offering which places us in a higher position than other local attractions.

The majority of this is down to the pure effort and dedicated input over the years by our very own Mother Christmas, Julia Pique, that has made our Santa offer one of the best. As well as looking after weddings, Julia was a regular promoting the railway at county shows.

Sadly, this is Julia's last Christmas as she is taking a well-earned retirement and I'm sure you will want to join me in thanking Julia for all that she has done for the railway over the years.

With a dedicated team of helpers, two of our key trading areas would not have reached such high standards and she will be greatly missed.

Of course, she could always come back as a volunteer at Christmas ... I'll get my coat!

The past year has seen great events such as the (eventual!) visit of *Flying Scotsman* and our excellent Giants of Steam and beer festival.

All have contributed to increasing income and footfall and, as promised, the railway should find itself in a much stronger financial position by year end.

But again, that's not an excuse for complacency either. Because let's be honest – this journey has only really just begun and the way to go forward is to do so by learning from success and failure. We must be proactive and sometimes that involves making difficult and possibly harsh and unpopular but well-informed decisions for the wellbeing and sustainability of the Bluebell Railway, its assets and especially its most precious resource, its people. It's clear that Bluebell is in no way on its

own when clearing out stock that is well past its sell by date and will never turn a wheel in anger for us. It's not what you want to read but we have to live in more manageable times and whilst we respect our aims and objectives, there are also elements of being cruel to be kind and plain realistic.

You don't have to look hard to see the issues that face the heritage movement including that critical commodity of coal, now no longer being produced in this country after last week meaning importsVery green and ethical indeed and of course cost.

The directors are currently working on the 2024 budget which is understandably a huge task in its own right as in these uncertain days, it's difficult to predict the future let alone prepare for the unexpected. Not only that, it is also trying to deal with an ageing infrastructure and the ever increasing costs associated with the restoration of our priceless rolling stock.

The one commodity I saw as Chairman and now as vice chairman, is the amount of enthusiasm and passion to deliver whether as an active member or as a supporter and hope that can be taken forward to 2024.

I'd like to congratulate Tom James for his custodianship of The Bluebell Times for the last 5 years and look forward to the next! I always look forward to reading each edition

In closing, I started with Slade and will end with John Lennon, but on behalf of the Chairman, Directors and Governors, our sincere thanks for all the help and support given during 2023. Our best wishes to you all and your families for the season.

I hope you have fun ... the near and the dear ones, the old and the young.

Roy



Still awaiting final painting and renaming, but Sir Archibald Sinclair is in all other respects available for traffic. It is seen here approach Rock Cutting on a test run in mid-November. Photo: David Cable

Members' Day, Society AGM & Staff Party

By Gavin Bennett, BRPS General Secretary

SATURDAY 15 JUNE 2024

The Society AGM will be held on Saturday 15 June 2024 at Sheffield Park Station commencing at 4pm. Following the success of this year's Members' Day, we will hold this event again on the same day as the AGM but allowing more time during the day for members to view the many activities and projects around the railway. After the AGM, there will be a BBQ and staff party with a late train departing to East Grinstead at around 9:45pm. There will also be an earlier train to East Grinstead after the AGM.

Standing for re-election in 2024 (all retiring by rotation) are:

- ➡ Paul Churchman, Society Chairman;
- ➡ Laurie Anderson and Mike Hopps, Trustees; and
- ➡ Colin Tyson, Society Trust Governor.

Richard Clark, the Preservation Standards Trustee, also retires by rotation, but is not seeking re-election.

The AGM Notice will be sent out with the Winter issue of Bluebell News.

'Sir Archie' Flies Again

Photo by Jon Bowers

Jon Bowers' drone photo shows newly-overhauled "Sir Archibald Sinclair" on a loaded test trip with the SteamLights set in late November. The locomotive has entered traffic as the East Grinstead loco during the Santa season, though final painting remains to be completed in January. The first public opportunity to ride behind the locomotive is scheduled for 1 January next year – see timetable on back page of this issue. Normal fares apply and our 'Kids For A Quid' travel offer will also be available on the day. [Advance tickets can be found here.](#)



Christmas Message

By Fr David Murdoch, Bluebell Railway Chaplain

I try to visit the railway as often as I can, and particularly when there are special events. One I very much enjoyed this year was the visit of children's railway story author, Simon Hall, whom I met at Kingscote. His delightful tales are based on different heritage lines, including our own 'Crossing time on the Blueberry Line'. A seasonal one is set on the lovely North York Moors Railway: 'Frosty Times on the Heather Moors Line'. In it, Mum, Dad, Tom, Holly and Pip the cat begin a summer train trip with granny, only to find the Ice Queen turning summer into winter. Indeed 'Goathland station...seems to be stuck in permanent winter'. (page 19)* Worse still, Father Christmas is missing!

I could not help seeing some common themes with C S Lewis 'The Lion, the Witch and the Wardrobe'. (I do not, of course, mean to suggest they were intended by the author). In Narnia it was always winter but never Christmas. The White Witch is responsible, just as the Ice Queen is, in Simon Hall's book. There is a sense of needing to be rescued, and, for Hall, a mammoth does this, for Lewis, the lion, Aslan. Both stories are magical and mythical, in the best sense: stories with a meaning.

Many people, including many Christians, would accept that the Christmas stories of shepherds, angels and wise men are not necessarily historical, at least not in every detail. But they too are stories with a profound meaning. They too speak of the need of every human being to be rescued: from the negative experiences that chill us, from the less good side of our human nature, that makes us cold hearted. For those of us who are Christians, that rescue began when God became human in Jesus, as a tiny baby, 'In the bleak midwinter' – coming to share in both the chill and the warmth of our experiences, coming to teach and show us God's love by his life, death and resurrection. Many years ago, I received, on a Christmas card, a verse that has stayed with me:

“ *A snowflake falls, the wind blows cold,
But the love from his crib warms the world*

Please do contact me if I can help or support you in any way.

Horsted Keynes Rectory – 01825 790317 –
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* *Simon Hall, 'Frosty Times on the Heather Moors Line', © 2020 stories and illustrations Simon Hall.*

Next Steps for 4-VEP “Gordon Pettit”

1 December marked the official launch of an appeal to raise £50,000 to help bring 3417 back into mainline operation. Over the past few years, despite COVID 19 and the enforced pause in the restoration of the unit, the [SETG](#) team have been patiently working towards bringing 3417 back into traffic on preserved lines. We are now on the cusp of that goal and are working towards an event in the New Year which will formally launch 3417 back into traffic.

As part of that upcoming announcement, we are today unveiling plans to raise significant funds

which will underwrite works including fitting GSM-R radio equipment and OTMR 'Black Box' systems to both driving trailers. Additionally we are going to undertake work to fit anti-override components to the buckeye couplers, fitting Controlled Emission Toilet equipment to the unit and – most crucially of all – carrying out preparatory work for the installation of Central Door Locking equipment to the unit. More than 40 years after being built, 3417 will finally carry the equipment that will allow it to return to where it belongs; the mainline, carrying passengers on the Southern Electric once again.

HOW TO HELP

Donations can be made via [GoFundMe](#). Alternatively, to donate with Gift Aid, please do so via the [Bluebell Railway Trust](#) – select “Other” from the drop down menu and write “VEP” in the box.



The Next Big Step!

Help 3417 Return To The Mainline In 2024





Dates for 2024

GOLDEN ARROW DINING TRAINS

Our silver service Golden Arrow dining trains are now available to book for 2024. Our first set of trains can be booked on the dates below:

- Luncheon Trains: March 24th, April 7th, 14th, 21st, 28th, May 5th, 26th
- Evening Trains: March 23rd, April 6th, 13th, 20th, May 4th, 25th

We are also delighted to welcome [Pullman Car No. 54](#), a new accessible Pullman carriage which we are proud to include in this year's Golden Arrow dining service.

An ideal gift this Christmas, book your place now on one of our very special Golden Arrow dining trains!

Book now at <https://www.bluebell-railway.com/golden-arrow/>

STEAM FOOTPLATE TASTER DAYS

Experience the excitement of operating a steam engine with the return of the Steam Footplate Tasters at The Bluebell Railway!

Treat yourself or your loved ones to an unforgettable Christmas gift for our first taster days in 2024 with the opportunity to drive [No. 72 'Fenchurch'](#) or [O1 No. 65](#). Don't let this chance slip away to create a lasting memory. The thrill of controlling a powerful steam engine is an experience that will be remembered for a lifetime. Book your spot now and get ready for an adventure like no other.

[For tickets and more information](#)

DIESEL FOOTPLATE TASTER DAYS

Exciting news! The Diesel Footplate Tasters have arrived at the Bluebell Railway and they are ready for you to take the driving seat!

This unique experience is something that you won't want to miss as you take control of a BR Class 09 Diesel Shunter. The best part? You can book your spot now for 2024. Don't wait to secure your place today.

Whether you're a railway enthusiast or simply looking for a one-of-a-kind adventure, the Diesel Footplate Tasters are sure to exceed your expectations. So what are you waiting for? Get ready for an unforgettable experience and book your spot today!

[For tickets and more information](#)

LINESIDE PHOTOGRAPHY PTS COURSES

Lineside photography PTS courses at The Bluebell Railway are back for 2024!

Our half-day course will provide you with the essential safety training you will need to access lineside areas on our railway. A must for any railway photographer!

The following dates are available to book in 2024:

- 24 February: 9 am to 12 pm or 2 pm to 5 pm
- 9 March: 9 am to 12 pm or 2 pm to 5 pm

Price: £150 per person (+ £1.95 online booking fee)

[For more information](#)

In the Works

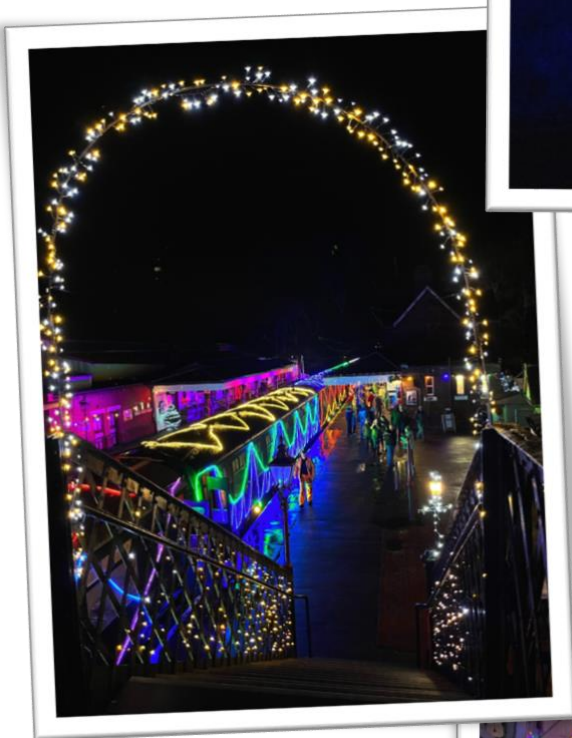
Photos by David Chappell

Latest vehicle to enter the paint shop at Horsted Keynes is [Maunsell Open 3rd No. 1309](#), which is being revarnished, and should be finished shortly.



Let There be Lights!

A festival of lights at the Bluebell Railway this winter. Lance Allen's photo (left middle) shows the platform at Sheffield Park shortly before departure of a SteamLights service – this was taken on 16 November with the test train that ran before the public trains started. Nick Gilliam's photo (top right) shows No. 80151 leaving Horsted Keynes on its return journey on 24 November. Meanwhile, Roy Watts' photo (bottom) shows the part of the display greeting Santa passengers this year at East Grinstead.



The Railway's First Commercial Goods

By Ted Oades, locomotive department Photo by Andrew Strongitharm

Photos of railhead treatment trains in the last issue of The Bluebell Times prompted loco driver and inspector Ted Oades to recall a trip with such a train in 2013. Opening to East Grinstead earlier that year made Sheffield Park an option for road-to-rail transfer – a scarce facility in Southern England. A train of brand new such wagons had been unloaded at Sheffield Park before transferring to Horsted Keynes. Ted takes up the story at Horsted:

On 31 October 2013 Chris Knibbs and I duly met the two electro-diesel locomotives Nos. 73207 and 73213 coming from the main network as booked just after 1610hrs and we ran down in tandem to Horsted Keynes, arriving in No.2 road.

First task was to form up the train, the railhead treatment train being in the up yard. Since the working on the network would involve a reversal, the locos would be needed top and tail. With the train being new stock, a conflag with the GBRf crew confirmed that it would be wise to attach the rear loco after lifting the train out of the yard and back into the platform road rather than setting back an unfamiliar set onto a stationary vehicle. The GBRf Second Man took the opportunity to expand his experience in resetting the loco drawgear from buckeye to link coupling.

So, over to check the train. This revealed some points of interest; several of the handbrake indicators did not correspond with actual position of the brake blocks, and there was no through loco

control piping. This required some care in first moving to ensure all the brakes fully released, and meant that the one lead loco would have to do all the work lifting a heavy train up to East Grinstead on diesel power. Dealing with these meant that, by the time the train was formed up ready to start, the light was failing and there was some need to make sure we did not miss the outbound path at 1800hrs from East Grinstead. Anyhow, away we went. Needless to say, I soon had the controller right round, and there it had to stay most of the time unless the gradient allowed easing or coasting.

The loco put up a good show, but definitely had its eyes watering. Speed up through the tunnel fell to some 19mph, while we were down to 7mph over Holden Summit. Happily, we arrived on time at East Grinstead, to the accompaniment of whirring motor blowers and cooling fans, so it was a relief to know that the rest of the trip would be on the juice!



New Museum Display

Words and photo by Malcolm Johnson, Museum Curator

The Bluebell Museum at Sheffield Park has unveiled a new display board that explains to visitors that when they travel on the Bluebell Railway from Sheffield Park Station to East Grinstead Station it is a journey through time. The story starts in 1877 and ends in 2013.

The display was designed by Lance Hodgson who was assisted by Sue Elliott who both gratefully acknowledged the enthusiastic support of Brian Dandridge and John Harwood in providing the photographs.

When you are next at Sheffield Park pop into the museum and have a look.



New Additions to the Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 191 images to the Bluebell Railway Museum website bringing the total now available to 23,050. This update contains photographs taken by David Esau.

We have added the first part of David Esau's Midland Region photographs.

The images in the Archive are predominately Southern but we always prefer to keep a photographer's collection together which is why you can find images from across the UK and Overseas on the museum website.



Top: Royal Scot No. 46116 'Irish Guardsman' stands in a busy platform at Euston station on 30 June 1962.

Photo: David Esau [157784]

Left: No. 44983 5MT heads a Mineral train through Dent station on 18 June 1964.

Photo: David Esau [157869]



VIEWING AND ORDERING

Every photograph sale directly helps the Photograph Archive giving us much needed funds to invest in conservation and storage materials. The information needed to pay for orders online by BACS is now included on every order form.

To view and order go to www.bluebell-railway-museum.co.uk and click on the Archive tab. There are various searching methods, including by locomotive number or class and location. The content key search allows you to see all the images of a particular type, for example, all the images taken of Pullmans. Use the New key to see all the latest images including those mentioned and shown here and the Nearly New key to see what we added last month.

On That Day

By Tony Hillman, Deputy Curator

Searching through our photograph collection we only have seven photographs taken on the Bluebell Times Fridays for November to January. So we can continue with this feature we will be changing the name to "On That Day". During summer months we might have up to seventy photographs to choose from. This means that many that could be included are left out. So, during the next three months we will be reprising some of the 'Friday' images that did not make the final cut. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and providing the notes.

Photo: JJ Smith [o4266o]



In the early afternoon of Saturday 13 October 1951, Fairburn 2-6-4 Tank 42089 passes over Brambletye Crossing between Forest Row and East Grinstead while working the 1.8pm Tunbridge Wells West to London Bridge via East Grinstead. This locomotive while nominally allocated to Brighton Shed (75A) and displaying duty 735 on the headcode disc, was on this occasion, actually working Three Bridges duty 678 usually worked by an I3 Class 4-4-2 Tank. The rolling stock would appear to be as rostered, a 3-coach "Birdcage" set and two "loose" 3rd Class corridor coaches.

The train is traversing the single track line between Ashurst Jct. and East Grinstead with a passing place at Forest Row. It was opened on 1 October 1866 and closed as from 2 January 1967, after which it became the Forest Way, a public footpath and cycleway.

Although Brambletye Crossing was over a minor road, signalling had been provided until 1926. After that there was only a crossing keeper, with block indicators to warn of approaching trains. The signal in the picture is the down distant for Forest Row. Probably the most momentous event affecting the line occurred on Friday 3 March 1954 when an 800 ton P.Way train hauled by K Class 2-6-0 32346 ran away descending the bank from East Grinstead to Forest Row, eventually derauling on the catch points at the Ashurst Jct. end of the station.

There were 277 Fairburn 2-6-4 Tanks, an LMS design based on the earlier Stanier 2-6-4 Tank. They were built between 1945 and 1951, mainly at Derby, but 41 at Brighton Works in 1950/1. 42089 moved from Brighton to Stewarts Lane (73A) in March 1952, to Neasden (14D) in December 1959 and was finally withdrawn from Kirkby (16B) in October 1964.



Saturday 11 August 1956 and LBSCR E2 0-6-0T 32106 is photographed at Latchmere Junction. The junction in the distance leads to the LSWR main line at Clapham Junction whilst the one in the immediate foreground leads to the LBSCR at the same station. The junctions were controlled by a GWR-style signal box, out of sight to the right, which closed on 24 April 1983.

The train consists of a BR brake van, two cylindrical gas tank wagons, followed by what appears to be one of the three SR-built ferry vans. These vehicles, numbered 1 to 3, were built at Ashford in 1936 and were originally painted blue to match the Night Ferry sleeping cars. The photographer did not record details of the train, which is believed to be a special working, the tanks being almost certainly destined for Stewarts Lane for refilling from the storage plant there. The gas was used, amongst other things, for cooking in restaurant cars.

The E2 class, consisting of ten locomotives, was designed by L.B. Billinton. No 106 (as then numbered) being built at Brighton Works in

September 1915. Subsequently renumbered 2106 by the SR it spent some time at Dover where one duty entailed shunting the Night Ferry sleeping cars on and off the train ferries. Following the fall of France in 1940 it was transferred to Stewarts Lane. By 1956, 32106 (renumbered from 2106 in February 1950) was one of eight E2s allocated to Stewarts Lane (73A) although they only had three regular rostered duties (Nos. 519, 75 and 76), one shunted Battersea yard whilst two spent most of the day at Herne Hill sidings.

Subsequently some were transferred to Bricklayers Arms and Southampton Docks sheds. 32106 remained at Stewarts Lane until May 1961 when it also went to Southampton Docks. It was withdrawn in October 1962 and scrapped at Eastleigh Works.

Photo: JJ Smith [040602]



It is Saturday 9 September 1961 at London Transport's Metropolitan Line branch terminus at Chesham. Having arrived on a through working from Liverpool Street, London Transport electric locomotive No. 16, *Oliver Goldsmith*, runs round its coaches whilst a unit of LT electric A60 stock sits in the bay platform to the left, presumably waiting to form the next branch shuttle service to Chalfont and Latimer.

Electrification of the Metropolitan Line had been extended from Rickmansworth to Amersham and Chesham almost a year earlier in September 1960, but whilst LT services to Aylesbury had continued to be steam hauled north of Rickmansworth, rush hour through workings to and from the Chesham branch had gone over to LT electric locomotive haulage throughout.

Prior to electrification, the branch had been served by a steam-hauled shuttle, which usually employed one of two three-carriage sets originally built by the Metropolitan Railway in 1898-1900. Electric units were introduced on the shuttle in September 1960, but some of the old coaches

were purchased by the Bluebell Railway and are [still in use today](#).

The timetable change from Monday 11 September 1961 would see British Railways taking over the service on the main line from Amersham to Aylesbury and trains of A60 stock being employed on most other services. Thus, Saturday 9 September represented not only the last day of scheduled steam to Aylesbury over the Metropolitan Line, but also the end of regular electric locomotive-hauled passenger services.

Electric Locomotive No 16 was one of twenty built by Metropolitan Vickers of Barrow in 1922/23 for use on the Metropolitan Railway from the City to Rickmansworth. All had been withdrawn by 1962, but two examples were preserved, No 5 *John Hampden* in the London Transport Museum and No 12 *Sarah Siddons* in working order. The latter has operated occasional rail tours.

Photo: JJ Smith [045982]



Vacancies

BUILDING MANAGER - PART-TIME 24 HRS

This role may be suited to someone from the building management and construction industry who wishes to move to a part time role.

The responsibilities are to plan and manage the maintenance for all the railways buildings to ensure all aspects of building management complies with the relevant legislation, together with ensuring all records are up to date and accurate.

Be the single point of contact for any CDM related projects and the production of related CDM Advisory/Principal Design documentation. Provide management reports and attend meetings as required. Prepare budgets and costings for repairs as required.

Produce Work Package Plans and sign off completed works. Significant proven experience in property management will be essential, together with up-to-date knowledge and experience of CDM regulations. Have a flexible and proactive approach to work.

The post holder must have own car and be willing to drive between the four railway stations.

LOCOMOTIVE WORKS FITTER

The locomotive workshop is open 7 days per week and is seeking a skilled engineer to join the team to carry out the maintenance, overhaul and repair of the railway's historic collection of steam locomotives.

The applicant must have either completed an engineering apprenticeship or have other equivalent qualifications. Skills essential for this post include machining and fitting mechanical parts with demonstrable competence in the use of manual operated lathes and milling machines.

Weekend working may be required.

CATERING VOLUNTEERS

Have you ever enjoyed a cream tea on one of our trains? Or a Ploughman's lunch? Or a cup of tea from the on-train buffet? With a busy season of trains ahead, we need more volunteers to help keep those experiences alive, particularly for mid-week traffic. If you like interacting with people, providing a service that our visitors enjoy and making their day just that little bit more special this is the job for you.

MORE INFORMATION

Please contact Lisa Boyle at lisa.boyle@bluebell-railway.com for further information.



Photo: David Cable

The Bluebell Times

*A Newsletter for
Bluebell Railway
Members, Staff and
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*If you have any comments or
feedback about this issue or
suggestions for future articles
or features, contact:*

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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.

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](#).

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- ➔ Chris Sutton
- ➔ Roy Watts
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Bluebell Railway New Years Day Steam Timetable

Loco	6989	72	65	65	34059	6989	72	65	34059	6989	72	6989
Set	B	OBO	LE+ BV	Goods	A	B	OBO	Goods	A	B	OBO	
Platform	2				1	1	2		1	2	1	
Sheffield Park. d)	10:00	10:35	10:50		11:30	12:40	1:15		2:20	3:30	4:20	
Horsted Keynes a)	10:15	10:45	11:05		11:45	12:55	1:30		2:35	3:45	4:35	
Platform	3	3	4/5	4/5	3	2	3	4/5	3	2	3	
Horsted Keynes d)	10:17	10:50		11:35	12:20	1:05	1:45	2:25	3:10	4:00		
Kingscote a)	10:31	11:04		11:55	12:34	1:19	1:59	2:45	3:24	4:15		
Line	M	M		M	M	M	M	M	M	M		
Kingscote d)	10:33	11:12			12:36	1:21	2:06		3:26	4:17		
East Grinstead	10:40	11:20			12:45	1:30	2:15		3:35	4:25		
Loco	6989	72		65	34059	6989	72	65	34059		72	6989
Set	B	OBO		Goods	A	B	OBO	Goods	A		OBO	B
East Grinstead d)	11:00	11:45			1:05	1:55	2:35		4:05			4:45
Kingscote a)	11:07	11:52			1:12	2:03	2:42		4:12			4:52
Line	L	L		L	L	L	L	L	L			M
Kingscote d)	11:09	12:00		12:40	1:24	2:05	2:50	3:30	4:14			4:54
Horsted Keynes a)	11:23	12:15		1:00	1:38	2:20	3:05		4:30			5:10
Platform	2	4/5		3	2	2	4/5	3	4/5		3	3
Horsted Keynes d)	11:50	12:20			1:40	2:40	3:10	3/50				4:50
Sheffield Park. a)	12:05	12:35			1:55	2:55	3:25	4:10				5:05
Platform	1	2			1	2	1	2			2	2

Accessible Access Coach Will Be On Set A. Drinks and Light Refreshments Will Also Be On Set A

34059 Will Work 4:05 ex East Grinstead To Horsted Keynes-This Service Will Not Run Back To Sheffield Park.

OBO- Observation Coach (LNNWR 1503) 65 Will Work Light Engine With A Brake Van To Horsted Keynes & Collect Goods Set.

Goods Train By The Bluebell Railway Goods Division

Loco Directions: 72 (Facing Sheffield Park) 6989, 65 & 34059 (Facing East Grinstead)

All Bluebell Timetables Are Subject To Last Minute Alteration & Cancellation. Timetables Are Correct At The Time Of Publication