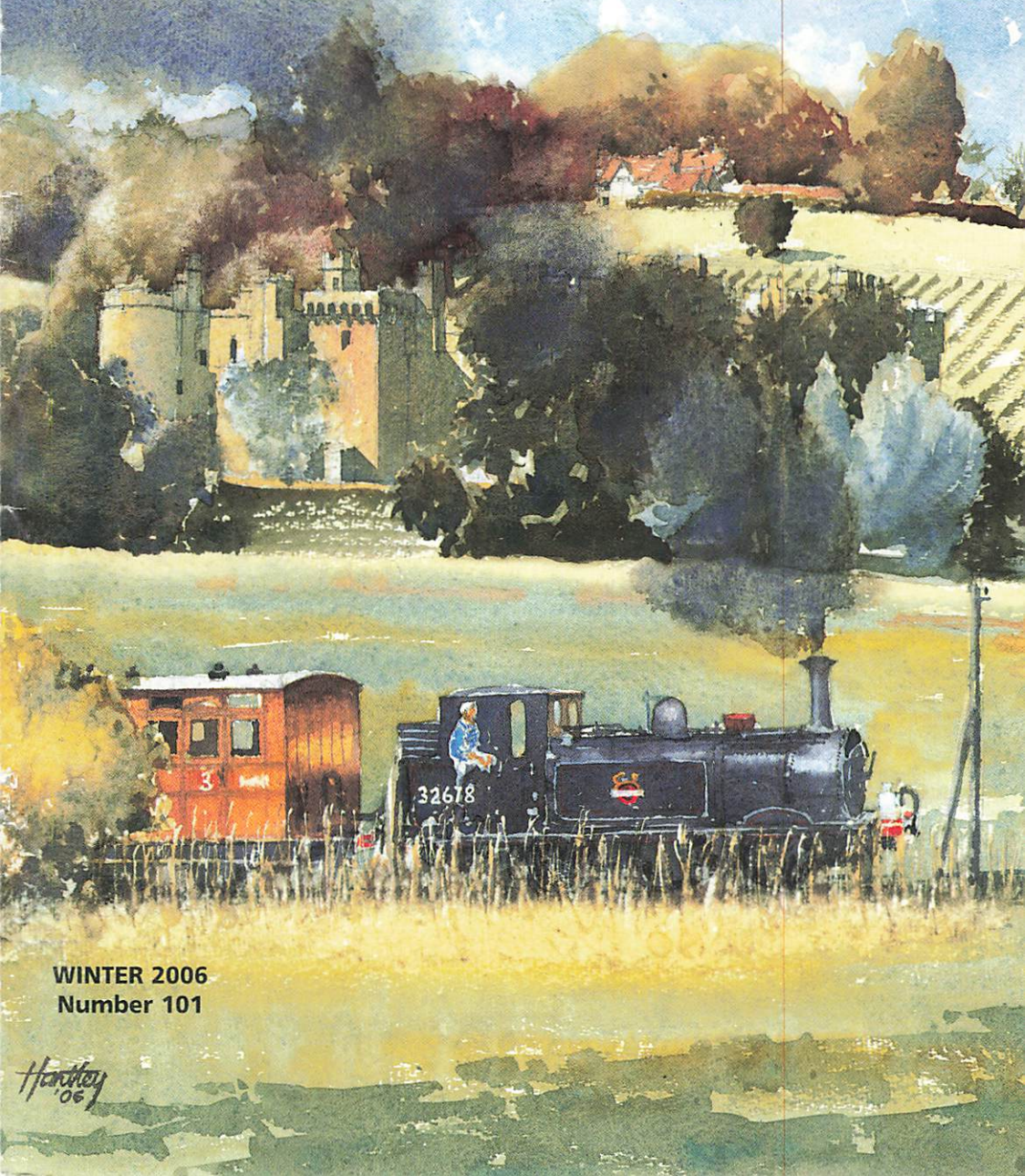




JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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*Hendley*  
06



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FRONT COVER  
Capturing the Railway on  
Canvas, Bernard Maitland-  
Hartley's winning entry.

# Tenterden Terrier

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# Editorial

## Teamwork, Tools & Money

Well how does one follow one's predecessor's 32 years of dedicated effort?

I can take great comfort from the knowledge that Philip has bequeathed me his team and that they will be helping me. And there is a wider lesson here. Running a railway is, like a football team, only successful if the whole team works together. No individual, be they manager or 'star' player can achieve anything without the wholehearted support of the team. Teamwork is essential for all who support, work or volunteer on the railway.

And it is not only 'What can I do for the railway'; in contra-distinction to the late lamented US president's famous pronouncement, there is a considerable element of 'What can the railway do for me...'

Do we always provide the person offering simply to sweep up even the appropriate broom? And brooms and the people to wield them are as important to our business as tracks, trains and their crews, for without clean trains and stations there would be very few passengers. Such things cannot be taken for granted. The dedicated individual may find or even buy the necessary, but we should not expect this. How do we make sure that volunteers have the necessary encouragement from managers or regulars (not always forthcoming- but we are getting better) or equipment to start?

How often have regular volunteers heard the tale from interested visitors 'I'd like to do something more but I can only ...?' Well, every little helps and if we cannot encourage participation at all levels and ages both on and off the railway we have no future. Anno Domini will demand replacements, the encouragement of new blood and equipping them with the necessary skills, tools and facilities now.

We have a fine record of volunteering, with what I believe is the highest percentage of



*The Pannier at Bodiam, during Hoppers weekend.  
(Phil Wood)*

volunteers amongst our membership of any of the premier Heritage Railways and the General Manager has said that in recent months there have been 50 new volunteers. To sustain this we must keep volunteer support at the highest level of our thinking.

Failure could mean that to run the railway in, say, 10 years all staff will have to be paid, and at perhaps nearer the market rate than we can afford to pay the present dedicated ones. Management will be simpler with less people and more concentrated skills but will it be the railway we want and like? Will there even be a railway? Answers please both in the form of helping hands and associated management action.

The Pannier Appeal and the appointment of Charles Lucas as Appeals Co-ordinator remind us too that not only do we volunteer through hand and brain but through the pocket. Here we are not in the top flight of railways. Successful as we have been at securing government grants, our record on appeals and responses has been weaker than some. With the coming of gift aid we can all divert taxes to our favourite railway. So when you feel flush, or get a windfall, donate it with a gift aid form. Even better, donate to your favourite cause with regular monthly donations. How about starting with a donation for that unique light railway engine, the Pannier?



## GENERAL MANAGER'S NOTES

**Summer Trading** - This summer has not been particularly good for tourism in the South East. Now is not the time for how I think Tourism Marketing Management should be changed, but some serious encouragement by Government (national and local) would be a good start.

I have been to meetings with other Tourism professionals where the doom and gloom has been discouraging. Even worse for them as I have sat smiling saying we have had a good summer.

Indeed we did have until the schools broke up. The last two weeks of July undid the spectacular performance of the first two weeks, and August was flat, with the last two weeks being encouraging, in relation to the previous two. September got off to a flying start with a successful Pensioners Treat, but visitors numbers to Thomas were not so strong.

We moved September's Thomas back a week to get away from the RHD's event but it may

be we are too close to that or Spa valley, or has our expectation – enhanced by record breaking event after event over the last 2 years – been too high?

We will end September with another flat month, but importantly we have moved the rolling twelve month total visitors back over the 90,000 mark. October should show an improvement with the best day of the Thomas event being in that month.

It has been noticeable that visitors too are spending less. We therefore have to improve everything we do in sales terms to encourage them to spend the extra few pence. Encourage that extra cup of tea, slice of cake, additional post card sale!

**Events** - The Victorian Event was very successful, being enjoyed by over 250 visiting schoolchildren. KCC were so impressed that they have agreed to help with our Evacuation Week next year.

Capture The Railway on Canvas proved to be a master stroke (well done to Caryn Roberts for the idea). Bernard Maitland-Hartley's winning entry is reproduced on the front cover, which you will see as a poster and as a print for sale. The standard and variety of the entries guarantee a repeat next year, and we have had several requests already from local artists for entry forms for 2007.

The Annual Hoppers Event was magnificent this year. My congratulations to all involved. The addition of the Buses added another dimension and we must have a Bus rally next year too.

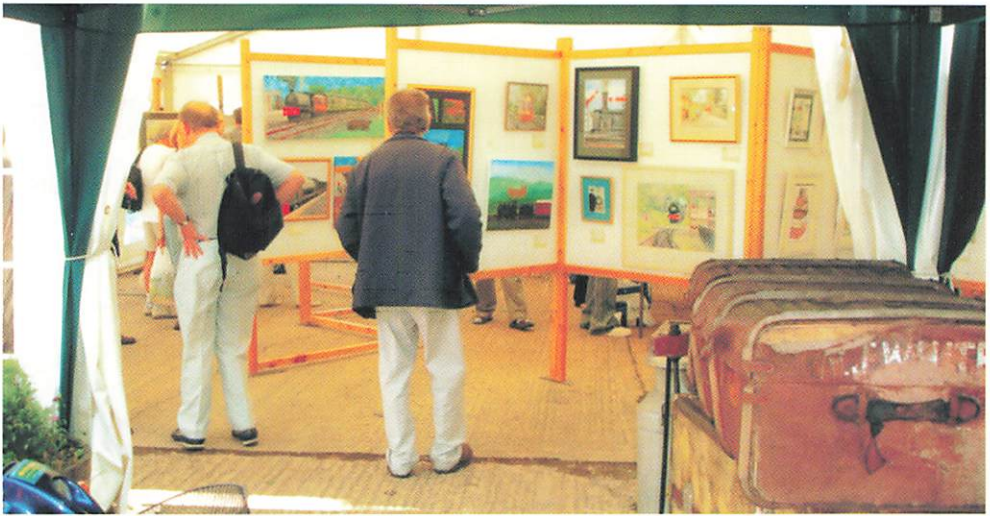
**Guest locomotive** - It was good to see the Lambton Tank here as a guest loco. It seemed to be enjoyed by all, including two local residents who rang up asking if we had either a new engine or done something to an engine's whistle!

My belief is that a guest loco should be an important part of our calendar, but it was interesting to note that it apparently did nothing for our visitor numbers. Maybe that just reinforces the fact the railway enthusiasts are just a small part of our market. That does



Jane Packham with the winning picture at the art exhibition. (Phil Wood)





*The entrance to the art exhibition. (Phil Wood)*

not make them unimportant though.

### **VAQAS**

We have had our annual visit and report from the Visitor Attraction Quality Assurance Scheme. Unfortunately the mystery visitor chose to ring up the day after Hoppers' Weekend and we had not got our answering messages changed in time. They think we need to get more posters up about forthcoming events (I agree – but we need teams of Poster Artists).

That apart we scored well and keep our VAQAS mark.

The mystery visitor particularly liked our web site, guide book, leaflet, and museum.

### **Customer Survey**

We had the pleasure of some work experience students from Homewood School in September, and one of them (Andrew Morris) was tasked with producing a Customer Survey. Without publishing all the results just now, it is fair to say that where

we have invested (Buffet, Car Park, Toilets) we have seen a change in customer perception. The results will be published in due course.

### **Volunteering**

We have had 50 new volunteers in the last 12 months, which is great news. It is particularly noticeable that the Tuesday Group has expanded (alas not to a daily group!) and pleasing to see new TTIs and Signallers on the railway.

We are, however, still just scratching the surface and are desperate for operating, engineering and catering staff.

There was a good initiative a few months ago, encouraging volunteers generally to bring a friend with them. I discussed this with one volunteer who answered that all his friends were here at the Railway. In that case bring a relative! Seriously though, just imagine the effect if each of us brought a new volunteer to K&ESR. Who do you know that has some time to spend? Graham Baldwin

## **COMMERCIAL**

### **Catering**

Staff are now becoming accustomed to the new methods of operation in the enlarged Station Refreshment Rooms at Tenterden. The possibilities for home cooked food are now much broader given our improved facilities. These are generally proving popular, although it seems impossible to

predict the popularity of individual dishes: similar days produce wildly varying quantities sold. Indeed, we were caught out at the recent "Thomas" event when many 'specials' had sold out by 1pm on the last day! Turnover is running ahead of last year's figures, although the very ambitious budget has not been met.





# HOPPERS' WEEKEND

Photos by  
Phil Wood





It has proved almost impossible to continue with the outstanding building works during the season. However James Veitch has again indicated that he will be offering his assistance during November. Priorities include bricking up the 3ft square hole left in the wall!

After many years service, Christine Tibbatts has decided to retire from the Station Refreshment Rooms. Considerable changes have occurred since Chris was appointed, some good, some rather traumatic. However we thank Chris for her efforts and wish her a long and pleasant retirement.

### **Wealden Pullman**

Once again the season's trains have been running at capacity. Having sold out the entire 2006 capacity, 2007 season menus and schedules were made available earlier than usual. This has greatly assisted the booking staffs' ability to sell, with the result that 2007 is booking nicely already!

During the September "Thomas" event, advantage was taken of the gap in Pullman services to rectify some defects that had become apparent in the stock. "Theodora" required modifications & repairs to the roof to prevent considerable water ingress that had become apparent whilst in use. Further steam heating was also provided to eliminate a cold spot at one table. "Barbara" also received further works to the toilet compartment. All that remains to be completed is a small amount of plumbing and painting.

### **Shop**

Steady summer sales have enabled the shop to keep pace with last year's record breaking figures. The Hoppers' Weekend in particular was a great success with a 54% increase in sales on the corresponding 2005 event. With only moderate advance bookings for the September Thomas© event, expectations were not high, yet although sales figures on 2005 were indeed down, the spend-per-passenger (the real litmus test for the shop) was up on three of the four days. The contribution of the shop volunteers to this success was, as ever, crucial. Those who manned the marquee had to contend with uncomfortable conditions in the rain, nevertheless they continued to smile through as they served long queues of customers. Chris Fautley, Valerie Stockwell and Chris Mann ensured that sales of Thomas© flags

were good by selling them on the trains and platform. The presence of Christopher Awdry on the first weekend meant there were good book sales and amongst the new range of items for sale, the Tomy Thomas© Motor and Rail sets proved particularly popular.

The fantastic K&ESR add on for the Microsoft Train Simulator is now available in the shop at £19.95 (less the appropriate discount for members). If you need the Microsoft simulator we also sell that for the same price, although we give a £5 discount if you buy both. The new Hornby 00 gauge model of K&ESR Terrier *Knowle* is competitively priced at £44.95 (less discount) and will make a splendid Christmas present (especially if coupled to our range of K&ESR wagons!)

### **Hoppers Weekend**

The sixth annual Bodiam 'Hoppers' Weekend held on the 9th and 10th September was probably the best so far. The weather was just right and everyone seemed to enter into the spirit of the event.

Firstly, a word of thanks to all those who worked so hard on the preparation for the weekend, including the Tuesday gang, Bodiam group, Station staff, Keith Jones, Andre Freeman and Robin Dyce.

The attractions were much the same as before with some new participants. On display were Danny Mayall's dark blue Austin lorry now fully loaded with Hop Pockets; Les Deniers' tractor; Dave and Jean Palmer with the Norman Collett Model 'T' Ford pick-up from which were sold home-grown apples and plums; Bruce Law's hopping memorabilia and new to Bodiam, Barry Saunders' penny-in-the-slot machines.

Additionally, on Saturday we were visited by Dennis Hoad's third-scale three ton mechanical horse in Southern Railway livery and his Foden steam wagon which is licensed for the road and which visited the Castle.

Also present were the Lewisham Concerters who helped with the camp fire entertainment.

On Sunday we had Lewis Konyon's 1936 Austin 7 Ruby Saloon and his daughter Danielle's 1939 Morris 8. Also on Sunday we were visited by the Maenads Maids Morris Dancers, who took advantage of the periodic crossing gate closures to dance in the road much to the amusement of passing car drivers.



*Lifting the PMV body at Bodiam. (John Liddell)*

Over the whole weekend, including Saturday evening, we were entertained by 'Hopping Mad', a group of musicians who had previously played regularly together but did sterling work with all the old favourite tunes. All the catering was in-house and had record sales for Bodiam. The bar ran out of draught beer and Vodka by Sunday lunch time – fortunately there was a good stock of bottled beers and other drinks.

The Barbeque and 'teashop' did well and thanks are due to Meg Gooch for all her baking.

The camp fire songs were very popular and the re-instatement of the Saturday evening function was well supported.

Jim Price and Ann Archer did well manning the gate over the weekend where over £450 was taken on admissions.

Harry Hickmott met all trains wearing the sandwich boards though we will have to find a fresh message of doom for next year!

Passengers carried on trains were 1165 this year, up from 868 last year. Overall, £13,890 was taken at Bodiam from Bar, Teas, Barbeque and Shop against which we have to set charges for hirings and stock.

A bus rally centred on Tenterden was held on the Sunday and this again resulted in good trading at the station tea room and shop.

Altogether, a very satisfactory weekend!

### **Bodiam**

The mile posts, referred to in the last report (Terrier No 99) were collected from Bodiam on 10th October and have now been laid out along the line. The next job is to plant them in the ground as close as practicable to the fence line. To help with this we have bought an auger to make the holes.

On 30th June the old re-railing equipment PMV body was successfully lifted off its underframe for use as a store off the far end of the platform. The body had been largely cut free with considerable difficulty by Ron Nuttman at Tenterden, with just enough attachments left for safe movement to Bodiam. The body was lifted off by the steam crane and turned to face the opposite direction, in the course of which the rotted floor fell out onto the track! This was partly expected, the difficulty being that the body is not built as a separate unit but integrally with the underframe. The body was placed on concrete blocks and upside down concrete sleepers previously prepared by Dave and Mathew Stubbs. A new floor of interlocking blockboard has now been installed and we just have to cure a few leaks to have a good roomy store.

We understand the old underframe will be altered to fit the next "Ashford" body to make



a seventh vehicle for the vintage set.

The maintenance gang of the 'three Johns' has been recently strengthened by Chris Crouch who is working in addition to booking clerk duties, Robin Dyce who is spending his spare Thursdays with us and Vic Grigg who has come back following his retirement. He used to be a member of the old Clearance Department some years ago. Anyone interested in working at Bodiam should contact John Miller on 01580-765350.

### Museum

Total visitor numbers to the Museum up to the end of September were 5486, this is just 9 down on the same period last year – this was achieved on ten less opening days (138). But for the heat in July we might have seen better figures.

July was reported as being the hottest month since records began in 1689! Certainly the heat in the museum, which is essentially a tin shed, reached unprecedented levels and deterred visitors. At one point the thermometer inside recorded 38°C (100°F). The heat caused havoc with the displays, causing glue to melt and fishing line (used to suspend photographs) to snap. At the time of writing, there are still 14 more days of opening which may bring better figures.

Staffing of the Museum has become easier this year with 19 names now on the roster list. We have continued to gather new material for

the museum and archives amongst which are:-

A Weston, Clevedon & Portishead Railway handbill for August bank Holiday 1928 printed in red and black.

Various items of paperwork for the East Kent, Weston, Clevedon & Portishead, and Shropshire & Montgomeryshire Railways donated by Jan Wright and formerly in the collection of Owen Prosser.

A book "The development of British Locomotive Design" published in 1914 and purchased and signed by Colonel Stephens in 1915.

A Tilmanstone Colliery handlamp painted red which may or may not be authentic but is an attractive display piece.

A two-foot gauge quarry tub from Milltown Quarry on the Ashover Light Railway. According to Robert Gratton's book it was loaded with fluorspar and hand pushed to Fallgate Yard for the washer and returned empty by the quarry horse. The tub is in need of considerable restoration before display.

Anyone interested in Museum Work should contact John Miller on 01580-765350.

It should be mentioned that the Colonel Stephens Society made a substantial contribution towards the purchase price of the ornate Burry Port & Gwendreath valley railway poster recorded in Terrier No 100, for which we are grateful.

## LOCOMOTIVES

**No 3 'Bodiam' (32670):** This poor little loco has been a tale of woe since re-entering service in May this year. The problems with the side rod bearings were mentioned in the last issue, now we have major problems with the big end bearing on the driver's side. It was noticed that it "knocked" a bit. Closer examination revealed that it had been rebuilt with far too much clearance. This required the removal of the piston and small end brasses, in which defects were found in both areas. The result of this investigation, into a knock, is that we have had to purchase new big end brasses (still to be metallised and scraped in), new small end brasses (to be fitted) and new fixings for the piston head. In addition to the cost of the materials, in excess of 100 man hours work has been expended to date.

**No 8 'Knowle' (32678):** The loco is due for a

re-tube after it returns from the Bluebell. Talks are underway with the boiler inspector as we only have 12 months left on the boiler ticket and we don't want to retube it only to have to remove them 12 months later during overhaul. Equally, it is not ideal to retire the loco 12 months earlier than we really want to.

**No 11 'P Class':** The P has done sterling work this year, considering that there are a number of jobs on it that we have had to "hold up" due to the fact that No 3 has not been available. It has now reached the end of its 25 days so, whilst it is on washout and there are no more RXDs to do, the outstanding works can be attended to over the winter period. The repairs to the brake cylinder have also proven to be successful.

**No 14 'Charwelton':** Hopefully restoration of

this loco will recommence in 2007 when the budget has been secured to continue. The boiler is back in the frames so all it really represents now is a big kit of parts to put back together.

**No 19 'Norwegian' (376):** Work on the boiler is progressing. A number of the old stays in the lower part of the firebox have been drilled out prior to replacement. The crown of the firebox is due to receive attention in 2007 where wasted plate is to be replaced.

The loco wheels are off to Ian Rileys works in Bury for re-tyring, hopefully to return mid 2007.

**No 22 'Maunsell':** The loco is starting to look like a loco again. As soon as there is space in the yard it will be brought out of the shed for the fitting of the cab and tanks. Progress is frustrating as obtaining of many of the parts in the UK is almost impossible. Hopefully the old flap firedoor will be replaced with a butterfly type (coming from China), manually operated, not steam!

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

**No 24, 'Rolvenden':** In service and performing well. Due to the delay in the return to service of 25 it has not proven possible to stop 24 for its overdue valve and piston exam. Crews will be well aware of the difference in performance between 23 and 24. This means that the work we had hoped to do over the summer will now have to take place this winter, a challenge as there is also the deferred work on the P class.

At the last washout in September some problems with wasted palm stay heads and burned tube ends manifested, so time had to be spent welding, caulking, beading and expanding- plus a visit from the boiler inspector to approve the works.

**No 25 'Northiam':** The loco is now re-assembled and has passed its visual boiler exam. The next stage will be the steam test after which it will make a welcome return to traffic. Richard Crumpling and David Brailsford have repainted the buffer beams which had suffered a bit during the works.

**No 30 GWR Pannier (1638.):** In service and performing well. Springing problems have been identified which means that 4 new units have been ordered. This involved contacting other GW railways to try and find a drawing of what the springs should be, a challenge in itself. The West Somerset came up trumps for us and we were able to provide the supplier with a drawing of what was required. The loco will be held out of service for the next few weeks (if possible) to allow time to fit the new springs and spring hangers.

### **Diesels**

**No 20 GWR Railcar:** A notable success was achieved in the course of the Railcar's restoration during the summer, when the second of the two diesel engines was started and run for the first time in twenty-five years. As with its north side counterpart, the south side engine needed very little work to get it firing on all six cylinders, and showed no major



*Tea Break (John Rose)*





*The donated generator. (Paul Wilson)*

problems in evidence when run for a short period. Work also continues with the cooling system items relating to this engine, with the cooling system casing metalwork having been removed for more thorough attention. Although the metalwork is in relatively good condition after sixty-plus years, it has been necessary to make good some corrosion damage in one part of the casing by welding in some new sections. The other parts of the casing are being thoroughly cleaned, in preparation for painting. As well as this, the

opportunity is also being taken to clean up the sections of the under frame normally rendered inaccessible by the cooling system components.

**No 41 'Ruston':** In service as yard pilot at Rolvenden.

**No 40 'Ford' (BTH):** In service on a restricted basis as befits such an elderly and delicate piece of historical rolling stock.

### **Cranes**

**No 133 '10t Taylor Hubbard':** Out of service at present as a new water tank is being fitted. Once this is done the crane will require a boiler inspection prior to re-entering service.

**No 151 '36t Breakdown crane':** In service. Used extensively earlier this year for the re-assembly of Charwelton and the dismantling of the Norwegian.

### **Other news**

The department have been very lucky in securing, by generous donation, two large generators from Delphi of Gillingham. The smaller of the two is planned to be fitted into a wagon for attachment to the Pullman set, to provide heating and power as required.

## **ROLLING STOCK**

### **Mark 1's**

Following the favourably received overhaul of SK No. 63, BSO No. 73 came into the carriage shed for similar 'treatment' during the summer. Work is well under way at the time of writing, Shed Supervisor Alan Brice having carried out extensive renewals to the steel work at No. 2 end. This has been made all the easier thanks to the knowledge gained on No. 63. It is hoped that less needs to be done at No. 1 end. Many Mark 1's have metal 'skirts' at build rail level to replace corroded areas and this modification is now being carried out on No. 73 – to the best of our knowledge this being the first time this job has been attempted on the K&ESR. The new sections include a fiddly pressing and their manufacture was contracted out to Chart Engineering of Ashford, using a CAD-generated drawing prepared by Ron Nuttman. Interior redecoration is also planned. The vehicle was once a regular feature on the 'A' set service train but had for some years been the staff car on the Pullman. It is intended to return No. 73 to regular service in the same Southern Region green livery now carried by No. 63.

### **SR Maunsell Coaches**

Following the report of flats on one bogie of NBO No. 4443 (K&ESR No. 54) both wheel sets were changed during September. The defective sets have been sent to Sellindge for wheel turning.

### **Pullmans**

Also during September, the toilet in Barbara (missing for decades!) has been re-installed. Extra steam heating has been fitted in Theodora to eliminate a cold spot.

### **Vintage Coaches.**

It is now over eleven years since SE&CR No. 2947 (K&ESR No. 88) entered traffic following restoration. Members will recall that it was one of a pair of four wheelers which had been recovered at an earlier date from a bungalow that was being demolished in Kingnorth, near Ashford. Restoration of its fellow, London Chatham & Dover Railway three compartment brake (SE&CR No. 3062, K&ESR No. 98) has now commenced as a volunteer-led project under the supervision of Ken Lee. The No. 3 road short bay is being utilised for the project. This restoration is effectively a memorial to

the late Eric Graves who took a keen interest in these vehicles and finance will be provided by the Ashford Area Group and also by the Friends of Vintage Carriages. Former PMV Packing Van No. 102 (K&ESR No. 89) was recently grounded for use as a shed and workshop at Bodiam and the underframe is to be shortened for use with No. 98. No estimate is being given for a completion date on this project.

The restoration of SE&CR Birdcage No.1100 (K&ESR 61) continues, Bill Morgan and John Millward in particular having been working on the installation of the new mouldings to the carriage sides.

Regrettably, SE&CR Family Saloon No. 177 (K&ESR No. 84) suffered a snapped brake rod at the end of August, fortunately without serious consequence. The cause of this most unusual incident is under investigation and the rod has been sent for expert analysis, although an undetectable flaw in this 100 year old component is conjectured to be responsible. Both rods on the vehicle are to be replaced and the manufacture of the new and, quite complex items, will have to be put out to contract. One again, Ron Nuttman's computer CAD skills will be invaluable in preparing drawings. In the meanwhile, the

vehicle remains out of service.

### Freight Vehicles

Shell tank wagon No. 118 is presently in the shed for repainting in its correct livery and general renovation. The job has progressed rapidly thanks to the services of North Kent Shotblasting. Mention should also be made of Frank Kent who spent most of a week's holiday painting the tank. Once work is complete the wagon will be on display at Bodiam which has been its location, on and off, for at least 25 years.

Ex-Longmoor SR Brake van K&ESR No.103 has now returned to service and looks quite splendid in BR bauxite livery which has been applied together with the number M360327 as carried by a sister vehicle used by the Army on the Shropshire & Montgomeryshire Railway before transfer to BR. A small item about No. 103 together with a photo by Phil Wood has appeared in Steam Railway.

Various new boards were installed on P. Way Department Pipe Wagon No. 171 (BR No. KDB741895) during the summer, the side doors made to work and the vehicle repainted in grey. Two new Oleo buffers – were fitted, ex stock from a small supply which we were able to purchase recently at a very reasonable price.

## WAY AND WORKS

### Permanent Way

With the summer behind us and the winter months ahead, we turn our attentions away from patrolling and towards our Projects.

Mid November will see the removal of the rails along Popes straight. They will be replaced with brand new rails which will cure the rollercoaster effect caused by bent rail ends. This will take a week and we will be using the new vehicle known as the TRAMM. It has a crane on board which will assist us with lifting and moving materials at a much faster rate than a conventional crane.

We will then revert back to patrolling during the Santa Season and start preparing for the next project which is Orpins Curve. Orpins has been a thorn in our side for as long as anyone can remember and we will be digging out and draining the area from Orpins Siding to the Down Outer Home signal. Much of this will then be re-railed in Flat Bottom Rail, the last of the Bodiam Extension

"leftovers". Once completed, the ride should be greatly improved and the time spent maintaining it will be reduced significantly.

The P.Way gang at Tenterden, led by Martin Hockley, now has 5 members.

Their working area consists of Tenterden Headshunt to the Sewage works siding at Rolvenden. They patrol this area and correct defects as they find them. "Defects" can be anything from loose/missing keys, loose fishplate bolts, track twists, rabbit holes and dropped joints.

The Witt. Road gang and the Tenterden gang combine for our project work.

Should anyone else be interested in helping us, please contact Geoff on 01580 714410 during "Office Hours".

### S&T

This summer has seen the completion of several ongoing projects.

At Wittersham Road, the Up Home signal



has received some refurbishment of the fittings, new drive rods and arms, but also has been moved closer to the track in order to improve visibility as it is at the end of a slight curve, on the inside.

A working week in October caused alarm to some observers when we removed all the levers from Rolvenden box, before taking them to a contractor's workshop, where in partnership with them we were able to ream out and fit oversize pins to the worn catch handle pivots, and also some of the locking tappet drive holes. Some new catch handles were also fitted. Their concerns were unfounded, as by early Friday afternoon, all the levers were back in place and testing was under way to ensure correct operation and check for any resulting problems!!! None were found, nor have been found since. This work involved Nick Wellington, Pete Lamont, Dave Brown, and Ed Gascoyne, and highlights the need to continue to carry out heavy maintenance from time to time, when we are looking to operate the railway on a large proportion of the year – even a Railway Experience Day precludes work of this kind at Rolvenden box, which is in use every operational day. We are indebted to those who take annual leave from their work to carry out such projects on a regular basis.

We welcome new member Ed Gascoyne whose electrical and mechanical engineering skills have been put to good use overhauling electric lever locks in preparation for new works at both Rolvenden and Wittersham Road.

Overhead line renewals are currently in progress between Tenterden Home signal and Cranbrook Road / Rolvenden Down Outer Home signal, mainly in respect of the "Train

Approach" treadle wires which were identified as approaching life expiry, and had become unreliable.

Four redundant signals were recovered from Aylesford and Snodland, by arrangement with Network Rail, and Amec Rail, the principal contractor for the resignalling scheme.

A relocatable equipment building has also been acquired at nil cost, in preparation for the likely layout alterations at Rolvenden, when the field development comes to fruition.

On the buildings side, five new windows have been installed by contractors at Wittersham Road box, along with repairs to some rotten wood in the structure, and replacement of floorboards.

Assistance is sought with the preparation and repainting of the external woodwork of the box over the coming months – Contact Nick Wellington on 0870 879 1671 if you are prepared to assist in this work.



*No 3 Bodiam at Northiam. (John Rose)*

## GROUPS & ASSOCIATES

### Ashford Area group

It is very rewarding to still hear of the enjoyment everyone on our outing to the CFBS in the spring experienced. We hope to offer another gem in the spring. Attend our meetings or watch the notice boards for news. Our chairman received the General Manager's award for achievement 2006.

You will be aware that restoration of the remaining 'Ashford' coach is now underway in the C & W shed. We are proud to be part of the funding of this. Much of this is due to

the hard work put in by the Late Eric Graves. I am sure Ken Lee can find something for anyone to do to help with this project, even if you can only spare an hour or two!

Future funding is dependent on the success of our meetings and outings.

We meet at 7.30 pm on the third Wednesday of every month (except August) at the Ashford Railway Staff Club, Beaver Road TN23 7RR.





Cycling test

Austen relaxes

# Edwardian Event



The Colonel tells them

Edwardian  
Elegance

Teaching them all about it



The winter meetings are:

*December 20th - John Hendy "Railway Ferries"*

*January 17th - Mike Jackson "Sweet Steam" Slide show, Sugar cane railways of Java and Brazil.*

*February 21st - Brian Stephenson "Railways: Home and Away" Slides and digital images.*

All visitors welcome, all we ask is a donation to cover costs.

Further details from Ted Micklam 01 233 503999

### **Maidstone Area group**

After 25 exhibitions it is with regret we have to report that the Maidstone Area Group has just held its final Model Railway Exhibition. For some years it has become more and more difficult to organize and staff the event. One of the difficulties has been that each year well over 100 heavy tables have to be moved from a number of classrooms and carried to the school sports hall and main hall on a Friday evening and then these have to be returned to the same classrooms and placed in the correct position with their chairs at the end of the exhibition on the Sunday evening. Each year it has proved more difficult to find sufficient volunteers to perform this task on both the Friday and Sunday evenings and with the current few Committee Members not getting any younger and some not as fit as they were it has become just too much for us to carry on. We would like to put on record our thanks to those who over the years have helped to run one of the longer running and top three model railway exhibitions in the area if not the County. As this report was prepared before the Exhibition there will be an update in the following Terrier.

In addition it has also been decided, with great reluctance, the current Open evenings that were held on the last Wednesdays of most months at the Tovil Working Mens Club will also cease. This has come about because over the last few years the number of people attending these open evenings has been declining and on some occasions with less than 12 people in attendance, of which at least three have been Committee Members, resulted in the donations received for the evening not covering the speakers expenses and hire of the room. As this means the only income the Group receives will be from the collection of waste paper at Tenterden it has been decided

that the Maidstone Area Group will, after at least 30 years since it was first formed, be wound up at the end of the year. The collection of waste paper will continue at Tenterden as this has proved to be a valuable source of income. Therefore please continue to bring all waste paper to Tenterden and place it in the small container, which is situated in front of the old damaged container.

There will be an article in the next Terrier giving a brief history of the Group.

### **Rother Valley Railway**

During the past few months, several projects have been started but as is often the case, there appears to be little outward result at present.

The RVR has contracted with the Manchester Metropolitan University to carry out an economic impact research study and prepare a report for the Railway. This will address and assess in broad terms the impact and potential of the restoration of the Robertsbridge – Bodiam link. As this work will include analysis of current demand patterns, seasonality and profile of K&ESR users and an examination of the effect of local spending associated with existing K&ESR operations, we are indebted to K&ESR Directors for their agreed co-operation and support. The cost of the study has generously been covered by a donation from a supporter.

We have opened negotiations to investigate the feasibility of acquiring a lease on the station masters house at Robertsbridge. Some members may recall that the RVR did occupy and use the building for a short time in the 1990s but following the long subsequent period when it was unoccupied and damaged by water, the state of the interior has deteriorated and will now require a lot of work to render it habitable. One of our members has very strong family connections with the building, her grandfather having been stationmaster for nine years between 1891 and 1900 (including the time of the opening of the Rother Valley Railway on the 2 April 1900) and her mother having been born in the building.

On the ground, the initial length of platform is currently being extended to the minimum required operating length including the construction of a ramp for access for the disabled. A start was made over the summer months on painting and improving the appearance of some items of rolling stock.

A contractor shot-blasted the tank of the ex-



BP Tank wagon no 160 and commenced shot-blasting the chassis and underframes of the banana vans but the weather broke before this latter work was finished. As we have no covered accommodation, it looks as though completion of this work will now have to be put on hold until next year. An application for sponsorship for the cost of fully restoring the tank wagon has been made and we are waiting to hear if this has been successful.

Thanks to a benefactor, we have acquired a second hand wooden building which we propose to erect when possible at Robertsbridge as our toilet block. A lot of work will be required to achieve this and plans for both the building and the associated sewerage works are being prepared and drawn up. As always however, progress with this will depend upon money and labour resources.

## PEOPLE

We welcome **Linda Manktelow** into the accounts office. Linda has settled in well, and is making a valuable contribution to the team.

**Matt Green** has joined the Operating Dept as Ops Assistant. Already qualified as a fireman, Matt has quickly passed out as a Guard. Pete and Matt will get to grips with improving our training delivery once they have recovered from Thomas. After 14 years as a fireman **Ian Scarlett** passed his steam drivers exam in July.

This season has also seen the retirement of the Station Master and Booking Clerk partnership of **John and Biddy King** after 10 years. The retirement was precipitated by Biddy's fall (in the woods!) resulting in a serious break of her upper arm. With the support of the steel industry she is now on the way to recovery but will cause havoc with any airport security system.

Earlier in the year we bid farewell to another husband and wife team, again SM and Booking Clerk, of **John and Jean Thorn**. In recent years John and Jean have offered valuable support at Northiam.

After 16 years **Alec Carter**, a retired legal executive, said a reluctant farewell to an active life with the K&ESR in October.

Alec has been a committed and dedicated Station Master, first at Tenterden and since the line was extended, at Bodiam. He was in fact SM at Bodiam on the day of the reopening.

Sadly deteriorating health has caused him to make this his final season. During this year he has worked as a booking clerk which he again applied the same care and dedication, coming to the Station for each duty by taxi at his own expense.

These friends will not easily be replaced. We thank them for their years of regular support and wish them well in retirement.

### Tony Pearson

Tony Pearson, another long standing volunteer passed away after a long illness on 21 September. There was a well attended memorial service at St Mildred's Church, Tenterden on 10 October.

### Christopher Mitchell writes

Tony Pearson was a gentleman with a capital 'G', an excellent fireman and a delightful human being. He possessed a dry wicked sense of humour and did not tolerate fools, even slightly. Yet if you were having trouble with a piece of recalcitrant machinery, he would be there, and frequently able to show ways around the problem.

He loved his family, the railway, the Norwegian, Terriers and ancient motorcars with a passion, with which he also tackled life.

We frequently crewed locos together. His company on the footplate was entertaining and delightful – his use of the shovel was a joy to watch. In the summer he wore a bandana tied 'Red Indian' style around his head and the sight of him shoveling fit to burst going up the hill was something to behold – I once said "go for it Geronimo" and got glared at!!!

However, booking on at 6.30am for a Santa on a frosty December morning could find the lad more than a little grumpy until he had had a smoke and a cuppa. After that there was no holding him – heaven help you if you got in his way.

I shall miss the lovely old 'Wotsit' badly.

# Company Secretary's Notes

## Appeals Co-ordinator

An Appeals Co-ordinator (a volunteer post) has been created as a result of the K&ESR Board identifying the need to manage the raising of funds for major projects in a more structured way, making best use of internal and external resources to identify and to tap sources of funds. Charles Lucas, the appointee reports:

'Having been selected from an overwhelming candidates list of one, I feel that I need all the help I can get! Perhaps my first appeal should be for any experts out there to suggest resources and methods that we can adopt in order to achieve the greatest level of success. If you have any ideas or suggestions, please feel free to speak to me or write to me at the Railway ( I can be found on duty on the Railway from time to time in one of several roles). I promise to keep you fully informed about the projects as they progress and will be happy to answer any questions which you may have. I very much look forward to reporting to you on the progress of this and future projects.'

Hopefully you will give Charles your full support both in his role and with support for his appeals. The first of which is for the all important Pannier Appeal.

## Board Meetings

The new Editor has asked me to write a regular column about what's been happening at Board meetings - so here goes in respect of July to October 2006. The Board met four times during those months, on 8th July, 2nd September, for a shorter time than usual prior to the AGM on 16th September and for a full meeting on 7th October. There has been no August meeting for the past couple of years because of holidays and the pressures on all active members during the tourist high season. Many subjects tend to be discussed at more than one meeting and here are grouped together for convenience (and hopefully clarity) rather than being ploughed through chronologically

- An item on safety is always included on the Agenda, and in July no incidents were reported for the month, the Chairman commenting that this was excellent. Unfortunately this could not be repeated on 2nd September. There had been several occurrences, the most serious having been the brake rod failure on the Family Saloon (See Rolling Stock report). In addition, an

incident in September when a car struck Northiam crossing gates was reported on 7th October. Also in October, the Board heard that, following an incident on the Great Central Railway where a set of points was moved under a dmu, action was in hand to prevent a similar occurrence on the K&ESR

- The Safety Management System to supersede the Safety Case has taken up Board time for several months. In connection with this a number of new Company Instructions and Policy Documents are now in place. The Chairman thanked Derek Dunlavy (Safety Director) for the considerable work required. Graham Baldwin, General Manager has prepared a draft plan for the evacuation of Tenterden Town station in an emergency and consideration of this is ongoing.

- In July, Geoff Crouch presented a report he had prepared in respect of the membership structure. There was lengthy discussion about this which continued on 2nd September. Opinions included the minority view that we have too many membership categories. After much debate it was agreed to raise the standard membership fee to £22 p.a. from 1st January 2007, retaining the current reduced rate for volunteers under 65 and giving free membership to volunteers over that age. An ad hoc committee would be appointed to review the membership structure with a view to implementing any changes in 2008.

- Following the annual audit, the accounts were signed off by the Board in July ready for presentation to the AGM.

- On 2nd September the Board was told that the Railway's financial performance was 6 per cent ahead of where it was at the end of June 2005. The budgeted loss for the first six months of the year was £100,000 less than anticipated, this, being against the trend for the tourist industry in Kent. £352,000 was in bank on 30th June (£131,000 on 30th June 2005) whilst money owed to creditors in the normal course of business was £110,000, almost exactly the same as 12 months previously. By 30th September there was £369,042 in the bank (£276,797 in 2005) and the creditors were owed £123,383 (£99,564 in 2005). We were £75,000 ahead of budget, a break even position having been anticipated.

- The 2007 budget was first considered in



October and this was to continue at the November meeting.

- Application was to be made for further InterReg schemes in 2007 (EU money as part of our twinning arrangements with the CFBS).

- David Stratton's offer to sell the GWR Pannier Tank to the Company warranted a full discussion of this issue. As members may know, it was decided to purchase this important, popular and useful capital item subject to independent valuation. An appeal would be launched to help cover the cost.

- In July, the General Manager presented his proposals for the 2007 timetable and these were discussed. The GM also mentioned the growing importance of coach parties and thanked all those who had helped with this vital traffic during 2006.

- Locomotive Policy (or strategy) was put out to consultation with the locomotive owners and the working members earlier in the year. The results were considered in September. The resulting document agreed by the Board was quite complex but can be summarised as little change from previously other than stepping up the overhaul programme for the Norwegian and Charwelton and encouraging any owning groups who may wish to bring suitable locos to the Railway. Carriage strategy will also be considered over the coming months. In addition, Heritage Policy is under consideration, Brian Janes is taking a leading role in this.

- Agreements with TREATS in respect of their Track Maintenance Machine (TRAMM) and revised agreements with the Terrier Trust in respect of their locomotives have also been before the Board.

- The vexed subject of car parking in Tenterden (which has been exercising the town as well as the Railway) is an on-going issue. Following the rejection of the most recent proposals following public consultation, the next moves by the local authorities are awaited.

The above is a very compressed version of recent Board discussions, mainly due to space considerations. The minutes as circulated to volunteers, staff and a few 'armchair' members is available via email on request to the Company Secretary at [cw@kesr23.fsnet.co.uk](mailto:cw@kesr23.fsnet.co.uk).

### **Annual General Meeting**

Following the trend in recent years, the Annual General Meeting at Tenterden Town Hall on 16th September was a routine gathering, the annual accounts being approved without

question from the floor and the Auditors re-appointed. Also once again, attendance was disappointingly down, 60 to 70 members being present and the proxy vote being likewise slightly reduced. The General Manager was unable to be at the meeting, but his item on past performance and future intentions was entertainingly presented for him by Paul Wilson, Engineering Manager. Derek Dunlavy spoke on safety matters, with particular emphasis on the new Safety Management System. Geoff Crouch told the meeting about the review of the membership structure and asked for volunteers for the committee. The Chairman made the official announcement of the Pannier Tank purchase and the resulting appeal. On an altogether lighter note, the K&ESR add-on for Microsoft Train Simulator was both launched and demonstrated to a chorus of comments along the lines of 'Doesn't Tenterden look tidy!'

The election results (all candidates elected) were as follows:

**Derek Dunlavy**

*210 for, 36 against, 4 abstentions*

**Carol Mitchell**

*232 for, 14 against, 4 abstentions*

**Bill Morgan**

*233 for, 15 against, 4 abstentions*

**Philip Shaw**

*234 for, 12 against, 6 abstentions*

The Board subsequently re-appointed Norman Brice as Chairman for a further 12 months and appointed Philip Shaw Chairman of the Finance Committee. The other Board members are Geoff Crouch and Brian Janes. Keith Jones is a director of Colonel Stephens Railway Enterprises Ltd. only, it being necessary for one director of the trading subsidiary not to be a member of the K&ESR Board.

### **Membership**

The Membership Secretary tells me at 15th October 2006 we had gained 356 members but lost 286 with a further 12 having passed away. This gives us a total of 2318. On 31st January 2005 our membership figure stood at 2260, so we have gained 58. Interestingly, the General Manager recently mentioned that we have gained 50 volunteers over the past few months. Don't forget the old saying that if everyone of us persuaded a friend to join we could double our membership. I suppose a similarly proportionate increase in volunteers might be too much to hope for!

# Letters to the Editor

## Railcars

Sir-The reference in Brian Janes' article 'Return of a True Pioneer?' (The Tenterden Terrier No 100) to the rather primitive locomotives that were progenitors of the GWR railcars brought to mind a postcard in the Colonel Stephens Archive.

It is an attractive coloured postcard of what I would take to be a rather early variant of the locomotive and is clearly being used as an advertising 'flyer'. Addressed to Colonel Stevens (sic), The Kent & East Sussex Railway, Tonbridge, Kent and posted on March 21 1924 (with a nice 'British Empire Exhibition, Wembley, postmark) it says 'This FWD Shunting Locomotive is in operation at our factory. We would esteem it a pleasure to have you inspect it. If unable to do so, send us a postcard and we will forward interesting literature and special prices'. Stephens was clearly not tempted. Perhaps this was not unconnected with the fact that the Derwent Valley Light Railway in Yorkshire, with the chief officers of whom he had close personal connections, had the previous October taken one of the engines on loan for a month. Put into traffic on October 23 1923 it lasted in traffic for only 8 days owing to its inability to haul traffic at a satisfactory speed. The DVLr was a relatively level line but even then it only proved able to pull about 100 tons and then not above 6 mph, and even running light its designed maximum speed of the machine was only 16 mph, so it was virtually useless for light railway service.

*Tenterden, Kent*

*John Miller*



## The Return of the Cavell Van

Sir - I enjoyed reading the second part of the Cavell Van article and was pleased to see that two of my photographs were used as illustration. However, it needs to be clarified that the photograph showing the funeral procession of Fryatt was not actually taken on the same Admiralty Pier which remains a feature of Dover's Western Docks today. This was constructed as a stone/concrete harbour landing stage in 1851, whereas the pier featured in the photograph clearly shows a structure of wooden and steel construction.

The picture actually shows the long-vanished Promenade Pier at Dover. This was opened in 1893 as a pleasure pier but having proved a failure was acquired in 1913 by the Admiralty for use as a landing stage. During the Great War it was usually referred to as the 'Naval Pier', and in addition to Fryatt, Edith Cavell's body was also landed there. On the other hand, the body of the Unknown Warrior (featured in my other photograph used in the article) was landed at the real Admiralty Pier!

In 1920 the Promenade Pier was leased back by the Admiralty as a pleasure pier and for the next five years was used as a popular vantage point during regatta days. However in 1926 the pier was declared unsafe and in the following year was demolished. The pier was situated in the centre of Dover Harbour between the Western and Eastern Docks, opposite what is now the Gateway block of flats. Nothing remains of the structure except part of the entrance gates,

which adorn a farm near Lenham! Nevertheless the pier's 'sister' structure at Bangor in north Wales, designed and constructed by the same team of John James Webster and Alfred Thorne, survives as a wonderful example of a Victorian seaside pier.

*Hythe, Kent*

*Martin Easdown*

A similar letter making the same point was also received from Richard Weller of Maidstone.



## **Terriers and the Thames Tunnel**

Sir-I recently visited the Brunel Engine House museum at Rotherhithe in East London, a fascinating little museum devoted to Isambard Kingdom Brunel's father Marc Brunel, and the tunnel underneath the river Thames that he built. It was the first tunnel to be built using a tunnelling shield, thus paving the way for modern tunnelling methods.

The museum fairly comprehensively covers the engineering work of Marc Brunel and that of his son. It also does a good job detailing the history of Brunel's Thames Tunnel, and it's early life as a shopping and amusement arcade. However at present their detailed history of the tunnel ends with it being "sold to a railway company". They explain that the tunnel was originally conceived to carry goods from one side of the Thames to the other, but did not really fulfil this function until the arrival of the railway through it, as part of the East London Line. They also mention that initially the railway was worked by steam, before being electrified and becoming part of the London Underground network. However, they seem to have overlooked, or perhaps not even been aware of one rather important detail. Namely the connection with the Terriers.

It seems to me, that while we all celebrate their diverse later adventures all over the place, their early history, mainly in South and East London has tended to be rather neglected. And yet this early history played such an important role in the creation and early lives of the Terriers, it even gave them their famous nickname.

William Stroudley designed them for the lightly laid track, sharp corners, and steep gradients of the South London and East London lines.

What is amazing is that they were so well designed, that although he envisaged them having a lifespan of about 25 years, when their London life was over, so many of them found work in such a wide variety of places.

At present, unlike many of their important stamping grounds, London has no tribute to these engines. I think the Brunel Engine House Museum at Rotherhithe should at least be made aware of the significance of the Terriers (many of whom often hauled trains through their tunnel), and encouraged to mention it. Could I suggest that the K&ESR (including of course The Terrier Trust) consider collaborating with the Brunel Engine House Museum, that at the very least perhaps publicising each other (such as displaying each other's information leaflets).

After all our own No 78 Knowle is likely to have been shedded at New Cross and spent some of its early life hauling trains through the Thames Tunnel.

Richmond, Surrey Emma D. Shane (Miss)

## **Tenterden Town in a Time Warp?**

Sir-On arrival for duty as Signalman in June I approached Tenterden Box with a confident air, secure in the knowledge that the world is round, water will always run downhill, and that I can accurately check the time to the nearest milli-second by dialling TIM and listening to the pips. I dialled the 'short code' 500 on the internal box phone and was surprised to find that both the box clock and my pocket watch needed adjustment by about two minutes. As departure time approached I strolled nonchalantly down the platform to give the Driver the tablet, surprised to find the train crew champing at the bit, claiming they were going to be late away. They insisted my watch was incorrect, citing the driver's upmarket radio controlled timepiece. To prove my point I dialled '123' on my trusty mobile - but they had the right time and I was wrong.

Back to the Signal Box and, still with the mobile to my ear, I dialled code 500 again on the box phone. In my left ear a lady told me that at the third stroke the time sponsored by Accurist was ten, forty one, and fifty seconds - pip-pip-pip. But in my right ear a man on the box phone, who wasn't sponsored by anybody, told me that at the third stroke the time was ten, forty, precisely - pip-pip-pip. My faith in the speaking clock, and the world in general, was now shattered. Signal Technician Nick Wellington was passing by, so I held the two phones to his ears and demanded an explanation. Initially he was puzzled, but then a slow realisation dawned. By dialling 500, he explained, I was being connected to an ancient speaking clock, restored and synthesised years ago by a member of this very railway, whose identity has long since been forgotten.

So if that person is you, and in a shed at the bottom of your garden this synthesised man with no sponsorship but lots of pips is gradually getting behind the times, please give him a kick up the backside and get him back on GMT. Otherwise conscientious Signalmen, who correct their watches on starting duty, are eventually going to be dispatching the 10.40 train at midday.

Sunbury, Middx

Ian Dow, Signalman.

# A Foreign Work Experience

**Anne-Sophie Gaudry (known affectionately by her colleagues as Floss), a Belgian student, was brave enough not only to do work experience on the railway but to write about it both for her colleagues at home but also for the Terrier**

As a student of languages at the Free University of Brussels (ULB) my aim for the summer holidays 2006 was to find a job in England so as to totally immerse myself in the language. This would be a valuable way of learning to improve my skills. I have always been attracted by differences in cultures, even those of countries so close as England and Belgium. I was also aware that my great grandfather was English and settled in Belgium after he had fought with the West Yorkshire Regiment at the end of WW1. My cousin, Jeanine, living in Kent was born a Belgian citizen. It was her husband, Michael, who works on the railway, who introduced me to the General Manager. He in turn welcomed me to the "world of steam".

I discovered the railway through the Catering Department and its manager Andre Freeman. I worked in the Buffet, on the trains, with the evening Fish and Chip service and, most dramatically, on the Pullman. All this activity was a completely new experience for me. Something which surprised me was the large number of volunteers who devote their time and energy to ensure that the railway continues to survive. Together with the salaried staff they create a pleasant atmosphere enjoying work which they choose to do. Most of the volunteers are passionate about trains and do their job with enthusiasm, their first goal being to keep the railway functioning. When I first met the different members of staff that I was going to work with, I had the immediate impression of joining a group of friends, as indeed they proved to be. Everyone was working for the railway and not competing with each other, something which is lacking in Belgian society in my experience, and the atmosphere was very convivial.

I must confess that I was not a steam engine enthusiast before this time. I enjoyed trying to help in the best way I could despite my English which, at first, was somewhat lacking for the job I was doing. However, during July, I left all the syllabuses of grammar and literature for a new experience far from the disciplines of university. I could speak about "The experimentation of the Novel in Swift's literature" but I did not have much knowledge of steam engines. Working in an English environment was another challenge just as interesting! Although, I still cannot tell you about the specifications of the carriages I worked in, my work experience proved to

be not only interesting from the point of view of the language but for the job itself and the social experience.

I worked on a tourist train which travels through the Kent and East Sussex countryside where some people can have their cream tea and ploughman's lunch on board, sitting in historic carriages whilst others can participate in the trolley service.

I worked in the Buffet and learned about catering problems such as the very busy moments when a large number of customers descended on us at the same time.

The Fish & Chip train attracted a lot of people desirous of tasting the fresh food during their trip to Bodiam.

In my opinion, most of the activities I took part in reflected aspects or values of British society, such as the importance people attach to traditions. I also think of the Pullman still operating despite all of the years which have passed since the first cars were introduced in 1874. The history of your country has developed other values and traditions since Victorian times, and has built a society perhaps a little more classical and hierarchical than ours. This is traceable in the education system.

It was unusual for me to wear a uniform on the Pullman, having recently been at school, where, in Belgium, there is no such requirement. Students dress as they wish, to express their own style – a kind of liberty of expression. I felt a bit uncomfortable at first having to wear the famous jacket. Then I realised I had to have proof of wearing a "real" uniform so that my family and friends would believe in the colourful character of my work experience in England! And photos were taken.

Once again, everything was new to me and I learned much from the staff. During my first evening on the Pullman I hardly dared carry glasses or serve pastries in case of catastrophe. But everyone was very nice, patient and understanding. So perhaps my friends and family at home will have more confidence in, what I suppose I must call my silver-service waitress skills.

To conclude, after sharing the life of English people for one month, I think that Belgium and England are two different societies with different customs and traditions. I wonder what differences my great-grandfather saw those 85 years ago or what my cousins living in Kent now see when they make their periodic visits to Belgium. I have learned a lot from the railway and have many good memories of the time spent, the people met and particularly those with whom I worked.

Finally thanks to my hosts Mr and Mrs Burton of Tenterden for their welcome. I hope to join the railway again sometime in the future



# THE LAMBTON TANK

**Ian Scarlett worked on our summer visitor and gives us the background to this interesting and useful locomotive**

This summer saw the first visit by a guest loco to K&ESR metals for some years. The visiting locomotive was former Lambton Collieries 0-6-2T No 29, more usually to be seen on the North Yorkshire Moors Railway. (NYMR) The visit was originally mooted to happen after K&ESR 32678 Knowle's highly successful visit to the NYMR in 2003, however No 29 was found to have loose tyres and other defects which necessitated a long visit to contractors for repair work to be carried out.

No 29 spent its industrial career hauling coal trains on the extensive and self-contained Lambton Hetton and Joicey Collieries system which extended over a wide area between the north east of Durham and the River Wear at Sunderland. The north east of England was of

course the cradle of the railways although it must not be forgotten that the early colliery wagon-ways were worked by horse power until stationary engines and steam locomotives took over in the 1800s.

John George Lambton, later the Earl of Durham, founded Lambton Collieries and expanded his holdings through the early 1800s, partly by acquisition, and obtained a direct transport route to the river Wear at Sunderland from about 1814. This wagon-way was worked by stationary engines and operated until the mid 1860s. By then Lambton Collieries had obtained running powers over a seven-mile stretch of the North Eastern Railway's (NER) Durham-Sunderland line which allowed it to move coal from Penshaw direct to its own staithes on the Wear and subsequently to the South Dock at Sunderland.

Locomotive operations were focused on the company's extensive workshops at the heart of the system at Philadelphia which even had the capacity to build some of its own locomotives. Motive power over the NER lines was initially in the hands of 0-6-0 tank and tender engines by builders such as Kitson of Leeds, however neither of these types were considered to be ideal for the required work.

The solution to the locomotive question was the 0-6-2 tank. The 0-6-2T wheel arrangement had been developed in the early 1880s by the Lancashire and Yorkshire Railway under



Photo: Brian Stephenson





Photo: Charles Judge

William Barton Wright. The trailing radial truck allowed a longer wheelbase and hence additional coal and water capacity for longer runs while still allowing the locomotives to negotiate the tight curves associated with colliery sidings.

While other UK colliery and railway systems had already adopted it, the Lambton Company took some while to catch on to this development and it was not until 1904 that they ordered their first locomotive of this type. An order was placed with Kitson & Co of Leeds, who duly delivered their works number 4263 the same year. Lambton Collieries gave it the running number 29, and this first Lambton 0-6-2T is the locomotive which visited the K&ESR this summer.

Things did not start entirely smoothly for Lambton Collieries' new acquisition, the loco was involved in an accident on the NER system at Sunderland in August 1904, only months after delivery, and it was not until some other initial problems had been

overcome, including having its load limited to 400 tons, that it settled into regular service. For comparison, a 5-coach Mk1 set on the K&ESR weighs around 180 tons.

It seems that the Lambton company was none the less satisfied with No 29, and the company subsequently ordered two more engines of this type from Kitsons which were delivered in 1907 as No 30 (works No 4532) and No 31 (works No 4533). The Lambton Company subsequently ordered further new 0-6-2Ts, although these were supplied by other builders to different designs. One of these, No 5, built by Robert Stephenson & Hawthorn, Darlington in 1909 (works No 3377) also survives on the NYMR although it is not presently in running condition.

1911 saw the Lambton Company take over the Hetton Coal Company's system, and in 1924 the Joicey Collieries were absorbed, creating the Lambton Hetton & Joicey Collieries (LH&JC) whose livery No 29 currently carries.





Photo: Brian Stephenson



Photo: Phil Wood

The company continued in this form until nationalised in 1947. Subsequent rationalisation by the NCB (Durham Area) of the former LH&JC colliery system led to a gradual reduction of the scope of operations through the 1960s and 1970s, a process which included the staithes at Sunderland which were closed in 1967. The NCB withdrew the remaining steam locomotives from Philadelphia in February 1969, replacing them with a number of five-year-old but already redundant ex BR(W) diesels of the D9500 / Class 14 type. Indeed two of these, former preserved K&ESR residents D9504 and D9525 were among those which worked out of Philadelphia at that early stage of their long post-BR careers.

On withdrawal, No 5 and No 29 were identified as candidates for preservation and were bought direct from the NCB by members of the North Yorkshire Moors Railway (NYMR). Following a spell at Thornaby depot for the fitting of the vacuum brake they moved to their new home and workplace at the NYMR's Grosmont shed in 1970, from where they have been regular performers ever since.

Following its arrival on the K&ESR in July 2006 No 29 soon demonstrated its abilities and became a firm favourite among crews. A spacious cab, good riding qualities, and an easy-going nature together with its ability to perform its duties while being worked comfortably within its limits made for many enjoyable days for the footplate crews. Some members of the NYMR and the owning trust visited to work their engine during its stay and left with a very favourable impression of the way the loco was looked after and handled while on the K&ESR.

The Lambton Locomotives Trust now owns both Lambton locomotives with the aim of operating them on the NYMR well into the future. Given the success of No 29's visit to the Garden of England this summer and the enthusiasm of its owners it is to be hoped that we will see this capable machine or its colleague on the K&ESR roster again at some time in the future.

#### *Acknowledgements*

*Thanks to Chris Cubitt and Kevin Brooks of the Lambton Locomotives Trust for their assistance in sourcing material for this article.*



*No 29 in NCB use in a wintery county Durham. (Maurice Burns via Lambton Trust)*



# TRAMM's a TREAT for K&ESR



*The Tramm on arrival at Wittersham road. (Charles Judge)*

**A second 'tram' has arrived on the railway but this one promises to be even more useful than the supplementary buffet at Tenterden. Jamie Douglas explains.**

Track Renewal And Maintenance Machine (TRAMM) No DR98211 arrived on the railway in July from Balfour Beatty Rail Plant. The vehicle consists of a self-propelled 4 wheeled tractor and trailer coupled together, with a driving cab at each end. At the rear of the tractor there is a hydraulic crane capable of lifting  $\frac{3}{4}$  tonne at 6.5m radius or  $2\frac{1}{2}$  tonnes at 2m radius. Whilst the crane is being operated, it is possible to drive the machine from the crane cab. The machine is also capable of carrying 7 tonnes of materials loaded on the tractor unit, and a further 10 tonnes of materials loaded on the trailer. It is powered by a Rolls Royce 265 hp 'Eagle' 6-cylinder turbocharged diesel engine that drives a Twin Disc TDCM-511R powershift gearbox, which in turn drives both axles on the tractor unit through a differential splitter gearbox. A vane type triple pump driven by a PTO on the gearbox supplies the hydraulic pressure for the crane.

The arrival on the railway of this unit

demonstrates the Tenterden Railway Equipment and Traction Company's (TREATS) commitment to assisting the K&ESR as much as possible in the acquisition of suitable rolling stock.

In March 2006, members of the TREATS board became aware that Balfour Beatty Rail Plant was intending to scrap their last operational Plasser & Theurer Mark 3 TRAMM. It was suggested that TREATS approach the K&ESR and offer to purchase this versatile machine for use on the railway with the diverse nature of work it could be capable of carrying out. The offer was discussed with members of the management team, and following an enthusiastic response, a formal proposal was made to the K&ESR Board, who accepted the offer. Meanwhile, during April TREATS had contacted Balfour Beatty to express an interest in the purchase of the machine. When the proposal was accepted by the K&ESR in May TREATS contacted Balfour Beatty again with a formal offer for the machine, which was stabled at Three Bridges Plant Depot, and arranged for it to be moved to Ashford Works for ease of transfer to Wittersham Road station by lorry. This



move took place in early June when the machine made its last journey on Network Rail infrastructure, being driven from Three Bridges to Ashford works via Redhill and Tonbridge.

A hire agreement then had to be negotiated between the K&ESR and TREATS which requires TREATS to fully maintain the vehicle and guarantee its availability for a stated quantity of time each year, in exchange for sufficient funds to properly maintain the vehicle to the agreed standard. On completion of these negotiations, it was agreed that the TRAMM could be delivered to Wittersham Road. This was carried out during the evening of Thursday 13th July, using Allelys Heavy Haulage. Thanks are due to Chris McNaughton and Mike Grimwood for their assistance during the evening.

It is intended, when time permits, to make this already useful and practical unit even more versatile. TREATS intend to provide a facility to run a flail from the crane jib to assist with vegetation control along the lineside. This requires the fitment of large diameter hydraulic hoses to the crane jib to provide sufficient hydraulic flow to cause the flail motor to spin up to the correct speed, as well as providing control valves and mounting equipment. It is also planned to fit a generator in one of the under frame storage lockers to power portable lighting equipment, portable power tools and also provide electricity for staff mess facilities (microwaves etc.).

There can be no doubt that this machine is one of the railway's most significant acquisitions of recent years.



*The Tramm earning its keep. (Jamie Douglas)*





*Surfacing work nears completion. (Charles Judge)*

## TENTERDEN CAR PARK IMPROVEMENTS

**A group led by led by Matthew Stubbs has recently rebuilt the car park. Matthew tells the story.**

At the Thomas event in February 2006, as for several events past, we were in the position of having more customers and cars than the car park could cope with. The "Green Area" was unusable due to the inclement weather. This resulted in our customers having to use public car parks or parking on the roads around the station. This obviously was unsatisfactory for both our customers and our immediate neighbours. It was decided that the remainder of the car park field should be upgraded to a similar design to the existing hard standing with raised beds between the aisles.

Paul Vidler produced the plans for the proposed upgrade in March 2006 and after consultation with the local authority it was agreed that planning permission was not required. At this stage costings were obtained from contractors. However a small group of volunteers felt that a larger area could be

constructed for a similar price if the work was carried out on a predominantly volunteer basis. A costing exercise showed this to be a viable proposition and the decision was made to progress on this principle. At the same time the GM secured funding for 50% of the cost of the project from a fund set up by Tesco for works for local organisations in the community.

The problem then was finding an appropriate "window" within the timetable to carry out the works without disruption to our passengers. The works needed to be finished so that the car park was useable for the September Thomas event, but could not be started till after the end of daily running. This gave a period of 3 weeks when, although trains were running on some weekdays, the disruption to passengers could be kept to a minimum.

The adjacent land owner, Henry Edwards kindly offered a tipping area for the excavated top soil, which was a tremendous help in keeping the cost down. Work commenced on



*Earth Moving. (Phil Wood)*





*Putting in the aisles. (Charles Judge)*

the due date with Andy Wood and his 360° excavator being hired, a 9 tonne dumper was hired to transport the material to the tipping site. This spoil was levelled by Richard 'Frim' Halliwell in his Caterpillar tracked loading shovel.

After the first week the majority of the excavation had been completed and after the laying of a permeable barrier the first of 930 tonnes of road stone started to arrive at approximately the rate of 150 tonnes per day. This was levelled by Andy and the 360° excavator and rolled by a 3 tonne vibrating roller. As the work progressed a start was made on laying the 200 hardwood sleepers which had been obtained from a supplier in Doncaster, which it is believed were originally obtained from Belgian railways. These sleepers were laid with the aid of a forklift and each one pinned down. Our thanks go to Gordon "Nobby" Lilley for his assistance with driving the forklift, laying sleepers and drainage works. On completion of the sleepers to the raised garden beds the last of the excavated material was used to infill the beds.

Whilst the works were being carried out the footpath across the site was temporarily diverted. Kent County Council provided a new kissing gate where the footpath leaves the car park onto the adjacent field. This was installed by the Tuesday Gang.

Throughout the 3 weeks, thankfully the weather was dry. If it had rained the whole area would have become a quagmire and the programme of works would have been delayed but, with much dedicated effort it was completed within the tight timescale. It now provides approximately an additional 150 hard parking spaces.

Apart from those already mentioned I would like to thank the following for their contribution: Phil Wood, Brian Janes and the group from the Swattenden Centre in Cranbrook.

Opened for the first day of Thomas, and with the subsequent weekends proving to be extremely wet, the value of the works became apparent. Both our customers and local residents have been commenting on the vast improvement which has been made.



*In use for Thomas. (Charles Judge)*



# IF IT'S ALL DOWN TO FIGURES...

**Philip Shaw, Chairman of the Railway's Finance Committee, has been taking a look at company accounts**

I have always enjoyed playing with figures and when the accounts of Bluebell Railway plc for 2005 came across my desk virtually at the same time as our own accounts, I felt that there was an opportunity to make some interesting comparisons.

The Bluebell and Kent & East Sussex railways are in some ways similar. Both operate some 9/10 miles of track and are situated within around 50 miles of one another. The organisations themselves are, however, somewhat different. Bluebell Railway plc operates the railway and 77 percent of its shares are owned by the Bluebell Railway Preservation Society, which is the supporters' organisation, to which its members belong and pay an annual subscription. Subscription income amounted to £97,299 in 2005, with membership numbers now approaching the magical 10,000 figure. A third organisation, the Bluebell Railway Trust is a non-incorporated charity, whose objectives are to raise grants, gift aid and donations, primarily for charitable purposes connected with the Bluebell Railway.

The Kent & East Sussex Railway Company is a company, limited by guarantee, with charitable status and does not have a share capital. It has three functions. It runs the Railway, acts as a supporters' organisation and acts as a fund raising body that also obtains gift aid. It is owned by its members, each of whom pays a subscription and is entitled to one vote at the Annual General Meeting. Subscriptions are therefore included as part of the income of the Company. These amounted to £36,559 in 2005, from our membership of around 2,500.

The profit and loss accounts of both railways for 2005, which are summarised in the accompanying table, show that the Bluebell is a very much larger organisation than the Kent & East Sussex, with a turnover of nearly £3m, compared with our £1.4m. This is reflected in the number of travelling passengers, 82 per cent higher at 164,777. The Bluebell operates for a longer season than we do, with 269

operating days in 2005 compared with our 188. Average daily loadings are also greater at 612 compared to 480. However, the higher level of business of the Bluebell is also reflected in its cost structure; for example, the coal bill of the Bluebell was £146,425, 87 per cent higher than our £78,430. Total employment costs were 113 per cent higher at £807,031 compared with our £378,814. The Bluebell has 47 employees compared with our 28.

Any comparison of the total "profit" achieved by the two railways in 2005 is probably not very meaningful, but it is clear from the table showing the analysis of profit/loss by activity that both organisations made a loss from the core activity of running trains after all expenses are taken into account. This is not at all surprising, because steam railways inherently have a very high fixed cost base.

This table shows that both companies made a profit from their retail book and gift shops. The Kent & East Sussex figures are shown after wage costs, but the Bluebell does not disclose this figure separately, so it has not been deducted from the profits shown. Unlike the Bluebell, which recorded a modest profit on catering of £4,696, the Kent & East Sussex made a substantial profit, £213,621, from this activity. In both cases the figures for catering are after wage and other direct costs but the Bluebell also charges certain items such as light & heat, insurance, office overheads and depreciation which we do not specifically debit to catering. Perhaps the Bluebell's figures are affected by the fact that its buffet and bar is open throughout the year, even when trains are not running, which we do not. However, catering has always been one of our strengths and the outstanding figures that we achieved last year are a great credit to the catering team, both paid and unpaid, who work exceptionally long hours to achieve brilliant results. Both railways received considerable support from members, deceased members and well wishers during 2005 in the form of subscriptions, donations and legacies.

Is there a message here for Kent & East Sussex managers? Well, if it's all down to figures, there may be. It is clear that in achieving a higher level of passengers than we

have, the Bluebell has incurred a commensurate increase in costs. It is probably a fallacy for us to expect that in putting more "bums on seats" by, say, expanding the line or its services will result in more money in the bank at the end of the year. The Bluebell has a much higher membership than us, but it still has to rely on a substantial number of paid staff as we do. This is reflected in the ratio of its turnover to wage costs, which is more or less identical to ours, at 28 per cent.

How then can we best direct our efforts in order to have the most positive effect on the balance sheet? Achieving a greater overall level of spend per passenger is one way - the Bluebell recorded £16.50 in 2005, which was 10 per cent higher than us. Another area on which we should concentrate is improved working practice efficiencies, to include investment in plant and machinery which will

save labour and where there is calculated to be a high return on invested capital. This is one of the best ways to keep the cost base stable. Finally, we have been particularly successful in obtaining grants from Interreg and other sources in recent years. This is an excellent source of finance and hopefully, with the good offices of our team of experts continuing to look for opportunities, this will continue.

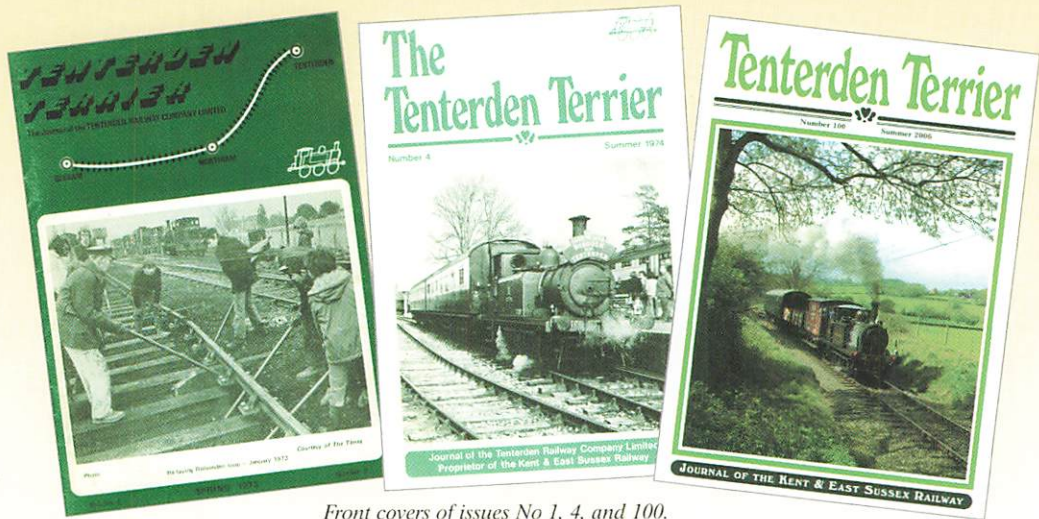
*Sources: published accounts of The Kent & East Sussex Railway Company Ltd, Bluebell Railway plc, The Bluebell Railway preservation Society, The Bluebell Railway Trust. Bluebell News (Spring 2006)*

*The author would like to thank Mr David Foale, Financial Director, Bluebell Railway PLC for reading through the text and for his helpful comments.*

	Bluebell Railway PLC	Kent & East Sussex Railway Company Ltd (unrestricted funds only)
<b>Year to December 2005</b>		
<b>Turnover</b>		
Fares etc	1,503,765	723,724
Shop	425,023	162,617
Catering	791,174	424,815
	2,719,962	1,311,156
Teaching etc	26,351	35,284
Filming	41,228	0
Rents	43,131	0
Membership subscriptions	0	36,559
Sundry receipts	44,158	28,613
<b>Total turnover (exc donations/interest )</b>	<b>2,874,830</b>	<b>1,411,612</b>
Deduct		
Cost of coal etc	146,425	78,430
Wages	807,031	378,814
Cost of goods sold in shop	286,046	86,941
Catering cost of sales plus wages	637,236	211,194
All other costs	912,804	486,344
Depreciation of fixed assets	102,637	68,460
<b>Total Costs</b>	<b>2,892,179</b>	<b>1,310,183</b>
<b>Total profit/loss before interest</b>	<b>-17,349</b>	<b>101,429</b>
Interest paid less received	37,731	64,026
Donations	313,376	67,260
<b>Total profit after interest and donations</b>	<b>258,296</b>	<b>104,663</b>
<b>Analysis of profit/loss before interest by activity</b>		
Profit on shop	138,977	67,815
Profit on catering	4,696	213,621
Profit/(loss) on all other activities	-161,022	-180,007
<b>Total profit/loss before interest</b>	<b>-17,349</b>	<b>101,429</b>
<b>Other data</b>		
Number of travelling passengers	164,777	90,381
Other visitors	20,809	
Ratio of wages to turnover	28%	27%
Turnover per travelling visitor (fares/shop/catering)	£16.51	£14.51
Number of operating days	269	188
Travelling passengers per operating day	612	480



# "Absent Friends" to "You're Not Going Down There Again?"



Front covers of issues No 1, 4, and 100.

**An A to almost Z of the first 100 issues of The Tenterden Terrier. One-time Assistant Editor and contributor, Neil Rose, looks back through his copies.**

Spring 1973: the then Editor, Alan Dixon decided that a new style magazine should be a harbinger of a bright future for the Kent & East Sussex Railway. After over eleven years of struggle the railway was soon to reopen, it was at the very threshold of success. Locomotive No. 3 Bodiam had just celebrated its centenary in style and the Light Railway Transfer Order, transferring operating powers from British Rail, was in an advanced state of negotiation. Thus from The Farmer's Line was born The Tenterden Terrier. Alan's editorial concern was that out of a membership of 1400 only about 5% worked on the railway and that unless the remainder did something, there would be little for them to watch in future. Lack of volunteer staff has been a recurrent theme over succeeding years. One name standing out in issue No. 1 is that of Adrian Landi, reported working on GWR railcar No.20: he is still a mainstay at Rolvenden 33 years later.

The Railway's re-opening on 3rd February 1974 was fully chronicled in the Spring issue (No 3) which was the last under Alan's editorship. Philip Shaw took over as editor from the Summer 1974 issue (No 4) and immediately The Tenterden Terrier assumed a format that is instantly recognisable 32 years later. Throughout it has been A5 in size – which has made presentable binding much easier. The magazine appeared on art paper, with improved print quality and many more photographs. The first glossy cover picture featured Terrier No.10 Sutton, a locomotive that appeared regularly until its departure a couple of years back. Philip announced that the magazine would contain articles not only of the contemporary railway but increased emphasis on the historical side, both the old K&ESR and other lines under the aegis of Colonel Stephens.

Only black-and-white photographs featured until Spring 1991 (No 54) when colour pictures appeared, to start with on the cover and the frontispiece; other photographs continued in black-and-white. Ten years later (No 84), colour pictures spread to the

back cover in place of advertising and by 2005 (No 96) could be found indiscriminately throughout the magazine. The Tenterden Terrier has been well served by photographers down the years; notable contributors have been Alan Barnes, Mike Esau, Alan Jones, John Liddell, Chris Mitchell, Geoff Silcock, Donald Wilson, Tom White, the Editor himself, and many, many others who have between them produced a remarkable collection of images which add to the magazine's enjoyment. The supreme contributor has to be Brian Stephenson who has recorded almost all events for over 30 years. His pictures are consistently excellent with a wonderful ability to capture the varied moods and atmosphere of the Railway.

On opening their magazine most readers must catch up with latest developments on the K&ESR through Lineside News. Initially this section was the blandly named Operating Notes, with an un-named compiler. Mark Yonge took over, it becoming his Note Book. The change to Lineside News occurred four years later (No 19) when the late Paul Sutton took over the task. In all there have been six compilers, in addition to Philip who has had to stand in on five occasions –

Mark Yonge	- 13 issues
Paul Sutton	- 24 issues
Neil Rose	- 8 issues
Doug Lindsay	- 7 issues
Duncan Buchanan	- 38 issues

Philip made us all Assistant Editors and each of us wrote other articles. Ill-health forced Paul Sutton to relinquish the task in 1987 (last No 42), and, as his successor, I had the sad task of recording his premature death two years later. Duncan Buchanan has kept going for an amazing 38 issues and is still going strong. Previously, he had even written his own gossip column for three issues (Nos 49-51). I soon discovered the effort that was needed to compile this part of the magazine: everyone keen to learn what is happening on the Railway, several consider it is their duty to point out errors and omissions, while virtually no-one contributes unless constantly chased up. I hope things have changed for the better for Duncan!

What marks the quality of The Tenterden Terrier is its articles. Whilst the magazine content may have strayed a little on occasion, particularly regarding light railway schemes in the South East whilst very informative are not always linked to H F Stephens, Philip has kept true to his self-imposed brief when he took over as Editor. The result is a rich seam of articles, often by distinguished railway historians, including H C Casserley and R W Kidner, which makes the magazine an invaluable historical resource.

In the 1970s many former K&ESR employees were alive and early issues (to No 16) of The Tenterden Terrier have interviews with these men (No women!). More recently, former driver Monty Baker has related a splendid collection of reminiscences (between Nos 60 and 71, 81). K&ESR tickets featured in a series of articles by Robin Doust (Nos 4-21). Virtually every aspect of the K&ESR has been chronicled: more unusual subjects have included hay-making (No 60) and wartime guns on the line (Nos 3, 30 & 39). The decline of the railway in BR days occasioned several articles, my favourite being upon nationalisation "No Rules, What Rules?" (No 54). Doug Lindsay wrote a particularly fine series of personal reminiscences describing the last days of the Headcorn Extension (Nos 66-68).

Other lines within the Colonel Stephens empire have been well documented. The East Kent, Rye & Camber, Selsey and Shropshire and Montgomeryshire have unsurprisingly received most attention over the years, whilst articles have appeared on others less well known, including the Snailbeach (No 75) and Weston Point (No 47). Then there are the schemes he was involved with but not built. Perhaps the best known was the Southern Heights on the North Downs (No 23-24), but he had aspirations stretching from Essex (No 25) to the Gower Peninsula in South Wales (No 28). Several lines were proposed associated with the K&ESR for which I wrote some early articles: Robertstbridge to Pevensey (No 5), Northiam to Rye (No 9), Headcorn to Maidstone (Nos 12 & 13) and Cranbrook to Tenterden (No 19): I am sure much more material has come to light and these



schemes warrant further study – any volunteers?

For over thirty years articles have appeared about the re-opened railway, especially about progress westwards towards Bodiam. We had Edward Heath opening Wittersham Road station (No 17), Anneka Rice being challenged at Northiam (No 50) and Bodiam re-opening exactly 100 years to the day after first doing so (No 81). Revitalising Rye Harbour to bring in ballast by ship from Cornwall was one of the more interesting stories associated with the push to Bodiam (No 80). The ups and downs of the Railway's finances have been discussed, passenger numbers analysed, successive strategies by chairman and managers aired and events reported. Photographs of locomotives and trains have appeared from every angle, at every location in every season! Over the years there have been informative articles about carriage restoration but, as yet, little about the huge amount of work required to overhaul and maintain steam locomotives.

For the early preservationists the period between 1961 and 1974 was a mixture of frustration, dealing with intransigent public bodies, and joy, being unfettered by modern health and safety regulations. Youthful enthusiasm and relaxed attitudes shone through. Grey haired now, many are still stalwarts of the present Railway, with a fond nostalgia for their earlier associations. "Trial Trip" gives an excellent account of those early days (Nos 16 & 17) as does "Thirty Years Ago" (No 83).

I was surprised to discover that over 160 people had contributed articles, or photographic features, to The Tenterden Terrier. They have brought with them a wide variety of styles and content – poems to learned research – which under Philip's editorship have given the magazine its consistently high standard. For many years The Tenterden Terrier won the ARPS Magazine of the Year competition and I can recall a period when it was suggested that Philip did not enter so that other periodicals might have a chance of winning!

Stephen Garrett and Tom Burnham between them provided a wide diversity of well researched articles. Both have been

Philip's Assistant Editors/Consultants. Stephen, who is well-known for his Oakwood Press publication on the Railway, has produced over fifty articles mainly about the K&ESR but also venturing into other parts of the Colonel's territory. Stephen's first article appeared in the first issue and continued on a regular basis until some five years ago – it would be good to see further items from him. Tom has written over forty historical articles, and remains a regular contributor.

He specialises in the more obscure topics: "Navigating the Medway" (No 71), "Runaway at Ratley" (No 77), "William Rigby – Contractor to the Colonel" (Nos 86/7), "Gazelle: The Early Years" (Nos 80/81), "Hastings East Hill Lift" (No 96) and "Return of the Cavell Van" (Nos 99/100) are examples of his wide-ranging work. More recently Brian Janes, our new Editor, has burst onto the scene with over twenty, mainly historical, articles in the last fourteen issues: his "Locomotives of the East Kent Railway" (Nos 89-91) are particularly commended.

The contemporary railway has been well served by writers, notably Duncan Buchanan, John Miller, the late Paul Sutton and Mark Yonge. Peter Davis has written several thought provoking articles about the Railway's heritage and what should be preserved. Nick Pallant has chronicled the early preservation period in rich detail. Norman Johnson has looked outwards at other nearby lines, including that for gypsum at Mountfield (No 36) and the military railways at Lydd (No 52/3) and Martin Mill (Nos 56/7).

However, the most prolific writer is undoubtedly Philip himself. He has written many of the biographical articles on H F Stephens and often provided the narrative to accompany picture spreads. It is also evident that on occasion when he has been short of contributions he has conjured up something himself. No doubt he is responsible for most of the non-attributable articles and those under pseudonyms – a formidable number. For years I have intended to ask the identity of Morous who supposedly answered reader's questions in the late 1970s (Nos 16-20) – I assume it was once again Philip!

Letters have often supplemented or corrected articles and so afford another useful information source. They also provoke debate on topics brought to the fore by writers such as Peter Davis. Looking back over the years it is interesting to see what worried correspondents.

On a personal note I was surprised to find that I have contributed thirty articles covering a wide range of topics. Several came as a surprise as I had forgotten them completely. Apart from the unbuilt lines, I covered Hodson's Mill at Robertsbridge (No 30/1), the story of the Norwegian locomotive when it re-entered traffic in 1995 (Nos 66/7) and a couple of spooky tales centred on Tenterden and Wittersham Road signal boxes (Nos 46 & 51). I even tried my hand at prophesy, looking forward in 1981 to a day ten years in the future: I am looking forward to my fourth related article in 2011 in the hope that some of my predictions may have come true! (No 26, 56, 87). I am grateful to Philip for letting me indulge my limited literary skills over the years.

For the first time in 32 years Philip can enjoy this 101st issue of The Tenterden Terrier without having been responsible for

its editing and production. Brian Janes has a hard act to follow but I am sure he will perform a good job in the interests of the magazine. I, for one, look forward to the continuing success of the magazine as a fine ambassador for the K&ESR.

As for the title of this article? "Absent Friends" was the title of three early articles (No 7-9) covering the K&ESR horse bus, SECR 01 locomotive No 65 and the line's Terriers. Vanessa Toynbee, the long suffering wife of the Commercial Operations Director Mark Toynbee penned her article "You're not going Down There again" in 1989 (No 50). That's almost an A to Z of entries!

Indexes covering issues 1-100 of The Tenterden Terrier will shortly be available on the K&ESR's web site. They cover all the articles written, many of the photographic spreads and letters. There are four in total - a straightforward alphabetical list of titles; a listing by subject classification; an author index; and a list of letters including links to associated articles. These are in PDF format for downloading. It is hoped that a more comprehensive index, including Lineside News entries, will be available shortly covering issues 69-100.



*Knowle leaves Northiam with Vintage train. (John Rose)*



# Tenterden Junction?

**John Weller and Nick Pallant examine a 'What if?' of local railway history.**

The railway map of the Kent – Sussex borderlands is familiar to us as the Tonbridge-Ashford – Hastings triangle of the mid 19th century partially filled by the later Hawkhurst branch and the Kent & East Sussex Railway. But, tantalizingly, there existed for a brief period in Spring 1902 statutory powers for no less than four lines radiating from a 'Tenterden Junction'. Had some of these schemes come to fruition both the local railway network, as well as Tenterden itself, might today be very different indeed.

The first proposal, which originated in 1894, was for the Tenterden Railway which was to run from a triangular junction with the London Chatham and Dover Railway (LC&DR) at the foot of Bearsted bank in Maidstone\*, to the west of the Turkey Mill covered viaduct, before crossing the River Len on a 48 feet high viaduct. The proposed line continued across the then undeveloped area of south Maidstone on a straight alignment through the site of what was to become the Big Hall of Maidstone Grammar School and towards the upper Loose valley. The route then turned eastwards, passed over the summit of the Greensand Ridge and descended the ridge at Sutton Valence to the west of the village before reaching Headcorn.

After a junction with the South Eastern Railway (SER) at Headcorn Station, the line continued for some seven miles to a point on the north-west side of the Maidstone to Tenterden road at Silver Hill. St Michaels. Between Headcorn and the Bounds Cross to Frittenden road, the railway was to be constructed on considerable embankments. The railway would then pass under North Street, Biddenden and Dashmonden Lane in a continuous cutting and reach a summit where it passed under the Biddenden to Tenterden road to the west of the present Woodlands Caravan Park. To the south of Readers Bridge Road the

railway was to cross the valley on a 72 feet high embankment.

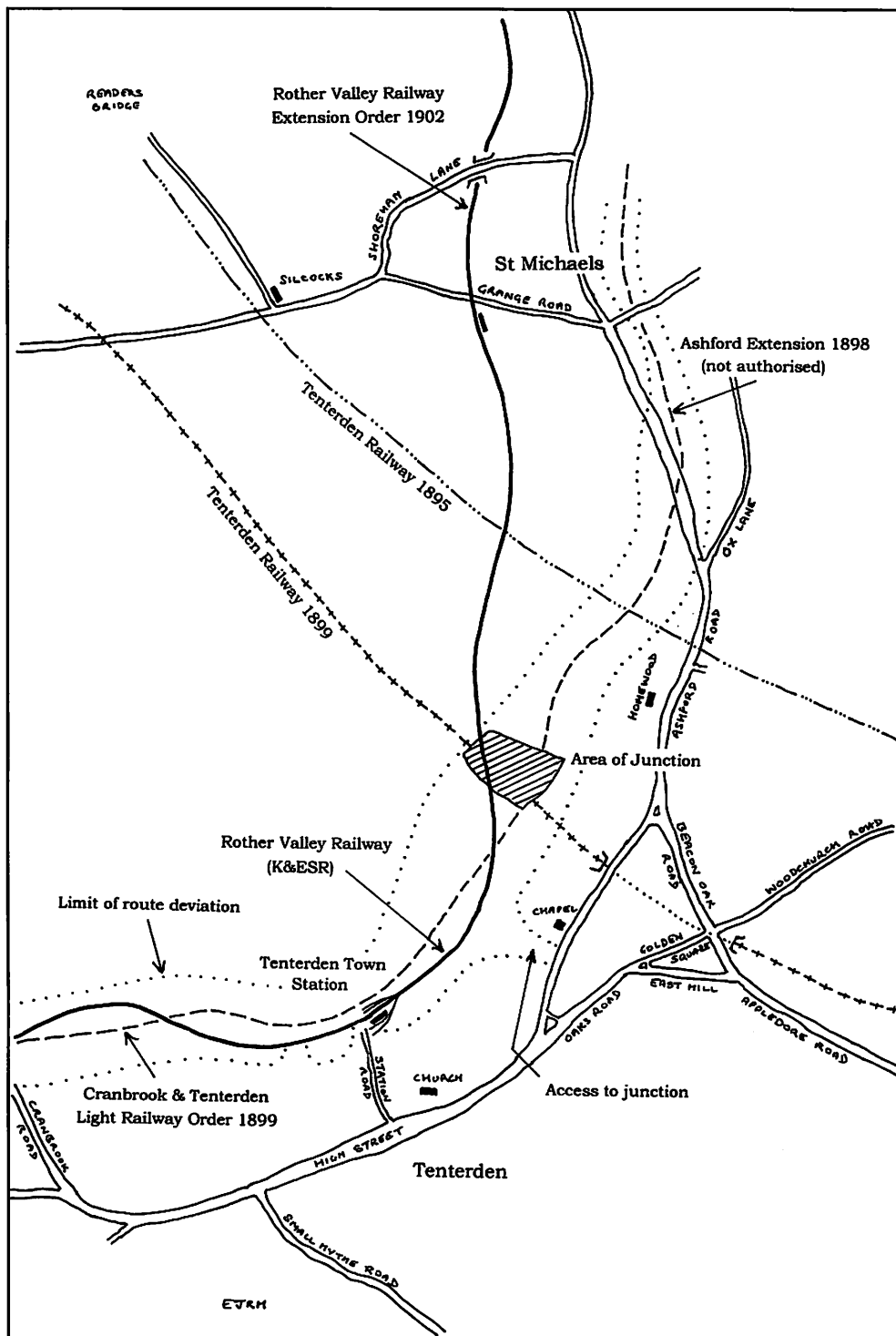
More heavy earthworks followed as the railway continued east of Silver Hill. At the eastern end of a deep cutting it commenced the drop down to Shirley Moor at a gradient of 1 in 100 and after six and a half miles made a junction with the South Eastern Railway at Appledore Station. The nearest these proposals approached to the centre of Tenterden was at Silver Hill, some three quarters of a mile to the north east of the Town Hall.

Parliament rejected the Maidstone - Headcorn section. This loss later allowed the building of Maidstone Grammar School; without which three founder members of the Preservation Society, various post-1971 K&ESR directors and a certain Richard, later Doctor and Lord, Beeching might have found themselves with a different education. A further unauthorised proposal would have formed a direct link to the Lydd Branch of the SER.

The authorised capital, in £10 shares, was £135,000 with further borrowing powers of £45,000. Each director had to personally own 40 shares. It is perhaps appropriate to mention that one of the original proprietors of the undertaking was one Obadiah Edwards who owned the Tenterden Brewery and the adjacent Vine Inn at the top of what is now Station Road (then Brewhouse Lane).

This Headcorn - Tenterden - Appledore scheme was approved in 1895 but was not proceeded with and a further revision of the route came before Parliament in 1898 and was subsequently authorised by a Tenterden Railway Act of 1899. The new route followed the earlier scheme from Headcorn Station to a point near Bugglesden Road, Tenterden. Here the route diverged to the south and took a lower alignment with a 47 foot high embankment at Readers Bridge followed in turn by a 57 foot deep cutting, a further 57 foot high embankment and then a 48 foot deep cutting before a 370 yard tunnel under the junction of Golden Square and Beacon Oak Road. The effect on this part of the town is perhaps best left to the imagination. A descent of two and a half miles at 1 in 110 followed to

\* The Maidstone – Ashford line had been opened in 1884 at a time of fierce competition with the South Eastern Railway. The Tenterden Railway, promoted by local interests, was probably seeking to exploit the rivalry with this connection-Ed.





enable the level at Shirley Moor. A Fifteen foot headroom for navigation was provided over the Royal Military Canal. At Appledore one spur crossed over the Ashford to Hastings Branch of the SER and ended in a junction with the Lydd Branch within walking distance of Snargate. A second spur formed a chord from the Tenterden line facing towards Rye.

Although the 1899 Act line was only one mile two furlongs greater than the earlier scheme the capital had more than doubled with a further £165,000 of shares and additional borrowing powers of £55,000. The estimated cost had risen to £276,447 which no doubt reflected the tunneling costs and other substantial earthworks. The SER was empowered, subject to the consent of three quarters of its shareholders, to subscribe towards the additional capital. This line would in effect have become owned by the SER (operated by the South East and Chatham Joint Committee (SE&CR) from 1899).

In 1898 sanction was sought by the Rother Valley (Light) Railway (RVR) for a line from Cranbrook Station via Hartley, passing close to Cranbrook town, continuing to the north of Benenden and Rolvenden before ascending to Tenterden. Here it would form a junction with the Tenterden Railway Company's line. It was then to cross over the A28 near the present fire station at St Michael's and pass by the villages of High Halden, Bethersden and Great Chart before terminating opposite the LC&DR Ashford station. Two chord lines were proposed at Rolvenden to form a triangular junction with the original RVR which was then under construction.

As authorized in the Cranbrook and Tenterden Light Railway Order, 1899 the section from Tenterden to Ashford, which would have necessitated crossing what is now the A28 at five locations was omitted. However a junction with the Tenterden Railway was approved and running powers granted as far as that company's Tenterden Station. On 16 March 1903 part of this railway was opened extending the Rother Valley Railway by just over one mile and a half from Rolvenden up the bank to Tenterden Town.

Subsequently the Rother Valley Light Railway (Extensions) Order of 1902 authorised the successful construction of a light railway between Tenterden and Headcorn. One result of this was that between 13 March 1902 and 6

June 1902 compulsory purchase powers existed for the railways authorised by the Tenterden Railway Act of 1899, the Cranbrook and Tenterden Light Railway Order of 1899 and the Rother Valley Light Railway (Extensions) Order of 1902. Thus a Tenterden Junction station could have been created with two alternative routes to Headcorn with direct links to Appledore and Cranbrook, and the Rother Valley Railway (which soon changed its name to the Kent & East Sussex (Light) Railway) to Robertsbridge.

In his article 'Cranbrook to Tenterden' (Terrier No. 19 Summer 1979) Neil Rose suggests that The Tenterden Railway "was essentially a local landowner's line". That may well have been the case but one thing it was not was a 'light' railway. He also comments that the 1902 KESR Headcorn extension "closely followed the course of the Tenterden Railway". This is arguable, in the light of later research, for the 1899 Tenterden Railway proposal was remarkable in respect of its direct alignment and substantial structures and earth works. All seventeen intervening roads were to be crossed by means of under or over bridges or by tunnel, with only a small portion of the route at existing ground level. The K&ESR's Headcorn extension was built as light railway and had only one major construction feature - the 50 yard long tunnel under Shoreham Lane, St. Michael's. The other seven public roads were all crossed on the level. The routes of the Tenterden Railway and the Headcorn Extension as opened in 1905 are separated by 1300 yards at one point and only the final  $\frac{3}{4}$  mile into Headcorn was on the same alignment; but not the same levels. Intriguingly, the 1902 Order permitted the Company to alter, improve and strengthen the Rother Valley Railway so as to make it safe and suitable for the use of SE&CR rolling stock. Furthermore, the Company was authorised to enter into an agreement with its neighbours regarding the use and working of the railway.

Two Tenterden - Headcorn routes were, of course, non-starters. The SE&CR was apparently dubious about the likely return on capital for the Tenterden Railway and seems to have been only too happy to dump its statutory commitment by guaranteeing to make up any financial losses of the substitute light railway. With the benefit of hindsight we know that the area did not provide enough traffic for that railway, the K&ESR's Headcorn Extension, when it was built.

Let us, nevertheless, indulge in a little counter-factual (What if?) history and imagine a South Eastern & Chatham operated line meeting, at Tenterden Junction, the K&ESR allowing through trains from the SE&CR operating both to Cranbrook and over an upgraded Rother Valley line. The effects on both the landscape and the northern part of Tenterden have already been touched on. Would these higher grade rail facilities have generated more traffic and been better placed to combat the growth of motor bus services in the twentieth century? Would Tenterden, and perhaps also Cranbrook have developed sooner and more extensively? Answers are beyond the scope of this article, but perhaps we can suggest that, in a similar manner to the Plymouth

Devonport and South Western Junction Railway's Callington branch – which was financially entangled with the London & South Western – it might have been difficult for Colonel Stephens to keep the K&ESR out of the Grouping of 1923. If all these lines had survived until the 1960s that ex-Maidstone Grammar School pupil, Dr Richard Beeching, would doubtless have taken his toll. A larger Tenterden might however have provided sufficient traffic for class 171 dmu's still to run between Headcorn and what was once Tenterden Junction. There passengers might alight and cross to the platform of a heritage era Cranbrook & Tenterden Railway where an H class tank would wait with a Cranbrook bound Vintage Train.

# SIDELINES

## *Occasional Highlights and Horrors*

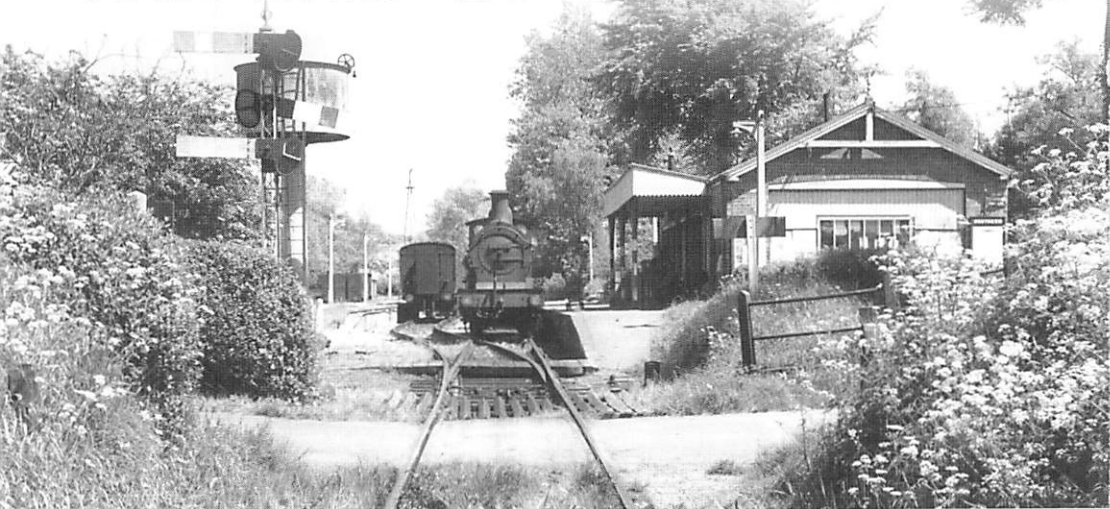
(Contributions welcome)



*This time both a highlight and horror in one. Veronica Hopker and Phil Wood have done great work on rebuilding the garden that was such a feature of Tenterden Station before the points move. But who was responsible for that cheap, nasty and ill thought out B&Q plastic pipe? 'A monstrous carbuncle on the face of an much loved friend'.*



# THE END OF THE EMPIRE



*Tenterden Town in early British Railways days. (Photo: Col Stephens Historic Railway Archive/CCB Herbert)*

**Brian Janes looked at Colonel Stephens's successful efforts to maintain the independence of his Railway Empire in Tenterden Terrier No 98. With the 75th anniversary of Colonel Stephens's death he now takes a brief look at the way his Empire faded to its final end with its loss of independence on Nationalisation in 1948**

By the time of Colonel Stephens's death in October 1931, none of his railways had closed but most were in deep trouble. From the early twenties even his economy and management expertise had been unable to staunch the outflow of passengers and light goods to the roads. Now, with the Depression, the businesses were on a knife-edge. William H Austen had started his takeover with Stephens's first illness in 1930 and brought with him a less optimistic view to running the railways. Nevertheless, as a true and faithful servant he used his not inconsiderable skills to keep the empire going wherever possible.

Stephens's management of the narrow gauge Festiniog and Welsh Highland Railways had staved off closure in the 1920s and during 1930/31 Tonbridge had nearly managed, through the use of government political pressure, to offload the lines onto the LMS and GWR jointly. This was foiled at the last hurdle by the local councils, which both

effectively controlled and benefited from the lines, refusing to guarantee against the inevitable losses. These railways then drifted away from Tonbridge's management, sustained for a time by increasing summer tourist traffic and living off what little fat still remained. Austen finally threw in the towel in September 1936 in protest against vital maintenance staff redundancies, saying '...as long as the wheels turn round today that is all that matters [to you], no consideration for tomorrow'. Truly a Stephensonian riposte.

Of the other narrow gauges lines, the little Snailbeach District was, after ten years of struggle, turning into a successful, if limited, enterprise based on transporting roadstone. The Rye and Camber was living on the shoestring of summer traffic and, as far as Tonbridge was concerned, the Ashover was by now simply an engineering consultancy sustained by the friendship of the owning family.

The under-resourced Selsey, despite a notable effort to get the Southern Railway to take it over and rebuild it, was to succumb all too rapidly to a very frequent service of comfortable modern buses. It closed in 1935 to the accompaniment of much continuing nostalgia but little hardship for locals or holidaymakers.

Tonbridge's core businesses; the Kent & East Sussex, Shropshire & Montgomeryshire, East Kent and the Weston, Clevedon & Portishead railways continued in emaciated form.

Passenger traffic had virtually disappeared except for the summer traffic on the WC&P. Three of the railways were however sustained by mineral traffic, roadstone in the case of the S&MR and the WC&P, coal the EKR. General agricultural traffic could be considerable on the K&ESR and the EKR but was very seasonal. Receivership soon overtook the K&ESR and S&MR; the WC&P had been that way since before Stephens had taken over. Nevertheless with some help from the mainline railways, in the form of deferred debts, they continued. However in many areas the track had become almost dangerously worn. Austen had in fact suggested to the directors of the K&ESR in 1938 that early closure would be inevitable without some relaying. Fortunately track materials were made available by the Southern on easy terms.

With the War, salvation of a sort loomed for the core enterprises. On 1 September 1939 railway lines came under government control if they were held to be essential for the prosecution of the war or were a 'necessary' railway which could only continue to run if it was taken over. The K&ESR, EKR and S&MR were all held to meet these criteria and survived to fight another day.

Unfortunately for the WC&P its principal source of goods traffic, the Black Rock quarries, had withdrawn their business, transferring to road early in 1939. Then, on 3 March, its benign patron Cuthbert Heath died and his large and wealthy Excess Insurance Company, which controlled the railway, became increasingly nervous about the utility of keeping the railway going. This uncertainty reflected in the government decision to take over the railway and after a fair bit of shilly-shallying a knife-edge decision was made that it should not be controlled. As a result, Austen, ever the pragmatist, bit the bullet and the railway succumbed in May 1940.

Of the two narrow gauge lines, the Camber took the early decision to close down and it did so the day after war was declared, although it was later used by the Military as described in 'The Twilight Years of the Camber Tram' (Tenterden Terrier No. 92). The Snailbeach, despite minimal resources and loss of traffic when road repairs were suspended with the coming of war, struggled on with diminishing traffic and minimal repairs.

The three core lines fulfilled a useful war role but not before there was a fight with the Railway Executive Committee over costs. On several occasions in 1940/41 the LMS President, Sir William Wood, advocated ditching both the K&ESR and S&MR over this point but seems



*Last Day on the Weston, Clevedon and Portishead. (Photo: Col Stephens Historic Railway Archive)*



to have been finally dissuaded by a note from one of his staff that rightly pointed out that in equity independent minor lines should be treated no differently from minor lines worked by the main companies. In the event, the core lines all benefited from a hefty programme of track renewal.

The Kent lines continued their principal rural transport role, whilst also entertaining the military's defence requirements, but the S&MR underwent the greatest change. Its war started with a real scare: declining traffic and deteriorating track forced the directors to consider shutting and lifting the central section from Kinnerley to Moele Brace. A firm decision to do this was made in June 1940, but before action could be taken in October the Military intervened. They quickly moved in and formally took over the railway from June 1941 to serve a series of ordnance storage areas that spread right along the main line. The central section of railway that had been proposed for closure was largely re-laid and became very busy, with 12 engines in steam each day and heavy trains, amongst which the remaining civilian goods traffic squeezed its way.

With peace came the prospect of nationalisation for the main line railways and all controlled lines were to be swept into the net.

There was to be no re-run of Stephens's epic campaign after the First World War to retain independence. Men and machines were exhausted anyway. It was more a case of dotting 'I's and crossing 'T's'.

Still, there were some flashes of the old independence. Austen and his Chairman were strongly attracted to a possibility that arose in August 1946 to take over the operation of the S&MR from the military. This involved employing 120 plus staff against the dozen or so pre-war employees (although the railway had employed around 70 in its heyday), but the imminence of nationalisation caused a fatal pause and the line was nationalised with the Army retaining operational control.

However, the Stephens's legacy of service to the community still endured. Melverley Bridge, over the river Severn, on the still civilian and relatively busy Criggon branch carrying roadstone, was severely damaged in the winter

of 1945. The S&MR Coal engines that were specifically retained for the branch could no longer use it and fell out of use, with the Criggon quarry's company Sentinel shunter used instead. Austen however persuaded the Ministry of Transport in July 1947 not only to accord the replacement of the bridge high priority at a time of material shortages but to loan the company the cash (it finally cost around £23,000) to do it!

This of course he did in the certain knowledge that the newly nationalised railways would have to pay the bill. Later, the great white chief in charge of all nationalised transport, Sir Cyril Hurcomb, expressed retrospective dislike of the decision of the Ministry, even though at the time of the decision he had actually been its

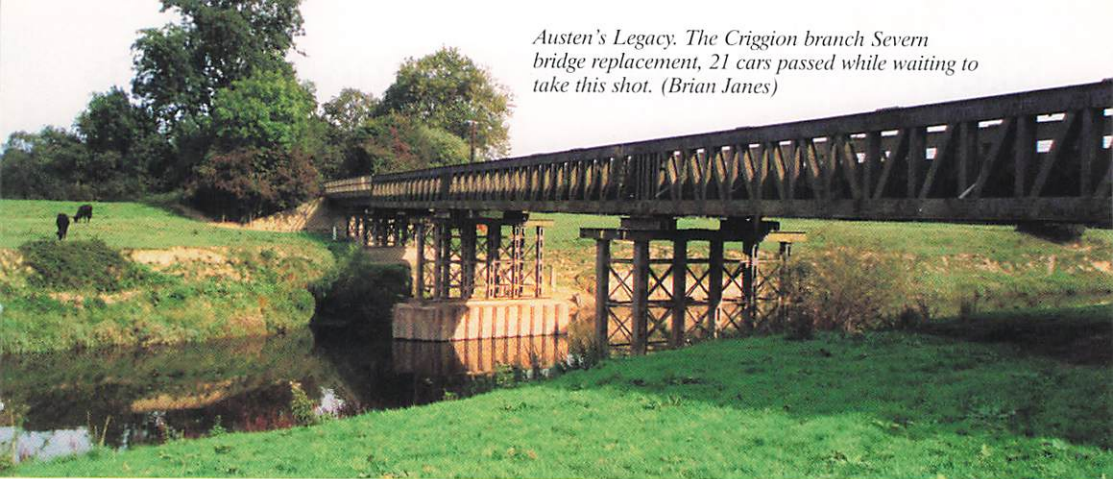
head civil servant, but could do nothing. Perhaps the more junior official who took the decision knew better than he, for the bridge still serves to this day as an invaluable road bridge for the local community.

To jump slightly ahead of our story, the newly formed British Transport Commission and the Railway Executive (trading as British Railways) considered whether they should mop up the previously uncontrolled odds and ends of the railway system that survived the war by, as they were empowered to do, absorbing these minor lines. The

two, just surviving, remnants of Stephens's former empire were discussed and dismissed in November 1948. The Festiniog was noted as carrying many summer passengers before the war but was in such a poor physical state that the heavy expenditure required made acquisition of 'no advantage'. The Snailbeach was noted as of use to Shropshire County Council for roadstone but that 'the railway should not be acquired'. Two other railways that Stephens had engineered, the Edge Hill and the Ashover, were also considered but the former had of course never fully opened and was derelict. The Ashover still carried much limestone, but was worn out, and was noted as 'being considered for conversion' to standard gauge as far as the main line at Stretton. It was therefore cynically noted that if the line was not acquired, this would give the main line additional traffic without expenditure by British Railways.



W. H. Austen.  
(Photo: Col Stephens Historic  
Railway Archive/CCB Herbert)



In due course Salford Terrace were notified that they were to be pulled into the bureaucratic maw and became part of British Railways. Austen was however using the personal and friendly contacts established over the years with senior Southern officers to smooth the way. This affinity was clearly demonstrated when on 3 and 4 December 1947 the necessary letters were sent out to spell the end of Stephens's Empire. Two, to the Shropshire Railways (the owner of the railway worked by the S&MR) and North Devon & Cornwall Junction Railway, were sent to the Secretaries J A Iggleden and his opposite number H L Brazier (at Waterloo) from someone in the Railway Executive Secretary's office and were soulessly bureaucratic. However, those to Austen for the core companies came from Sir Eustace Missenden, the designated Chairman, and were extremely warm, beginning 'My Dear Austen' and ending 'Yours Very Truly'. Austen, in a private reply, conveyed the air of wearily setting the burden down saying:

*'In a very few months from now, all being well, I shall have reached my three score and ten, and need hardly say, for health and other reasons, I am most anxious to sever my connections with these undertakings as soon as can possibly be conveniently arranged. I have the confidence to know that you will do all in your power with such object in view'*

His friends met his wishes, but not immediately, for he was retained as a well appreciated consultant for 18 months, being paid £1675 a year, and finally leaving in June 1949. Further, being non-pensionable, he was released with a farewell payment of £400, arranged by the Railway Executive itself under the personal

direction of one of the Executive, W P 'Bill' Allen (ex ASLEF), no less, after some considerable internal consultation, so that it was tax free. He also picked up a £50 fee for his directorship of the S&MR which had taken 18 months to wind up.\*

So came an honourable retirement for a man who had seen Stephens' Empire rise and fall. And there was to be a further bonus: Stephens' estate had been owed £1,947/18/8 for rolling stock since before the K&ESR receivership in 1932. Now the railway was nationalised and not therefore technically insolvent, the ingenious and persistent Iggleden, despite his employment by BR, spotted that due to a technicality, the money could be reclaimed. He was quite unrelenting (being called at one point 'most offensive') but despite great wriggling by the BTC and the obtaining by them of Counsel's opinion he got the money. A nice little earner split four ways between Stephens's beneficiaries.

Thus, with a great deal of personal warmth at the top and a final spit of independence in the face of the monolithic state the Empire ended. Despite the death of his dreams Stephens would at least have smiled at that.

\* Missenden continued to maintain a fatherly eye on all the staff of the Stephens' railways asking for and receiving a personal memo on 14 May 1948 from John Elliot (later Sir John and Chairman of the Executive and then London Transport) the Southern Chief Regional Officer, and another close acquaintance of Austen, reporting on the satisfactory settling of all the staff.

*Sources: PRO AN13/1373, 1376 and 1377 and RAIL 622 (Colonel Stephens Railway Archive)*



# Stephens' Engineering Innovations

Stephens was of course well known for his innovations, successful or otherwise, in steam and internal combustion railcars, and for light railway operating practices but as a civil engineer he was also involved in other pioneering work. This short occasional series is by Brian Janes intended to draw attention to some of them.

## Signal posts built from old Rail

The Railway Gazette of 27th September 1929 carried a short paragraph reporting that the Southern Railway were utilising old steel rails as signal posts, claiming that it reduced the cost of posts by 40%. The accompanying photograph showed a post with two rails spaced apart but bolted together which they describe as 'quite attractive'. A judgement that posterity has vindicated. The signals were reported as used on the then new Wimbledon and Sutton line (first part opened July 1929) and the new Minster loop. They became the Southern's standard signal post.

Stephens may well have read this paragraph and realised that he had been beaten in the publicity stakes because he had been building such signals already. There is a photograph in the Museum archive of a rail-built signal of the 'Southern' type at Portishead on the Weston, Clevedon and Portishead, that is dated provisionally September 1929. Stephens probably commissioned the photo as a direct result of the Gazette article and no doubt tried to get something in the magazine in reply, but the Gazette never seemed to acknowledge him if they could avoid it. He had better luck with The Locomotive Magazine who published the photo in their 15th January 1930 edition saying: 'Recently the Southern Rly. have prepared designs of signal posts built up of old rails. Lieut.-Col. H. F. Stephens of the Kent & East Sussex Rly., and other light railways, has been using signal posts made out of old rails for a long time past on several of his lines. The example illustrated in the accompanying cut [sic] is a very neat one.'

Clearly scenting a bun fight over design precedence the magazine mentions the widespread use of old rails in India for structural purposes, including signal posts but is not specific. It is however interesting that the, meticulous, standard professional publication on signalling 'Modern Railway Signalling' by M G Tweedie & T S Lascelles, updated in 1927, makes no mention of the innovation.



*Signal at Portishead, September 1929.*

Although difficult, and by now probably impossible, to verify in terms of originating date, Stephens claim as originator does seem to have real substance. One can reasonably surmise that he must have mentioned the innovation to his close friend Gilbert Szlumper (made the Southern's Assistant GM in 1925) and this was passed on and acted on. His claim of wider use on his own lines is again a little hard to verify as the signals on his railways are, somewhat understandably, a neglected subject. The author can find only two examples in the Museum Archive: the inner home at Rolvenden by the level crossing, probably a replacement installed in the 1940's, and the starter on the new Headcorn station finished in 1930. This latter may, however, have been specified by the Southern, who paid for the work.

Strange that Stephens' careful housekeeping should become an acknowledged feature of the economy of his much larger neighbour. I think he has a real claim to be the father of one of the most distinctive features of railways in Southern England for the rest of the century and beyond.

# Book Reviews

**Kent & East Sussex Railway Company, Tenterden to Bodiam. Add on for Microsoft Train Simulator, Developed by Steam Software. £19.95 RRP. Available from Tenterden shop, or online at [http://www.kesr.org.uk/acatalog/K&ESR\\_Titles.html](http://www.kesr.org.uk/acatalog/K&ESR_Titles.html).**

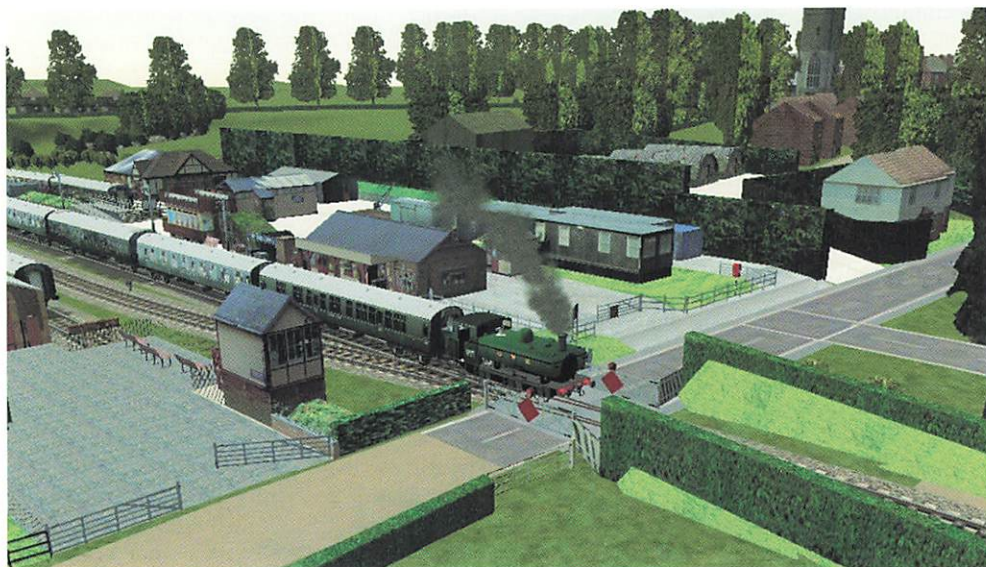
The Microsoft Train Simulator (MSTS) has been a big hit ever since its original release. Since then numerous add-on programs have appeared and to these has now been added a 3D fully interactive driving and firing simulation of our own heritage era Kent & East Sussex Railway. The add-on is the work of volunteer fireman Paul Wright, one of the computer programmers who put the original MSTS together. With his knowledge of both the K&ESR and the simulator, Paul was uniquely placed to produce this 21st century tribute to the Railway and was unsurprisingly 'got at' by his mates to do just that!

Those who know the Kent & East Sussex intimately, as well as anyone coming fresh to the subject, will find a fascinating representation of familiar features for the

already smitten and a superb preview for anyone who has not yet visited. The scenery graphics are among the best I've seen. It would be easy to be picky and say this or that is missing but we are talking about a PC program. If Lin Batt's garden shed is missing, well at least Alan Brice's house van is in its familiar position outside C&W at Tenterden Town. Also look out for the 'Palace' overnight mess accommodation at Rolvenden, the drains in the wet cutting, and 'Wellington Hall' (crossing keeper's hut) at Northiam to name but a few.

Most of the K&ESR's locomotives come as part of the package including the Norwegian 2-6-0, Terrier No. 32678, the SE&CR P Class, two Austerity 0-6-0 saddle tanks, a USA and the Pannier Tank. The locos are all Paul's work and he has gone to some effort to get the traction maths and physics correct and all have accurate digital photo based cabs. The range of rolling stock is equally wide with pride of place perhaps going to the Pullman and the Vintage Train. A goodly selection of activities based on actual operational duties (including the Pullman at night) is also included. Tenterden bank is accurately represented and provides an interesting challenge.

The simulator is set around 2005 (even



*Summer simulation of Tenterden Town.*



down to the peeling paint on Mark 1 No. 63) and is likely to become something of a historical record in itself in due course

Overall, thoroughly recommended – go and buy it, and if you like it, recommend the sim on any internet forums/chat rooms etc.

Remember ALL proceeds go to the railway  
NP

**The Torrington & Marland Light Railway by Rod Garner, published by Kestrel Railway Books, 98 pages of text and black and white illustrations, size 272mm x 215mm, price £14.00. ISBN 0954485971.**

The story of the Torrington & Marland Light Railway, a 3-foot gauge line 6¼ miles in length from the Torrington terminus of the London & South Western Railway to the clay works at Peters Marland in Devon is told in considerable detail by a local historian.

He has used extensive archive material from the Rolle Estates and from the Marland Brick & Clay Works Ltd. to give a more comprehensive account than anything previously published. It is noteworthy that the engineer of this relatively obscure industrial railway was none other than John Barraclough Fell, who developed the centre rail traction system used on the Snaefell Mountain Railway and was responsible for steep grade lines over the Mont Cenis pass and in Brazil. No less than 2 miles of the original railway were on timber trestle viaducts of a design patented by J.B. Fell, and the small locomotive stock was eclectic, including a very small 0-4-0T by Stephen Lewin and three Fletcher Jennings engines obtained second hand from Jersey. Much of the route was eventually used for the standard gauge North Devon & Cornwall Junction Light Railway, for which Holman F. Stephens was the engineer. Although this line did not open until 1925, Stephens had been corresponding with the North Devon Clay Company as early as 1905, initially with a proposal for mixed gauge operation over the original Torrington & Marland section. The construction and operation of the ND&CJLR are described in less detail than for the earlier narrow

gauge line, although there are some interesting observations from local sources. The author does not seem to have referred to Humphrey Brandram-Jones's recollections of the line's construction, first published in the Tenterden Terrier for Winter 1976 and more recently reprinted in "Colonel Stephens – Insights into the man and his empire". This well illustrated book will appeal to those interested in the railway byways of the West Country, but also shows how this little-known mineral line played a part in the development of railway technology. TGB

**Locomotives Illustrated - No 163, Locomotives built at the Southern Railway Works 2. Brighton Pt.2 published by RAS Publishing, Double Houses, Charing, Kent TN27 0AT.**

This is the latest edition of a notable magazine, each issue of which is a photographic gallery of selected locomotives accompanied by an explanatory essay.

In this edition the essay charts the ups and downs of engine production at Brighton works from its essential design and construction role on the L&BSC through its closure in the Depression, resurrection during WW2 and early BR days to final closure.

Perhaps the original creations of the works during this period were more notable for elegance than their impact on British design, with the shining exception of D E Marsh's pioneering work on Superheating. But elegance is often the point with this series, for this Magazine is about the photographs. The Publisher Brian Stephenson is both a skilled photographer and photograph connoisseur.

His selections and the standard of production are the reason to buy this series. And oh what tempting selections they are. The depth of the older plate camera photograph is a wonder to behold which shows the detail of these old locos to fascinating advantage. Colour has crept in recently to meet the modern craving for early British Railways nostalgia but those old masterpieces dominate. Long may we continue to appreciate such a unique magazine. BJ

## Notes for contributors

With the coming of the electronic age our printers are set up to receive largely digital text and this is an advantage to us as it keeps the cost down. This will become increasingly important over the coming months (not years-things are moving too fast). So please try to follow the guidelines set out below.

### Content

The Tenterden Terrier will continue to major on K&ESR news, features on aspects of the current K&ESR and historical articles on Colonel Stephens' and other Light Railways, particularly those of the South East.

There is only one criterion here, and that is pre-digital. Any written or photographic contribution must be INTERESTING to the reader, not just the writer, and should only exceed 2500 words if you trust the editor to do his worst to shorten it; or put in a special plea for a two-parter.

### Text

Copy should be sent in electronic form in word-processor format (Windows is best).

No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by disc (although floppy discs are nearly obsolete), if carefully packed.

Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form.

Hand written copy will only be accepted if the editor's wife is agreeable to his pleading.

### Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work.

For current events photography digital is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less. Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

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*(Limited by guarantee and not having a share capital)*

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Chris Mitchell

**Membership Secretary**

Stella Nuttman



# Pannier Appeal



*The Pannier at the top of the Wet Cutting (Brian Stephenson)*

As announced by the Chairman at the 2006 Annual General Meeting, the Railway is purchasing the 16XX Class Pannier Tank No. 1638 – hitherto privately owned. This will be the first steam engine owned fully by the K&ESR in the “preserved era”. The engine has been resident on the Railway since 1992 and is a favourite with passengers and crews alike, featuring frequently on regular service trains in GWR livery and also starring as “Duck” on Thomas the Tank Engine® weekends.

No. 1638 was built by British Railways to an original Great Western Railway design by F.W. Hawksworth and worked on the railways in Wales from 1951 to 1966. It was withdrawn from British Railways service in 1966 and then saw service on the Dart Valley Railway from 1967 to 1992, before coming to the K&ESR.

To fund the purchase, the Railway is appealing for contributions from members, visitors and passengers. Members will have received a letter inviting them to give generous support to the project. The Appeal Target is £160,000, which we hope to raise by September 2007. You may donate either by post or by placing a donation in one of the boxes provided at Tenterden, Northiam and Bodiam stations. Gift Aid envelopes and forms are being made available and if you are willing to assist by completing one of these, the fund will also be able to benefit from the Government tax concession, which enables the K&ESR as a charity to recover tax paid on donations. In recognition of donors’ generosity, the Railway will be providing a small commemorative item to those contributing £200 or more to the appeal. The value of these items is limited by the law relating to Gift Aid.