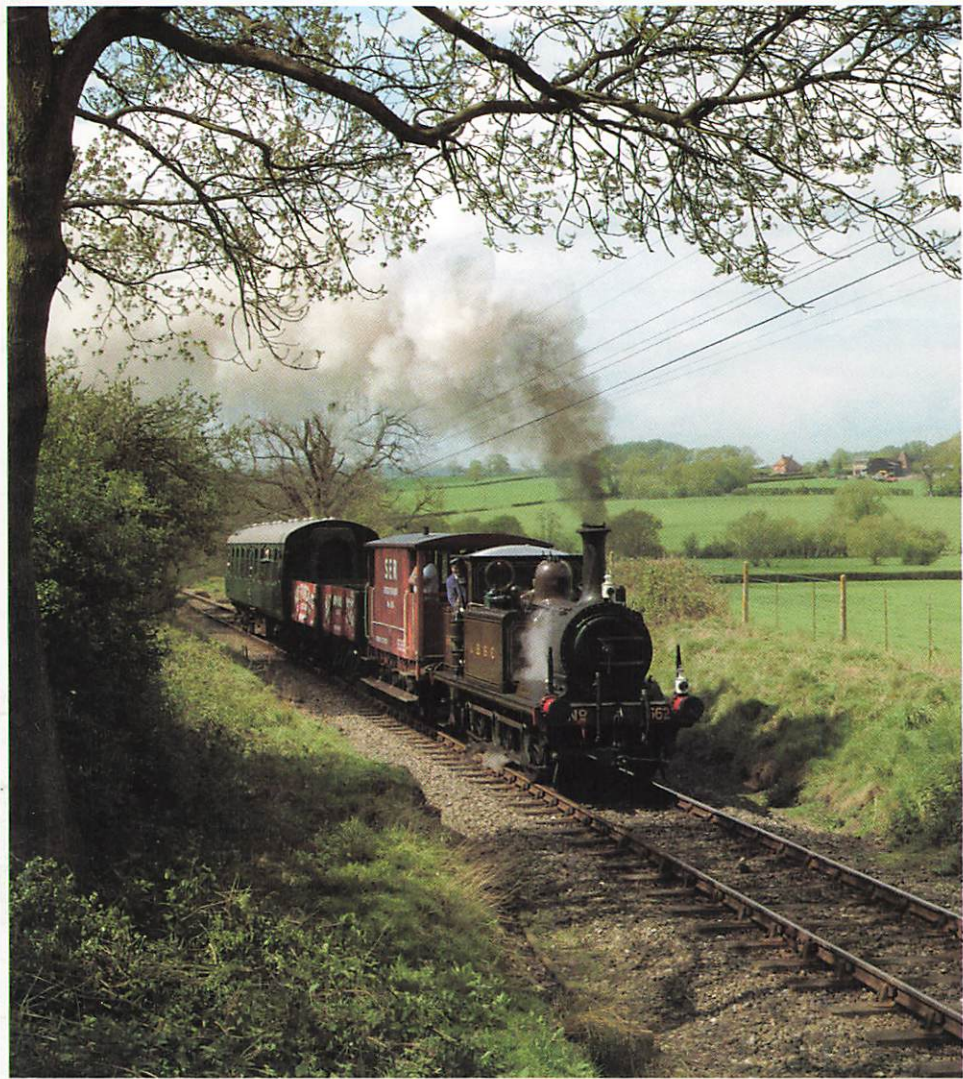


# Tenterden Terrier



Number 100

Summer 2006



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# The Kent and East Sussex Railway Company Limited

(Limited by guarantee and not having a share capital).....Registered Charity 262481

**PRESIDENT** The Rt Hon Lord Deedes MC PC DL

## **DIRECTORS**

Norman Brice – Chairman; Daniel Jenner; Derek Dunlavy; Brian Janes; Carol Mitchell; Bill Morgan; John Weller; Geoff Crouch

**COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED** (*A wholly owned subsidiary*)

**DIRECTORS** Norman Brice - Chairman; Derek Dunlavy; Brian Janes; Keith Jones; Geoff Crouch

## **COMPANY SECRETARY & REGISTERED OFFICE**

Nick Pallant, Tenterden Town Station, Tenterden, Kent, TN30 6HE

Telephone 01580-765155 Fax: 01580-765654 email: enquiries@kesr.org.uk

**GENERAL MANAGER**.....Graham Baldwin

## **OFFICERS**

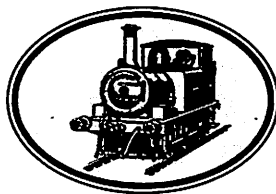
Accountant .....	John Cobb
Book Keeper .....	Karen Bridge
Sales Manager .....	Graham Siver
Events Co-ordinator .....	Jane Packham
Catering Manager .....	Andre Freeman
Shop Manager .....	Martin Easdown
Customer Service Assistants .....	Lin Batt, Yvonne Bates, Caryn Roberts
Chief Booking Clerk .....	Ken Dow
Chief Ticket Inspector .....	Peter Walker
Chief Station Master .....	Harry Hickmott
Museum Curator & Keeper of the Archives .....	John Miller
Engineering Manager .....	Paul Wilson
Forestry & Conservation .....	Peter Thorogood
Permanent Way .....	Geoff Crouch
Signals & Telecommunications Engineering .....	Nick Wellington
Operating Manager .....	Peter Salmon
Locomotive Inspector .....	Paul Wilson
Signalling Inspector .....	Clive Norman
Guards Inspector .....	Graham Williams
Consultant Civil Engineer .....	Peter Tobutt
Volunteer Liaison Officer .....	Andy Baldock
Volunteer Support Officer .....	Stan Kemp
Health & Safety .....	Derek Dunlavy

**Finance Committee**.....Philip Shaw (Chairman); Norman Brice; Graham Baldwin; John Cobb

**Employment Committee** .....Carol Mitchell (Chairman); Graham Baldwin; John Weller; Chris Mitchell

**Membership Secretary** .....Stella Nuttman, Tenterden Town Station, Tenterden, Kent, TN30 6HE

# Tenterden Terrier



Number 100

Summer 2006

**Editor** .....Philip Shaw  
(from 1 August) Brian Janes  
**Assistant Editor** .....Duncan Buchanan  
**Consultant** .....Tom Burnham  
**Editorial Office**  
4 Crossways Cottages  
Sissinghurst, Kent TN17 2AD  
Email: editor@kesr.org.uk

*The Tenterden Terrier is published by the Kent & East Sussex Railway Company Limited three times a year on the third Saturday of March, July and November. Opinions expressed in this journal are, unless otherwise stated, those of the individual contributors and should not be taken as reflecting Company Policy or the views of the Editor*  
ISSN 0306-2449.

© Copyright Kent & East Sussex Railway Company Limited 2006.  
Printed by Hastings Printing Company Ltd,  
St. Leonards-on-Sea, East Sussex.

## FRONT COVER

*No 3 climbs Tenterden Bank with the 11:09am Wittersham Road to Tenterden Town, 7th May 2006 (Brian Stephenson)*

## FRONTISPIECE

*Stepney banking a service train approaching the Wet Cutting, 7th May 2006 (Mike Esau)*

## BACK COVER

*P Class heads away from Noyelles to St Valery, 22nd April 2006 Brian Stephenson)*

## Contents

- 3 Editorial
- 4 Lineside News
- 4 General Manager's Notes
- 5 Commercial
- 8 Motive Power
- 10 Rolling Stock
- 11 Permanent Way
- 12 S & T Engineering
- 13 Groups
- 16 A Terrierific Weekend
- 19 One cold night in February
- 22 Sentimental Journeys
- 24 Return of a true Pioneer?
- 29 The Shropshire Montgomeryshire Railway in 1958
- 34 Fete De La Vapeur - 2006
- 38 The Cavell Van – Part 2
- 44 Letters to the Editor
- 45 Book Reviews







# Editorial

## **The Terrier reaches its century**

We have also reached another milestone in our history. This is the 100th issue of The Tenterden Terrier, which first appeared in 1973, following on from "The Farmer's Line", which was the original house journal of the Kent & East Sussex Railway. It is also the 97th issue which has appeared under your present editor, whose tenure of office has spanned some 32 years. It is a task that I have enjoyed immensely and continue to do so, but I feel that now is the appropriate time for a change. Accordingly, this is the last issue that will appear under my name and I shall be handing over to Brian Janes, with effect from issue number 101. Brian is well-known to readers as a contributor of many articles. Indeed, the production of the Terrier is very much a team effort and over the years has involved a large number of people many of whom now support the railway in other areas.

It would be impossible for me to mention everybody who has contributed to the Terrier over such a long period, but I would like to thank, in particular, members of the current team who have supported me so ably. Assistant Editor, Duncan Buchanan who has compiled Lineside News regularly since 1995 (and also for a period prior to this), Brian Janes, Tom Burnham and Stephen Garrett who have contributed many well-researched articles on a variety of subjects. John Liddell who has taken literally hundreds if not thousands of photographs since 1975, of which his 300th appears in this issue. Brian Stephenson, Mike Esau, Tom White, Ian Scarlett and recently, Geoff Silcock who have also let me have many superb photographs. I would also like to thank Ken and Lesley Lee for carrying out the boring job of proof reading and pointing out some of my many grammatical mistakes. Thanks also to John Miller for proof reading and for his excellent cartographical skills, which I have called upon in connection with a number of historical articles. I would like to thank Neil Rose, one time assistant editor, for his on-going commitment to compile the

cumulative index to the magazine, which we publish every three years.

Thanks also go to the mailing team, who have the unenviable task of stuffing some 2000 envelopes every time we publish.

I very much regret to say, that at the time of writing, I do not have much more to tell readers about the life (and death) of Colonel Stephens, who is constantly in our minds as a guiding light when running the Kent & East Sussex Railway today. I hope to remedy this by the time of the 75th anniversary of his death in November, the commemoration of which will be a significant event. I am pleased, however, to have kept him alive in these columns in a way that did not seem possible 30 years ago.

Finally, is 32 years a record for longevity as editor of the house journal of a heritage railway? The answer is no. The accolade for this is likely to remain for some time with Klaus Marx, who edited Bluebell News for 35 years. Number three in the order is probably the late Dan Wilson, who edited the Festiniog Railway Magazine for 29 years. Have I missed anyone out?

## **Terrierific**

The "Terrier" weekend in May, as the General Manager has commented, in his article, will go down in the annals of our history as something very special. The publicity value is not quantifiable but immense, the financial results good, without being dramatic. The return to service of our very own "Bodiam", after an absence of 10 years, would have been a milestone in itself, but five Terriers created a truly memorable event, for which we can be proud. The management team who organised the weekend are to be congratulated on innovative ideas in the arrangements, including timetabling and shunting which enhanced visitor enjoyment to the maximum and side attractions for those who came but were not so wedded to steam engines. The huge effort put in by our engineering staff ensured that everything ran smoothly, despite some rather precarious moments! Will we do it again- well we might, but watch this space for other innovative events, which we already planning for 2007.

# Lineside News

Compiled by Duncan Buchanan

## General Manager's Notes

We welcome Jane Packham, as Event Co-ordinator. Jane has been thrown in at the deep end as we had a busy programme of events for her to manage. Jane's father, Rodney, used to be a member here, and Jane has been brought up with steam engines.

Artists Week, an innovation this year, was well received with around 100 artists visiting us to record scenes of railway life. One gentleman has been seen several times since, completing a scene looking at Tenterden signal box from the Pullman Bank. We look forward to seeing all the results in August.

The Terrier Gala was a great success and is reported elsewhere.

May's half term fun week was brilliant with many parents bringing their offspring to enjoy a range of activities. It was good to see John Liddell's games getting used again.

Victorian Week has been an outstanding success. We saw a UK first with classrooms not only in Kent & Sussex, but elsewhere in

the UK too, being linked by satellite to K&ESR.

Children had to investigate a "Secret Project". Actors in the parts of Colonel Stephens and William Austen gave clues, and walked around with plans of Frittenden Road and Biddenden Stations as children endeavoured to discover that the railway was being extended to Headcorn.

Teachers have commented favourably on this, and even the IT experts are already looking forward to next year. We are grateful to Jane, Keith Harcourt and the KCC team for making this a tremendous addition to our calendar.

Thanks also to the various volunteers who dressed up in period costume and played parts in the success. It is disappointing that the media showed so little interest in this event, which was a national first. We worked hard to get BBC and Meridian interested in this story to no avail.

There is also a huge interest in next year's



Roberta Brice, a young Victorian, 27th May 2006 (Phil Green)



planned Evacuation Week, where we will evacuate children from Kent into Sussex and vice versa

Next year's railway gala – The Colonel Stephens Weekend is taking shape already. The replica Ford Railmotor and "Freshwater" are already booked.

Rumour has it that the Colonel will be appearing to say a few words.

Although Thomas attendances suffered from the World Cup, by the end of June year to date visitor numbers were over 2000 up on last year, (5%). Tourism in this part of Kent is showing an improvement on last year. K&ESR leads the way! We are very close to reporting the best ever June passenger numbers the railway has ever had.

We have had some work experience students here from Oakwood Grammar School and Highworth. We look forward to welcoming more from Angley and Homewood in the near future. Work experience placements are important to the students involved and give us an excellent opportunity to introduce the railway to younger potential volunteers. Philip Gates from Oakwood has already been back to help out with running events.

The railway's business grew considerably last year and it continues to move forward. On-line sales also grow apace. We are strengthening the salaried staff with the addition of a part time accounts clerk and full time operating assistant, and we look forward to welcoming them in the next couple of months.

---

## Commercial

---

### Shop

The shop continues to blossom with a healthy turnover that is building on the excellent figures of 2005. April and May saw the challenging budget figures reached; the latter assisted by the very successful Terrier weekend that saw record turnover achieved in the shop excepting Thomas events. The June Thomas however saw the shop figures fall short of the corresponding event in 2005. Nevertheless the revenue and spend per passenger achieved were very respectable in light of reduced visitor numbers influenced by the World Cup, the beach-inducing hot weather and the lure of other summer attractions that the more popular February and September Thomas events do not have to contend with.

We are very fortunate at present in having an excellent band of volunteers in the shop who continue to do the railway proud with their enthusiasm and work rate, especially at events like Thomas. The stalwarts of old have been joined this year by three new worthy additions: Joyce Brown, Chris Mann and Linda Sage.

The shop items on the Online Shop continue to sell in steady numbers with DVDs, 00 gauge wagons and metal signs particularly in demand. The small, medium and large size fleeces are back in stock and also available are a new 00 gauge K&ESR

cattle wagon, Sheraton mug, cotton shopping bag, children's size baseball cap and this year's Christmas card featuring the P class locomotive. New lines introduced into the shop this year which have proved to be particularly successful include children's high speed locos, Tommy Thomas wind-ups, bars of personalised chocolate and our infamous light up bouncy eyeballs!

### Catering

Inevitably, it was necessary to burn much midnight oil during the few weeks available for the reconstruction of the interior of Tenterden Station Refreshment Rooms. Considerable difficulty was experienced with the removal of the previous carpeting, such that it was necessary to use a power chisel to remove strips one inch wide – very time consuming, noisy and tedious. The poor condition of the floor screed caused some concern, but was deemed sufficiently robust to accept the new hard surface floor covering. This is an industrial grade simulated woodblock surface and has considerably improved the ambiance and cleanliness of the building.

Following some areas of re-plastering, a full internal redecoration was carried out. Indeed some areas, obscured by the former servery, had not been completed when the building was erected 20 years ago. All attempts to persuade John Miller to finish his work were robustly rejected however!



*A group of Victorians at Tenterden Station, 28th June 2006 (John Liddell's 300th photo)*

Considerable effort has been made to provide a strong period feel to the seating area. Further Art Deco light fittings have been provided to supplement some originals. Thanks to the cooperation of our museum, some period posters and potted plants enhance the pleasant 1930's atmosphere. Following much deliberation, the replacement period furniture was ordered and since fitting has proved to be a vast improvement visually, practically and in terms of capacity.

Much wiring, plumbing and kitchen fitting work was carried out by a small but dedicated team. The new layout and facilities have proved effective in use and better meet the expectations of our customers. Hot, chilled and ambient illuminated display cabinets are provided. These have the potential to drive up our all important turnover by improving presentation, access and therefore speed of service. Further (largely out of public view) building works remain to be completed.

The first real test of these facilities was at the All Terriers Great and Small (ATGAS) weekend. Given the level of business conducted during previous enthusiast weekends, catering staff were somewhat

unprepared for the onslaught that arrived, banging on the doors, before 9am. Staffing levels were hastily supplemented and rose from 4 to 11 members by lunchtime. Still we struggled to keep pace with demand in what was, to a degree, a building site. Having learnt from that experience the hard way, our first 'Thomas'© event with the new layout proved more straightforward. Given that the event apparently clashed with a football match somewhere(?), the catering team consider the 36% increase on 2005 turnover a reasonable success! Sales of soft ice cream in particular were outstanding and the wisdom of purchasing this machine is now universally acknowledged. Previous daily turnover records were, once again, beaten during this event.

A daily "specials" menu is invariably offered. However it is surprisingly difficult to predict likely patronage to the buffet. Similar daily passenger numbers can produce wildly differing numbers of buffet customers. Much depends on the effective promotion of facilities by station staff. We shall continue to experiment with new menus in the hope of banishing the tired, long-running existing offering.

Following numerous and seemingly insoluble



problems with the on train catering tea boiler, the Catering Manager finally lost patience and removed the offending item. We have now returned to stone (steam?) age technology, which works consistently albeit having a lesser capacity. Several coach companies are once again providing a welcome boost to catering income. However serving large parties together with our casual customers does present some challenges. Additional assistance in this area would be greatly appreciated: contact Dave Tibbatts at Tenterden Station or telephone 01580 763736 after 7pm.

### **Wealden Pullman**

Once again, the Wealden Pullman has enjoyed high levels of occupancy. Charter work has also been buoyant, with an interesting variety of product launches, anniversaries, birthdays and weddings. We were delighted to host the wedding reception for Mr Ken Lee and Miss Lesley Collins, both long standing volunteers in a variety of capacities. An arduous weekend in late June saw 4 Pullmans operated in 4 days serving just short of 400 covers. One of

these functions also included an evening buffet reception, with live musical accompaniment, which proved somewhat more popular than the guest list allowed and resulted in a very long day for some members of staff.

Further improvements are planned to both the train accommodation and service. Winter electrical heating of the train, made possible by the donation of a sizeable generator, is planned. This will also provide guaranteed lighting irrespective of the carriage battery condition.

The Wealden Pullman remains an almost entirely volunteer operation. Although the work can be long, hot and tiring, the small team maintain an excellent sense of purpose and pride in the service provided. This is borne out by the considerable number of complimentary letters received, coupled with excellent levels of repeat business. If you would like to assist with any aspect of the operation of the Pullman, please contact Meg Gooch at Tenterden Station or email [Meg@kesr.org.uk](mailto:Meg@kesr.org.uk).



*The renovated and refurbished buffet at Tenterden (James Veitch)*

# Motive Power

## Steam Locomotives

No 3 'Bodiam' (32670): Has suffered from a few teething troubles that made it a bit slow during the Terrier gala, but it settled down and is now performing well.

No 8 'Knowle' (32678): This loco continues in service without any problems. We may have to renew the boiler tubes during the season. New nameplates have been cast, bearing it's new name- Tenterden, with the town crest above. The nameplate is one of the most ornate that has been seen on the line.

No 11 'P Class' (753) Has passed a visual boiler exam recently and is due a steam test on 29th June. We have some problems with the vacuum brake cylinder which suffers from an intermittent brake fault. This is proving very difficult to resolve as we don't have any drawings of the cylinder itself to get an idea as to the required dimensions. The majority of suppliers cater for the standard mark 1 coach cylinder, but this is 3" smaller in diameter than the one on the P class. Some remedial work on the smokebox and petticoat pipe is underway whilst the loco is out of service.

No 14 'Charwelton': Slow progress on the rebuild. The boiler has been lifted off the boiler wagon where it had resided for some time

under repair and test. Hopefully by the time this goes to print it will be back in the frames.

No 19 'Norwegian' (376): The loco and tender have been uncoupled to facilitate dismantling. The boiler is almost ready to be lifted out of the frames to take the place of Charwelton's on the boiler wagon. The wheels are to be removed and sent off for re-tyring. Other parts have been removed from the loco for storage.

No 21 'Wainwright' (DS238): In store pending report for overhaul.

No 22 'Maunsell' (65): Re-assembly continues slowly. One of the main steam pipes was corroded beyond repair so we had to contract out the forming of new component parts which we then welded together. Finding a contractor in the UK who could handle tube of the thickness required was a challenge. We have also had to resort to the purchase of a blowdown valve for this loco from the USA. No UK supplier could be found. This sort of issue is becoming more and more common- and more and more frustrating. The only good thing that helps such sourcing is the internet.

No 23 'Holman F Stephens': In service and performing well.



Disposal duties for No 23, Holman F Stephens at Rolvenden, 30th May 2006 (Ian Scarlett)



No 24 'Rolvenden': In service and performing well. A spring broke recently and had to be changed.

No 25 'Northiam': The newly tyred wheels are now underneath the loco waiting the resource to carry out the final fit. Once this is done the motion will need to be assembled, then the loco is due a boiler inspection before entering service.

No 30 GWR Pannier (1638): The new crown stays have all been fitted and the loco has been in service for a while now. Two springs were found to be broken on intermediate exam which required changing. Some minor work is required to the fireman's side coupling rod which is planned for the next washout cycle due after the branch line weekend.

### **Diesel Locomotives**

No. 20 (GWR Railcar): 2006 continues to see more good progress made with the restoration of the Railcar, with the team achieving a couple of notable successes during the first quarter of the year. The first of these was the welding together of the two halves of each of the ten replacement roof panels. This was accomplished with minimal distortion of the sheet metal, and the correct apex angle achieved along the centre join through the use of the purpose built assembly jig mentioned in the previous report. The underside of each panel was then given a protective coat of primer and placed in its correct position on the roof framework during a working week in the C&W shed in late March. At the time of writing (late June), the Railcar is back undercover in the C&W shed, and work has begun on drilling and countersinking each of the roof panels in readiness for their final securing to the roof framework. For the benefit of the uninitiated, this is one of those tasks that looks simple on paper, but is, in reality, quite time consuming, owing to the fact that approximately eight-hundred holes need to be drilled out, and then either countersunk or enlarged, depending on the position of the panel.

The second success of the year was the starting of one of the Railcar's two diesel engines. Despite not having been run for twenty-five years, the north side engine required very little work to get it started, and after some minor adjustments to get it

firing on all six cylinders, the engine was run for a short period, during which no major problems were noted. Efforts have now turned to preparing the second engine for starting up, and it is hoped that it will not be too long before this can run-up and be assessed. In conjunction with the work being carried out on the engines, attention is also being given to both of the cooling system header tanks and the south-side radiator. Both of the former items are being fitted with new studs for the elbow joint connections, while the radiator has had the top and bottom tanks removed and cleaned out. A broken securing lug from the bottom tank has been welded back by a contractor, and once this and the top tank have been cleaned and painted, and the radiator core cleaned out, the components will be sent away to a local radiator specialist for reassembly and leak testing of the core tubes. Once completed, this work will enable the cooling systems to be reassembled, and this will allow the engines to be run for longer periods in order for a fuller assessment of their condition to be carried out.

No 40 'Ford' (BTH): In service.

No 41 (Ruston): In service.

No 44 'Dover Castle' (Class 08): This loco is still in service and performing excellently. The loco has been working particularly hard as a result of the ongoing repairs being carried out on the class 33 and this led to it working the Sunday Lunch service on the 4th June. Planning is ongoing for the restoration programme scheduled for when D.2023 enters service.

No 46 (Class 03): The last few jobs on this loco are currently being completed. The wheels and underframes are being steam cleaned and painted, and the side rods have had a number of jobs carried out on them including replacing 2 damaged bearing bushes, a thorough clean out of the lubrication system and painting. The main outstanding job is painting the cab interior.

No 47 (Class 03): This loco proved a useful source of spare parts for D.2023 with a number of marker light components and side rod bearing bushes.

Class 33 'Ashford': under repair at Tenterden, due in service by July.

**Class 108 DMMU:** The unit has started this year's operating season well. The engine change that was scheduled earlier in the year was carried out on time and on budget and the new engine is performing well.

#### **Cranes**

**No 133 (10T Taylor-Hubbard):** In service. A new water tank is being fabricated by John

Houselander as the old one resembles a patchwork quilt where it is corroding through. This will be fitted as soon as possible.

**No 145 (10T Grafton):** In store.

**No 151 (36T brakedown):** in service and being used for Charwelton and Norwegian boiler lifts.

---

## **Rolling Stock**

---

#### **Mark 1's**

**No. 63** was released to traffic during February as No. S25446 clad in its new, and very striking, green livery. Members may have seen a pleasingly complimentary item about this coach in *Heritage Railway*. There have been many expressions of pleasure at the appearance of this Mark 1; it somehow looked very right with the Terriers during the recent 'Atgas' weekend.

Winter maintenance on our other Mark 1's, together with the other vehicles in the passenger fleet, has proceeded satisfactorily and on schedule.

#### **Vintage Coaches.**

The overhaul of the Great Eastern Brake (K&ESR No. 81) was completed by late March and, as anticipated, returned to traffic in the GER maroon livery it carried when first restored. Sign writing was undertaken by Meg Gooch. The two former first class compartments, now reclassified third, were reupholstered during the latter stages of the overhaul. This vehicle also added a 'certain something' to the atmosphere of the Terrier Weekend.

The completion of the GER brake enabled the Woolwich Coach (K&ESR No. 67) to be released for the expedition to France for the CFBS Fete de la Vapeur together with the P Class, Alan Brice's Wallis steam roller, his half-size replica Foden Steam Lorry and numerous K&ESR members.

Four wheel District Coach No.100 has been repainted, once again in the brown livery it has carried in recent years. The job took rather longer than expected. A number of panels needing to be renewed on one side. Sundry other 'just' jobs were attended to at the same time. The coach left the carriage shed on 16th June.

The restoration of SE&CR Birdcage No.1100

(K&ESR 61) temporarily took a back seat whilst all the other recent work was under way but nonetheless continued to tick-over. Attention has now refocused on this popular project. Craftsman Julian Coppins has commenced veneering in the compartments and by the time this appears in print Ron Nuttman should have completed the new steam pipe run under the coach.

#### **Vans**

Repainting and waterproofing of C&W stores PMV No. 1145 (K&ESR No. 79) is complete. Ex-Longmoor SR Brake van K&ESR No.103 has occupied the No. 3 road 'short' bay whilst some much needed renewals were made on the bodywork and the brake gear overhauled.

The latter task involved Ron Nuttman manufacturing a number of new components to replace the well-worn originals. No. 103 plays an important part in Railway Experience Days and while it has been out of action, the Woolwich coach has been substituted.

#### **Assistance to Other Groups**

Having completed repainting on the class 03 shunter, TREATS have been busy carrying out mechanical repairs on this locomotive. We were pleased to be able to let them make good use of the spare space behind the District coach. Once the class 03 and the District had left the shed, the GWR Railcar group took their place for a week commencing 18th June. The C&W works is, of course, the most suitable environment for painting locomotives and a prestige job came the way of Shed supervisor Alan Brice and, of course, signwriter Meg Gooch when Terrier No. 3 Bodiam arrived from Rolvenden in undercoat.

The superb finish to this most historic of our



locomotives is a tribute to their respective skills. The GER coach was still in the shed whilst the paint job was in progress and the sight of the coach and Terrier in close proximity was very evocative indeed.

### People

We much regret to report that Dave Miller, Carriage & Wagon volunteer with both the K&ESR and the North Yorkshire Moors Railway died on 28th May 2006 following a gallant battle against cancer. Dave, who had been visiting the K&ESR since 1996, was an ebullient and popular personality with a wealth of practical abilities having worked both in engineering and as a college lecturer. He provided valuable liaison with our colleagues at Pickering and, in particular, we will miss his lively sense of humour. Although appearing every inch a Yorkshireman, Dave was in fact born in Kent and had a great affection for the railways of the south. On the

NYMR he was much associated with wagon restoration and the activities of the restoration of that line's Gresley coaches. Our deepest sympathies go to his family. An appropriate collection has been arranged.

On a happier note, we are delighted to report the marriage of volunteers Ken Lee and Lesley Collins on 2nd June. The couple held their reception on the specially chartered Pullman set.

### May Working Week

The passing of Dave Miller cast a shadow across our May Working Week held during 1st to 7th May. There was nonetheless a reasonable attendance although these days, with so many people being retired the personnel tended to be the usual faces who turn up during the week. The details of the September Working Week will be available from C&W in due course.

---

## Permanent Way

---

We relaid the Pullman Dock at Tenterden earlier this year and included some much needed drainage. Despite being "just a siding", it was re-laid to running line standard, as per all relays. The project was a relatively simple one but was short of manpower on some of the days.

Thanks to the superhuman efforts of Gordon Lilley (aka Nobby) who showed devotion above and beyond the call of duty, the project

was completed within time and within budget. Nobby stayed on site and worked almost every day. My thanks to him. In April we welcomed a new member to the team, Mike Popplewell, who has proved in a very short space of time that he can keep up with us old hands in the tea drinking stakes.

Some interesting and encouraging figures. PWay has seen a steady increase in Volunteer days worked from 2002 onwards. The figures



1638 running light at Cranbrook Road, 20th May 2006 (Ian Scarlett)

are 2003 = 383, 2004 = 412, 2005 = 438. So far this year, we are 23 days up on 2005.

Anyone else who would like to join our team, feel free to ring me on 01580 714410 during office hours and I will be pleased to hear from you. Other work this year included the completion of the P.Way hut between Hexden and Rother bridges.

We have named it "Hemsley House" in honour of our senior statesman, Peter Hemsley. The department and the railway owe a great deal to Peter. He has been a

stalwart team player for many years and he led the Sunday Gang for a long time.

As we head into the latter half of the year, our next project looms large. In November, we shall be re-laying Pope's straight to remove the bent rail ends. A 2ft section will be cut off of the end of each rail, the rails pulled together and reconnected and eventually a full length of rail inserted at the end of the job. We believe that this will reduce the number of broken springs and improve the ride for our passengers.

---

## S&T Engineering

---

Following the renewal, and relocation of no.13 points outside the signal box at Tenderden in the Spring of 2005, the Summer of 2005 allowed us to continue the "Beat the detail" aspects of the work, through towards completion. After the February Thomas event, the interior leadaway (the arrangement of pulleys and cranks underneath the box) was stripped out, and renewed to a revised design, which took account not only of the outside layout, but the additional lever functions that have been added over the years. Most importantly though, wire adjusters were fitted upstairs on the Operating floor to allow signallers to adjust the furthest out signals for variations of temperature themselves. This will be of considerable benefit in the summer weather, ensuring that signals are clear and unambiguous.

A Track circuit has also been installed to protect the new pointwork (and trains for that matter) from inadvertent operation whilst a train is passing over it. This will also comply with the HSE requirements in respect of facing points. Electric locking under the box has been renewed and upgraded to accommodate the track circuit and locking of the home signals to prevent premature replacement. A train waiting treadle is now provided at the home signals, as these can no longer be seen from the signal box. Further alterations to treadles at Cranbrook Road crossing and below (towards Rolvenden) give the signaller extra warning time, as over the years speed restrictions have been eased and it can be a close run to open the gates and "pull off" before the DMU reached the home signal.

A derailer is also being brought into use on the platform line to allow the berthing of rolling stock when the signal box is closed. Whilst berthing has always been permitted in the Loop, as it has "trap points" at the Rolvenden end, berthing in the platform line was not permitted due to lack of similar protection, and the falling gradient. Not only will this allow the late turn signaller on Pullman turns to leave earlier, which will be welcomed, but also other opportunities such as conferences with a train in the platform to be marketed. Carriage cleaning of the side of the coaches that our passengers see will also be easier for Peter Taylor!

On the buildings side, three new windows have been installed by contractors at Tenderden box, along with repairs to some rotten wood in the structure of the Rolvenden end wall. Northiam box has (at last) had the toilet installed, and the sink connected to the cessstank.

We would also like to create a two man team to work on painting signals, signal boxes and fittings, leaving technical staff to concentrate on other things. It would be an opportunity to improve those items which are in the public eye and to help arrest deterioration. A head for heights, good general fitness and either midweek or weekend availability are key essentials of these posts (sic). Enquiries or expressions of interest in all these opportunities should be to Nick Wellington, on 0870 879 1671, email [vacancy@UAX13.org.uk](mailto:vacancy@UAX13.org.uk)

A number of new telephone line poles have been erected and the wiring transferred to them over the winter period. This is typically

the best time for this work, as it involves the disruption or disconnection of the circuits and is best done when trains are not operating.. With around 200 poles on the railway, replacement of around 4 to 5 a year is necessary, following the annual testing which is carried out in the traditional way of "knocking" and listening for dead or hollow sounds, and probing with a special tool. Not surprisingly, poles normally rot around the base, but usually from the inside outwards, hence a skilled ear and eye is essential for this work.

Heavy maintenance and refurbishment work including rebushing of cranks and drives, along with a new compensator, has been carried out on several sets of points at both Rolvenden and Wittersham Road to bring

back the reliability of these to the required standard.

A collection of pledges and donations was held with the signallers, during the winter months which has paid for a number of improvements to the working environment of the signal boxes. Firstly all the armchairs and two mess chairs were refurbished and recovered in a period style fabric. Thereby improving their visual appearance. Secondly two ultraviolet fly killer units were purchased for Rolvenden and Wittersham Road boxes, which are worst affected by flies in the summer. These donations attracted the benefit of Gift Aid, and we are indebted to those involved for their generosity. Further improvements are in the pipeline for later this year.

---

## Groups

---

### Ashford Area Group

The group organised a coach to the Fete de la Vapeur en Baie de Somme on 22nd & 23rd April. In view of the interest a 74 seater luxury double-decker was secured and following a swift journey under the Channel Tunnel arrival in Noyelles was at 12 noon. The CFBS had kindly supplied passes to all members of the party. It was possible in the time available to cover the complete system and several of the party did this including the coach driver!

On the return a raffle was organised on behalf of the Terrier Trust and £118 was raised, the prize being a limited edition print.

The Committee would like to thank all members of the CFBS for their help in arranging this trip and for putting on such a superb show – including excellent weather.

We would like to invite all readers to our monthly meetings which are held at the Railway Club in Beaver Road, Ashford at 7.30 pm. Our future programme is :-

19th July – Lynton & Barnstable Railway – Paul Gower

August - No Meeting

20th September – Railways of Austria – John Fuller

18th October – Ffestiniog Railway – Ron Walker

15th November – 1950s & 1960s Steam – David Kelso

If you have any queries please contact our Chairman, Ted Micklam on 01233 503999.

### Maidstone Area Group

The Group will be holding a 'Silver Jubilee Model Railway Exhibition' at the New Line Learning, Senacre, Sutton Road (A274), Maidstone on 21st & 22nd October, between 10 am and 4.30 pm. Admission will be £4 for Adult and £1 for Children (4-16 years). There will be at least 20 layouts, trade stalls and refreshments. Parking is free.

### Gardening

With the most hectic season of sowing seeds, growing on, re-potting and finally planting is at an end and it is now a question of weeding and watering to keep everything going.

We should like to thank Tony Pratt and his wife for leaving various perennials at the Railway for me to plant. These have been distributed around the gardens.

Northiam Station has taken quite a large chunk of time in order to get it to a fairly manageable state. The flower beds have been cleared and planted with perennials in the hope of keeping some weeds at bay. The vegetable patch has been planted again this year with runner beans and tomatoes so look out for your "Station Master's garden" next



time you pull into Northiam Station. The Tuesday Group have helped tremendously by strimming and mowing the grass around the whole of the site.

Tenterden is now in urgent need of some "tender loving care" in the form of weeding and thinning out the bluebells. The removal of some of the trees in front of the office block has opened up the garden and with more light reaching the garden it is hoped that some of the plants will do better this year. New perennials have also been added so hopefully we will have more colour in the July/August period.

At this time of year the age old problem arises again with the watering of the tubs and flower boxes around the station. This year we have not planted up the red buckets on the rockery to keep watering to a minimum. However, it would be helpful if station staff have a few minutes between trains and could spare a few minutes to tip some water into the boxes outside the Booking Hall or around the station yard it would be greatly appreciated. A watering can is kept in Phil Wood's store cupboard by the ladies toilet and the water tap is on the corner of the shop end of the station building. Unfortunately with attendance at Tenterden only once a week, less if we are at another station, at this time of year the tubs and boxes dry out quickly. With a gardening department of one person plus the occasional help it is difficult to keep on top of everything. However, with a little help from those of you who take a pride in your station, we can keep everywhere looking attractive for our passengers.

The usual plea - if there is anyone who would like to help out for a few hours at one or other of the stations along the line we will be very pleased to hear from you. Please contact Veronica Hopker on home number of 01303 862811 or through the office at Tenterden.

### **Tuesday Group**

During March we took a rest from our on-going work on the station building at Northiam and spent all of the month at the Tenterden Station site. It began with us stripping the old tiles from inside the ladies, gents and disabled toilets. This turned out to be quite an unpleasant job due to all the dust

but it did help speed up the refurbishment that Dave and Mathew Stubbs were undertaking.

The old buffer stop in the Tenterden yard has been completely rebuilt and handed over to the gardener for planting with suitable trailing plants.

Due to extensive wood rot we had to replace the kitchen and one booking office window at Northiam with two new ones which were specially made. The toilet block and the platform white line had a repaint. Some fencing repairs were also undertaken.

After many months (mainly) spent at Northiam and much hard work, we have at last finished the main task there and the huge effort put in by everybody has been well worth it as the station building is now a magnificent sight.

Our next job is to spend a fair amount of time at Wittersham Road with the buildings, fence and general area all needing a major effort.

We would like to welcome three new members to our ever growing band of jolly tea drinking Tuesday Groupers - David Brown, Norman Bowden and Denys Andrews - welcome to you all.

### **Museum**

The BBC2 programme "The Peoples' Museum" mentioned in the last edition of The Tenterden Terrier, and which featured locomotive 'Gazelle', was finally broadcast on 5th June. In the event, 'Gazelle' wasn't in contention for voting but appeared in the run-up to the entry from the Tenterden & District Museum, which did indeed win against stiff competition. The winning item was a Royal Red Cross awarded to Sister Janet Wells by Queen Victoria following the Zulu Wars in South Africa.

Visitors to the Museum up to the end of May were slightly up on the same period for last year:-

	2005	2006
Total visitors	1643	1672
Days open	48	45
Admission income	£1462.50	£1515.50

The former Northiam waiting room clock would not keep good time so it was examined by member Chris Coggin, who runs Wealden Clock Repairs. As a result, he renewed several badly worn bearings and gave it a clean and lubrication at no charge, for which we are grateful. The clock is now back on display and keeping good time.

Several new acquisitions include:-

- Five documents dated between 1906 and 1918 relating to planned extensions to the K&ESR. Donated by Phil Edwards.
- Two documents dated 1903 and 1907 which refer to the planned Robertsbridge & Pevensey Light railway, and one document relating to the Gower Light railway, 1902. Neither railway was built. Donated by Brian Janes.
- Bought on EBAY is a handbill from 1953 advertising "Summertime Cheap Tickets" from Tenterden Town to other stations in the South.

We have also acquired several items relating to Colonel Stephens' military service:-

- A silver George V War Service Badge. This award was introduced in 1916 and was worn on civilian dress – never on uniform dress.
- The Coronation Medal to commemorate the coronation of George V and Queen Mary on 22 June 1911.
- A rather impressive Territorial Decoration in its black presentation case. This was awarded to Stephens in 1908.
- Already in our collection but now correctly identified is a lapel badge for "Comrades of the Great War – Associate Member". This was an ex-servicemen's organization in which Stephens took an interest. It was incorporated into the British Legion when that was founded in 1921.

The Museum has also acquired several items from the Burry Port & Gwendraeth Valley Railway in South Wales. Stephens was engaged as consulting engineer in 1908 to convert this former mineral railway into a full passenger-carrying line. He seems to have fulfilled his contract by 1913. The items are:-

- A small but heavy black cash box with brass fittings and with the company name in full on the front. It has a key to the sprung

lock and was probably held by the General Manager, Arthur Morgan J.P. He was long-serving and regarded as a capable administrator.

- A small leather-bound note book with the company's seal and the name "Arthur Morgan J.P." blocked in gold on the front. Most pages are blank but there are references to the amount of petrol used for journeys by car from South Wales to Devon and Cornwall in 1922 and 1924.
- A rather ornate varnished poster on cloth with hanging rods top and bottom. It is 25 x 20 inches in size and printed in black and red. It shows a map of the line and six vignettes of the company's stations and docks. It was issued in December 1909 following the line's opening for passenger services. The telephone number is given as just "No 7"!

- A solid silver commemorative key "Presented to Mrs A. Morgan, Burry Port, on the occasion of the opening of the Goods Depot, Ponthenry, 2 May 1904". The key is hallmarked Birmingham 1903/04 and is in the original red fitted case lined dark blue velvet and satin.

We hope to have all these items on display as soon as possible.

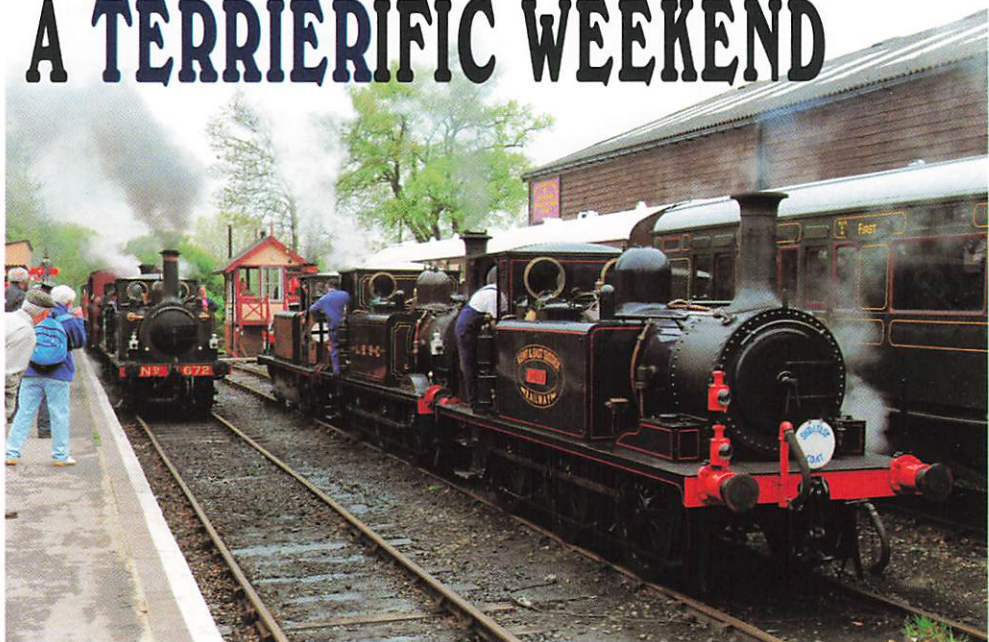
### **Sellindge J94 (68078) Group**

Working parties continued throughout the coldest winter weather for some time. Now we are into the better period of the year our attention is being turned towards getting the frames fully painted. The new foot plate sections at the back of the loco are installed and the new cab floor plate is drilled and awaiting installation. A number of small jobs on the brake cross shaft remain to be done and then we will move the plate into place. All the sandboxes have been installed and the brake hanger bushes in the frames have been replaced. The back footsteps have also been installed. We intend to shot blast and treat the cylinder casting this summer. This will see our second hand compressor being put to some very good use. The broken handbrake column has been repaired and will be installed once the floor plate is fitted.

A certain amount of running maintenance to our site equipment, container and tent has been carried out to keep them in good order.



# A TERRIERIFIC WEEKEND



*All five Terriers at Tenterden Town, 7th May 2006 (Brian Stephenson)*

**General Manager, Graham Baldwin, writes on our highly successful event in May, when we had five Terrier locomotives in steam**

To the railway enthusiast Tenterden and Terrier go together like Love and Marriage. As the song goes – “you can’t have one without the other”. As far as the K&ESR was concerned, the same did not apply to Railway and Gala. Since the beginning of the preservation period the four words had not been linked, so 2006 was as good a time to change that as we are likely to get. Thus from the germ of an idea, I made a request to the Bluebell to borrow one, and to Bretingham for the opportunity to have Martello for its first outing following restoration. They both said yes, and so I asked the Bluebell for Stepney too, and they agreed.

The railway press followed the story closely. With the restoration of Martello and Bodiam, “Steam Railway’s” editor said 2006 would be the “Year of The Terrier”. The excitement was noticeable. The thought of our own gala captured the imagination of most of the team here, many of whom had not been members when the last gala was held. As we started a small event

management team some interesting ideas came up, including having a dog show, model terriers and others and out of that came the title All Terriers Great & Small. The rest, so they say, is history.

The weekend of May 6th and 7th 2006 will go down in preservation history, and most certainly in this railway’s records as more than 1300 people visited us over the weekend to see 5 terriers returning to the K&ESR, working together to move ever changing combinations of rolling stock.

I was amazed by the numbers of photographers who swarmed at Tenterden for the cavalcade. There was a real buzz and sense of excitement (and terror on the faces of booking clerks when they saw the queues at 9.30 am).

Bodiam returned to service after a 10 year absence – this is too long for such a locomotive and as part of the weekend’s celebrations Councillor Peter Jones (leader of East Sussex County Council) re-commissioned No 3 appropriately at Bodiam station. The loco ran hot on the Saturday but Adrian Landi – driving the first turn – repaired and worked on it whilst it ran thus ensuring our pride and joy was

seen by all. Once we had some decent coal and water in the other terriers, and with a little help from the Pannier on occasions, the locomotives ran smoothly and although we lost 30 minutes in the mornings of both days, we lost no more time as the event progressed on each day.

The post event press has been staggering. Of course there was no interest from the local papers (and why should there be?) but in the railway press we picked up pages of pictures and more exposure for the K&ESR than we have ever had before. The journalists who came to the event were enthusiastic about it and pleased to be here. This was a milestone as far as I was concerned, for when I joined the railway our coverage in the enthusiast press was virtually non-existent. In May 2006 we had the cover photo on *Heritage Railway* – and both *Heritage Railway* and *Steam Railway* gave us 3 pages. Putting K&ESR back on the railway enthusiasts map is important. This event achieved it in a spectacular way. The small terrier models attracted a steady stream of visitors across the weekend and Sunday's Terrier Dog Show attracted a different type of visitor to the car park area. Hugh & Rebecca Nightingale did a fantastic job in organising this. While mentioning Hugh, I must take this opportunity to recognise his efforts and those of Graham

Hukins (timetables and shunting) which went towards making this event so successful. All our staff put in a tremendous effort when the railway was on show to visitors from across the British Isles. They always do their best but for this weekend they gave 110%, and I thank them all.

But what of the commercial realities? We charged a slightly higher ticket price than for a normal rover ticket. 1300 people paid it without question, and 800 bought a programme and timetable for £2. I thought Martin Easdown did an excellent job in compiling the programme; it was his first such effort but it will not be his last. We were however gate crashed by some "enthusiasts" who were determined not to buy an event ticket. We were poor at barrier control because we were so busy, and for next year's gala free admission whether through the front door or the side door will not be possible, except for our working members. I found this determination, which included some of our own members, disappointing to say the least and I don't believe it is too controversial to ask people for a few pounds to help them enjoy their hobby or interest, particularly when it cost so much to put the event on for them! We were able to run two photo charters on the following two days which generated some more welcome income.



*Stepney and Martello with the Wittersham Goods train in the Wet Cutting, 6th May 2006 (Brian Stephenson)*





32678 coming down Tenterden bank, 7th May 2006 (Brian Stephenson)

Our catering department was swamped from the outset on the Saturday morning, but coped admirably on the Sunday with 12 staff! The shop had record breaking days (for non-Thomas) and traded well selling, in particular, bottles of ATGAS 2006 ale and Terrier Tales DVDs. We also took into stock Coal and Pewter Terrier models which are delightful.

The costs of such an event though are quite significant and escape notice whilst everybody is having a good time. Transport costs for the locomotives were £5000, and insurance for the guest locos was £1500. A huge amount of time was put into the event by Engineering Staff, making sure the guests were ready for action. This meant that work on other projects had to be stopped. No steaming fees were payable, but Knowle and Bodiam will go on tour as part of a "contra" deal. This has hidden costs in terms of preparing them for movement out and back. Running five locomotives also incurs costs in terms of extra coal (difficult to measure but likely to be in the region of £800 for the weekend). Water costs are not measurable, but they will be substantial. Every item we sell in the buffet and shop has a cost associated with it. The interesting commercial question is, what was our net financial gain, as opposed

to a so-called normal weekend? It was about £3500. That is not a great deal for the effort put in by the staff, salaried or volunteer. The publicity value is impossible to measure but it was immense. The amount of goodwill created was significant too. Most importantly, the weekend was thoroughly enjoyed by all our staff and members. I believe that we are entitled to get something back for all our efforts.

A journalist commented that he thought it was delightful to see our staff passing cameras around to get photos of each other with different locos in the background. Roster clerks found it difficult to decide who not to roster, so signalmen exchanged shifts, loco crews got decent breaks, T.T.I.s were in large supply and so it went on. There were a few hitches and issues, from which we learned, as we look to do something else next year, but how we follow this event is an interesting question.

Overall, how did I value ATGAS 2006? Priceless!

*Bodiam and Knowle will travel to the Bluebell Railway for their Terrier gala in November. They will have 6 terriers for their party. Freshwater, not able to get here for engineering reasons, will visit us next year for the Col Stephens weekend.*



# One Cold Night in February

*Less well known than the AGM, although of many years' standing, the annual volunteers & staff gathering is held in February or March and, as its name suggests is for the benefit of the working membership, both paid and voluntary. Proceedings are rather more free-wheeling than the AGM but follow a structure of presentations followed by an open forum. No minutes are taken but, with the knowledge of the meeting, we always have an audio recording made – 'just in case'. Company Secretary, Nick Pallant, reports on the 2006 meeting*

Despite a freezing cold evening, and the usual complaints that it wasn't a convenient time, sixty or so working members gathered at St. Mildred's Church Hall, Tenterden at 7.30 pm on Saturday 25th February 2006. After routine introductions and announcements, the first speaker was Safety Director, Derek Dunlavey, whose main topic was the Railways & Guided Transport (Safety) Regulations 2006. The supposed effects of this issue had, in the previous few months, led the Heritage Railway Association into a flurry of high profile campaigning and pleas to the government. Derek assured the meeting that, although there were two aspects of the changes that would affect us, we would be able to cope with them. The first of these would be the replacement of the existing Safety Case Exemption with a Safety Management System in respect of safety critical work. He was already addressing this by producing a series of new Company Instructions and Procedures. These would, however, largely restate what was existing K&ESR operating practice. We were now also expected to manage fatigue in the workplace. Meetings such as the Volunteers meeting, Board and management meetings would provide opportunities to raise concerns and form part of the new safety system. Derek was also to design a form which would allow concerns to be raised outside the existing reporting system without fear of victimisation or ridicule.

The second change was the replacement (after 170 years!) of HM Railway

Inspectorate in the process of 'signing off' new works to infrastructure or rolling stock. Such approval would instead be given by a competent, independent, person who might still be a member although not involved with the commissioning or execution of the work. The K&ESR was unlikely to need such services in the immediate future and by the time it did would be able to call on the experience of other heritage railways. Derek's contribution concluded with the observation that SPADS (signals passed at danger) continued on the K&ESR, as on other railways including the national network, albeit at a low rate.

Graham Baldwin, General Manager, was on next with a computerised slide show (equipment financed by the Maidstone Area Group) which he had recently presented to Tenterden Rotary Club, and which, he admitted, would have largely been known to the average member, whether active or armchair. The GM also mentioned, nonetheless, just how important the tourist trade was to the south east and to Tenterden in particular as well as reminding members of the success of the recently introduced on-line shop. 2005 passenger figures had been very close to those for 2004. Easter falling in March had not helped, May and July had been disappointing but October and December had been the Railway's best ever. Paid staff numbers continued to concern members. Graham was able to assure everyone, however, that their cost amounted to 25 per cent of the 2005 turnover as opposed to 40 per cent back in 1999. This also compared favourably with the last known Bluebell Railway figure of 29 per cent. If anything, the K&ESR percentage was a little low for the size of the business and a small increase was included in the 2006 budget. The small increase in subscriptions had resulted in no perceptible affect on membership numbers. The General Manager was, however, considerably annoyed about the story, originating with a single cancelled Pullman charter, that the whole Pullman service was doing badly. This tale, which had gone all the way to Norfolk before reappearing in its

garbled form, was typical of the self-destructive tendency which seemed to lurk in some areas of the Railway's support. The truth was that the business was doing well and we need to tell that to everyone. Graham explained that the Bond redemption fund had adequate funds to cover the maturity of the Northiam Bonds in January 2007.

The meeting next heard from the Railway's management accountant, John Cobb. He was pleased to announce that the provisional figures indicated that the Railway had made £125,000 profit in 2005. This amazing result had come from all aspects of the business and there had not been a great deal of unforeseen expenditure. But the Railway needed to get used to having money in the bank. Graham Baldwin had mentioned the Bodiam Bond repayments – they could amount to £175,000 but could also be less. There was a rumour around that the Railway had lots of money, but in some ways this was not really true. We were running the business properly; we had a planned budget and worked to it. We also had plans for capital expenditure, part of which was saving up money to repay debts (such as the Bonds). If we are in the habit of saving money the business is easier to control.. He asked that people who do cash in their Northiam Bonds to consider returning the money to the Company together with a Gift Aid declaration. Gift Aid was an important part of the K&ESR's income. It had amounted to £50,000 in 2005 and the new scheme, following changes made by the government, was being bedded-in. (A member later commented that £50K Gift Aid equated to £50K set aside for Bond redemption; he was told this was one way of looking at it.) It would not be every year that we could rely on £125,000 profit and that for 2006 the budget anticipated £70,000 'at the bottom line' - hopefully it will be more. We rely on events such as Thomas – the February event had produced £80,000 cash flow during the lean time of the year. John concluded by saying that the Finance department only had two part time staff and any volunteers would be very welcome and emphasised that we need to send the message out that the Railway is doing well. At this point K&ESR Chairman Norman

Brice commented that the 2006 results were to everyone's credit – but that we would have to do it again this year, next year, the year after that and so on. Philip Shaw (Chairman of Finance Committee) added that overall debt had been reduced from £826,000 to £722,000 during 2005, this comparing with the original massive £1.5 million in 2000. It was good to have a well organised Finance Department and thanks were due to John Cobb. An enthusiastic round of applause followed!

We then came to the 'open forum' part of the meeting and a sudden hush descended, unfamiliar to those of us used to being 'button-holed' in mess rooms by the angry, the concerned and the plain misinformed . A signalman came to the rescue with information about blocked highway drains flooding Northiam level crossing. This was the Council's responsibility and the GM busily made notes while the Chairman asked why, if the problem had existed for three years, no-one had brought it to anyone's attention. A colleague of the previous questioner (why does it always seem to be signalmen?) then asked if we had a small stand which could tour model railway exhibitions. He was told such a thing existed but that, again, there was the minor matter of getting volunteers to staff it. The Chairman was commenting that he had never seen such a contented meeting, when someone (who was not a signalman) asked if the Company had put money into the 2006 budget to expedite the restoration of the GWR railcar. The answer was 'yes, a modest amount', but that manpower was more of a limitation than finance (see answer to previous question). Not to be put off, the questioner then asked why the Company trains people in safety critical grades and then sends them for a medical only to be told they are unfit for the work? Engineering Manager, Paul Wilson, explained that medicals cost us money and that individuals needed to demonstrate some commitment first. There had been too many examples in the past of fit volunteers being 'medicaled' at an early stage and never seen again. (It should also be added medical failure only occurs in a minority of instances.)

The meeting looked as if it was about to run out of steam once more, when driver Jamie Douglas evidently did some rapid lateral thinking and said that the Railway seemed to be getting 'stale' from both an operators and a passengers point of view and what could be done about it? The answer was that the timetable had settled down round those things which make money (which presumably means what makes the passengers happy) that some new special events were being tried in 2006 and that the Lampton Tank was due to visit from the North Yorkshire Moors Railway. Jamie then moved on to asking about assessment of fitters undertaking safety critical work. Derek Dunlavy answered that the Heritage Railway Association opinion was that the safety critical element is the person who passes the job before it enters service, and that he considered we were complying with the regulations. Paul Wilson added that the annual visits from Interfleet and the insurance surveyor assist with the auditing of procedures.

Referring back to the regulatory changes which Derek had explained during the early part of the meeting, the Chairman was able to

assure those present that a retraction had been printed in the local paper following an alarmist headline claiming Thomas the Tank Engine was 'in danger'. As usual in such circumstances, the retraction had appeared as a few lines at the bottom of page three. This was followed by a discussion on the product life cycle of Thomas which concluded that it could be self perpetuating. Last of all came the 'chestnut' question about the possibility of extending to Robertsbridge to which the Chairman answered with the usual reply that the Company would go there when it was economically sensible to do so.

And thus the Volunteers and Staff Meeting for 2006 ground to a halt and we all went home (or at least to the mess coach). Perhaps not our most dramatic gathering but, with its content ranging over everything from government regulation and high finance to rumours and blocked drains; an occasion representative of a typical week's issues on the K&ESR. It had crossed my mind to write something about the meeting for the Tenterden Terrier and then I received a request to do just that – strangely enough it had come from a signalman.

## THE K&ES 300 CLUB PRIZE WINNERS

### January 2006 – Drawn – Pullman

1st	W A M Bewick	No. 335.	£60.00
2nd	Kay Dickson	No. 101	£40.00
3rd	Chris Garman	No. 012	£30.00
4th	Tom Webb	No. 410	£25.00
5th	Kevin McArdell	No. 457	£20.00
6th	Miss S Stevens	No. 316	£10.00

### March 2006 – Drawn – Pullman

1st	Mrs V Hopker	No. 475	£80.00
2nd	Peter Palk	No. 092	£60.00
3rd	T R Hailey	No. 503	£50.00
4th	Chris Garman	No. 012	£30.00
5th	G F Tollerfield	No. 297	£20.00
6th	Neil D Clark	No. 052	£15.00
7th	Nigel Thomas	No. 558	£10.00

### February 2006 – Drawn – Pullman

1st	Wilf Watters	No. 603	£60.00
2nd	Janet Sinclair	No. 437	£40.00
3rd	Keith Howell	No. 535	£30.00
4th	Frim Halliwell	No. 031	£25.00
5th	K S Adlington	No. 373	£20.00
6th	Fay Spratling	No. 111	£10.00

### April 2006 – Drawn – Pullman

1st	Ron Dawes	No. 035	£60.00
2nd	Frank Kent	No. 022	£40.00
3rd	Margaret Howard	No. 091	£30.00
4th	Kent Evenden	No. 494	£25.00
5th	C D Ware	No. 173	£20.00
6th	Tom Webb	No. 414	£10.00

To join the 300 Club Phone Brian Heyes on 01622 744509 or Chris Garman 01424 441643 for an application form.

Registered with Ashford Borough Council, under Section 5, Schedule 1 of the Lotteries & Amusements Act, 1976



# Sentimental Journey

A photographic charter organised and photographed by Geoff Silcock, on 8th and 9th May 2006



*Above: Stepney in "Brighton Works" shunter livery on Hexden Bridge, 9th May.*

*Below: Bodiam arrives at Bodiam from the Robertsbridge direction, 9th May.*

*Opposite page: Stepney approaches Bodiam from the Northiam direction, 8th May.*









# Return of a True Pioneer



*Railcar 20 arrives at Tenterden Town station, 25th April 1976 (Brian Stephenson)*

**Brian Janes ponders on the importance, and possible early restoration, of one of our most historically significant vehicles.**

Back in the deep dark days of 1961, the preservation pioneers (several of whom are still amongst us) peered into the future and saw a Robertsbridge to Tenterden tourist steam service and a daily passenger service worked by a GWR Railcar. To realise that dream they sought, and were eventually to find, a suitable candidate in the great pioneer and survivor, GWR and K&ESR No 20.

Shift back to the end of the First World War and some more pioneers were looking at army surplus lorries with the then innovative four-wheeled drive (then for driving through Flanders mud, not the school run) and wondering whether they might make a good light locomotive. The ex-army FWD or four wheel drive petrol motor lorry was made in the USA, and a subsidiary of an American company was set up at Slough, trading as The Four Wheel Drive Lorry Co Ltd. The lorry's wheel spacing was almost to the standard rail gauge and Mr Charles Cleaver, a director and the chief designer, set out to produce a unit specifically for railway use, which, although using the already robust standard lorry components, such as engine and axles, was reinforced further. Rail vehicles were marketed by a subsidiary company, Hardy Rail Motors Ltd, from 1925. The drive was by cardan

shafts to both axles of a four-wheeled chassis which were driven independently by bevel gear axle drive units. The matching of these components held the seeds of future success.

The vehicles were however too light for most rail uses and several near failures, near bankruptcy, and a company takeover later, Hardy Railmotors (now so styled), had by 1929, become part of AEC (Associated Equipment Company Ltd) the great London bus builders, and moved to its Southall factory. Although the name Hardy Railmotors was dropped around 1936 and the company dissolved in 1974, AEC reaped the benefit of the company's, and in particular Charles Cleaver's, work on the rail use of the internal combustion engine and its associated drive problems. Use of robust road components was the basis of such progress, with direct drive to the wheels from a good engine and gearbox. Not long after the takeover, AEC had secured the staunchly conservative Great Western Railway's interest in a quantum advance; a bogie passenger vehicle with a mid-positioned engine and gearbox. This had been schemed out at Slough and now used the AEC's latest diesel engines as introduced in London buses from 1931.

AEC delivered the first railcar to the GWR in 1933 and services started in 1934. It was being used in the traditional railmotor fashion to supplement existing services, for a semi-



express service between Southall and Didcot. According to the latest trend it was streamlined. A trifle over the top, but not entirely inappropriate as in the same year the next three cars went into express service between Birmingham and Cardiff. Reinforced with a second engine and drive they were a great hit with the public and operators, and 11 more followed over the next two years configured in various ways but all intended for main line services.

With the completion of Railcar 18 in late 1936 the penny finally dropped, as it had for our own dear Colonel a mere 13 years before, that railcars made ideal and cheap branch line motive power. This railcar was arranged to haul loads and to operate with other similarly equipped cars. So the new car, unlike the earlier ones, was supplied with full buffing gear and generally beefed up to take drawbar loads. As a result No 18 showed it could pull two ordinary coaches even on the 1 in 60 grades of the Lambourn branch. AEC trumpeted the achievement with the slogan 'Wherever Steam Services are Unprofitable-Operate AEC Oil Engined Railcars and Watch Receipts Rise!'

In September 1938 the GWR placed orders for twenty more cars, 15 of which were for branch line service. This time AEC, rather than building and maintaining the units, left construction work on the body to Swindon. This move was probably due to the pressure of pre-wartime re-armament which also slowed work, for war broke out before the first deliveries. The underframes of the first few were under trial in early 1939 but it was well into 1940 before they started to enter service.

A major feature was greater simplification of driver controls and easier operation and maintenance. With branch line use and changes in fashion, streamlining was effectively dropped and the body was an exercise in functionality with more effective use of space and the virtually exclusive use of flat steel panels. The pioneer in service was not as one might suppose No 19 but was our No 20, which entered GWR stock on 4 June 1940. These first two differed slightly from the later cars in that they were fitted with an additional dual-range gearbox so they could, if necessary, perform both mainline or branch line service dependant on whether speed or hauling power was required. After trials No 20 went to Newport (Ebbw Junction) for a year, and Pantyffynnon for six months, before settling at St



*GWR railcar, W20W, running on the Bromyard to Worcester service near to Suckley Station, 9th September 1961 (Colonel Stephens Railway Archive)*

Phillips Marsh, Bristol and roaming for the next three years all over Somerset and Dorset. By December 1945 it had settled at Weymouth and apart from spending much of 1948 back at Bristol it stayed there for 8 years.

In wartime such relatively innovative units as the railcars were not always fully utilised and only 24 of the 38 cars were in rostered service, but other railways watched with interest. The LNER borrowed two cars (Nos 6 and 19) for trials in the Newcastle area from April to July 1944 and were on the verge of placing an order for 80 identical cars in 1946. Lack of resources caused shilly-shallying but even as late as June 1947 an order for a fleet was under active consideration before the dead hand of nationalisation and ex LMS management practices terminated such ambitions. The livelier GNR (Ireland) however ordered 20 vehicles which entered service in 1950 and they impressed the CIE (Southern Irish Railways) so much that they ordered 60 which went into service from late 1951. British Railways finally, under great pressure from its parent British Transport Commission arising from the Irish example, finally took delivery of the next generation DMUs with similar mechanics but lightweight metal bodies in 1954.

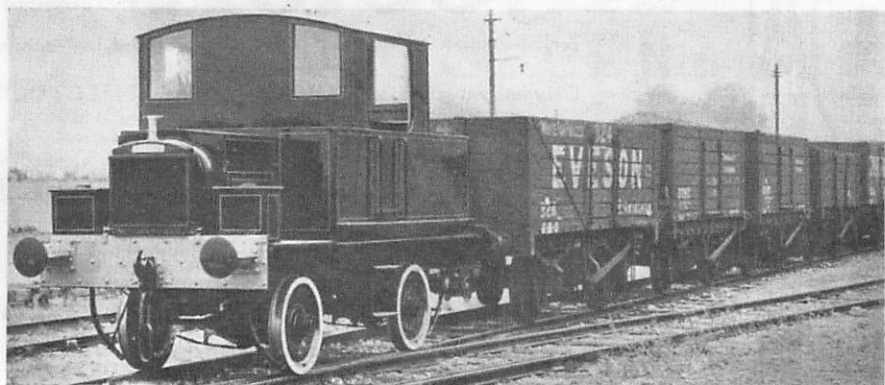
Ignored along with its companions, No 20 continued its humble duties on the Yeovil-

Weymouth services and the Abbotsbury branch, where it was rostered in 1950 to do a respectable 245 miles a day. It did however have a holiday for further Eastern Region trials in Yorkshire, where it was photographed at Harrogate on 24 August 1952, and Lincolnshire in September before returning to Weymouth by November. Finally leaving there in late 1953 it spent the rest of its career at Gloucester and Worcester.

Its final duties were from Worcester shed working on the Tenbury branch, including the last services from Woofferton to Kidderminster on 29th July 1961, and on the Bromyard branch in 1962. AEC had given up their maintenance contract in 1957 because spares were too difficult to obtain or make. BR soon found the same and the non standard GWR railcars were doomed. No 20 was withdrawn, together with its remaining brethren, in October 1962, not having had a body overhaul or repaint since 1955 and so still in its early British Railways 'Blood and Custard' (Carmine and Cream) livery.

Now what about the K&ESR pioneers' aspirations for a Robertsbridge commuter service? Before No 20 had finished its BR career the first meeting to preserve the K&ESR had taken place on 15 April 1961 and the possibility of securing an ex-GWR railcar was mentioned. In the summer, enquiries were being made, by the Society, of AEC and BR

## PETROL LOCOMOTIVES



**STANDARD GAUGE SHUNTING LOCOMOTIVE, WITH WINCH (Optional).** Speed, 12-15 miles per hour; 4 speeds forward, 4 speeds reverse; Weight (with ballast), 12 tons; Haulage capacity, 70-80 tons. On test has moved 13 loaded wagons weighing 180 tons on level, and taken 35 tons up a 1 in 24 gradient.

**LOW FIRST COST, MAINTENANCE, OPERATING EXPENSES AND DEPRECIATION**

Booklet and full particulars of shunting locomotives and passenger cars sent on request. We shall be pleased to quote for special machines on receipt of specifications and to arrange for inspection and demonstration of Standard Models.

Telephone:  
Gerrard  
8058-9

**FOUR WHEEL DRIVE LORRY CO., LTD.,**

46, Charing Cross, Whitehall, London, S.W.1.

Telegrams:  
"Britfordri, Westrand  
London"





*Railcar awaiting restoration in 1990 outside Carriage and Wagon (Brett Scillitoe)*

who quoted an unaffordable £600 for the then running units. Rumblings about the suitability of having a diesel railcar emerged during 1962 but were soon suppressed by the reasonable argument that Colonel Stephens would have approved.

By 1964 No 20 had been selected following inspection of several cars at Swindon (33 and 38, both single ended cars, and 21) and Worcester (23, 24, 26 and 32) in early 1963. The sale of such stock was centralised at Euston and the department concerned was deeply unpopular with preservationists both for its attitude and inflated prices. Unusually for them they offered the remaining railcars for tender and, with a generous donation from a member, Ralph Brockman, No 20 was secured for £415, delivered to Robertsbridge. Some mistake: the vehicle was well out of gauge for the Hastings line, and a stand-off now ensued. The Society was holding to its contract and BR was trying to get out of it, offering an alternative of delivery to Tonbridge only, and then threatening to unilaterally cancel the contract prompting a counter threat to sue. During 1965 a delegation was invited to Euston and the possibility of BR offering a 1958 four-wheeled railbus was suggested as an alternative. BR balked at giving away such a new piece of kit and after consultation with AEC worked out that the railcar could be tilted sideways on its springs to allow clearance, provided the up line was kept clear.

And so, after its long wait in open storage at Worcester, No 20 was moved first to Reading and then on to Tonbridge at dead of night on

Thursday 24 March 1966 by freight train with a 25 mph speed restriction (5 mph through crossovers, junctions etc). It stood in the West Yard for a week before it was weighted and tipped to one side by 3 inches with numerous brake blocks (which became a donation to K&ESR spares). As an 'out-of-gauge' load it was hauled down to Robertsbridge on Sunday 3 April 1966 by a Class 73 electro-diesel. Leaving at 14.49 it was to creep along at 20 mph with further restrictions of 10 mph in the tunnels and 5 mph through platforms and was due to arrive at 16.05. This trip delayed a Hastings train for 20 minutes when the railcar could not be moved to a siding in time, but was relatively trouble-free after all the concerns and delay.

The arrival of this railcar marked the beginning of an interest in diesel preservation which was probably in its own way pioneering. It may have helped in the acquisition, to work the expected freight services, of our equally historic Ford diesel (No 40) when it became known that it, and its sisters, were to be scrapped.

Work continued on the railcar but with the difficulties in securing the line it could not be used except to hold monthly committee meetings at Rolvenden. It was however serviceable again by Christmas 1972 and its hour of glory finally came. Sunday, 3 February 1974 dawned cold and bright and at 11.30 with a blast of its air horns the railcar, restored in K&ESR (near GWR) livery of chocolate and cream, No 20 inaugurated the first service on the reopened K&ESR: a mere 13 years after its use was first suggested.

For the next five years it regularly ran

Saturday morning and November services. However it was often overloaded and suffered from minor mechanical defects. Taken in hand by Clive Lowe in 1978 the mechanicals were thoroughly sorted out by 1979 and it gave very satisfactory service that year. However its utility body was suffering badly from corrosion and it had to be withdrawn from service.

Some restoration was undertaken during the 1980s, but its intended overhaul was progressively supplanted by the availability of other vehicles, originally an AC railbus of the type that so nearly came in its place in the 1960s. The independently funded project to rebuild No 20 was re-launched under a new team at the beginning of the 1990s with Andy Webb leading a few stalwarts. Much painstaking work has been completed in very poor conditions in Tenterden yard, with tarpaulins laboriously hauled on and off taking too much valuable time. Nevertheless great progress has been made. The body frame has required, and received, an almost complete rebuild to rectify neglect and the poor maintenance practices of the past. Several short periods in the carriage shed have recently helped and the body now has a new frame and roof with other body components available.

Now there is a chance of more rapid progress. Its importance and use has finally been recognised and it has come to the front of the queue as a carriage project. Its place is booked in the Carriage workshop after the completion of the SECR Birdcage brake (No 61).

To see this true pioneer in operation sooner rather than later needs more manpower and funds. Firstly to get the Birdcage finished more quickly then to lend a hand to the still continuing volunteer led project to get railcar 20 back. So come and help the regular Carriage and Wagon volunteers and staff. If you cannot get to Tenterden dig into those pockets and boost the coffers for both projects. With your help we can again have this historic and useful vehicle operating to add interest and opportunity to our off peak and shoulder services.

#### Sources

*The AEC Story, Part 1, B Thackray, Venture Publications, 2001*

*Great Western Diesel Railcars, J H Russell, Wild Swan, 1985 and supplement*

*A History of the Great Western AEC Diesel Railcars, C W Judge, OPC, 1986*

*Holding the Line, N Pallant, Alan Sutton, 1993*

*The Tenterden Terrier and its predecessor, The Farmers Line*

*Colonel Stephens Railway Archive*

## RAISE CASH FOR YOUR RAILWAY!

## SUBSCRIBE TO STEAM RAILWAY



**and get 10% off your subscription, PLUS  
Steam Railway will donate £4 to our railways!**



Steam Railway is full of the latest steam news, fantastic pictures, lively debates and high-quality features. By following this partnership, you can get the very latest from the world of steam delivered to your door every four weeks, save money and support the railway too.

The offer is 13 Steam Railway issues for £37.35 PLUS a donation of £4 to the society. We hope you'll help the society by taking this offer, but please note this is exclusive to society members. Payment can be made by Direct Debit, Cheque, Credit or Debit cards and Postal Orders by the following:

### 3 EASY WAYS TO ORDER

☎ 0870 124 1010 Quote: KENT/ACT



[www.steamrailway.co.uk/kent](http://www.steamrailway.co.uk/kent)

✉ Please write to us, enclosing payment details and quoting ref: KENT/ACT  
Steam Railway subscriptions,  
FREEPOST (EDO 3995),  
Leicester, LE87 4AZ

This offer is available in the UK only and is subject to a minimum term of 13 issues. Existing subscribers can renew using this offer. Your subscription will commence with the next available issue. This offer cannot be used in conjunction with any other offer. Calls may be monitored for staff purposes. Offer closes 31/01/07.



# The Shropshire & Montgomeryshire Railway in 1958

**Ralph Gillam visited this famous line during its final days of operation by the War Department**

Overlooked by the grandeur of its ancient Abbey, Shrewsbury's Shropshire & Montgomeryshire terminus carried the scars of it's changing fortunes rather better than one would have expected. Here on a bright September morning in 1958 were gathered some sixty members and friends of the Midlands branch of the Stephenson Locomotive Society. Their ambition, to travel the length and breadth of this still functioning Colonel Stephens line before the opportunity was snatched from them by an uncaring BR landlord waiting in the wings for the military presence to depart the scene. With my friend and fellow Norbury club member, Graham Cosway, we had secured tickets at 10 shillings each for this, the second Sunday journey of three to take place on successive weekends, 7th, 14th and 21st September.

Shrewsbury Abbey station had survived three

closures to passengers but was facing up to the unfamiliar sounds of intending civilian passengers again. The train paraded before us could have been called in today's parlance "a tribute to Colonel Stephens" consisting as it did of a military locomotive and crew, three old London, Tilbury & Southend Railway saloon coaches, top and tailed by a couple of Southern Railway brake vans. The engine was an austerity 0-6-0ST WD No 181 in unlined black and commendably clean, crewed by Royal Engineers personnel in smart overalls and peaked caps with shining cap badges.

The coaches had started their lives on boat train workings to Tilbury Docks, hauled no doubt by the mighty Baltic tanks of the LT&SR before the Midland Railway drafted them elsewhere on their system. Now we were to travel in these coaches in humbler circumstances, on hard wooden seats installed by their military owners. The overall external livery was a dull green, with faded white lettering in the middle of the waistband depicting their current location and ownership- S&M Rly RE.

Ahead of our train, the line looked quite well maintained as it invitingly curved away up the 1 in 47 gradient towards the one-time Shrewsbury West Halt. The departure whistle brought a strong response from the engine for the short climb out of the station, before



*Shrewsbury Abbey Station 14th September 1958 (Graham Cosway)*



*Criggon station looking towards Kinnerley with the Drewry railcar in the background, 14th September 1958 (Graham Cosway)*

adopting a more leisurely pace of around 20-25 mph for the thirteen and half mile journey to Kinnerley.

Leaving behind the old earthworks of the Abbey Foregate spur to our left and the former GWR Coleham locomotive shed to our right, progress would be charted by observing the railway landmarks of the line's changing fortunes under its various owners and operators, notably, The Potteries, Shrewsbury & North Wales Railway Company, the Shropshire Railways Company, the Shropshire & Montgomeryshire Light Railway Company and now operated by the Royal Engineers with actual ownership vested in British Railways, Western Region.

Soon the remains of Shrewsbury West platform, closed with all the remaining stations for passengers in November 1933, were passed on our way to Meole Brace junction. Traces of the proposed connection to the Welshpool line running alongside could still be seen, but all the evidence of the former Hookergate & Red Hill station had been swept away by the building of the exchange sidings in 1941/45.

At Edgebold station, remnants of an old siding remained; crossing the bridge over the Welshpool line, our speed slowed to 5mph to comply with a restriction that had been in force since 1955. Stations at Cruckton and Shoot Hill had disappeared during the war years after the WD had taken over. A new concrete platform had been built at Ford & Crossgates and the six- span Shrawardine bridge replaced by a Bailey bridge. Shrawardine stations, both old and new, were in evidence

together with an ex-PS&NWR crossing cottage

Much of the countryside around Pentre & Nesscliffe had been acquired by the War Department for ammunition and stores depots, some 128 in just these two districts alone. These would be cleared and tracks lifted by the end of 1959 and the whole line handed over to the Western Region of BR at the end of March 1960. Shortly before Kinnerley, to our right, a tri-angular junction led off towards the WD Lonsdale station, a four platform affair serving more depots in the Kinnerley district.

Our gentle amble through the countryside came to a halt at Kinnerley, the hub of the former S & M system. The well-maintained flat bottomed track looked impressive with the old bay platform for the Criggon branch still existing and the low main line platform surface in process of repair. This legendary headquarters of the old S & M, now devoid of its famous landmark, a multi-vaned wind pump now replaced by a motor-driven one. It also had an enclosed signal box, replacing the original rather exposed ground frame. A new locomotive shed on the site of the former S&M structure housed four austerity 0-6-0 saddle tanks No's 125,141,143 and 193 in black livery, the latter being under repair and minus its boiler. These together with three small Wickham railcars Nos 9104/5/7 made up the military locomotive allocation.

The impression of Kinnerley was generally of a smart and efficiently run depot, but somehow, underneath it all, there lurked ghosts of its past. Perhaps there might even have been a long-forgotten overgrown siding, where some

icon of a previous era was waiting to be found? Surprisingly, this came about with our discovery of the body of locomotive "Gazelle's" second trailer, that once ran on the line as part of a Wolseley-Siddeley railcar. It now served as a permanent way hut alongside the Criggion branch and would survive into the next century to become the link between the Colonel Stephens era and post 1960 preservation.

Soon it was time for the first Criggion branch shuttle to leave and climbing aboard, we awaited the "toot" that would signal our departure for Criggion, nestling between the the mighty backdrop of the Breidden hills. With a revving roar, we were off down the branch, an impression of high speed conjured up by the nearness of the rails and sleeper ends, mixed with the hard ride of the wooden seats, adding to our excitement. Our two four-wheeled Drewry railcars, Nos 9104/5 pounded along the short rail lengths with a Western Region pilot man on board as our passport to the deep unknown.

Our sense of adventure was heightened by the knowledge that we were probably the first fare paying passengers to Criggion in almost 20 years. Not since members of the Birmingham Locomotive Club travelled in the tiny four wheeled coach behind "Gazelle" in April 1939, had the remote crossings and empty halts been disturbed by anything other than the slow rumble of occasional stone trains from Breidden quarry, situated a little beyond the terminus of the five miles of track from Kinnerley. The pure delight of this truly rustic

branch enveloped us completely on this pleasant late summer afternoon.

Dust swirled up from the dry track bed, seed from weeds and wild flowers alike deposited themselves on clothes, seats and body work of our rattling railcars as we slowed to approach Chapel Lane halt; a "toot" from the leading car for the empty lane and on past the remains of the halt and two more ungated crossings towards Molverley. Here, with the impressive seven-arch red and blue stone and brick road bridge over the line in the background, stood the two coach length platform, with its brick station building locked to passengers since 6th November 1933. Closure was nothing new to this forgotten station, having occurred on two previous occasions on 22nd June 1880 and 22nd July 1912. A pause was made to photograph this distinctive bridge, which was to be destroyed in that most destructive of decades, the 1960's. We climbed back on board for our next experience, the crossing of the third Molverley viaduct.

After the war, military use of the S & M continued, but ownership of the line still remained with the old company and civilian goods traffic continued to be handled by Tonbridge. In 1948 the company was nationalised, coming under the Western Region, which immediately showed good faith by sending in a gang of permanent way men to put the track in some sort of reasonable order. Following this, attention turned to the Molverley viaduct across the River Severn, already twice reconstructed and authority was given for a third re-build, which was



*Maesbrook station where the relics were discovered, 14th September 1958 (Author's collection)*



*Manchester Sheffield & Lincolnshire Railway coach body with GWR autotrain set in the background at Llanymynech, 14th September 1958 (Graham Cosway)*

completed by A.E. Farr of Reading in 1949. This was constructed on a new alignment, slightly upstream from of the second viaduct and almost on the exact site of the original PS & NWR viaduct of 1871.

We crossed this imposing structure at reduced speed, but no stop for photography could be made. Surviving the complete closure of the branch in 1959, it was put to good use as a road bridge and can still be traversed today - a mute reminder of transport of another age, having served its original purpose for just ten years.

Now, some three miles from Kinnerley, we crossed the invisible border into Wales at Crew Green. Once a busy holiday destination, with its river attractions of boating, canoeing and fishing, the wooden platform was now crumbling from a combination of age and neglect. On towards the Breidden hills, the grassy way ahead signposted the occasional forlorn rustic telegraph pole, now bereft of any wires or insulators and bleached ivory by the elements. Our twin railcars continued on their pioneering mission to unlock the secrets of this dormant and remote corner of the Colonel's empire. We passed between towering stone abutments of an over-bridge at Belan bank, which at one time carried a 2ft gauge quarry line over the branch to the river for unloading stone into barges and was in use until the 1930s.

Shortly after this, Llandrinio station came into sight, with its PS&NWR red brick and slate

roofed crossing keepers cottage and a short brick faced platform with an old van body on it. Increasingly overgrown tracks led us towards the towering Breidden hills and nearer to our goal, the outpost of Criggion. This boasted a tiny platform with a brick building and, flanked on its opposite side, by another PS & NWR built house. As the cars came to rest alongside the platform that towered over them, we had no option but to exit to the right. The motors of the railcars were switched off and seemed to sigh as their heated engines began to cool off after the exertions of the journey. We had arrived and had time enough for photography and to explore along the extension of the line to the quarry, where the usual power for the branch, the BQ Company Sentinel No 7026 resided.

These lingering and peaceful moments came to an end when we heard the railcars starting up. From a tranquil Criggion, we were soon jolting along, amidst bucolic surroundings, on our return journey to Kinnerley. Here, the desire to re-enter the everyday world gently was overshadowed by the need to vacate our seats quickly so that the next group could sample the Criggion experience. This left us time to explore further the depot and surroundings before re-grouping and boarding the main train for the journey to Llanymynech.

As we left, we noticed to our right another track, which led to a further 63 storage depots in the adjacent countryside. The site of Wern



Las halt and its road crossing was passed and by the time we reached Maesbrook, enough time was still in hand for a photographic stop. Here was a perfectly preserved example of an S&MR station, with its wooden building and pent roof, sloping down to the rear. In the middle of the platform stood the still workable diamond shaped hand signal, used in times past, for requesting trains to stop.

Some members of the party began turning door handles and pushing at windows, one of which ultimately yielded. Behind the grimy panes of glass another world existed. Shafts of sunlight now began to lift the gloom of decades revealing a dust laden desk with a cobwebbed old wall telephone nearby. If stationmaster Will Hay and one of his old porter cronies had made a sudden appearance out of the gloom, I don't think that any of us would have been surprised. We had indeed stumbled upon a time capsule of the Stephens era. Eyes growing accustomed to the darkness within soon spotted a pile of books and a ledger. Eager hands brought forth a rulebook, a tattered telephone directory and a ledger. Every page of the ledger was headed in bold letters "Shropshire and Montgomeryshire Railway". A blast on the whistle disturbed the elation of the tomb raiders, summoning everyone back on board and this window on the past was reluctantly closed forever. I was given a few pages from the ledger, which I still treasure as a memento of this dramatic and totally unexpected moment.

The journey resumed, passing over the river Morda, the last feature before the long and ever-sharpening curve into Llanymynech station. This junction with the former GWR Oswestry to Welshpool route, consisted of a few exchange sidings and two platforms. One was in use to store stock and the other, which formed the junction platform with the Western Region station, was available to host our special, allowing us time to explore the area of the sidings. These were being used to accommodate old grease-axlebox wagons in the process of being broken up and an interesting grounded ex GWR auto train coach body now acted as an office for these activities.

However, the prize discovery was an ex Manchester Sheffield & Lincolnshire Railway 6 wheel coach, neglected and empty that had also recently been in use as a bothy/office. It's peeling white paint revealed a faded green livery underneath, evidence of LNER ownership at some time in a chequered career. A massive girder under frame supported bodywork that had accommodation for a double guard's van and three other individual compartments. An ideal preservation project still on its wheels, but alas a dozen or so years before such things became highly sought after.

As the train made its way back to Shrewsbury at about 20mph, Graham Cosway and I found ourselves in the company of Wally Camwell, the much-travelled chronicler of so many now lost lines and engine sheds up and down the country. He cheerfully regaled us with tales of

his travels and was, at that time, one of only three people who could claim to have travelled over every branch and main line in the UK, the other being T.R.Perkins and H.C.Casserley.

Back at the Abbey

station, we said our farewell's and made for the GWR station to ride behind standard class No 73098 to Wolverhampton and then on to Paddington behind No 6013 King Henry VIII. This completed our visit to a Stephens' railway that all too soon would fade back into its rural surroundings, like so many others of its kind before it, to live on in the memory of those fortunate enough to have enjoyed the adventure of their discovery.

*Brian Janes writes*

The only survivor of the Austerity locomotives that Ralph Gillam saw during his visit is No 193, which is from the same maker's batch as the K&ESR trio. Built by Hunslet (maker's number 3793) in 1953 and sent to WD Bicester, it was running on the Shropshire & Montgomeryshire Light Railway by 1955. It worked a Stephenson Locomotive Society last train there on 20th March 1960 and spent most of the 1960's in store at long Marston. Purchased by the Severn Valley Railway, it moved there in August 1971 and was named "Shropshire" in 1977. It is currently owned by the Ribble Steam Railway, based at Preston Docks.





# Fete de la vapeur – 2006



*753 leaving Noyelles for St Valery on 22nd April 2006 with CFBS No 1 Aisne on the left (Brian Stephenson)*

**David Brailsford attended the fourth visit of the K &ESR to this important CFBS event, which has helped further to cement relations between the two railways. As he explains, it was a great success but not without problems**

The Kent and East Sussex Railway had the honour of participating in this wonderful event over the weekend of April 22nd and 23rd. The run up to the festival was blessed with good weather and Saturday saw clear blue skies, which brought in a great number of visitors. Sunday was not as good as the rain spoilt the proceedings for about 3 hours during the middle of the day, but by that time there were lots of visitors. All the trains ran to capacity over the weekend and we, and our colleagues from CFBS have qualified the event as a great success.

With so many of these large events a lot of hours go into the planning process. For us

this started with meetings in France in early October of 2005. Requests were sent out for volunteers to help run the K&ESR element of the festival in January 2006. This was to be the P Class pulling the Woolwich coach on a shuttle service between Noyelles and St Valery Ville. Sue Woods and Martin Macfarlane agreed to crew the Woolwich whilst Paul Halden, Daniel Snowden and David Brailsford were to operate the P Class. A massive amount of effort was put into the cleaning and preparing of the P about 3 weeks before she was due to depart for France on an Engineering Services low loader. C+W staff carried out a number of jobs on the Woolwich in the run up to the stocks dispatch from Wittersham Road on April 19th. The presentation of our rolling stock was splendid and we got many favourable comments from visitors. Allow me to say a big thank you to all those who contributed directly and

indirectly to the Festival. We achieved a great deal.

Events like these always have their problems and we had our fair share. The two lorries almost missed their ferry from Dover to Dunkerque due to a lack of signatures on official documents. Since the collapse of a link-span in Calais in early 2005 all overweight loads have to be authorised across the loading spans in the Channel ports.

Rod Done managed to get the Port of Dover to sign fairly quickly however the gentleman in France had gone home for the night. Luckily the requisite authorisation was obtained and the two lorries duly sailed on the overnight boat. The following morning the convoy started towards the Baie de Somme and about 17kms down the road the tractor unit pulling the P Class broke a short prop shaft. This meant that spares had to be obtained from the UK. Consequently the arrival at St Valery Canal on Thursday evening was lost. Our rolling stock arrived at the depot at 9.30 hrs on Friday 21st. The television crew from France 3 just happened to turn up at the same time and took up position to film the unloading. This was completed in a very professional manner and then it was time for us to get on with preparing the P Class. In between bolting on guard irons, sand pipes and installing the whistle, filling the water tanks and lighting the fire, there were interviews to do. David Brailsford and Norman Brice spent a while with the TV crew and the report was broadcast on the local news in the evening.

Whilst we were preparing and oiling up the P Class, news reached us of another problem. The lorry carrying Alan Brice's steam-roller and one half size steam lorry had been stopped by the Police on the A16. According to the Gendarmes the tractor / trailer combination was over length. There was very little we could do from St Valery and we were hindered by poor mobile phone communications. When Alan and company finally arrived at

Noyelles we found out that a 90 euro on the spot fine had been levied, thus adding insult to injury. To avoid a similar occurrence on the return journey, all three UK registered lorries travelled together on the Sunday evening.

Derek Warren turned off at Calais for his passage through the Channel Tunnel whilst the other two continued to Dunkerque. Many thanks to the Eurotunnel Freight department for their generous donation of a free return trip for this lorry.

By 15.00 hrs on the Friday all the crew had arrived and we picked up our pilot, Alain Paillard for the test run. First it was off to Noyelles. We propelled the Woolwich remaining in radio communication with the guard at all times. This section of the line over the embankment was straight forward with a temporary speed restriction over a 300 metre section of re-sleepered track. A 1.5 km section of track from Noyelles had been re-sleepered prior to the festival and all but 300 metres of it had been finish tamped by hand. We ran over the main road and into the large yard at the station. Our terminus was to be a loading dock that happened to be at exactly the right height for the doors of the Woolwich. So far so good. We then set off back to St Valery and instead of stopping at the depot as we had done in the past, we went round the corner onto the triple bridge over the Somme canal. A historic moment, as this was the first passenger carrying standard gauge steam hauled service to reach Ville station in many years. We successfully negotiated the complicated point work at the entrance to the station and moved down to our temporary platform across the main road. A road closure order had been obtained for the weekend. Not content with getting this far we decided to go further down towards the port area, simply to allow the photographers a unique opportunity. CFBS intend to relay and extend this section into the port from October 2007. This will include a standard gauge run round loop. The possibilities for the 2009 Fete de la Vapeur look interesting !



753 on the quayside at St  
Valery, 21st April 2006  
(Brian Stephenson)





The return to St Valery Canal was carried out at a very slow speed. Negotiating the point outside the station was tricky and required staff on the ground to avoid a derailment. CFBS track staff carried out some gauge widening on one of the check rails following the test run and some greasing was done round the curve. The only lubrication that cut out the flange squeal was the rain on Sunday. We raised clouds of dust from the flange ways on the special bridge rails. Not surprising really as the bridge had been a building site until a week before the festival. We were all very satisfied with the results of the test run and retired for a well earned evening meal.

Both days of the weekend required an early start for the loco crew, 6 am to be exact.

The hotel provided us with a good breakfast and then it was off to the depot to light up. We had to be ready for the cavalcade at 9.30 hrs. There was little problem achieving this and we even had time to wander around and watch the preparation of other locos.

We carried out 4 return trips each day. All services ran to time, with trains crossing at St Valery Canal. Coal and water were taken at Noyelles. We managed to get a lot of good sized coal from the metre gauge bunkering wagon. Water was provided from a network of fire hoses run off the mains supply.

Saturday saw the official re-entry into revenue earning service of the 100year old Corpet Louvet. The locomotive had been totally overhauled and given a new boiler. It looked splendid. There were also a lot of official speeches. The Mayor of Tenterden, Harry Hickmott gave one, as did Norman Brice. To celebrate the 10th anniversary of the twinning with CFBS a replica "Bodiam" nameplate was presented to Jean Marc Fige the CFBS president. The K&ESR were in turn presented with a delightful framed

montage of scenes from the Baie de Somme. The highlight of both days was the arrival of the main line specials. The K8 from Paris arrived on Saturday and then on Sunday the G came from Rouen. We saw many familiar faces and had a marvellous time watching the world go by at a sedate pace. Lunch and an evening meal was provided by CFBS. Very good they were too. The evening meal on Saturday was held in their new paint shop at the depot. There were over 180 people present, which led to a number of logistical problems.

Our arrival at the Depot was usually around 19.30 hrs after which we had to dispose. The ash pan was emptied with some difficulty as no pit is available for standard gauge stock. On the Sunday at the end of the day we removed the necessary parts for onward transport by road and handed the loco and coach back to the Engineering Services team. As we all had to get to the Tunnel before overnight works started we said some very quick goodbyes to our hosts and co-workers and then hit the road. As far as we are aware the return journey to Wittersham Road was uneventful and all the stock was back on K&ESR metals on Tuesday 25th.

This visit was the fourth time that the K&ESR has participated in the Fete de la Vapeur.

It was the culmination of the current Interreg programme and has helped further cement relations between the two railways. Both railways benefited from a lot of good publicity, which will help to bring more customers to visit a piece of transport history. It is hoped that these sort of cross border events will continue in the future and that they will bring the rewards that they so rightly deserve. Finally and by no means least, a very big thank you to everybody from CFBS who made us so welcome during our stay and as they say "à la prochaine".

# The Return of the Cavell Van

## Part two: Transporting the remains of Captain Fryatt in July 1919 and the Unknown Warrior in November 1920

### Captain Fryatt's Funeral

After Edith Cavell's funeral on 15th May 1919, the next time van No. 132 is known to have been used was the repatriation of the remains of Captain Charles Fryatt, whose death was referred to in the Channel 4 TV series "Not Forgotten", presented by Ian Hislop, in 2005 and which aroused almost as much indignation at the time as had that of Nurse Cavell. It is likely that No. 132 with its white-painted interior, catafalque and appropriate drapes was retained for such special duties until 1922, probably kept at Dover when not in use, but the minutes of the South & Eastern & Chatham Railways Managing Committee for the period make no mention of it.

Charles Algernon Fryatt was born in Southampton in 1871, the son of an officer in the merchant marine. His father took a position with the Great Eastern Railway's cross-Channel steamer services and the family moved to Harwich. Charles Fryatt followed his father to sea, and in 1892 obtained a position with the GER himself. By 1913 he had risen from the rank of Able-Seaman to be master of the cargo steamer "Ipswich".

The outbreak of the Great War naturally disrupted cross-Channel services, but the GER attempted to maintain a service to ports in the Netherlands, which remained neutral throughout the War. This became much more dangerous in early 1915, when the Germans declared unrestricted submarine warfare in the seas around Britain; enemy merchant ships would be sunk or captured wherever possible and the safety of neutral shipping could not be guaranteed. Captain Fryatt had his first encounter with a German U-boat on 2 March 1915, when he was in command of the "Wrexham" (chartered from the Great Central Railway by the GER). Using every ounce of steam its boilers could give, the

"Wrexham" just made it into Dutch territorial waters, her funnel burnt and blistered and the crew covered in coal dust, after a forty-mile pursuit off Rotterdam. In the light of this, Fryatt and his crew were transferred to the somewhat faster GER ship "Brussels". On 28 March, the "Brussels" was approaching the Maas light vessel when another submarine was spotted on the surface. This was the U-33, under U-boat ace Konrad Gansser, who is credited with sinking no fewer than eighteen Allied ships during the war. The U-boat made the flag signal for the "Brussels" to stop, but Fryatt continued to take evasive action, finally steering straight towards the U-33 at full speed. The U-boat made a crash dive and narrowly escaped being sunk, while the "Brussels" continued at full speed into the safety of Dutch waters; when the "Brussels" was put in dry dock after the incident, it was found that her keel had scraped the submarine's hull. Fryatt became a popular hero as "the pirate dodger" and was presented with gold watches and certificates of appreciation by both the Admiralty and the GER.

After this, Fryatt made many crossings of the North Sea without serious incident, until the night of 22 June 1916, when the "Brussels" left the Hook of Holland carrying Belgian refugees, one fare-paying passenger and a cargo of foodstuffs. Once out of Dutch waters, she was surrounded by German torpedo boats, boarded and taken as a prize into Zeebrugge in German-occupied Belgium and from there along the ship canal to Bruges. There is a suggestion that the interception had been planned in advance, and that the German ships had been alerted to Fryatt's departure.

At first, the British crew were interned in Germany, but on 27 July Captain Fryatt was returned to Bruges, where he was



tried by a hastily convened court martial, found guilty of being a "franc-tireur" – in effect, a pirate – for his attempt to ram the U-33, and executed by firing squad a mere couple of hours later. The legal basis for this verdict was controversial; German military lawyers took the view that any action by civilians against regular military forces was strictly illegal. Public opinion, not only in Britain but also in neutral countries such as the United States and the Netherlands, was outraged; the German action was considered indefensible, especially in view of the realities of submarine warfare. Within a few hours of Fryatt's escape from the U-33 in 1915, the British liner "Falaba" had been torpedoed and sunk with the loss of 123 lives after surrendering to a German U-boat.

As with Edith Cavell, arrangements were made to return Captain Fryatt's body to England after the end of the war. On Friday 4 July 1919, his body was exhumed from the communal cemetery at Bruges in the presence of his brother, his second-in-command, First Officer Hartnell, and the

GER's agent in Antwerp, and conveyed to Antwerp by special train. On Monday 7 July, the cortege was escorted by British and Belgian troops through the streets of Antwerp to the riverside, where, after a short service, General Hanoteau pinned the Cross of the Order of Leopold to the coffin before it was taken on board the destroyer H.M.S. "Orpheus". The "Orpheus" was then escorted down the river which Captain Fryatt had known well by two Belgian destroyers and two French torpedo-boats.

H.M.S. "Orpheus" arrived in the Admiralty Basin at Dover at about 4pm, escorted by the destroyers H.M.S. "Teazer" and H.M.S. "Taurus". The coffin was transferred from the destroyer to the dockyard tug, "Adder", and brought to the pier steps. Escorted by military and civic dignitaries and by several directors and officers of the GER, it was taken along a route lined by soldiers from the Dover garrison to the Marine station. Here it was placed in van No. 132, which had been draped inside with purple, and the wreaths were arranged on and around the catafalque.

After standing at Dover overnight, the van was attached to the 7.35 am up train the following morning. The van was detached at Chatham and coupled to a special train which carried a naval detachment and band. As with Nurse Cavell's train, schoolchildren had been drawn up on the platforms of many of the stations to pay their respects, and flags on the towers of village churches near the line flew at half-mast. At Charing Cross, where the train arrived at 11 am, the platform was reserved for those taking part in the proceedings, but a big crowd had gathered elsewhere in the station and outside it. The naval escort alighted from the train and paraded in front of the van containing the coffin. Among the party waiting to receive it were the chairman and deputy chairman and several directors of the GER. The coffin was placed on a gun carriage and drawn through the streets to St Paul's Cathedral; along the Embankment, trams came to a standstill when the procession came into sight. The service at the Cathedral was accompanied by the orchestra of the GER Musical Society.



*Captain Charles Fryatt (Colonel Stephens Railway Archive)*



*Captain Fryatt's funeral procession at Admiralty Pier, Dover (Courtesy Martin Easdown)*

From St Paul's, the coffin was taken through the City to Liverpool Street station, where the special train waiting to carry it to Dovercourt again included the GER hearse van, No. 512. The day was unseasonably bleak and cheerless and the wind bitterly cold, but many people gathered to catch a glimpse of the funeral train as it sped through Essex. Arrival at Dovercourt, where the station had been decked with flags, was at 3.25 pm. The coffin was escorted through the town to All Saints Church, where the burial service was conducted by the Bishop of Chelmsford.

A permanent memorial over the grave was unveiled by Lord Claud Hamilton, chairman of the GER, on Friday 18 June 1920. There is also a memorial plaque to Captain Fryatt at Liverpool Street station, erected in 1917 by subscriptions from Dutch sympathisers and refurbished and relocated next to the GER war memorial during the rebuilding of the station in the 1980s.

### **The Unknown Warrior**

The third important public event which involved van No. 132 was the burial of the "Unknown Warrior" in Westminster Abbey in November 1920. The Government had

decided quite early in the war of 1914-18 that the bodies of servicemen killed overseas would not be returned to Britain but would be buried in military cemeteries near the battlefields. As Ian Hislop explained in the television series "Not Forgotten", the need to provide an alternative focus for public and private grief resulted in war memorials in towns and villages throughout the country. In London, the national war memorial, the Cenotaph in Whitehall, was designed by Sir Edwin Lutyens and bore the words "The Glorious Dead", suggested by Rudyard Kipling (who had himself lost his son in the conflict).

David Railton had been an Army chaplain during the War and his experience had led him to wonder whether the body of one of the many unidentified dead could be returned for burial as a representative of all those who had been killed. In 1920, now vicar of St. John the Baptist Church, Margate, he wrote to the Dean of Westminster asking if he would allow the body of an "unknown comrade" to be buried in Westminster Abbey. The Dean wrote to King George V, the Prime Minister (Lloyd George) and the Chief of the Imperial General Staff and secured



*The unknown warrior at Dover Marine (Courtesy Martin Easdown)*

their support. Lord Curzon, the Foreign Secretary, chaired a committee to make the arrangements, which had to be done quickly as it was then October 1920 and it was considered appropriate to combine the ceremony with dedication of the Cenotaph on 11 November, the second anniversary of the Armistice.

On the night of 7 November, one body was selected from the remains of four unidentified British soldiers brought to the Army headquarters at Saint-Pol, near Arras, from different parts of the Western Front. Elaborate precautions were taken to ensure that no one knew the origin of the chosen body. It was placed in a coffin and the following day it was taken under escort to Boulogne, where it was placed in an oak coffin sent out from England. The coffin bore the inscription "A British Warrior who fell in the Great War 1914-1918" and was banded with two iron straps, through one of which was fixed a Crusader sword from the Royal collection. On the morning of 10 November, the coffin was covered with a soiled and torn Union Jack which had been used by an Army chaplain throughout the war, and was taken through the streets of Boulogne, escorted by French troops and accompanied by Marshal Foch and the

British Adjutant-General, Lieutenant-General MacDonogh, to the Quai Gambetta. Here after brief speeches it was carried aboard the destroyer H.M.S. "Verdun" – selected as a tribute to France – which then set off into the mist to a nineteen-gun salute to meet its escort of six destroyers of the Atlantic Fleet.

At 3.30 pm, H.M.S. "Verdun" came alongside the Admiralty Pier at Dover, to a nineteen-gun salute from the Castle. The coffin was carried ashore, and with six senior officers as pall bearers, the cortege moved off towards the Marine station. The route was lined by troops, and at the station there was a guard of honour from the Connaught Rangers and the Duke of York's Military School. The coffin was placed in van No. 132, which had been decorated with laurels, palms and lilies, and covered with wreaths and flowers which were brought by the crew of the "Verdun". Four sentries, one from each Service, stood guard until the time for departure.

A passenger coach was attached for the escort of one officer and fifteen men, and at 5.50 pm the special train pulled out of the Marine station. People gathered at every station on its journey to London. As



the Daily Mail reported, "The train thundered through the dark, wet, moonless night. At the platforms by which it rushed could be seen groups of women watching and silent, many dressed in deep mourning. Many an upper window was open, and against the golden square of light was silhouetted clear cut and black the head and shoulders of some faithful watcher.... In the London suburbs there were scores of homes with back doors flung wide, light flooding out and in the garden figures of men, women and children gazing at the great lighted train rushing past."

Arriving some three hours later at Victoria station (platform 8), there was a crowd of silent watchers behind the barriers. As the correspondent of *The Times* put it, "the carriage, with its small shunting engine, came in very slowly. The few civilians who awaited its coming on the platform took off their hats. Officers and the Grenadier Guardsmen drawn up at the end of the platforms saluted. There was great silence.... One heard a smothered sound of weeping. The smoke in the roof bellied and eddied around the arc lamps. The funeral carriage stopped at last. The engine-driver leaned from his cab." The coffin remained in the van at the station for the night, watched over by Grenadier Guards.

The next morning, 11 November 1920, was a lovely autumn day with mellow sunshine. The coffin was taken from the van and placed on a gun carriage drawn by six black horses; on the coffin were a steel helmet, webbing belt and bayonet. With admirals, field marshals and generals as pall-bearers and led by massed bands, the procession set off from Victoria through Grosvenor Gardens and Grosvenor Place. It went down Consitution Hill, past Buckingham Palace and along the Mall to reach Whitehall. At 10.45 am, the procession stopped opposite the Cenotaph. King George V laid a wreath on the coffin, and as Big Ben began to strike eleven, he pressed a button which caused the Union Jacks which had shrouded the Cenotaph to fall away. For two minutes there was silence, not only in Whitehall but throughout the

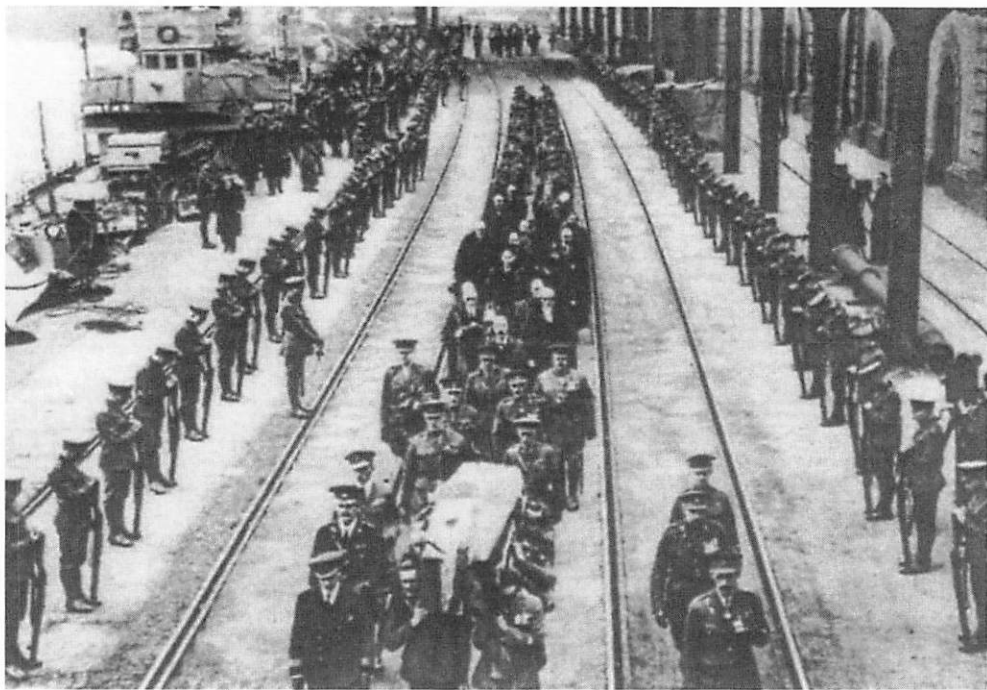
country; the Cornish Riviera Express halted near Taplow and the Irish Mail near Crewe. With the King following the gun-carriage on foot as the chief mourner, the procession continued to Westminster Abbey for the burial service. During the six days before the tomb was sealed with a temporary stone, more than a million people filed past to pay homage.

### Subsequent History

Despite the limited use apparently made of No. 132, the design evidently gave satisfaction, as twenty similar vans were ordered from the Bristol Carriage & Wagon Co. and delivered in 1921 and a further twenty-four were built at Ashford Works in mid-1922. The tare weight was 13 tons compared with 12 tons for No. 132; externally the new vans had four chalking panels on each side (one under each window) rather than two, while the interior was apparently divided into two interconnected compartments, instead of being completely open. No. 153 of the Ashford-built batch is preserved on the Bluebell Railway.

No. 132 was the first of the new luggage vans to be repainted in the Southern Railway colours of sage green with chrome yellow lettering shaded with black and left Ashford Works with its new number of 1972 in November 1925. Like the two later batches of SE&CR vans, it was used mainly on Continental boat trains, which usually had two vans at the London end to accommodate the voluminous luggage of their well-heeled passengers.

The Southern Railway multiplied the general design to a total of more than 1600. The first to be ordered were a batch of "general utility vans", delivered in 1928. These had similar body sides (with the addition of a ventilating hood under each window) but had end doors. The first Southern Railway-built luggage vans (which could also be distinguished from the SE&CR examples by their body side ventilators) appeared from Ashford Works in October 1934, and a total of 984 of these luggage vans eventually appeared. More than half were built at Ashford, but others were constructed by the Southern's Eastleigh and Lancing works, and the last



*The coffin of the unknown warrior being carried along Dover Quayside (Colonel Stephens Railway Archive)*

batch was built at Wolverton in 1951 under British Railways (who described the type as a Parcels and Miscellaneous Van (PMV). The last example in revenue service was withdrawn by British Rail in July 1986, but some survived in departmental use and a considerable number have been preserved.

The prototype van was renumbered No. 374S in the departmental series in August 1946, when it became a stores van working between Lancing carriage works and Brighton. After this it was used for some years as a staff and tool van by the Power Supply Section with the number DS374. It was transferred to the "internal user" series in October 1967 with the number 082757 and was last used at the Guildford cable depot.

The Cavell van was purchased by the Tenterden Rolling Stock Group from storage at Hoo Junction and was delivered to the K&ESR at Wittersham Road on 22 January 1992. Because of its historical significance, it was repaired and restored rather more thoroughly than was usual for a stores van, and was repainted in its

original SE&CR umber livery with yellow lettering. In 1994 it was moved to Robertsbridge on the Rother Valley Railway and subsequently changed hands. It was purchased by a K&ESR member in 2003 and in 2004 was moved back to the K&ESR. It is planned to restore it to its condition as built, using it to house historical displays on the events of national significance in which it played such an important part.

(concluded)  
**Tom Burnham**

*Helpful information for this article has been provided by Martin Bashforth of the National Railway Museum and Malcolm Parker of the South Eastern & Chatham Railway Society. Details of all vans of this family may be found in "Southern Railway Passenger Vans" by David Gould (Oakwood Press, 1992). In addition to contemporary press reports, the account of the burial of the "Unknown Warrior" draws on an article by Martin Hornby on the Western Front Association website ([www.westernfront.co.uk](http://www.westernfront.co.uk)). The return of van No. 132 to the K&ESR has been organised by John Miller, who has also carried out much of the research into its historical role.*

# Letters to the Editor

## Junction Road, 1930

Sir - I showed the article by Brian Janes (*Tenterden Terrier No 98*) to my son David who has supplied the following details.

AP 7229 is not a Foden Steam Wagon but a Garrett 5 Ton End Tipping Steam Wagon number 33885. It is a non super heated wagon with a compound piston valve cylinder block. It has cast steel wheels and rubber tyres. The wagon had hinged sides and a the rear tipping end. Ap 7229 was dispatched from the Garrett Works at Leiston, Suffolk on 30th July 1920.

AP 7229 was one of an order of three wagons for East Sussex County Council. Number 33883, AP7233 was dispatched on 29th July and 33884, AP 7227 on 30th July 1920 with 33885 above.

Gillingham, Kent

Andy Main

## The curious affair of the Colonel's will

Sir- I read with interest your account of the circumstances surrounding Colonel Stephens' death (*Tenterden Terrier No 99*). The Gwynedd archives at Caernarfon, contain certain correspondence from Iggulden pursuing money owed to Stephens' estate by the Welsh Highland Railway; now I understand why he was so anxious! In 1939 Iggulden threatened to remove rail to the value of the debt, but the matter was not settled until 1944. The Festiniog Railway Company's minute book of the period contains clues concerning the timing of the decline in Stephens' health. On 25th March 1929 he signed the minutes for four previous meetings and his signature was much weaker than previously. His subsequent signatures, probably made on 30th April 1930, the last meeting he attended, were very poor. His resignation from the Board, citing ill health, was submitted at a meeting on 30th April 1931. To qualify as a Festiniog Railway director, Colonel Stephens had £595-8s-11d of ordinary stock that had been transferred to him on 16th December 1924. The holding was transferred from his estate on 16th November 1931.

Leicester

Peter Johnson

*The Board minutes of the Shropshire & Montgomeryshire Railway of 26th November 1930 refer to a letter from Colonel Stephens, dated 26th*

*February 1930, stating that due to the temporary(?) loss of the satisfactory use of his right hand, J.A.Iggulden would sign cheques until further notice. -ED*

## Arthur Taunt- Agent, Tenterden Town Station

Sir- Peter Swan, the grandson of Arthur Taunt's daughter and the third of his twelve children, recently provided me with the following information on Arthur Taunt, which may be of interest to readers.

Born in the village of Noke, about four miles north of Oxford, in January 1857, Arthur Taunt attended the local village school. He started his working life as a parcels porter, presumably working at one of the then two stations in Oxford. At the age of 19, he married Ellen East who lived in the same street and whose father worked as an engineer on the railway. Two of his sons were killed in action in the First World War and their names are inscribed on the Tenterden War Memorial.

Arthur and Ellen remained in Oxford for a few years, but by 1880 had moved to Buckinghamshire, where he became a signalman with the London & North Western Railway. After 20 years and several family moves, Arthur found himself working at Leighton Buzzard and there, so it is said, he met Holman Stephens. Stephens was then concerned with extending the Rother Valley Railway to Tenterden Town and was looking for a suitable man to occupy the senior appointment of station agent at Tenterden and offered him the new post commencing with the opening of the station in March 1903. Arthur also set up and ran a coal merchants business from the station. His daughter, Edith, who was unmarried, lived with her parents at "Hillview", 5, Station Road, Tenterden. She worked at Boormans stores at West Cross in the High Street and continued to run the coal business after her Father's death. Arthur was a well respected local figure and served for a time as a councillor on the old Tenterden Borough Council. Arthur Taunt retired in 1931 and was replaced by George Dobell, who had previously been at Biddenden station. He died on 12th September 1935 aged 78 and is buried in the Town cemetery.

John Miller (Company Archivist)



# Book Reviews

*Profile of the Southern Moguls* by Les Elsey, published by Ian Allan (under the OPC imprint). 80 pages of text and black and white photographs, size 279mm x 220mm, price £14.99. ISBN 0 86093 314 8.

This reprint of a profile first published in 1986 covers the various 2-6-0 classes of the Southern Railway: the Brighton K class and the Maunsell designed engines of classes N, N1, U and U1, together with the 'River' class 2-6-4 tanks, before their rebuilding as U and U1 tender engines. The fine range of photos covers the classes from pre-grouping days up to preservation (apart from the Brighton 'K' class which sadly were all withdrawn in 1962). Many of the photos are by the late Les Elsey himself (the earliest seems to have been taken in 1939), and the rest are from other photographers. Incidentally, Plate 54, credited to "Author's Collection" is probably by H.C. Casserley, as the foreground looks like his back garden near Bromley South. Older members may recall that U class 1618, owned by the Maunsell Locomotive Society, spent a few years at Tenterden Town before moving to the Bluebell Railway, and there is a photo of this engine running on the Bluebell, but not when it was in main line service. A brief description of each class includes a diagram and a summary of numbers and dates. The short text covers generally familiar ground but makes some interesting points – for instance I had not appreciated that although the three-cylinder variants of classes N1 and U1 showed little advantage in performance over the two-cylinder N and U class engines, the smaller outside cylinders meant that they could be used on the Hastings line with its restricted loading gauge. Recommended to Southern locomotive enthusiasts who do not have the original edition of this book.

TGB

*Green Diesel Days* by Derek Huntriss, published by Ian Allan. 96pages, c170 colour photographs, price £16.99. ISBN 0711030669

Nostalgia is a fickle emotion. My generation pined for the steam locomotives prematurely swept away by the now lamented British Railways. The truly appalling management of the railways displayed in the fifties and early sixties was in part responsible for this

holocaust. It also produced a wonderful, and equally wasteful, proliferation in diesel replacements. We now look on this era with rose tinted spectacles, swallow our distaste at these usurpers, and say 'What a loss!'

This book is a celebration of the, now almost unbelievable, variety of diesel motive power (42 different locomotive classes on my count plus the odd railcar and railbus); and the liveries, both experimental and otherwise, that came before the dead hand of Rail Blue and the rationalised railway finally drove us in despair from the mainline railway scene. An era almost as forgotten. The book is largely made up of excellent quality colour photos of these diesels in their first liveries hauling trains that look as trains should. Complemented with accurate and informative captions, and arranged into Regional chapters, this is a real gateway to history. Naturally most of the diesels are the eponymous green but one can glory in the sheer variety of livery designed to soften the boxiness of many designs. Green was of course a carryover from express steam and the old Great Western, but was a surprisingly successful and satisfying livery. Was there ever a more successful use of colour to highlight the power and glory of a 'Deltic' (on the front cover)? And how did the Design committee transmute the glorious kingfisher blue of the 'Blue Pullman' (page12) to the bland 'Rail Blue' of 1964 and after? And, if we are often rude about black, just look at the satisfactory result on one of Bullied's prototype diesels on page 33; what is more pulling the coaches that he specifically designed them to match. And, talking of matches, see how well a green 'Crompton' matches the early blood and custard coach livery at Folkestone Junction (page45) and sets to perfection the GW Railcar (page29) that the faithful few are struggling to overhaul at Tenterden. Finally for those of us still firmly rooted in light railways how about the photo on page 43 of the trial trip on the East Kent Railway of an '08' that displaced our beloved 01s. Go and buy this book to view a past that is nearly as forgotten and distant as that of our dear Colonel. It is good value, especially from a publisher that is often accused of overpricing.

BMJ

