



"Beachy Head" on a loaded test run at Hoprsted Keynes, 18 July 2024. Photo: Peter Edwards

# The Bluebell Times

A Newsletter for Bluebell Railway Members, Staff and Supporters

August 2024

## IN THIS ISSUE

For the last few weeks, the imposing bulk of *Beachy Head* in the running shed has become almost common place as those of us in the locomotive department go about our business preparing other locos for the day's service. However, for the editor, two recent emails suddenly crystallised the reality that, very soon, a quarter-century project to recreate a long-lost locomotive to once again haul paying passengers was drawing to a triumphal conclusion. The first email confirmed the roster for the 10-day celebration of the [loco's entry into traffic](#). The second gave details of a series of familiarisation trips for the dozen or more of us rostered to operate those first trains to allow us to begin to understand what is a complex machine. The abstract thought of what it might be like to fire an Edwardian-design express passenger loco is suddenly about to become concrete.

Being on the footplate is, to an extent, the glamour end of operating a railway, the focus of most visitor's attention. But trains can't run without tracks; a dirty carriage will attract negative reviews, and our passengers require supplying with drinks and food. Moreover, major projects require major funding, which must be carefully nurtured and managed. All those facets of the railway mean that there are many other volunteer roles away from the obvious operational ones. "A team effort" as Roy Watts says in his article this month, but a team requires players. Right now, we have a particular need for volunteers in the infrastructure team, catering and carriage cleaning – plus a specific, specialist role with the Bluebell Railway Trust to help with managing legacies. So later this month – come along and enjoy the show behind Britain's newest steam locomotive – but then consider, could I be involved more deeply? A warm welcome awaits.

Tom James, Editor

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# Watts Occurring

By Roy Watts, BRPS Chairman

So, we enter the 8<sup>th</sup> month of the year and already certain retailers have started to display those customary festive boxes of assorted chocolates albeit those like myself with long memories will remember the times when such commodities were not sold until late September and not only that they were twice the size in weight and half the current price! Progress? Possibly, as the manufacturers will claim they are looking after our waistlines and dental care!

But here we are at the height of summer and Christmas is only 139 days away!

However, what a few weeks it has been: a new Government has been elected, Olympians are plying their respective disciplines at the 2024 Games hoping to bring pride to their respective countries, whilst a small minority seem hell bent on destroying it. Not a day passes when you don't read about flagrant breaches of regulations by the water companies, more evidence of climate change as witnessed by the erratic and sometimes violent actions of Mother Nature – and now we begin the run up to the American presidential elections with the inevitable bouts of slanging matches between the candidates. Wouldn't life be dull without some of these events?

Returning to the new Government, it will be interesting to see what happens when they really do get their feet under the table and the consequences of possible taxation increases which could impact every one of us and how friendly will they be to the Heritage movement.

The cancellation of some big budget schemes has bought to an end some of proposed railway reopening schemes, two being just days away from commencement of works.

However, the appointment of Lord Peter Hendy as Rail Minister does put a person in Government who knows and understands the importance of what railways are all about and what can be delivered, very much a friend of the industry.

I have already invited him to visit us at some point while currently respecting his rather busy diary!

As for the Olympians, well we have our own in the form of all the good volunteers and staff who perform their own "disciplines", taking pride in what they deliver. The "Olympic Village" that is the 11 miles from Sheffield Park to East Grinstead is a constant arena of people participating in numerous events, knowing just how important that end prize can be.

It is a team effort no more, no less. The team falters without a cohesive plan.

I sincerely hope there will be some podium winners forthcoming as just reward for the efforts. And no, even at my tender age, I believe I am too old for the skateboarding or BMX!

We now enter a "golden quarter" being just days away from the [launch of our Brighton Atlantic](#) and its associated events, to be followed by the return of our [diesel gala](#) bringing new traction to the line for the first time.

Then we see the return of the very successful beer festival which brings its own specific clientele for this big event (remember organisers – East Grinstead was very low on beer when we opened on the last day of the festival!) Then it's on to [Giants of Steam](#) which is already proving popular.

Can I say at this point how grateful I am to those who have written in to say they recognise and respect the need to diversify, especially to target the family audience which I will take great pleasure in passing back to those who spend a huge amount of time pulling events together, working out risk assessments and safety measures and then taking the feedback for future improvements .

It's not just a question of simply saying "let's do dinosaurs this weekend" but a long time in the planning

Already 2025 is becoming the priority and that of course will be based upon the learning from this year because, just as in sport, there is failings as well as success.

Now we can't make these events a success unless we market them properly. We use many forms of media to promote our services and to gain insights into how popular they are likely to be. So this is timely to draw your attention to the new Bluebell Website which went live on Monday 5 August.

This is the end result of many months of work led by Nigel Page, IT director and involving teams from across the railway – shop, marketing, Society, Trust and so on – to address the shortcomings of the previous system and with the aims to make it simpler to navigate and actually find what you want – the “3 clicks and in” principle!

Now like all things, it's new and will require some adjustment but the core is there and yes, a prime example of a team effort and thanks to everyone who has contributed, it's been a herculean effort.

I appreciate just how valuable your time is and many give the maximum amount time that they possibly can but I know that roster clerks and team leaders across the railway welcome whatever time you can spare to get these events “over the line”. Your support is greatly appreciated, so from myself, Neil, Trustees, Directors and staff – thank you.

Well, that's it for this month, no sport next month although the football season will have begun and maybe, just maybe, the little team from Selhurst Park will get a sly mention 😊

Take care of yourselves.



*Sir Archibald Sinclair starting the climb of Freshfield bank with the 2.15pm train from Sheffield Park on 11 July. The train included three Maunsell carriages and the four Mk 1 carriages of the Wealden Rambler set for an Afternoon Tea service.*

*Photo: Peter Edwards*



# Help Us Manage Legacies

By Vernon Blackburn, Bluebell Railway Trust Chairman

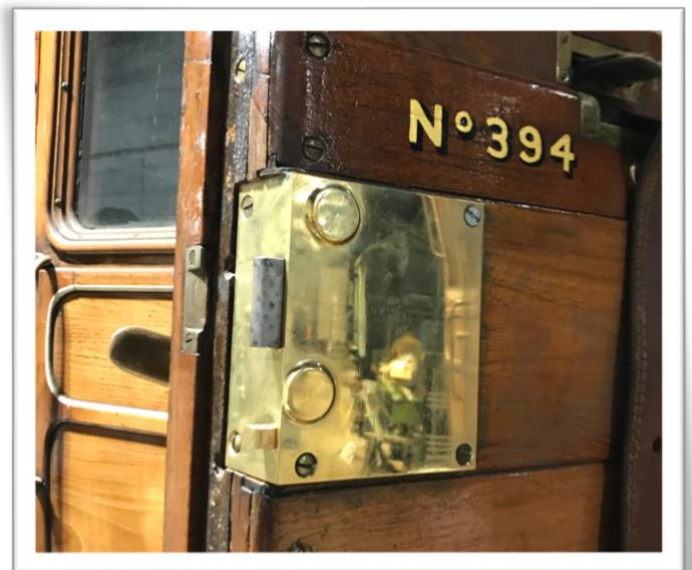
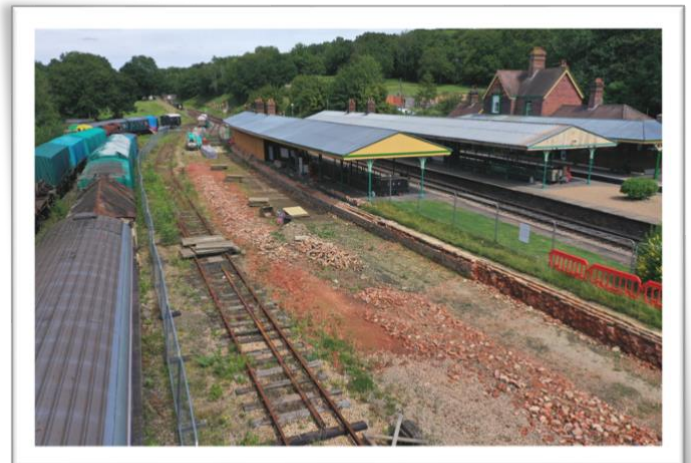


The Bluebell Railway Trust, the charity that supports the Railway, is best known for managing our main fundraising appeals, donations and Gift Aid. It also receives gifts that very generous supporters leave us in their wills, known as legacies. Without such gifts the Railway would not be able to carry out much of the restoration work that is essential for its ongoing operation. Current projects that are being funded from gifts in wills include:

- ➔ The overhaul of Q Class No. 541
- ➔ The rebuilding of Platform 1 at Horsted Keynes
- ➔ The overhaul of the 50 door locks on the four Metropolitan carriages.

We are looking for a volunteer to help the Trust team with wills and legacies, which includes liaising with executors and their solicitors, and monitoring and reporting on the progress of the administration of estates. We also assist individuals who are thinking of leaving gifts in their wills to the Bluebell. The role would perhaps suit a retired solicitor, accountant or professional executor, or someone with a reasonable working knowledge of the law and practice of wills and estate administration. A sympathetic and helpful approach to donors and the ability to work closely with colleagues would be beneficial.

The Trust team works on site at Sheffield Park Station most Wednesdays, although much of our work is done remotely from home. If you would be interested in finding out more about helping us with this very important task and would like to meet the Trust team, do contact [Vernon.blackburn@bluebell-railway.com](mailto:Vernon.blackburn@bluebell-railway.com) or on 07775 740381. The Trust, like the Bluebell as a whole, supports equal opportunities.



Photos, top to bottom:  
Q class overhaul – Leaky Finders  
Platform 1 works – Jon Bowers  
Metropolitan door locks – Richard Salmon



# Making ‘Bluebell’ Bloom Again

By Trevor Swainson, Bluebell Railway Trust Governor Photos by Jon Bowers



Last month, the Trust launched the Appeal for the restoration/heavy repairs of Bluebell, our iconic locomotive.

The timing of the Appeal was not ideal but there was a window of opportunity when this work could be undertaken by our preferred sub-contractor that, if missed, could delay the project by at least six months. All being well, ‘Bluebell’ will be drawing the crowds by late summer in 2025 – too large for ‘Giants of Steam’ but still a great attraction both for members and visitors but also as an excellent prop for filming and promotional work.

So, fortune favours the brave and the Appeal went ahead in July with publicity in ‘*The Bluebell Times*’, ‘*Bluebell News*’ and on social media. This internal promotion is being supported through press releases where we hope to generate not only interest but also donations from far and wide.

A BIG THANK YOU to everyone who has supported the appeal so far.

It was always going to make slow progress at this time of year, but we are on our way. So far, over £52,000 has been raised. This is a tremendous start and gives us the platform to move forward to reach our target of returning our icon back into service.

So, we hope you can ‘dig deep’ and help us to raise around £100,000 to ‘Make Bluebell Bloom Again’.

Obviously, there is a long way still to go but, based on the generous support from members and friends in the past, we are quietly confident that we can achieve the target of getting ‘Bluebell’ running once again.

For details of how you can help, please see the attached leaflet or, for more details, please contact: [trevor.swainson@bluebell-railway.com](mailto:trevor.swainson@bluebell-railway.com)

**PLEASE HELP US TO MAKE 'BLUEBELL' BLOOM AGAIN!**

If you can support this project – THANK YOU!

You can donate in one of three ways:

- ➔ Via the Bluebell Railway Trust website at [www.bluebell-railway.com/trust/make-a-donation/](http://www.bluebell-railway.com/trust/make-a-donation/)
- ➔ Or, by bank transfer to:

The Bluebell Railway Trust  
Account no. 61059056  
Sort code 60-10-26

Please quote the reference 'Bluebell Bloom'

- ➔ Or, by cheque payable to The Bluebell Railway Trust

Please complete the form on the last page of this issue of The Bluebell Times and send to:

The Bluebell Railway Trust  
Sheffield Park Station  
East Sussex  
TN22 3QL

If you would like The Bluebell Railway Trust to claim Gift Aid on your donation, please complete a Gift Aid declaration form, available at [www.bluebell-railway.com/gift-aid-form/](http://www.bluebell-railway.com/gift-aid-form/)





# Q Class 541 Overhaul Update

By Steve Pilcher, Maunsell Locomotive Society

Down at Leaky Finder's workshop in Devon, the main focus of recent work has been on the locomotive's frames

As mentioned in previous reports, there has been a need to take down the axle box horn blocks and in certain cases, undertake repairs to the frames, in the vicinity of where the horn blocks are located. Where required, new sections of frames will need to be welded into place. Some of the horn blocks are now back up on the frames

Whilst the frames are stripped down, the opportunity has been taken to replace a number of loose rivets in places where the running plate and various brackets are secured to the frames and the

inside face of the frames has been thoroughly cleaned and received a first coat of primer

Assembly of the new dragbox for the rear of the locomotive continues at a steady pace, with a good start being made on riveting together several of the components

As regards the boiler, recent work has included NDT (non-destructive testing) of the welds on the throat plate that

were shown in the image in the last report and on removing the steel/copper bottle ends on the flue tubes and cleaning these up

Good progress also continues on the fabrication of the new tender tank, that is being assembled by the 4253 gang at Rolvenden. Most of the work on the front half of the tank is now complete and a good start has been made on assembling the framework for the rear half of the tender tank. Most of the work is taking place under cover, which was essential in the wet Spring, but must have been a bit unpleasant in the recent hot spell

Meanwhile back at Sheffield Park, Melvyn Frohnsdorff completed the arduous task of seeking out all the rivets securing the rear buffer beam to the tender frames, burning them out and then taking down the buffer beam. He was then



**Top:** Left hand leading horn block back in position in the frames after machining of horn tie faces. Photo: Leaky Finders

**Bottom:** Newly cleaned and painted rear section of 541's frames. Photo: Leaky Finders

able to gain access to the rear drag box, cut it out and a new dragbox will be fabricated and installed, in due course

The tender brake cylinders have been dismantled in the workshop to check on their condition.

The tender wheelsets have now been transported down to the South Devon Railway, for tyre turning, upon return they will be repainted

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

## THE Q NEEDS YOU!

The [Maunsell Locomotive Society](#) has agreed to try and raise £40,000 towards the cost of overhauling the tender and providing a new tender tank. The Q is an ideal size and economical loco for Bluebell operations. It fits in well with the 'Southern' image, and it did actually operate in the vicinity.

Online payments to the appeal can be made by clicking the [DONATE](#) button on the Bluebell website and following the online payment instructions. Select Q Class 541 Overhaul in the drop-down box.

For those who prefer to use cheques, please send a cheque, made payable to the 'Bluebell Railway Trust' (and a [Gift Aid Form](#) – if appropriate) to the Bluebell Railway Trust, Sheffield Park Station, Uckfield TN22 3QL. Please add a note to say it is for the 541 Overhaul Appeal.

At the time of writing we are getting close to the target of providing £40,000 towards this project. As ever, a very warm 'thank you' to all concerned who have generously contributed thus far. Please consider helping us to reach the target of £40,000, and thus play a part in getting this very useful loco back in action at the Bluebell Railway.



**Left:** View of the top of the main section of 541's rear dragbox, prior to riveting. Photo: Leaky Finders

**Above:** Tender chassis rear buffer beam taken down from the frames. Photo: Melvyn Frohnsdorff



# Around and About

## CARRIAGE AND WAGON

By Keith Leppard

Green BR Mark 1 CK, 16210, has been a regular fixture in our main set for several years but you could have been forgiven for not recognizing it as when it was last overhauled there wasn't time to fully repaint it. So it's been running all that time without numbers or the proper indicators of its first class accommodation. That's now being put right through efforts led by Dave Clarke in the C&W paint shop. Pictured on Saturday 3 August, just the black shadowing to the lettering needed to be added by the signwriter before it could be varnished and returned to traffic.



## STANDARD 2MT NO. 84030 NEW BUILD

By Chris Wren

Since the last newsletter work has progressed on the bunker with all panels in their final position, majority of rivets fitted, and the welded seams started which are extensive and will keep us very busy for quite some time. There is still some riveting of the angle iron supports to be finished and the beading around the top edges to be fabricated and installed.



The steps for the back panel of the bunker are being fabricated with three of the five required already welded in position. Hand rails for the side and back of the bunker have been fabricated and welded in position.



Above four of the six lamp brackets required for the back of the bunker under construction and they will soon be fitted.

The toolbox located on the bunker shelf has been constructed and welded in position. Three of the four doors have been fitted, and the wooden lining for the detonator storage in one of the compartments made.

Fabrication of the coal hole doors is well under way and will shortly be fitted to the bunker.

Before starting on the cab, it was decided to manufacture the cab floor supports and obtain the



metal flooring panels and at the same time the backing panels to support the cab steps. This will allow the cab access steps to be finally position and installed. It is then intended to install temporarily wooden flooring. This will allow easy access to the cab area and provide a safe working area.



First of a number of cab floor supports

As all manufacturing drawings for the cab floor and steps are complete attention will now be

directed to the production of manufacturing drawings for the cab panels and roof.

A task which will require careful consideration is the joining of the cab to the side tanks. Until the boiler can be temporarily position on the frame the final positioning of the side tanks cannot be made as clearance between the boiler and tanks is necessary. It should be remembered that the engine started life as a tender engine!

We have now got all the brass castings (those known and those hiding!), that were scattered in a number of places around the railway, in one place. This will allow us to identify any missing castings and the extent of machining required.

So, there is plenty to keep us occupied for the rest of 2024 with the intention of the bunker being complete and the cab floor complete albeit with a temporary wooden floor.

Progress will be quicker if we had more volunteers; our current group of working volunteers are all retired and male with several over 80.

Being male or over 60 is not a required qualification!

If you know anyone interested in joining the working group especially if they have an engineering skill, please ask them to contact me, Chris Wren on [ccwren@gmail.com](mailto:ccwren@gmail.com)

And finally the project can only progress by providing a stream of income, one way is by a donation(s). Please see our [web page on the Bluebell Web site](#).

## Appointment of Rolling Stock Director

By Neil Glaskin, Director & Interim Chairman – Bluebell Railway PLC

I am very pleased to be able to advise that Bob Pamment has joined the Board of the Bluebell Railway PLC as our Rolling Stock Director.

Bob is a Chartered Mechanical Engineer with over 30 years' experience in railway engineering having spent most of his working life in senior engineering positions with British Rail and its successors. Bob is a long-term volunteer in the

Bluebell Railway Locomotive Department, he is also Professional Advisor for Locomotives and Rolling Stock and previously held the Rolling Stock Director's position between 2016 and 2022.

I am sure you will join me in welcoming Bob and wishing him well in the position.



# Carriage Shop Donates £850

Words and photos by Chris Wilson, Carriage Shop volunteer

The Carriage Shop team are delighted to have been able to make another £500 donation to the Horsted Keynes station fund and a further £350 for the purchase of picnic table umbrellas for the Dock area outside the Carriage & Wagon workshop and materials to repair the benches on the Dock.

Following the donation to the Horsted Keynes station fund, Station Master Tim Baker said: 'The Horsted Keynes station staff would like to thank the Carriage Shop for the donation towards the continuing project to restore Horsted Keynes to its 1930's condition.'

The Carriage Shop is open every weekend in August and additionally on the remaining Mondays (12, 19 and 26), Thursdays (15, 22 and 29) and Fridays (16, 23 and 30).

During August we have a Book Sale outside the Carriage Shop which is open every day with all the money raised being donated to the Horsted Keynes station fund.

We currently have a wide selection of Horsted Keynes exclusive souvenirs, model railway items, railway and transport books and Railway Art by Matthew Cousins. We are also supporting the [1305 Thumper Gang](#), [Bluebell Railway Goods Division](#) and the [Fenchurch Fund](#) by stocking a small selection of their items in the shop.

The Carriage Shop is always pleased to receive donations of model railway items, books, DVDs, bound magazines, pictures, postcards, photographs, slides, mugs, badges, keyrings or other railway or transport material. We are always in need of model railway items – if you any items you can spare, we would be very grateful.

If you can help please contact:

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

For up to date opening times and news please visit our Facebook page:

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



**Top:** David Brett and Chris Green from the Horsted Keynes station team accepting the donation outside the Carriage Shop.

**Bottom:** Two of the picnic umbrellas sponsored by the Carriage Shop.

# More Photos From The Museum Website

By Chris Wilson, Bluebell Railway archive volunteer

This month we have added a further 300 images to the Bluebell Railway Museum website bringing the total now available to 24,634. These new additions come from the camera of H.C. Casserley and John Scrace.

The Henry Casserley images were taken in 1924/25 and feature variety of former LSWR, LBSC and SECR locomotives at location including Eastleigh, Bricklayers Arms, Southampton Docks, Friary, Exmouth Junction and Bournemouth.

John Scrace's views are of Standard 4MT 2-6-4T locomotives at many locations across the South including Corfe Castle and Swanage on what is now the Swanage Railway. There are also images at Hailsham, Heathfield and other sites in the last days of the 'Cuckoo Line'.

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

Do you have an interest and experience in scanning railway negatives and slides? We will be looking to expand our team of volunteers later this year. If you think you could help and would like to find out more please email: [photos@bluebell-railway-museum.co.uk](mailto:photos@bluebell-railway-museum.co.uk).



*LSWR B4 No. 86 'Havre' at Southampton Docks on 7 June 1924.*

*H.C. Casserley [270185].*





*Former LB&SCR E1 No. B159 at Bricklayers Arms on 14 June 1924. Note it is still in LB&SCR livery but has already acquired the Southern Railway "B" prefix to the number.*

*H.C. Casserley  
[270206].*

*BR Standard 4MT 2-6-4T passing Heathfield signal box on 11 June 1965 with the 12.45pm from Eastbourne. 'Earl Selleswood' has been chalked on to the loco and a wreath tied on the smokebox. The line closed to passengers three days later on 14 June 1965*

*John Scrace  
[142523].*



## VIEWING AND ORDERING

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

To view and order go to [www.brm-archive.co.uk](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 and the Nearly New key to see what we added last month.

# On This Day, 9 August

By Tony Hillman, Deputy Curator

*Three pictures from the Bluebell Photographic Archive taken on 21 June. Thanks to John Creed, Martin Elms, Richard Peirce, Chris Sutton, Roger Merry-Price and Chris Wilson for finding the pictures and researching the notes.*



## A MINERS' SEASIDE EXCURSION

During the 1950s, the Aylesham Working Men's Club (locally known as 'The Legion') organized annual excursions from their mining village between Dover and Canterbury to the Kent seaside. These were booked to run on the Thursday of the August Bank Holiday week, in this instance the 9 August 1956. On this day, two trains for Ramsgate and Margate ran conveying 450 adults and 750 children, all paid for by the Club. In addition, all the pensioners and children were provided with pocket money for the day.

Running these heavily laden trains provided a challenge for the Eastern Section Operating Department. The route was from Aylesham via Kearsney and the short but then rarely used Kearsney Loop Junction Box (opened in July 1882 by the LCDR in order to run trains direct from London to Deal). The Loop led to a gradient, one of the most formidable on the Southern, over two miles mostly at 1 in 69/71, and Guston Tunnel, 1,421 yards long. The summit was just beyond the tunnel. After that there was a downhill gradient of around 6 miles to Deal, with stretches of 1 in 64/71. This could pose severe difficulties for the return



trains later in the day. The remaining short distance from Deal to Ramsgate and Margate was by comparison much easier. In order to minimise the risk of stalling on these gradients both trains were to have pilot engines to Margate and back.

The first train (previous page) was photographed by JJ Smith at Kearsney Loop Junction, by the signalbox of the same name. The stock for the train was a spare Boat train set (11 corridor coaches and Luggage Van) from Eardley sidings in Streatham. The train engine, Battle of Britain Class 4-6-2 34090 *Sir Eustace Missenden* (73A Stewarts Lane), had collected it from Stewarts Lane sidings and brought it down to Aylesham for a 10.07am departure. It was then booked to stop

at Kearsney Station for 4 minutes to attach the pilot engine.

The picture shows the pilot engine ex SECR Class 0-6-0 O1 31430 (74C Dover) running tender first, an unusual occurrence. The most likely explanation is that the booked pilot had failed and the O1 was a late substitute, taken from the Shepherds Well to Tilmanstone branch, still carrying the branch Duty number 461 and facing the right way for that line.

The train was booked to arrive at Ramsgate at 11.04am and Margate at 11.22am. Shortly afterwards at 12.20pm the coaching set was taken to Dover Marine to provide an extra Boat train at 6.45pm to Victoria.



The second train (above) was made up of Coaching Set 430 (8 Maunsell corridor coaches plus 2 loose coaches). This had started out from Stewarts Lane at 6.50am behind Battle of Britain Class 4-6-2 34083 *605 Squadron* (74B Ramsgate) and was booked to depart from Aylesham at 10.30am. It also stopped at Kearsney to pick up its

pilot engine, ex SECR Class C 0-6-0 31283 (74C Dover).

This photograph is taken around 250 yards east of Kearsney Loop Junction Box. It looks as if the train has been held at the Down Starting signal just out of sight to the right. Both engines are just beginning to move having put their sanders on to

help with rail adhesion and are 'blowing off' the safety valves with full boiler pressure for the coming climb to Guston Tunnel. The picture also shows to some extent the gradient at this bottom end of the bank. This train only went to Margate and was booked to arrive at 11.45am.

Very little is known about the return workings later in the day. The first return train left Margate at 6.30 pm with Set 430. It was booked to detach its pilot at Kearsney at 7.22pm and be back at

Aylesham by 7.36 pm. Thereafter the stock was to be worked to Faversham and thence back to Margate

The second train with Set 236 (8 Maunsell corridor coaches plus 2 loose coaches) left Margate at 7.38pm and Ramsgate at 7.58pm. It was booked to detach its pilot at Kearsney at 8.42pm and be at Aylesham by 8.56pm. Afterwards it too made its way to Faversham and then on to Ramsgate.



This photograph raises many questions and very few definitive answers! We know the date, Saturday 9 August 1952, and we know the location is Redhill. The locomotives are ex LBSCR H2 Class 4-4-2 32426 *St. Alban's Head* which is coupled to an unidentified GWR 43xx 2-6-0. Presumably both have arrived and been detached from their respective trains and are heading to Redhill shed (75B) for servicing and turning.

The photograph, based on the previous and subsequent ones held in the Archive, was taken some time between 1.15pm and 3.00pm. The

timetable shows two arrivals in that period from Reading, both diagrammed for GWR Moguls. The first, the 10.28am from Birmingham New Street to Margate, was scheduled to arrive at Redhill about the same time as the 12.18pm from Hastings to Birmingham New Street. That train joined the 12.40pm portion from Eastbourne at Polegate and was booked to reverse at Brighton. The motive power between Brighton and Redhill was rostered for a Bricklayers Arms (73B) based Fairburn 2-6-4T (Duty No.531). Was the Atlantic simply substituted for the tank? However, the head code on the front



of 32426 shows the route as being Eastbourne to Redhill and not from Brighton.

The Railway Observer, the monthly magazine of the RCTS, can possibly answer the question. In September 1952 it reported that use of the cross-country services to/from the Southern Region had been very heavy during the summer. In particular, that the 12.40pm from Eastbourne, instead of combining with the 12.18pm from Hastings at Polegate had regularly run as a separate train direct via Plumpton. In the following issue the RO reported that the train was usually hauled by an Atlantic as far as Redhill.

### READER FEEDBACK TO ISSUE 59

Thanks to Malcolm Peakman, who commented on the photo of LNER D40 *Andrew Bain* (On This Day, issue 59) noting there was no mention of the connection between Ex GNoSR Class V and Fs (including former Class F-62276) and the ex SECR Class G.

It wasn't covered as the focus of the July "On This Day" photos was on the LNER and the links between the two pictures of the GNoSR in Fraserburgh.

The two classes are indeed connected though, providing a "Southern" flavour to a very Scottish image!

The initial order was for 10 (Class V) locos, but the GNoSR found themselves under financial pressure, so had to request the makers (Neilson Reid) to sell five locos on, and they were duly purchased by the Managing Committee of the SECR.

The five locos became SECR Class G with running numbers 676 to 680 and were withdrawn by the Southern Railway between 1924 and 1927 when heavy boiler repairs were required. The majority of their work was centred on the Medway Towns, so it is unlikely that one ever graced the Bluebell Line. On the SECR they were known as either "glasshouses" due to their spacious and enclosed cabs, or "herrings" due to their lineage.

Marsh Atlantic 32426 was built at Brighton Works in January 1912. The last of of six members of the class, their later years were spent allocated to Brighton (75A), although two or three at any one time could be found at Newhaven sub-shed. It was withdrawn on 25 August 1956 along with three other members of the class. 32424 Beachy Head was the last one withdrawn in April 1958. In 2000 the Bluebell Railway decided to construct a replica of this engine. Twenty-four years later it is [set to enter traffic](#) on 23 August 2024.



More information and pictures can be found in D L Bradley's '*Locomotives of the London Chatham and Dover Railway*'.



# Volunteer Vacancies

## VOLUNTEER CARRIAGE CLEANERS

Our carriages are our showcase to visitors and make a lasting impression on their perception of our Railway – so it is vital that they are always clean and well presented. We have a dedicated team who clean the carriages both inside and out to ensure they are always looking their best.

If you would like to join this team and carry out a role that makes a direct impact on our visitors perception of the Railway, then please contact [volunteer.coordinator@bluebell-railway.com](mailto:volunteer.coordinator@bluebell-railway.com) for more information.

## INFRASTRUCTURE TEAM

The infrastructure team are responsible for the maintenance of the track, signals and buildings around the railway. That involves more than just the rails and ballast: for example the team play a crucial role in maintaining drainage, lineside fences and keeping the lineside vegetation under control – roles that are vital both for safety and to enhance our passengers' experience.

The team is split into a number of groups which meet throughout the week, so there should be an opportunity whichever day is convenient.

Volunteers must be fit, able and willing to work outdoors undertaking tasks that include track maintenance and renewals, lineside clearance, lineside fencing and buildings maintenance.

If you would like to join this team then please contact [volunteer.coordinator@bluebell-railway.com](mailto:volunteer.coordinator@bluebell-railway.com) for more information.

## 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. In particular, we are looking for on-train assistance on the RMB, at the static catering facilities at Kingscote and East Grinstead.

Please contact [volunteer.coordinator@bluebell-railway.com](mailto:volunteer.coordinator@bluebell-railway.com) for further information.





# The Bluebell Times

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

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*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:

- ➔ Vernon Blackburn
- ➔ Jon Bowers
- ➔ David Cable
- ➔ John Creed
- ➔ Peter Edwards
- ➔ Martin Elms
- ➔ Melvyn Frohnsdorff
- ➔ Neil Glaskin
- ➔ Tony Hillman
- ➔ Tom James
- ➔ Keith Leppard
- ➔ Roger Merry-Price
- ➔ Richard Peirce
- ➔ Steve Pilcher
- ➔ Richard Salmon
- ➔ Chris Sutton
- ➔ Trevor Swainson
- ➔ Roy Watts
- ➔ Chris Wilson
- ➔ Chris Wren