



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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**FRONT COVER**

GWR Pannier tank in Wet  
Cutting, 7 May 2006.  
(Brian Stephenson)

**BACK COVER**

Evening on Wittersham Bank  
(John Rose)

# Tenterden Terrier

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# Editorial

## For the future

In the days before some PR wiz coined the term Heritage Railway we used to consider that the cause we served was railway preservation and we proudly called ourselves a Preserved Railway. A question we should constantly ask ourselves is; are we achieving this?

As an educational charity it is of course our duty and intention to share and keep alive the railway we have loved and enjoyed for the benefit and enrichment of later generations; or leastways those bits that are not worn out in the process. Like the Irishman's knife, however much new material is there the soul must remain. If we are to properly inform the future we must conserve as much as possible today. The Board has revisited its heritage policy and its guidance and procedure document is in this edition of *The Tenterden Terrier*.

A heritage policy statement is however simply a beginning rather than an end. The Company at present lacks the resources to truly conserve even those items which are in its care, for we are in a constant battle with the elements. Unlike many other premier heritage railways we were unable to erect a proper range of storage and workshop facilities and our sister organisations, like the Tenterden Loco Trust, have been no better placed.

The pioneers who set up and run all these organisations are getting no younger (the average age of the Board, virtually all long term members, although not of the Board, is

62). The K&ES and the Norwegian Loco Trusts, perhaps our most ardent and loyal rolling stock support groups, have similar age profiles. Who will be our future custodians and how will they be structured? We should be concerned to ensure that we have the organisations, the management and finance to secure our railway and its rolling stock and to care for it whilst it is being used.

To do this, we must secure items suitable for the railway, be they new, or familiar to, the railway; where necessary through securing ownership, as with the Pannier. Further we must improve our railway with under-cover storage for carriages and locomotives to minimise maintenance and accelerate restoration. We should provide even better interpretation through a larger museum. We should enhance our earning capacity through a larger shop & catering facilities. We should save costs, improve facilities and safety through a variety of measures including better offices and storage, and automated crossings in dangerous locations. Few doubt that such measures are desirable but how do we command the management, manpower and funding (up to £5m) to achieve them?

Well the answer can only lay with ourselves. As enthusiasts, and in many cases volunteers, we have a high degree of emotional as well as actual ownership of the railway we support. Anyone who is a bondholder or donor to the various appeals takes that a stage further with a financial commitment. So I would suggest that we have not only the, often exercised, right to ask questions and raise concerns, but also to offer practical actions and suggestions to improve the situation.

We owe it to the next generation.

*'Bodiam' inauguration special  
entering Northiam.  
(John Rose)*





### Sales

2007 sees the fullest calendar of events ever programmed for our railway so we're delighted to welcome Ann Quarterman to the department in the role of Events Co-ordinator. Her second day found Ann alongside Phil Wood wielding a paint roller preparing the reindeer grotto for occupation just a week later. Certainly a baptism of fire! Ann joins us from a background of working in the volunteer sector and quite recently owned her own pub. Suitably experienced, she got to grips with the Santa Specials and entered the New Year planning the first six months' events. The importance of our events must be emphasised because of the added value they give to our visitors and any offers of assistance will be gratefully received. For example, if you were an evacuee and would like to talk to primary school children in May (22nd-24th) or would like to dress as a Victorian character in June (26th-28th, 30th-1st July) please get in touch – [ann@kesr.org.uk](mailto:ann@kesr.org.uk)

The Halloween half-term week was again very successful. We carried 2316 passengers over the seven days. 450 pumpkins were carved into a variety of scary faces complete with tea light. The week's activities which included daily entertainment from 'Mr Mystery' and an array of craft activities concluded with a Friday and a Saturday Fright Night train each with a firework display at Northiam Station. Thanks go to all those who gave their time during this week and really involved themselves in the spirit of the season. It came to notice this week when talking to visitors, that a great number of them were not local. Indeed many were enjoying a late autumn break at a number of holiday parks around the coast and in 2007 this audience will become a focus for our attention. Already negotiations have commenced with a national company who run thirty-five parks nationally but six parks along the Kent & Sussex coast to market the railway through offers and special event publicity. One astonishing fact which came from the 1066 Country Campaign is that a holiday park in Hastings has 5000 serviceable beds compared with just 1000 in the remainder of the town. We will endeavour to attract them to the railway at Northiam, just 10 miles away!

Despite a very slow start to bookings for the first Thomas event of the year we concluded on

February 18th with a very respectable result. Ticket budget was exceeded, aided by the late decision to run the DMMU as a 'teatime trip with Daisy'. 92 seats were occupied resulting in £835 in fares. Both catering and the shop traded at a good level and the sunshine that blessed us over the second weekend was welcome.

After four-and-a-half years the K&ESR Webmaster, Keith Johnson has decided to relinquish the role. We would like to record our gratitude. He and his wife Shirley have put in many hundreds of hours to the website. Over the period of his tenure the site has evolved to be one of the most professional amongst heritage railways. Keith has undertaken two major rebuilds during this time and enthusiastically undertook the construction of the online shop. Our site currently attracts around 33k visits per month. This flow of traffic is great for our business as the website is being used increasingly to generate income.

The online shop continues to trade, principally in event tickets, at a good level approaching £187k in the 15 months since its commission. This is an average of £12.5k per month.

The department remains busy attending trade shows throughout the 'closed' season to reach the group travel market, an incredibly important sector to our business. We have attended the TSE event in Eastbourne, Excursions at Alexandra Palace and the Essex Tourism Show at Brentwood. By the time of publication we will have also attended the Sussex Top Attractions leaflet exchanges and Group Travel Organisers shows at Saint Hill Manor near East Grinstead and at Michelham Priory near Hailsham. The 24th March is an important date for tourism in Kent as we are hosting the first ever Kent Attractions Fair in partnership with Take One Media to raise awareness of the range and diversity of attractions in the county. In excess of 3500 accommodation providers, group travel organisers and TIC staff have been invited to visit and as these are the potential decision influencers in the market place we aim to give them a memorable day out.

### 2007 Events

#### Colonel Stephens weekend

The J15 and Freshwater visit us for this extended



weekend – on Monday May 7th we have an open day too. Star attraction will be the replica Rail Motor which we plan to have running up and down the Pullman Siding at Tenterden. The other star of the weekend will be the Colonel. We can reveal that you may well see a re-incarnation of HFS in the Museum.

### Tour de France

On Sun July 8th this race crosses the K&ESR at Cranbrook Road. KCC are encouraging us to run a park and ride service from Rolvenden and we plan to use our field for car parking. Some 10,000 people are expected to watch the Sprint Section of the race in Tenterden. Presumably that includes a fair chunk of the 6000 residents. Volunteers will be needed to staff Rolvenden on this day. We have cancelled the lunchtime Pullman to enable us to run a shuttle service and something close to a normal service outside the window (currently predicted to be 2pm – 3pm) for the race cyclists and the team cars.

### Operating

Thank you to those who helped with the relay at Pope's ferrying the P.Way out to the site, where we now have a beautiful stretch of track.

The Santa Specials went off with barely a hitch. Once the Santa's had finished the railway had all gone quiet or so it seemed – this could end up being the year of the paintbrush after a long list of people helped to re-decorate the messroom at Rolvenden. More recently the van body in use as the wood store has received a coat of grey paint soon to be stencilled – GUNPOWDER!

Progress is being made with new logbooks for trainee firemen and firemen. The logbooks will hopefully ensure that all aspects of training prior to assessment have been covered in enough detail; they are broken down into modules and are signed off by an assessor. There are sections such as 'Planning for shunting' and 'Promote and maintain effective relationships with customers'. It is hoped to start issuing these at some point in the forthcoming season.

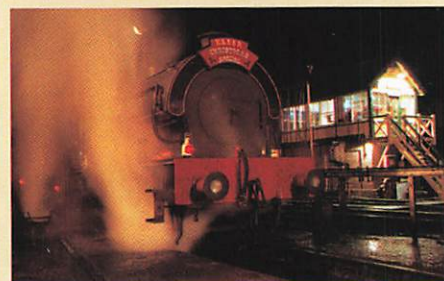
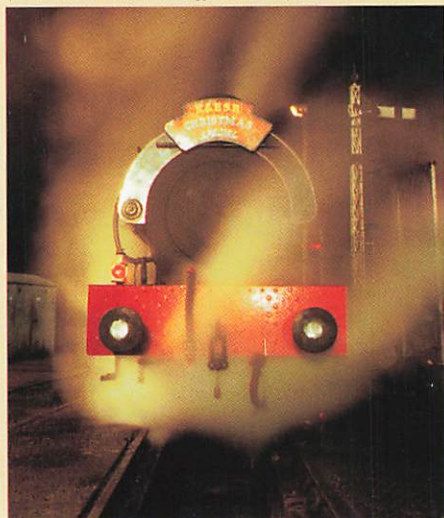
Thomas was a very successful event where we managed to cover all the turns and even had time to add an extra DMMU service onto the last Sunday, this gave "Daisy" a trip to Wittersham Road. It also created a bit of interest getting all the engines and coaches in the right place at Tenterden, but thanks to some quick thinking by Chris Dawson and David Manger it all went without a hitch!

Our thanks must go to Jamie Douglas, Clive Lowe, Dan Jenner, Phil Wood, Mike

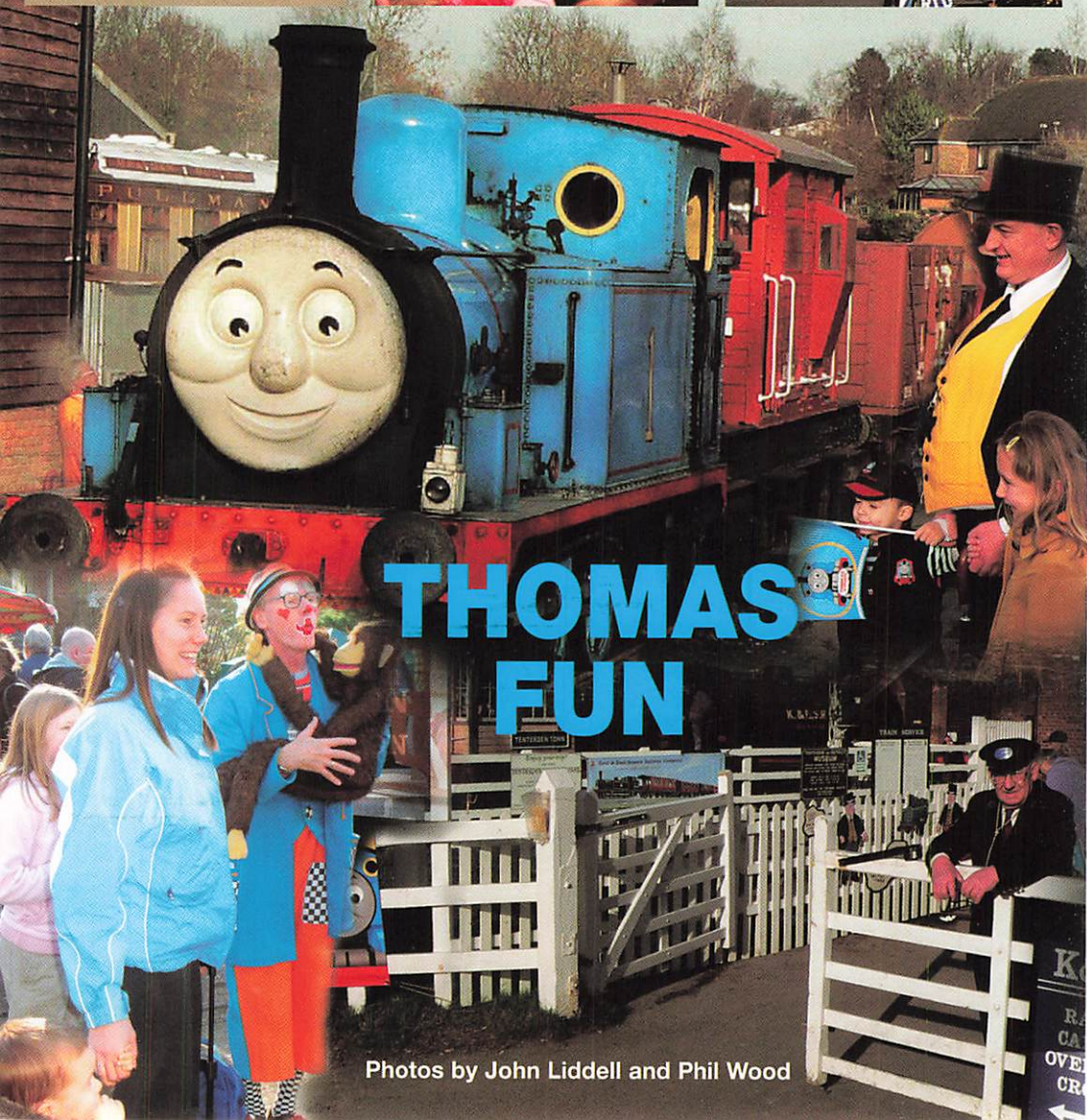
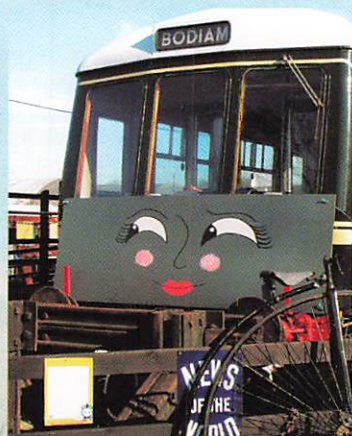
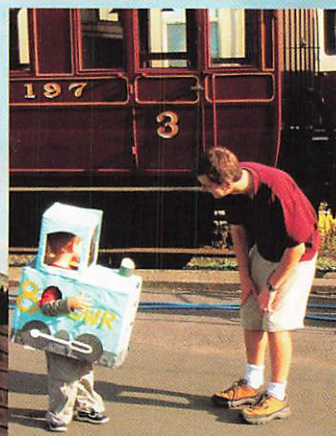
Grimwood, Boris Perkins and a few others for putting the 08 diesel back on the line after suffering a derailment while shunting the Thomas sets prior to the event. Without their efforts, getting everything ready in time for Thomas would have proved difficult.

## Santa Specials

*(Ian Scarlett and Geoff Courtney)*







Photos by John Liddell and Phil Wood



## Catering

The first Santa operation with the enlarged and improved Station Refreshment Rooms layout demonstrated the benefits of our investment in the facility. It is notable that since the changes were made, our speed of service, presentation and turnover have improved. This is reflected in the lack of customer complaints which had hitherto been experienced during times of peak demand, together with an increase in gratuities received.

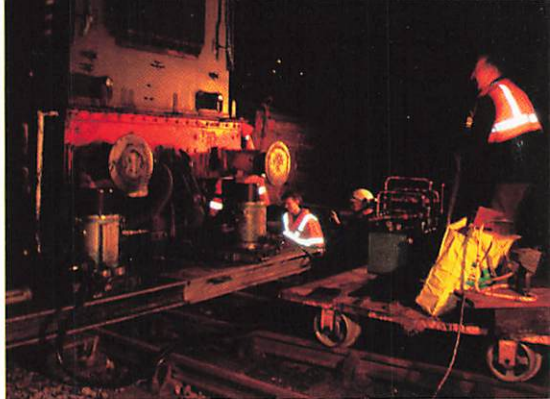
A routine visit by the local Environmental Health Officer in December passed very successfully. Many positive comments were made regarding our facilities and methods. It transpired that the K&ESR was the first operation that the Officer visited who had successfully completed the procedures' required following a change in the law early in 2006.

Our thanks are due to all those that responded to the appeal for Santa catering staff included with the last Terrier mailing: We are delighted to report that sufficient assistance was forthcoming to cover all turns and provide extra help in the Station Refreshment Rooms. It is pleasing to note that we have already welcomed back some of these new recruits: thank you.

Whilst the extremely ambitious 2006 budget was not achieved, a further increase in spend per head was achieved for the fifth successive year. A small outlet within Bodiam Station is planned for the 2007 season to further boost sales levels. The previous franchised operation did not prove successful (as many had expected) so it is hoped that a small scale operation, in conjunction with a souvenir sales outlet and requiring minimal staffing will prove better suited to the needs of our customers and business.

Although early days, it is pleasing to report that the improvement we witnessed last year continued into the February 'Thomas'© event. Customer spend saw a remarkable increase of between 9% and 60% over the previous highs and set yet more new records. The popular BBQ generated sales in excess of £1700 on some days and netted over £5600 in four days – quite an achievement considering the most expensive item is £2! This has been spurred on by a degree of friendly rivalry between BBQ & buffet staff as to who can win the daily turnover stakes! Our daily sales have now exceeded £4000 for the first time, 2½ times our best figures of three years ago.

A new 'healthy eating' menu (what, no beans?) has been produced for the Station Refreshment Rooms which it is hoped will prove popular and lift the customers perception of our offering. All



*Re-railing the 08 (Phil Wood)*

dishes are homemade and at least one daily 'special' is offered.

As always, offers of assistance will be gratefully received, but if you're unable to assist physically, why not come along to sample the improvements first hand.

## Wealden Pullman

Following the cessation of 2006 season services, it was necessary to strip the Pullman Cars of furniture and catering items in order that contractors could undertake the stripping of small amounts of asbestos. This presented some challenges as storage at Tenterden Station is virtually non-existent. Some items have had to be moved four times, whilst the chairs from Theodora spent two weeks travelling the line in the luggage compartment of Mk1 BSO 73! Bookings for the new season are running at a high level, assisted by the earlier production of scheduled dates, menus and prices. Charter work remains buoyant despite a further price increase, confirming the view that quality overrides price when choosing a function venue. Conference venue provision however has been less successful, with relatively few proceedings undertaken.

The forthcoming season will present some interesting challenges to the team, of which more will be detailed in future editions of this magazine. Needless to say, any assistance would be most gratefully received. We are a friendly team who thrive on good teamwork: if you would like to join us, contact Meg Gooch at Tenterden Station or email [Meg@kesr.org.uk](mailto:Meg@kesr.org.uk)

## Shop

Sales in the shop remain buoyant, helped by successful Santa and February Thomas© events. The second weekend of Thomas©, in particular, was very good and saw the shop staff working flat out on both days. Sales over the second weekend



even succeeded those of the profitable 2006 February Thomas©, whilst the spend-per-passenger on the first weekend was higher than in 2006, despite the absence of Christopher Awdry. A contributory factor to the success was the sales of higher price Tomy train sets, along with the availability of a wider range of Thomas© items, with slightly less emphasis on books. Grateful thanks are due to all the shop regulars for their hard work, John Miller for assisting us on the second Sunday and Ken Lee and Brian Janes for laying the wooden floor in the marquee.

The sale of shop items on the online shop remains good, with some week's sales totalling over £200. The K&ESR train simulator and DVDs remain the best sellers, and helped ensure that January's budget target was very comfortably reached!

New lines in the shop include a greetings card featuring the winner of last year's artists' competition, trolley key rings and acrylic fridge magnets with a picture of the pannier. A new photographic history of the K&ESR was due at the end of February, and April sees two new Dapol 00 gauge wagons and box vans.

### **Bodiam**

The relatively mild winter has allowed more outside work to be completed than expected. Firstly to catch up on previous news:-

The mile posts were installed along the railway by the Tuesday Group during last autumn.

Painting of the outside of the grounded PMV body is almost complete on the side away from the track and it now seems to be rain resistant.

Another platform trolley has been completed by John Liddell and John Hicks has rebuilt another bench seat.

New work includes the trimming of the long hawthorn hedge by Chris Crouch and he has done a great deal of other winter garden work. Arrangements have also been made to spread a cubic metre of mixed grit and loam on the picnic area to fill holes and ruts which have been such a nuisance.

John Liddell has fitted extensions to the three window sills on the yard side of the station building. It is a mystery as to why they were cut back some years ago. Hopefully, rain water will not now track back under the sills and run down the inside of the corrugated cladding.

Vic Grigg has done the heavy work of uncovering the wooden sleepers in the siding behind the platform and shovelling the ballast to one side. The sleepers are drying out nicely.

The picnic tables have been given their winter coat of preservative and John Hicks has started on redecorating the staff room.

It is nearly seven years since the station building was painted and we hope soon to make a start on the north side where the wear is bad around the canopy.

Meetings have already started under Robin Dyce's chairmanship to plan this year's "Hopping" event in September. We have a few new ideas for this occasion.

Offers of help to John Miller on 01580-765350.

### **Museum**

Final visitor numbers for 2006 were 6075, up 138 on the previous year and this on nine fewer opening days.

Admission charges for adults will be raised to £1.50 this year, the first increase for six years. The children's rate will remain at 50p.

New items acquired for the collection include:-

A Whitsun Bank Holiday poster for the K&ESR dated 29 May 1939 donated by Geoff Courtney.

A pocket timetable issued April 1911 for the opening of the Shropshire and Montgomeryshire Railway.

An Anetts key for "Criggion Loops & Criggion Station", S&MR. It is wooden, about 18 inches long with a key at one end and a brass plate towards the other end.

We hope to acquire Colonel Stephens himself sometime in April, or at least a life size model of him, sitting at his desk in his office. The head is being specially sculpted by Gems of Park Royal and he will come complete with body frame and dressed for the 1920s period.

It is sometime since we mentioned the website for the Colonel Stephens Railway Museum at <http://www.hfstephens-museum.org.uk/>. Perhaps surprisingly this now receives about 11,000 page views each month and indeed hit 14,000 in December 2006. This is a very respectable figure for a specialist site. Nearly as surprising is the fact that about 30% of the visits are from our North American cousins. There are many downloads each week, peaking when a new article appears in the 'Topics' section although the latest and most excellent index to The Tenterden Terrier Nos 1-100 by Neil Rose and the earlier index by Tom Burnham are deservedly popular. Clearly Colonel Stephens, and our history, is nearly as popular as we think he should be.

Offers of help with the Museum or archives to John Miller, 01580-765350.



## Pannier Appeal Report

Following the launch of the Pannier Appeal to K&ESR members in the last edition of the Terrier, regular donations have been received. Some donations have been particularly generous and thanks are due to all who have donated so far. If you have not yet donated, please consider doing so. Donation boxes and envelopes are available at Tenterden, Northiam and Bodiam stations or you can post your donation to Tenterden Town Station. Please remember that in most cases the fund can recover the tax on the amount of your donation through Gift Aid, if you fill in your details on the donation envelope. On 15 February, total donations received amounted to £11,850 to which must be added the amount that we shall be able to recover through Gift Aid.

Many members will be aware of the recent sad death in a car accident of Stephen Parascandolo, son of K&ESR Assistant Signalling Inspector Peter Parascandolo. Stephen was a talented signalling engineer who gained his early experience on the K&ESR. Peter has generously suggested that donations in memory of Stephen may be made to the Pannier Tank Appeal. If your donation is in memory of Stephen, please specify this on the envelope or in a note. Thanks and sympathy are offered to the Parascandolo family at this sad time.

With the start of the 2007 running season we are now entering the period in which we hope to benefit most from public donations and I anticipate reporting a significant increase from this source in my next report. You can help by promoting awareness of the appeal amongst visitors to the K&ESR and the public at large.

To supplement donations to the fund we are launching a raffle and tickets will be on sale shortly. First and second prizes are Wealden Pullman tickets for four for a Saturday evening and Sunday lunch respectively. There are also other railway related prizes. The draw will take place at this year's Annual General Meeting on 13 October. A limited number of Railway Experience days on the Pannier Tank are also being sold in aid of the appeal.

Potential sources of funds of course also exist in the business community as well as through local government and other agencies and these continue to be investigated, where appropriate. We are grateful for suggestions of such sources that have been made so far and further suggestions will be appreciated.

Lastly we should mention that distribution of the commemorative items to those donating £200 or more to the fund will begin as soon as possible.

## Ford in Action

*Captured by John Liddell, Phil Wood, Brian Jane*





### Steam

**No 3 'Bodiam' (32670):** At long last the newly machined replacement cylinder cover has been returned from the supplier. This will be fitted followed by testing of the engine. The cracked cylinder cover stopped 3 from going to the Terrier gala at the Bluebell in November and, until the fitting of the new one, all the work done by Lawrence Donaldson on the big end cannot be tested. The hope is that this will be the last of the problems in getting this loco back into reliable service.

**No 8 'Knowle' (32678):** All the old boiler tubes are out and work is underway to ream out some of the holes that were not as round as they needed to be. The boiler inspector has been in to examine the inside of the boiler- and apart from some minor work to firebox stays has given the all clear for us to re-tube. The new tubes should be delivered by mid March.

**No 11. 'P Class':** James Taylor has finished work on the valve and piston exam as well as remetalling the big ends. The valve rods were slightly bent and required straightening. In excess of 400 man hours has gone into this work over the last 4 months. The work is now held up awaiting the return of the new valve chest cover casting from a supplier.

**No 12. 'Marcia':** The installation of the vacuum brake is virtually complete. During the last months, the 2in. train pipe and associated pipe supports have been completed. The 1/2 in. copper control system pipework is 90% complete and the only work remaining is for

the gauges and their connecting pipes to be installed. A new brake cylinder piston rod and connecting link have been machined and fitted. To ensure that the brake rigging and blocks do not drag, lightly rated spring has been obtained as a return mechanism and will be fitted to suitable brackets within the frames.

The connecting and coupling rod bearings are being restored to a running condition. Initially it was necessary to remove any ovality from the crankpins. This was not as bad as had been feared, at a maximum 35 thou on one crankpin, and this was removed by a little judicious hand filing. The ovality of the split brass bearings will be corrected by white-metalling, after machining to remove the ovality.

However one pair of coupling rod brasses had suffered some severe damage. In the early days of preservation the taper key became loose and was flung out of the rod and, without its restraining influence, the bearing halves were free to fall out of the rod. With the continuing motion of the locomotive, considerable mechanical damage ensued. It is necessary, therefore, to correct this damage and refit the bearing halves in the rod before any further machining operation.

Other work ongoing has involved refurbishment of the dome cladding, lagging components and manufacture of steam pipe support brackets.

**No 14. 'Charwelton':** The plan is to bring this loco into the shed so that re-assembly work can continue.



25 passes Bodiam Castle on New Years Day 2007. (A. Eaton)



**No 19. 'Norwegian' (376):** Adrian Landi has carried out some welding to the roof of the firebox to build up small areas where the plate had thinned. The boiler inspector had a look prior to this and has agreed the approach. The locomotive wheels are at Ian Riley's in Bury awaiting fitting of new tyres. As always there are delays creeping into the supply of these, which is why they were sent away at such an early stage in the overhaul.

**No 21. 'Wainwright':** In store pending overhaul. Work was due to commence on this loco in 2006, but low resources have so far precluded this.

**No 22. 'Maunsell':** Overhaul work is progressing well. It is in the shed actually looking very much complete – which totally belies the remaining amount of work still needed to get it ready to run. Tom Featherstone has been putting in steady work every week with volunteer support.

**No 23. 'Holman F Stephens':** Recently passed its annual boiler inspection and now in service.

**No 24. 'Rolvenden':** This loco was due for a valve and piston exam last season, but lack of resource as well as the need to carry out work on No.3 meant it didn't happen. Whilst the loco is in service it is not really fair to run it around on 5 car trains in the present condition. It may well move to Isfield for a while later this year, where it can work happily until return to us for the works to be carried out.

**No 25. 'Northiam':** In service.

**No 30 GWR Pannier (1638):** The 4 new springs are being fitted at the moment. Once again the job was held up by a supplier who was machining the new spring hangers for us. The result was that the loco (in its Duck guise) was not available for Thomas. The old springs have been sent for overhaul, only to discover that

they are a dreadful mix that in no way corresponds to the drawing for the required ones. They are scrap, and 4 brand new ones will need to be made.

### Diesels

**No 20 GWR Railcar:** The mechanical side of the Railcar continues to be the main focus of attention at the time of writing. All the components of the south-side engine's radiator have been thoroughly cleaned and painted as required, and are now ready for reassembly. The replacement of all the corroded studs on the elbow joint connections of both engines' cooling system header tanks has also been completed, and the joints have been refitted with new gaskets.

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

**No 41 'Ruston':** Kevin Jones, Paul Halden and Pete Hubbard have put in many hours to fully repaint this loco – inside and out. She now looks fantastic. Rumours that Paul may have painted for the Army have proven unfounded.

### Cranes

**No 133 '10t Taylor Hubbard':** In service

**No 151 '36t Breakdown crane':** out of service pending a boiler inspection – as soon as resources allow.

### General

An area outside the Tenterden end of the loco shed has been concreted over. This will allow deliveries of gas bottles to be undertaken in a safer manner, rather than unloading onto an uneven ash surface. Hopefully it will also save money on the coal budget, as over the years the surface had thickened by several inches due to spilled coal being crushed before it could be recovered.

## ROLLING STOCK

### Mark 1's

The general overhaul of BSO No. 73 (formerly the Pullman Brake) has progressed well. Extensive repairs to the body structure in particular should see the coach fit for many more years service. Internal re-decoration has initially been confined to the vestibules, brake and luggage cage areas. This allowed the vehicle to re-enter service for the February Thomas event looking splendid in green as Southern Region No. S9269. Work to redecorate the passenger saloon is scheduled for later in the spring.

CK No. 63 that had received a similar extensive overhaul re-entered traffic in time for both the 2006 autumn Thomas and the Santa Specials. As

part of the winter maintenance programme, brake tests and overhauls on all Mark 1's (and other coaches) began in January and proceeded well.

### SR Maunsell Coaches

The running boards on NBO No. 4443 (K&ESR No. 54) have been renewed.

Otherwise there is little to report except that the Maunsells have been included in the winter maintenance brake test programme without any unresolvable problems being discovered.

### Pullmans

Whilst work is undertaken on the heating of our two Pullman cars, the temporary storage of





*Alan Brice rebuilds the end of BSO 73. (John Rose)*

Theodora's chairs in the meeting room at Tenterden Town provided splendid comfort for the January Board and other meetings!

### **Vintage Coaches**

London Chatham & Dover Railway three compartment brake (SE&CR No. 3062, K&ESR No. 98) continued under the supervision of Ken Lee at a steady pace.

Ken has recently again been spending time on the restoration of the Birdcage, particularly restoration of the toilets – identifying a suitable pattern of Anaglypta paper has provided a small challenge but one typical of carriage restoration. The restoration of the birdseye maple panelling in the 3rd class compartments and the stripping of Cuban mahogany panelling in the second class of many years of institutional paint cover is another. During this work a note was found, pencilled on the back of a piece of moulding from the Third class toilet compartment, saying 'Set up by C Excell [difficult to decipher-Ed] 27th September 1910'; greetings from a long

gone Ashford craftsman builder. It has been put back for a future generation to find. The extensive work on the Mark 1s made it necessary to move skilled labour from the restoration of SE&CR Birdcage No.1100 (K&ESR 61). Volunteers (some of whom are not exactly unskilled themselves) have however kept the project moving. Not least of these has been veteran volunteer and former BR C&W man, Dave Sinclair who has known all our longer serving coaches since they have been on the Railway. Overall the job is moving along nicely with those involved expressing their satisfaction at progress. There is however much still to do and anyone wishing to offer their services to C&W will be more than welcome. (Contact Shed Supervisor Alan Brice on 01580 765511 Monday to Friday.)

After a false start with a local supplier, the internet came up with a Midlands firm prepared to flame cut the new brake rods for SE&CR Family Saloon No. 177 (K&ESR No. 84) to replace the rod that failed in the Summer. What's more, they charged a fraction of the cost which had been gloomily forecast. From then on things proceeded very rapidly and the new components arrived on time. Following further work by Ron Nuttman and welding by Adrian Landi of the Loco department, the Family Saloon was back in service part way through the Santa season.

### **Infrastructure**

Thanks in large part by a few volunteers led by Paul Rand, Carriage & Wagon department now has its own toilet, a most welcome facility for those, including the Museum staff, on the wrong side of the tracks. The expenditure on this long requested item may perhaps be recovered from the time saved in not having to trek to the public loos on the far side of the station – a trip often made longer by the crossing gates being closed. Signalmen are nonetheless welcome to make use of this facility.

## **WAY AND WORKS**

### **Permanent Way**

As I write the copy for this edition, we are two days away from starting our March project, Orpins Curve. The area suffers from poor drainage and the track regularly sinks despite the sterling efforts of the Tenterden Gang.

First the track will be removed and stored on the siding. Then a volume of clay removed, transported up the hill to build up the embankment and drainage installed - a simple ditch to move the water towards the stream.

Then we start the rebuilding. Terram down first to keep the clay from rising, sub-base, netted ballast and then finally track back in. The occupation crossing will be replaced and the road either side, surfaced with tarmac.

Simple really, but two weeks work!

The length of line between Tenterden and Rolvenden will remain the focus of our efforts in 2007/8 and will benefit from much needed investment. When we have finished the relay, we immediately begin planning the relay of



Tenterden Station. But more of that next time.

## S&T

During the late autumn / early winter, several electrical signalling works have been undertaken. Modifications to track circuits at Northiam and Wittersham Road have been found necessary to improve reliability following extended periods of disuse, such as that of November. Further lever locks have been overhauled ready for later use when layout changes are undertaken at Rolvenden in the coming years.

Both the down no.2 starting signal and the crossing gates at Rolvenden were removed in mid January, and sent away for shotblasting and repainting. This type of work is not thought to be effective to carry out in-house, and longer lasting results are achieved by outsourcing.

The signal has been rebuilt in a slightly different form with the arm nearly 3 foot lower to improve visibility from the platform. A sighting board will also be provided as the background is trees. Meanwhile parts of several signals were sent for refurbishment as they were heavily worn, 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 used every operational day. Several point detection units were recently recovered from Bopeep Junction, for future use at Rolvenden, by arrangement with Network Rail, and Balfour Beatty renewals.

On the buildings side, work continues at Wittersham Road box with the repair of more rot in the box structure. The cladding has been completely renewed at the Northiam end of the box as this persistently leaks, due to it bearing the brunt of the weather - it is noticeable how it deteriorates faster than any of the other sides. Assistance is sought with the preparation and repainting of the external woodwork of the box over the coming months; please contact Nick Wellington on 0870 879 1671 if you are prepared to assist in this work.

The brief closed period of January also enabled us to take advantage to repaint the interior of Rolvenden box; this has never been done since the box was constructed around 1987, and was looking a little worse for wear and tear. This was work was carried out by Doug Ramsden and David Manger.

After a survey of the pole route done by Chris Lowry in the autumn over several days, 2 or 3 were already known about and a few poles were

found in need of further inspection or replacement. More poles were ordered late last year, so with the poles already in stock, it was decided that two pole hole digging days were needed in early January. The holes have to be dug by hand as machines cannot easily get along the line side. So on two Saturdays the gang, consisting of Paul Vidler, Mike Artlett, Simon Marsh, Max Dunstone, Doug Ramsden and Chris Lowry, assembled at Wittersham Road. On both Saturdays two poles were erected and additionally a stay block was dug in on the first Saturday. Many thanks to Jamie Douglas and Clive Lowe for driving the TRAMM to deliver the new poles on the digging day from Northiam. The pole at the down home signal at Wittersham Road will hopefully be changed over by the time these notes appear.

## Tuesday Group

After many months, maybe years, of laying in the Carriage & Wagon yard area the Tuesday Group decided it would be nice to re-assemble the Yard Crane and see it returned to its rightful place on the plinth. Unfortunately when we attempted to carry this out it was discovered the jib was some 9 inches too long. Much time was then spent on whittling the large timber bulk of oak but, eventually, everything was assembled and painted and the crane now stands proudly for all to see.



*Graham Hopker and Norman Bowden plant the 7<sup>th</sup> mile post (John Rose)*



The steps to the Children's Play Area had become unsafe and we spent some weeks rebuilding these completely.

A large information board describing the type of opportunities available to Volunteers on the Railway was made and erected at Tenterden on the old Buffer Stop.

Back at Northiam we tidied up and finished off the bricklaying of the wall at the rear of the south platform and painted black the complete length of the remaining block wall which has improved the whole appearance of the car park area.

Having left Northiam with the station and surrounding area in a very smart/presentable condition to move onto Wittersham Road to give much TLC to that area, the Tuesday Group as a whole were very saddened to revisit recently and see the unsightly mess and damage to the car park area caused by the resident scaffolding company who are now managing what was the coal yard.

Before starting the work on Wittersham Road Station building we decided to become involved in another outstanding project on the railway. John Miller and John Liddle had a large quantity of concrete quarter mile posts at Bodiam which, again, had been there for some time. The whole line was walked with a measuring wheel and every quarter mile was marked with yellow spray paint to indicate each post position. On October 10th a works train was arranged and we loaded all the posts on the Frimtrol at Bodiam and dropped one off at each pre marked spot right up to the final one at just before Tenterden Station. It was a very enjoyable day and a great time was had by all. A real bonus for being a volunteer on the railway! On Tuesdays during the next few weeks some of us again walked the line and, with pick and shovel, dug the holes and set up all 41 quarter mile posts – look out for them on your next trip.

Whilst this was going on the rest of the team was starting work on Wittersham Road Station building. A lot of rotten wood has been replaced and our resident carpenter – Ron Dunn – made a new set of windows and shutters for the west/road side of the building. These have now been fitted and glazed.

Also at Wittersham Road work has been carried out to alter the position of the strike plate on the east side crossing gate. The position of the post had been causing the gate to stick badly during the recent hot summers. Never has so much effort been put into moving

something 1 inch!! Both gates are, at the time of writing, being prepared for painting.

Extra work was created for us on Thursday, 18th January, when in the very strong winds of that day two large conifer trees were blown down through the fence at the rear of the Wittersham Road platform. These have been cleared and the fence repaired.

### **Gardening Group**

Many Tuesdays during the summer were spent tidying Northiam gardens in an attempt to get them to a manageable state. As the person who kept the grass cut at Northiam has “retired”, the Tuesday Group has helped keep the grass under control. The vegetable garden produced a few tomatoes, herbs and runner beans despite the drought and the hanging baskets, which were kindly watered by the station staff (thank you), survived until the end of the season.

The gardens at Tenterden managed to struggle on through the season despite the lack of water. Fortunately the Pullman Dock and the barrels around the station were kept alive by water retaining gel and the occasional watering by Phil Wood and Fay Spratling when I was not able to do so.

At Tenterden the garden next to the signal box has had a “make over”. Following all the works carried out by the Permanent Way Team changing the points and by S&T, the garden was badly affected and so it was decided to start again. The remaining plants and shrubs were removed and the whole area dug over and weeded. New shrubs and plants were put in during November and more will be added in the Spring. It is hoped that the garden will be restored to its former glory.

My grateful thanks go to Phil Wood for all the work he has done on the gardens at Tenterden throughout the year to help keep them in a reasonable state and with the creation of the new garden. Phil moved all the sleepers which now form the new garden.

Despite the drought the saplings in Rolvenden Field are surviving and the little garden by the entrance continues to struggle on.

During the middle of October we moved to Wittersham Road. The first priority was to tidy the platform of weeds and undergrowth prior to the start of the Santa Specials. This was achieved despite the wet and windy weather experienced during the end of October and beginning of November. Once the platform was presentable attention turned



to cutting back the shrubs and clearing the bank. The Tuesday Group helped and Nick Warr from the Canterbury Oast Trust, proved to be a real help as a very keen strimmer operator.

During the gales of January, two conifers were blown down at Wittersham Road. They have been cleared and it has been decided to keep some of the lengths of trunk on the bank to create wild life habitats. Advice has been sought on how best to create these. It has been suggested that bird and bee boxes could

be put on the trees along the line to help wild life. Are there any keen woodworkers out there who enjoy making these types of boxes and who would like to donate one or two?!

Help is desperately needed to keep the railway gardens looking really tidy and attractive and so a drive will be made to find more gardeners. If anyone would like to be responsible for a station garden or to commit to an hour or two on a regular basis please telephone Veronica Hopker, on 01303 862811 or email [veronica@hopker2.freemove.co.uk](mailto:veronica@hopker2.freemove.co.uk).

## GROUPS & ASSOCIATES

### Ashford Area group

Following the regrettable winding up of the Maidstone Area Group we are taking over the administration of the fund raising paper recycling scheme at Tenterden. Your support could not be easier. No need to bundle papers anymore. Just push any unwanted paper EXCEPT YELLOW PAGES into a slot in the small recycling container just inside the yard entrance behind Soweto! Numerous projects around the railway have been funded this way.

Our 2007 coach trip, announced at our December meeting, is now over subscribed.

We continue to receive strong support from all over Kent and East Sussex at our open meetings. Maybe we should now rename the group.

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.

The spring meetings are:

March 21st - Graham Stacey "Further Afield with the Ken Nunn Collection". Railways of the past in Ireland, Britain and France. Digital presentation is allowing us to look again at early photographs, many taken on glass plate. The resulting clarity seen on our large screen is a delight to the eye.

April 18th - David Jones - "From Scrap to Steam" The Maunsell Locomotive Society. Restoring ex Barry scrap yard Locos to steam on the B\*\*\*b\*\*\* Railway.

May 16th - David Cross - "Railways of Scotland in the 1960's & 70's"

June 20th - Andy Main - "Railway Camcorder / video Evening". Scottish steam and a review of railways during 2006. Including Welsh narrow gauge and railways of Kent.

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

Further details from Ted Micklam 01233 503999

### Sellindge J94 68078 Group

Up until the bad weather in January progress had been fairly steady. The high winds we experienced brought down the covered accommodation over the frames. We have sheeted them up as a temporary measure and hopefully we will be able to sort out some replacement sheeting for the framework in the near future.

We have almost fully painted the frames although there are two bays that will require a further top coat. This will have to wait until better weather arrives. A small section of the front footplate has been riveted. Thanks to James Taylor and Adrian Landi for the loan of some equipment for this job. Attention has been focused on the cylinder casting area. This is now complete and awaits the next phase of the overhaul.

Repairs have been completed to the blast pipe and an axle box keep. New spring hanger pins have been turned. The cab floor has been installed as has the handbrake assembly and its associated modifications.

Our attention will now turn to the modified frame stretcher in the ash pan area of the frame. At the same time we will start to true up the axle box horn guides.

As with any other project of this nature we are always looking for funds and labour to keep things going in the right direction. If anybody feels that they can help, please contact David Brailsford on 01233 630347.

### Rother Valley Railway

It has been a few further frustrating months and although some progress has been made in some areas, others, including in particular completion of the retracklaying, have been hit



through a variety of circumstances. These include a delay in finding a source for the remaining chaired concrete sleepers we required, mechanical plant breakdowns, illness amongst the volunteers and last but by no means least the weather. Weren't we supposed to be in the middle of a drought? Still it looks at last as though some if not all of these problems and woes are being overcome.

Negotiations on the station master's house at Robertsbridge are proceeding. The project has expanded and evolved into a three way partnership between ourselves, South Eastern Trains and the Railway Heritage Trust. The RHT have agreed to provide substantial funding to enable the building and its interior

to be restored to a much higher and more authentic standard than previously envisaged. This will be of great benefit but has meant that further estimates and quotations for the additional work required have had to be obtained. To strengthen and broaden the Board of the Company, Mike Pease, a director of TWERPS Ltd (Spa Valley railway), has been co-opted with a special remit to develop our education and heritage facilities and attractions.

Also on a bright note, our request for sponsorship has been successful and we have just been advised by British Petroleum that they have very generously agreed to fund the cost of restoration of the first of our tank wagons (former KESR no 142).



23 with lunchtime Pullman (Rod Spratling)





'New Year's Day 2007 cut' attribution: A. Eaton

## PEOPLE

**Douglas and Sheila Edwardes** have finally decided to retire from catering activities. Both have undertaken 'Mince Pie distribution' with great success for many years. In actual fact the Catering Manager found himself hard-pressed to keep up with their polished and eerily psychic routine: Douglas seemed able to judge when mince pies were about to run out and would appear, as if by magic, at precisely the right moment at the required table, even though it might be three coaches distant from his base. Sheila too has continued to provide both physical and psychological support in the Station Refreshment Rooms at Tenterden throughout the recent changes, completing an extra year beyond that previously envisaged. To them both we convey our heartfelt thanks and very best wishes.

The Loco Department is very sorry indeed to be losing the services of **Ben Swan** at the end of March. Ben has been a craftsman fitter for 10 years following his apprenticeship with us. He has grown into the role with an in depth knowledge of our engines and what makes them tick. To replace that level of skill and knowledge will very difficult. All of us wish him the very best in his two year "walkabout" in Australia, and very much hope he will come back to the UK and the KESR in the future.

**Daniel Dickson** is following in his father's footsteps and has passed out as a steam raiser, with the next step on the ladder being fireman.

**Arthur F Moore**, a long term stalwart of that

vital revenue earner the Tenterden Station Shop died in January.

Born near Guildford he worked in the insurance industry and although never fully fit after childhood illness was a very successful and enthusiastic lawn bowls player. He had moved to Tenterden on his retirement so he could volunteer and was given a suitable railway send off at his funeral on the 15 January at St Mildred's Church, overlooking the railway he loved. Donations to the K&ESR were requested rather than floral tributes.

Brian Janes writes 'When I took up the reins of running the shop from Angela Clark-Monks, Arthur was as much a part of the shop as Angela had been. At a time of real financial crisis he wholeheartedly threw himself in to help with the changes I had to make, and was an absolute brick at this time of great uncertainty. Totally reliable and committed to earning money to benefit the railway his eyes would twinkle as the money flowed in.

With a policy of an all volunteer shop and a train service every day, volunteers were a bit thin on the ground and despite ill health he helped fill every gap in the roster. When ill health finally caused him to give up in 2004 he still took an active interest in the affairs of the shop. When I met him in the town, usually in the course of using his cherished bus pass to visit towns and markets, he would always enquire about the levels of business. We have lost a great and loyal colleague'



# Company Secretary's Notes

## Annual General Meeting 2007

Please note the AGM this year will be held in Tenterden Town Hall at 2.00 PM on Saturday 13th October. We have again arranged for the use of the public address system. Nominations for election to the Board will close at 2.00 PM hrs 21st July 2007. The necessary nomination forms can be obtained from the Company Secretary.

This is for information; a formal Notice will be issued in due course.

## Board Meetings

As with the first of these reports, the following is a very abbreviated version of the meetings held in November 2006 and January 2007. The full minutes as circulated on the Railway, and via email to many working and a few 'armchair' members, are available on request to Nick Pallant at cw@kesr23.fsnet.co.uk. Receipt of a supply of stamped addressed envelopes will bring forth hard copies for those not 'connected'.

Volunteers Ian Legg and Stuart Philips had expressed interest in co-option to the Board. Both were invited to the January meeting as observers.

- No safety related incidents were reported in November meeting. In January the Board were told of a SPAD (signal passed at danger) at Rolvenden. This was under investigation. In addition there had been a small electrical fire in the RXD support coach, fortunately without injuries or much damage. Following brake problems on the coach set 'A', checks were under way and the relevant procedures had been reviewed.
- A draft Emergency Evacuation Procedure for Tenterden Town station was considered.
- The Company Secretary reported that the new Hire Agreement with the Terrier Trust awaited for signature by the Terrier Trust.
- The Board consented to a Hire Agreement for ex-L&NWR Brake Van No, 104 which had been negotiated with the owners in the hope that it could then be repaired.
- Rother District Council had received a planning application for the use of the engineering works adjacent to Bodiam station as a community hall.
- Consultations were taking place about whether there were any implications for the Railway in the new Charities Act.
- The cash balances available to the company remained very healthy and debtors were lower than the equivalent period the previous year
- Turnover had ended 2006 eight per cent short of the projected £1.6m. With cost savings it was, however, expected to finish close to budget.
- The Chairman said that the cash position reflected the purchase of the Pannier tank and the absence of Gift Aid. The expenditure on the locomotive had however added to the asset base.
- Authority was given to replace the existing on line banking system with a new version which was on offer.
- The problems experienced following an HM Revenue and Customs audit were being actively pursued. Messrs. Day Smith & Hunter (Auditors) are consulting HMRC, on the nature of the free entry concession to be offered during 2007 in return for visitors completing a Gift Aid Declaration and to advise on the form of words to be used for this in 2007. The matter could prove to be a test case.
- The Employment Committee reported that it was attempting to simplify the disciplinary procedure.
- An application for an InterReg micro-project had been rejected on the grounds of it not being sufficiently innovative. An InterReg IV project would be considered in the spring in liaison with the CFBS and subject to Board approval.
- A draft Asbestos plan was considered, agreed in principle, but called forward to the February meeting. The General Manager was authorised to take the necessary action in advance of the final approval.
- A revision to the Heritage Policy was considered, particularly the role of the Archivist and that post's relationship to the Management Team.
- It was reported the Heritage Railway Association were of the opinion that a blanket exemption for heritage vehicles from new Disability Discrimination access regulations was likely.
- There was no further progress on proposed developments of the Railway's facilities at Tenterden and Rolvenden. The matter has been under consideration for some time and a further plan was awaited.
- It was hoped to close some occupation/accommodation crossings where the land on either side was now in different ownerships.
- The opinion of the Heritage Railway Association was to be sought about whether Kent County Council regulations regarding the employment of minors applied to the Railway.



# Letters to the Editor

## Beginnings 1

Sir-Many years ago when Tenterden Town Station was in the hands of the Kent and East Sussex Railway Preservation Society, of which I was a member, I went to the station on a Sunday afternoon to see what was going on [This would have been in Summer 1963-Ed]. It would be just after Gervase had been delivered to the line [delivered in 14 June 1962 taking a year to repair-Ed]. Standing at the platform was a platelayer's trolley. There were four other members there one of which was the Society Secretary, another, I think was Gervase's driver. Gervase apparently had been steamed the day before and taken down the line past Rolvenden Station to a bridge over a stream, which had partly collapsed. At this point the engine lost a large brass cap and until it was found Gervase could not be steamed. There had been enough steam to get Gervase back to Tenterden.

The Secretary could not go as he was waiting for a phone call or any other members. It needed four for the trolley because the line was overgrown in places and it would need four to get back up the bank. I was asked if I would go and help search for the blank cap, naturally I said yes. It was a lovely sunny afternoon. The Secretary said if he could get away he would cycle down to Wittersham Road and walk back along the track and give us a hand. We set off down the bank to Rolvenden, across the main road and along the line to the spot they had been the day before. We had to search quite hard because of all the weeds etc. After some time I found the brass cap under the right hand running rail. During our search the secretary had come to join us. We offered to give him a ride down to Wittersham Road to get his bicycle.

Wittersham Road then was mainly grass and trees around. There was a short siding with a small hut made of old sleepers. As nobody was in any hurry to get back it was decided to go on to Northiam and then on as far as we could.

We reached Northiam and had a look round the station, and then we set off again down the line. About  $\frac{3}{4}$  of a mile further on we came to a wire fence across the line and a

farmer was grazing sheep on the line.

We set off back dropping the secretary off at Wittersham Road for his bicycle, while we carried on along the line across the road at Rolvenden and back up Tenterden Bank, quite a hard push.

It was quite an enjoyable experience. The other four may remember the incident.

*Boughton-Under-Blean, Kent C. R. Cadman*

## Beginnings 2

Sir-Whilst looking through some old photographs one, taken during a trip on the Bluebell Railway on May Bank Holiday Monday 1967, jogged a dim memory and a personal mystery relating to the K&ESR. Why should that be you may well ask as the photo was of our neighbour? It was taken on a day trip with my school friend's family whose father was an ex BR LMR fireman (apparently the Lanky 'radial' 2-4-2T were the best loco's ever built; how would the NRM example perform on our line?); sadly he had had to leave footplate duties after being shown to be colour blind. The day out in the family Morris Oxford was supposed to be to the Bluebell only but after our trip my friend's father got chatting to the Bluebell crew and discovered that 'something' was happening on the K&ESR the same day.

Much to his wife's horror we climbed aboard the Oxford and set off late afternoon across country to Rolvenden. Sure enough we found people milling about a somewhat desolate station site and shortly a (green?) Terrier appeared over the road crossing from Tenterden and fussed about the yard. Whilst watching this activity we started chatting to an elderly couple who were standing at the end of their garden which backed on to the lineside. Their bungalow was a small wooden(?) building standing (with, I seem to remember, 2 or 3 others) on the ground occupied now by Rother Valley Timber. On hearing that my friend's father was a former footplate man, they invited all of us in for tea and cake. Imagine our surprise when, on being ushered into the tiny living room, we found displayed, in pride of place, a large scale live steam loco. This, if my memory is



correct, was a very nice model of a SR 'River' 2-6-4T. However being train-mad 13 year olds my friend and I were more interested in what the Terrier was doing outside; but I believe we were told that the elderly gentleman had worked on the full size loco and had built the model in his retirement. He too had had to leave footplate duties but due to deafness. His wife explained that this had happened during a trip from Hastings to Tunbridge Wells (possibly during World War 2) when his engine had slipped to a standstill in one of the notorious tunnels. Struggling to restart a heavy train, for a long period the crew had to endure the roar of the safety valves in the confined space of the tunnel bore. Afterwards it was apparent that this had damaged his hearing permanently.

After all these years I am curious to know if anybody can confirm my memories or, possibly, add more details. My impression is that the bungalows were railway owned and that the elderly gentleman was probably in his 70's at the time of our visit. I also assume that the Terrier seen that afternoon was, the now recently restored, 'Bodiam'.

*St. Leonards on Sea,  
East Sussex*

*Peter Hopgood*

## Specials

Sir - In Tenterden Terrier No. 99, page 36, there is a fine photograph of Schools No. 30908 passing Hildenborough and dated 22nd April, 1956. This date is, I fear, somewhat suspect.

Since 22nd April, 1956, was a Sunday the train cannot have been the 3.20 pm from Hastings as no such train ran on that day; also there was no Duty No. 401 (as shown on one of the discs). However, if we jump forward a year, we find that 22nd April, 1957, was a Monday, when the 3.20 did indeed run and was worked by Duty No. 401. In fact it was Easter Monday, and that would account for the Train Number board, used

only on bank holidays and summer Saturdays as a rule. I suggest the picture was taken on Easter Monday, 22nd April, 1957.

In Tenterden Terrier No. 100, page 33, writer Ralph Gillam refers to 'Wally' Camwell, also known affectionately as 'Cam', who claimed that both he and H.C. Casserley had travelled over every line in the UK. I should like to point out that HCC never claimed to have done so, although it was his intention to emulate T R Perkins 'I never quite attained this goal', he wrote in Recollections of the Southern, page 76. He did claim to have ridden over every line of the Southern Railway except those in Thanet that were closed in 1926.

As always, I am vastly impressed by the contributions of Tom Burnham, and his recent Cavell Van articles have been quite outstanding.

*East Grinstead, West Sussex*

*David Gould*

## Sidelines

Sir - I very much appreciate the opportunity you have given us, to contribute to "Sidelines" Winter 2006, Tenterden Terrier.

Was it really necessary to spend money on building that abortion of a construction, to enable people to 'gawp' at our Pullman stock. It has totally destroyed the ambience and history of Tenterden Station Platform. If we



*Tenterden in the snow (it lasted four hours). (Phil Wood)*



really have to offer this facility to potential Punters, was any consideration ever given to placing it on the concrete, the other side of the stock? This is possibly acceptable, but is it really desirable, since the Pullman service is self selling on its reputation, without parting with £xyz's to build such an eye-sore? ((I have no knowledge of how much the ramp cost, or how many volunteer hours were wasted in its construction.))

I think "Sidelines" could become an interesting opportunity for the membership to air their views, without them feeling muffled. Further it is a safety valve where the membership can express their views. The thoughts on a B&Q plastic pipe are interesting, and makes me ponder as to whether The Board's attitude of letting Managers manage is totally correct. Most people in responsible positions should accept advice and guidance at times, without personal hurt? But of course letting Managers manage gets the Board off the hook?

*Tenterden, Kent*

*John Liddell*

### Old Acquaintance

Sir- I'm looking forward to the arrival of W8, 'Freshwater' for the Colonel Stephens Gala because she is an old acquaintance.

Some time in 1964 a crowd of friends and I visited the station yard at Wickham, on the closed Meon Valley line. There were eight of us in a Triumph Renown I believe. The line between Wickham and Droxford was being used by the Sadler Railcar Company to test their railcar, the 'Pacerailer' - behind Droxford station was the steepest adhesion railway incline that I have ever seen, apparently used to demonstrate the adhesion and incline climbing abilities of the railcar.

In the yard was 32646, in plain black I think. She was in steam but there was no sign of a crew. We were greatly tempted to climb on board but we hung about until eventually a gentleman, dressed in an 'Officers Warm' overcoat, bowler hat, leather gloves and highly polished brogues turned up, climbed aboard and drove off towards Droxford! I later found out that this was Major Sadler and it was his habit to have his staff prepare the Terrier, which was the 'works shunter', so that he could drive to Wickham for his morning paper and anything else he needed.

It has occurred to me since that Major Sadler couldn't have been particularly tall if he could wear a bowler hat on the footplate of a Terrier!

*Sandwich, Kent*

*Howard Wallace-Sims*

### Junction Road Connections

Sir -Further to the photos of my father you printed last year [Junction Road, 1930, The Tenterden Terrier No 98-Ed] I have now found some of his log books from a much later period, and felt your readers might be interested. His logs show that he usually worked an 11-12 hour day (4 on Saturday), a 59 hour week for no more than £4 a week which often involved living in a caravan for 1-3 weeks at a time.

Even when he gave up the Garret steam wagon for a Leyland diesel lorry he still continued to often work from Udiam siding and in 1945 worked for nearly two months delivering 'filling' or 'chips' from there to the Broad Oak and Pett area.

The logs also show an interesting period from 20 March to 12 April 1943 when his Leyland Lorry went into the Lewes depot for major service and he was re-issued with two steam wagons to cover the period (which must have pleased him). He enters them in his log book as 'Fodden' wagons; initially one with a registration no. AP7079 and the other from 30 March with registration no PN1373. With these he was picking up loads from Northiam station for road repairs at Bixley Lane, which runs south from the A268 at Four Oaks, and for Moore's lane at Beckley Furnace. There must have been a weighbridge at Northiam station for the loads are very precisely recorded. It would be interesting to know where the stone came from via the railway.

Other interesting incidents recorded are that he was bombed by the Luftwaffe at Winchelsea on 13 January 1943 and Rye on 10 February 1943 and on two occasions he and his mate saved others from certain death. On the first occasion in December 1944 a loader, T Buesanky, was buried under gravel at Redlands gravel pit, Robertsbridge and was dug out and on the second in September 1946 at Netherfield when a passer-by was hit by a falling live electric cable and was pulled clear with wooden poles.

*Robertsbridge, Sussex*

*Geoffrey Harding*



# Tickets Please!

*Ken Dow has produced the annual numbers while Duncan Buchanan provides some analysis including comparison with previous years.*

	2005				2006			
	days	trains	Pass	Av/train	days	trains	pass	Av/train
January	-	-	-	-	-	-	-	-
February	11	78	8300	106	9	57	8152	143
March	8	40	2639	66	4	24	733	31
April	15	77	4436	68	21	105	6603	63
May	24	120	6660	56	20	110	8011	73
June	23	131	11720	89	19	107	12167	114
July	24	128	8543	67	25	131	9134	70
August	31	155	14534	94	31	155	14515	94
September	22	126	11536	92	19	105	9189	88
October	15	89	4240	48	14	75	5392	72
November	-	-	-	-	2	20	289	14
December	15	96	13357	139	19	110	13748	125
	188	1040	85965	83	183	999	87933	88
Pullmans		32	1497	47		28	1594	57
Charters		26	1053	41		11	729	66
Sunday Lunches		24	1505	63		22	1475	67
Fish & Chip Suppers		6	361	60		10	511	51
Total paying passengers			90381				92242	
Privileges			1846				2195	
Total passengers			92227				94437	

There has been another year of small, but significant, increases in overall passenger numbers. The 2.3% increase takes us towards the 90,000 target, for ordinary services, but two more years will be needed before we reach it.

Analysis of where the 87,933 come from starts with the big 3 earners for the railway; Thomas, Santa's and the month of August. They each contribute on average 20%, 15% and 17% towards the total. Thomas is obviously the largest with around 18,000 passengers. Years do vary with the first Saturday this February almost wiped out simply due to rain, but the second weekend was as popular as ever and so recovered most of the situation leaving us only 1000 short of last year.

Santas are proving as popular today as ever. However, as the chart shows, we have run with more passengers in the past. The peak year was 1989 when we first ran a 2 train service to Wittersham using 6 coach trains.

But a lack of turnaround time at Tenterden and the general platform congestion meant we could not hope to continue at those levels.

Over many years we have tried to maximise passenger numbers whilst improving the quality of service. Passenger numbers of around 12,500 have shown consistency and quality and will hopefully be retained in future. Perhaps if we wish to expand the service we can find a way of using the other half of the railway to run extra services, perhaps on the peak days to start with.

The month of August is the last of the 3 big items. For 31 days we run every day and have done so for many years. We perhaps take August for granted, and this is shown in the passenger numbers, where the trend seems to be slightly down. What is perhaps more important is that the August numbers are not much better today than they have been since 1986. Even more important is that of the 9 years when loadings per train

have been better than 90, averaged over the month, 7 occasions have been in the last 7 years. This may indicate that the service balance is correct but it also shows that there has been no innovation or passenger increase for many years now. Is August really fully loaded and incapable of further expansion?

Where do the rest of the 50% of the passengers come from? This is more difficult to show as it is spread through out the year and depends on when special events are held. Currently September appears to be the problem month. June shows a healthy retention of passengers, July is alright, but September has the decline evident from the chart. It only remains to note that May and October are holding their own.

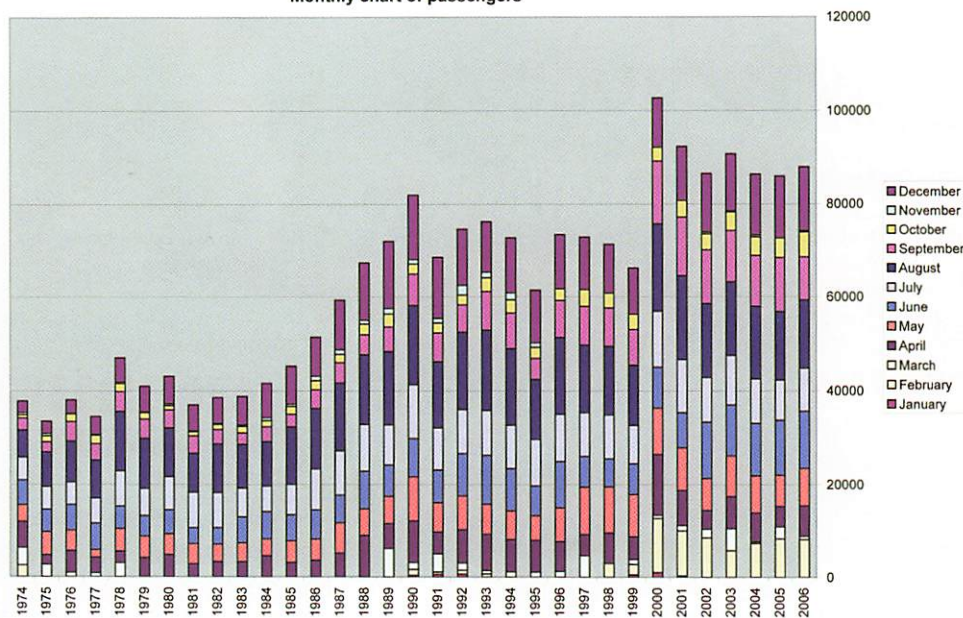
Pullmans and charters continue to be a healthy source of passengers and revenue. Passengers per train have improved probably as far as they can since the train capacity is limited to 63 and an average of 57 per train does not allow much room for more bookings. Charters show a large reduction but this is attributed to the fact that in 2005 static charters were included as

train operations. In fact the number of passengers on charters is largely irrelevant as the hirer pays for the whole train and if they wish to watch it travel empty then that is their privilege! Sunday Lunches with an average of 67 passengers, when the train only holds 69 must be rated as fully loaded. Only by having more Sundays on sunny summer days can we increase this service!

Fish and Chip suppers are a booming success story and expansion continues. Although the DMMU seating is mostly 3+2, when loaded like this the passengers on the seats for 3 cannot easily lift their arms so eating becomes a difficult exercise. Thus loading at around 60 seems adequate. As with most new services it takes time for things to settle down and mature.

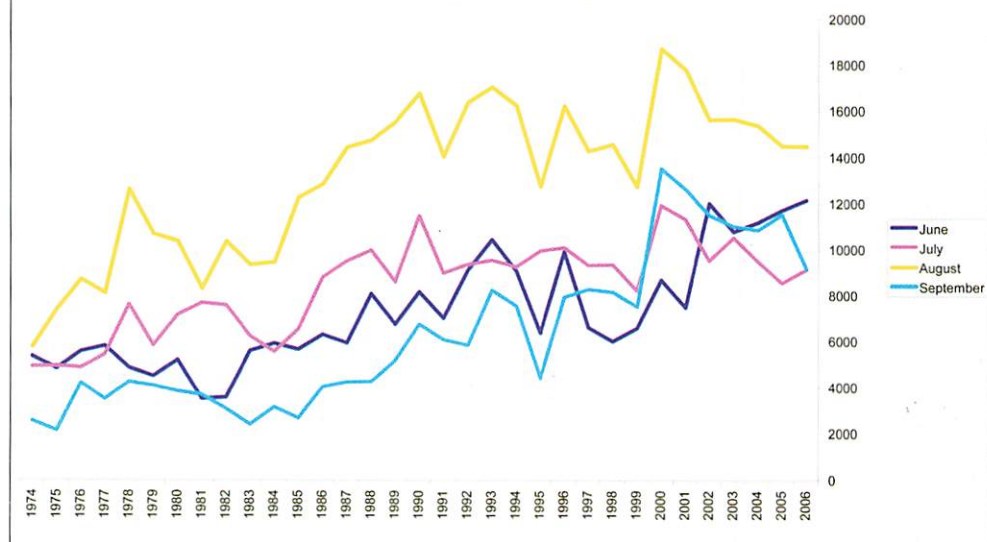
Fish and Chip suppers are now bookable on-line, with this proving a success already, and around 12 services are promised for 2007. At least another year is needed before we can take stock and assess the service properly, but a promising start has been made. Certainly the staffing levels needed are minimal compared with the mid-week Pullmans that were run in times gone by.

Monthly chart of passengers





Monthly Summer passengers



Tenterden Bank on New Year's Day. (A. Eaton)



# Our Heritage Policy

*In February the Board completed a review of the railways Heritage Policy and issued a revised guidance document for use of managers, staff and volunteers. The text is set out below*

## Kent and East Sussex Railway Company TRC/POL/202 POLICY STATEMENT HERITAGE POLICY

1. INTRODUCTION
2. BUILDINGS AND STRUCTURES
3. LINESIDE AND PERMANENT WAY
4. SIGNALS
5. OPERATING REQUIREMENTS
6. ROLLING STOCK
7. CONSULTATION
8. REFERENCES
9. ENQUIRIES

### 1. INTRODUCTION

This policy document provides guidelines for the independent style of the Kent & East Sussex Railway (K&ESR), representing a rural light railway of an indeterminate period between 1890 and 1968. This style will be maintained, developed and reinstated wherever appropriate and feasible.

Management should take account of these guidelines both in day to day activities and planning. Regular meetings shall take place to ensure the understanding and smooth implementation of this style.

### 2. BUILDINGS AND STRUCTURES

The original appearance of all surviving pre-1948 K&ESR buildings will be preserved, and internal arrangements conserved or restored whenever feasible.

All new, replacement and re-modeled structures within sight of the mainline will be in identifiable K&ESR or other light railway style, or for ancillary buildings, in a style in keeping with the rural Wealden district. The external appearance of any new or modified structure, however modest, will be the subject of a written report by the responsible manager, in consultation with the General Manager, endorsed by the Archivist, which

must be agreed by the Board of Directors. Alterations necessary for present day requirements will normally only be approved if they are in keeping and reversible. Information on the specification and appearance of appropriate buildings may be obtained from the Archivist.

Inappropriate structures such as shipping containers etc may be used as temporary measures but must be replaced or disguised as soon as economically feasible. They should on no account be used in areas of high public visibility or use.

All original railway buildings and other buildings associated with them to be externally painted in the Company colour scheme of mid purple brown and cream. Interiors in public view should similarly be restored in the authentic colours. Large elevations such as sheds and workshops should be in dark coloured sheeting or have the appearance of black tarred weatherboard with doors, facings, etc. in company colours.

Ancillary features, such as notice boards and advertising signs, shall be executed in authentic railway or period style after written consultation with the Archivist. Permanent notice boards for posters etc should be in the normal railway style, headed K&ESR or similar authentic railway initials, in the appropriate style lettering. Posters or other notices, which may not of themselves be of heritage design, should always be displayed on such permanent Boards and not elsewhere; except when they are of a purely temporary nature to conform with planning regulations or where they are needed for simply for short term passenger information e.g. Thomas.

All railway signs, such as station names etc, shall be in authentic style to the K&ESR or, failing a company precedent, to a design approved by the Archivist in the agreed colours of Oxford Blue with Cavendish lettering in white, and, where appropriate, the presently agreed company crest. Warning signs may be in Red with white lettering; cast signs with raised lettering or simulated enamel signs should normally be used, subject only to clear statutory requirements to the contrary.



Station furniture, fences, gates and lighting will be in traditional K&ESR or other light railway style, as agreed in writing by the Archivist. Fences in areas to public view adjacent to stations must be in authentic K&ESR post and rail style treated to have the appearance of black tar or painted white; gates and gate posts to be painted white.

### **3. LINESIDE AND PERMANENT WAY**

The Board may approve on merit the restoration to an authentic period appearance of certain sections of the Railway (as specified in appendix 2) that are either well known photographic locations or have survived unaltered since the independent days. Traditional permanent way comprising keyed bullhead rail on wooden sleepers, or in sidings flat bottomed rail spiked direct to sleepers, shall be used where the railway is visible to the public i.e. in station areas; and also for a short distance, of at least one rail length, each side of level crossings

Lineside signs, will so far as is possible commensurate with safety legislation, be in traditional K&ESR or other light railway style, as agreed in writing by the Archivist.

### **4. SIGNALS**

Signals will be kept to the minimum consistent with safety. They should be of traditional mechanical type with posts and finials appropriate to the K&ESR (normally wooden post or rail built but occasionally open lattice). Signal boxes should only be provided where absolutely necessary and should, in appearance, be of the simplest feasible character to accord with light railway practice. Relay cabinets, cables, electric motors and other modern equipment are to be concealed.

### **5. OPERATING REQUIREMENTS**

Statutory Recommendations and Regulations will be interpreted appropriately to a 25 mph (40kmh) light railway operated by traditional methods. Ongoing negotiations with regulatory bodies should always aim to minimize visible alteration to the style and character of the Railway.

Uniforms should be worn by all staff and volunteers who deal with the public or who are in normal public view. Individual Managers should lay down departmental codes for uniforms but staff on traditional railway duties should be uniformed accordingly. Hi-visibility clothing should only be worn when safety requires it and should be removed when not so required.

### **6. ROLLING STOCK**

Locomotives, carriages and wagons based on the line will be restored and repaired, insofar as feasible, to accord with their appearance, both internal and external, during the given period (see paragraph 1). Where for technical, operational or commercial purposes a vehicle or locomotive is modified or improved, it should be carried out in such way as to minimize or eliminate changes to its visual appearance. In all cases of necessary repair or modification involving disposal or alteration of original features a written and visual record should be kept and placed in the care of the Archivist

Exceptions may be made for engineering service vehicles built after 1968.

#### **Liveries**

Locomotives should carry liveries appropriate to their service during the specified period, either of themselves or their class fellows.

However whenever possible Locomotives that actually ran on the K&ESR should be painted in one of the liveries carried when working on the line, e.g. No. 3 in K&ESR green or blue, No 2678 in appropriate or BR or SR style.

Locomotives of a class that ran on the line should carry a livery originally applied to a member of that class when working on the line but with their own number.

Other locomotives of main line design (BR, SR, GWR, LMS, LNER or pre-Grouping) may carry their appropriate company liveries.

Industrial or military locomotives are to carry either their original or an authentic K&ESR livery.

Carriage should carry liveries appropriate to their service during the specified period,

either of themselves or their class fellows. However, they may also be painted in one of the basic liveries of a Colonel Stephens' line, and lettered appropriately, or with their K&ESR allotted number. Uniformity of basic sets of identical coaches is to be aimed for to avoid an undesirable motley appearance.

Wagons and vans should carry liveries appropriate to their service during the specified period, either of themselves or their class fellows. Private owner liveries of a fictional nature may however be permitted to add interest to demonstration trains. Engineering service vehicles built after 1968 should be painted grey or black and lettered K&ESR.

In view of their historic importance and rarity, the vehicles listed in the appendix should be treated with particular care and conserved to the highest standards.

## 7. CONSULTATION

When new structures are planned or rolling stock is being restored or repainted the Archivist should be consulted in writing. The Archivist holds records on the K&ESR style and will provide guidance on appropriate architectural features and rolling stock appearance and liveries.

## 8. REFERENCES

FEDECRAIL's Riga Charter. The Company supports the Riga Charter and will consider its implications in modifying or repairing its infrastructure and rolling stock. However we are mindful that the railway is not a static museum and that the needs of an operational railway will preclude total adherence to the Charter.

## 9. RESPONSIBILITIES

**All Managers** have a duty of care and are responsible for carrying out the policies in this document in relation to items of heritage value or appearance covered by their department. In particular they shall keep full records and prepare any documents relating to change and renovation required by this policy for submission to the Board via the General Manager and copy them to the Archivist. If the proposals affect equipment or rolling

stock owned by a third party they should be consulted beforehand

**The Archivist** is responsible for advising and assisting Managers in improving and maintaining heritage standards. He shall give his considered comments on all formal proposals made to the General Manager within a reasonable period never greater than 2 months.

**The Board** shall consider all proposals made against this policy in the light of reports made. They will keep this heritage policy under regular review

## 10. ENQUIRIES

Any enquiries about this document should be directed to the General Manager. Requests for change must be submitted to this enquiry point in accordance with Company Instruction TRC/INS/002 - Company Instruction and Policy Statement Process.

## Appendix

Ford Diesel  
GWR Railcar  
Charwelton  
Bodiam

Steam Cranes Nos 133 and 151

All coaches built prior to 1939

Cavell Van

Wagons

102 SER 6-wheel 20 ton Brake Van

104 L&NWR Brake Van

120 Barry Railway 10 ton 'Iron Mink'

121 L&NWR 4 wheel Flatrol

135 Midland Railway Box Van

136 Lancashire & Yorkshire Railway 10 ton Box Van

137 GNR Double Bolster Wagon

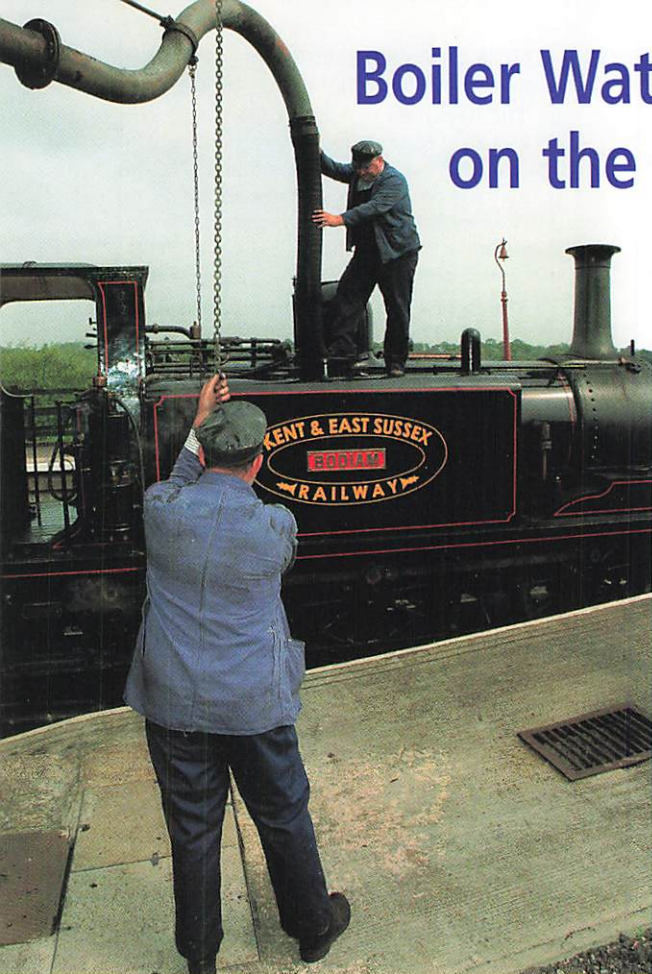
165 Shark Ballast Plough Brake Van

175 Elephant Van.

177 Bulleid Well Wagon



# Boiler Water Treatment on the K&ESR



*To extend locomotive boiler life as long as possible attempts have been made over the years to treat locomotive feed water. Now after 5 years work and a careful development programme, a system promising real cost savings has at last achieved success. Chris Greatley tells the story.*

## Background

Water is not just water; it is a solution of water and impurities in the form of dissolved solids. For humans these impurities are helpful as trace elements but they present considerable problems in a boiler. These impurities both increase maintenance costs and significantly reduce locomotive availability.

The K&ESR's water is taken from the town mains supply and about one third of the dissolved solids is 'hardness material', and thus potentially scale forming. Scale deposits cause the firebox and boiler tubes to overheat. Also, as the pure steam is drawn from the boiler, the other impurities remain

and build up to a level where the water starts to foam. The foaming rapidly becomes so extreme that priming results. Strictly speaking priming is an effect confined within the boiler; however the term is used colloquially to describe the carryover of great slugs of water with the steam. The water is carried into the valves and cylinders where only steam should go. It washes off lubrication from within cylinders and because water is not compressible when in the cylinders with the engine moving, it can cause major damage.

Sodium carbonate has been used for over 80 years to limit scale formation. By adding the chemical to the loco tank directly it was possible to 'soften' the water in the boiler whilst in service, but carbonate treatment was never a complete success. In addition, sludge is formed from the 'hardness material' which needs to be cleared from the boiler. The other chemical treatment with a 100 year history is tannin, extracted from special types of tree, which is an effective oxygen scavenger and reduces corrosion rates.

Over the years the carbonate/tannin regime had been applied widely on low pressure boilers with moderate success in reducing scale and corrosion but it does not influence the build up of impurities. The control of poor quality boiler water was for many years effected by changing the water. In later years some control over impurity levels was gained by fitting many (but not all) boilers with special valves which allowed the removal of impurities with the boiler at pressure, a procedure known as blowdown. All K&ESR locos have blowdown valves but many visiting engines do not have them.

In BR days lineside softening was used to reduce hardness in the feed water and thus scale in the boiler. This is of limited benefit because whilst it changes the chemical form of the compound and scale is prevented, the impurity stays as a dissolved solid in the water and adds to priming problems.

The recent railway press has reported the re-appearance of a chemical treatment developed by Livio Dante Porta who worked primarily in

Argentina in the 1960's and 70's. It is based on the standard carbonate/tannin approach but allows alkalinity and dissolved solids to increase to much higher levels than those recommended by the British Standard. Indeed from the information we have, the alkalinity can be up to 100 times higher than we use and thus logically has increased risks. The natural urge for the water to foam is suppressed by the addition of antifoam chemicals. I think it fair to describe the process as 'chemically intensive'.

Our fellow heritage railway, the Severn Valley Railway had been using a traditional chemical regime but in 2000 had encountered quite severe boiler problems. As a result they changed tack and in 2002 they led the preservation movement into water purification using Reverse Osmosis (RO). This process uses a high pressure pump to force water through a special membrane which provides pure water and leaves the dissolved impurities to be flushed to waste. The removal of the impurities means an end to scale and priming. These days RO is widely used in power stations, hospitals and ships and is regarded as 'best practice' for pre-treatment of boiler water. The Severn Valley experience was recently reported in Steam Railway (issue 331)

In summary, there are four alternative approaches to the problem of feed water for locos, (i) traditional chemical regime, (ii) Porta chemical regime, (iii) lineside softening and (iv) removal of the impurities by RO.

### **The Development Process**

On the K&ESR we have developed a regime using a combination of practices and equipment, each chosen to suit the limitations and particular location where feed water is taken by locos. We have partial softening at Northiam and Tenterden with Reverse Osmosis purification at Rolvenden. Traditional carbonate/tannin chemicals maintain the boiler water chemistry to the recommendations of the British Standard.

Our records show that in 1996, long before softeners were introduced, the priming problem had been discussed with the water supply company. This priming was in addition to massive amounts of scale which demanded boiler washouts after 6 to 8 steaming days.

By 1998 the K&ESR had been encouraged by water treatment companies to reduce the scale problem by installing lineside water softeners, the first at Northiam, then Tenterden and finally in 2002 at Rolvenden. However with full softening of the feed, massive priming events occurred after just 3 days in steam. The only cure was to take the engine out of service, allow it to cool for two days

and refill with water. It took a minimum of 39 days to get 25 steaming days from a loco. The phenomenon of priming is nothing new, it is well documented historically, softening just makes it happen much earlier. The introduction of softeners had moved the problem of unacceptable scale to unacceptable priming.

The current development programme started early in 2002 when Lawrence Donaldson, then the Locomotive Manager, asked me to investigate the extreme priming difficulties. It took over two years to really crack the problem and only now, 5 years later, has the optimum benefit been achieved.

A treatment company was providing service visits but it became clear they could not resolve the special issues associated with loco boilers. Land boilers usually return condensed steam to the boiler and have very low boiler feed make up, but for locos all the steam goes up the chimney to draw the fire and so the boiler feed make up is 100%..

We started 2003 with a new treatment company, and with the helpful tutelage of their chief chemist I was trained to carry out a range of tests on boiler water. No immediate solution to the priming was evident but during routine visits he helpfully discussed the tests and changes to the regime which I was trying. His retirement in mid 2004 triggered a change at the K&ESR to total 'in house' control of water treatment. We are fortunate to remain in contact with him for occasional advice.

We started regular, often daily, water sampling from the locos by the steam raiser before the boiler was in steam. Thanks go to Barry Holmes and John Collard for their role in providing dozens of 'early morning samples' over the months. The resulting analysis allowed an understanding of the changes to the various measured parameters.

Over a year a tremendous amount of testing work was done although it was limited by the retrospective nature of testing and the limited running of the locos. With no running in November, January, February and March, no progress could be made.

Testing is further frustrated because changes take so long to work through the storage tanks and loco tanks to the boilers; then you find the 'in service' loco has been changed. But real progress became evident and during 2003 tests continued with the blending of raw town water with softened water at each of the locations. Gradually the percentage of raw water was increased and the threshold to priming extended from around three days to around 5 days; a marked improvement on 2002, but still inadequate to support the availability needs of the timetable.

Meanwhile in September 2002, a chance comment



from Paul Hutchinson, then a K&ESR Director, sent me to the Severn Valley Railway to see their newly installed Reverse Osmosis plant. It had been in service a few months and my short visit confirmed that the future for the K&ESR lay with removing dissolved solids rather than trying to cope with them by ladling chemicals into the boilers. We remain indebted to the SVR for their break with railway 'tradition' and trying something dramatically different, also for some very helpful early discussions. So in parallel with the treatment testing, calculations of the effects of RO on the boiler chemistry were being carried out, a case for the expenditure was developed and the most appropriate location for the plant selected.

At the close of 2003 the board approved expenditure for a RO plant at Rolvenden. The 'Norwegian' Group generously provided some 30% of the investment needed. This was a great step forward for the railway, introducing an entirely new technology. A final phone call to SVR confirmed that they remained happy with their results, so the order was placed for some £10,000 worth of plant. We were committed.

During manufacture of the plant, the building under the water storage tank at Rolvenden was prepared. The RO plant was installed by Rolvenden staff, individual plant items were interconnected by plumbing, instrumentation, and to power and drains. Six weeks later, on the 8 August 2004, the plant was commissioned and has since been in continual use.

Operating arrangements were changed to allow over half the water to be drawn from Rolvenden. This has had a massive effect on the water chemistry in the boilers. Predictions, that proved by water sampling to be fairly accurate, showed that 10 days between water changes should be possible for the tank engines. A washout cycle of 25 days now only took 29 days to achieve, a saving of 10 days over the previous water changing cycle.

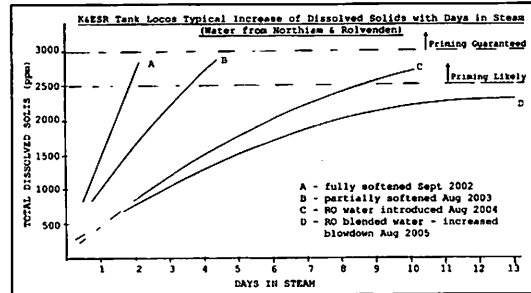
The big test was the Norwegian which, due to its larger water capacity, could make the round trip filling only at Rolvenden. Tests demonstrated that 25 days continuous operation was easily achievable and the water chemistry could be controlled. The need to blowdown was minimal because the impurities in the water were so low. This continuous availability saved 14 days water changing and 2 man days labour each washout cycle. 2004 ended in fine style.

The RO plant is very efficient and the water produced is really too pure for our use. Early in 2005 tests were started by blending small amounts of both raw and softened water to make a water which best serves our purposes. Rolvenden loco water now consists of 90% RO, 4.5% softened, and

5.5% raw water; very similar to that from Highland springs except for the slightly increased alkalinity needed for boiler protection.

Our resident tank engines cannot make the round trip without drawing water at Northiam and substantial blowdown remains necessary on these engines. As a result, during 2005 the amount of blowdown on the tank locos was increased as a test. Immediately the 25 day period between washouts was achieved without water changing. In July 2005 the USA tank No DS 238 completed 25 days continuous operation amassing 1500 miles.

The improvement gained at each stage of the development is evident on the graph below.



### Current Boiler Water Chemistry

The degree of partial lineside softening of water at Northiam and Tenterden was set primarily to extend the number of steaming days between water changes. However, testing showed the benefit of using the alkalinity available in the softened water. It is now cutting costs by providing the sodium carbonate required for the boilers. Also at Northiam and Rolvenden the correct concentration of tannin, required to remove oxygen from the water, is dosed to the feed water. In addition some sodium polyphosphate is injected at Rolvenden, this appears to keep the feed pipework and clacks clean and reduces cloudiness of the boiler water in the gauge glasses.

The regime adopted has reduced the amount of chemicals necessary with resultant environmental benefits.

### Water Consumption

We use 1¼ million gallons loco water each year. Of that, around 800,000 gallons is processed annually by the Rolvenden RO plant which removes 1¼ tonnes of dissolved solids and almost 400 Kg (8cwt) of scale forming salts from the water.

To put our water usage in perspective, trials of the A4 Pacific LNER loco 60009 on 22 February 1950 on a 256 miles return trip Edinburgh to Newcastle, with an average load of 431 tons, evaporated 7136 gallons of water. A typical day for the K&ESR 0-6-0 locos is 63 miles, with an average load of 200 tons,

The total benefit to the railway is difficult to quantify with accuracy but might be summarized as

Improvement	Operating benefit	Engineering benefit
Priming eliminated	(i) Crew distraction removed (ii) improved safety	(i) mechanical damage due to water ingestion to cylinders prevented (ii) wear reduced as lubrication not washed out (iii) reduced maintenance costs to valves cylinders & engine parts
Loco availability maximised	(i) reduced risk of interruption to service (ii) availability increased by 50% (iii) Fewer cold starts reduces coal consumption	(i) reduced number of thermal fatigue cycles on boilers (ii) approx 2 man days effort saved each washout cycle, totalling 32 man days saved each year
Reduced scale deposits	(i) improved thermal efficiency (ii) Locos free steaming (iii) improved crew work load (iv) reduced coal consumption	(i) Reduced corrosion in water. space and fireside due to reduced metal surface temperatures (ii) Reduced maintenance costs for boilers both labour & materials, long term saving

evaporates 3500 gallons of water

We are therefore using roughly 50% of the daily water uptake of a main line express loco in BR days!

### The Future

Installation of RO at Northiam would be ideal but unfortunately it is probably impractical. Access to main drains would be necessary, but there are no main drains at Northiam station or nearby and costly infrastructure requiring a building and power supplies would be necessary. The site is remote in engineering terms and, with the exception of a few trains at Christmas time, trains do not run to Northiam for 5 months of the year, reducing potential benefits.

Given these limitations, the development process is now 95% complete although a little fine tuning remains. It is most important to provide good storage conditions for treated water. The storage tanks for the water columns are over 50 years old and need internal coating to stop the tanks rusting and in time, leaking, and close fitting lids to minimize contamination of the processed waters in storage.

The K&ESR has become the second UK Heritage Railway to adopt RO water pre-treatment of boiler water, and now with some 3 years experience we can show impressive benefits. All this work and investment has phenomenally improved locomotive availability and operation. Further the cleanliness of the water spaces of the boilers raises positive comment from our boiler inspectors. The project has been most rewarding and my thanks go to

Lawrence Donaldson who believed in it and supported me throughout, and to all those who helped push it to fruition.

### Rolvenden Reverse Osmosis Plant

The high pressure pump is lower left on RO skid, the membranes are contained in the 3 horizontal tubes on the wall.



Reverse Osmosis plant, underneath the water tower at Rolvenden. (Chris Greatley)





*Philip Shaw and Les Darbyshire (Col. Stephens Society) lay wreaths (Ross Shimmon)*

# Stephens 75

*Philip Shaw describes the commemorative events organised by the Colonel Stephens Society last October in connection with the 75th anniversary of the Great Man's death*

On 28th October 2006, fifteen members of the Colonel Stephens Society met at the Charing Cross Hotel to commemorate the 75th anniversary of the death of Colonel Stephens. Stephens died on 23rd October 1931, but the chosen date corresponded exactly with the anniversary of his funeral. The event included a luncheon in one of the hotel's private rooms (which Stephens may also have used to conduct his board meetings in the 1920's) and was followed by a visit to the Brompton Cemetery in the Fulham Road, where wreaths were laid by Ross Shimmon on

behalf of the Society and by Philip Shaw and John Miller on behalf of the Kent & East Sussex Railway.

After the luncheon, the Chairman of the Colonel Stephens Society, Les Darbyshire gave an address on Colonel Stephens' attributes as an engineer, entrepreneur, promoter of railway schemes and manager of railway enterprises. Hypothesising that, whilst Stephens was probably not in the same league in these respects as Stephenson, Watkin, Brunel, Felix Pole or Herbert Walker, he was nevertheless a man of extraordinary and diverse ability who happened to be around at the right time to exploit his particular skills. The fact that his lines survived the economic uncertainties of the immediate post WW1 period was a




testament to his skills in organisation and financial control.

Following Les Darbyshire's address, Philip Shaw read a paper on the history of the Stephens family, including a family tree reproduced in much greater detail than has previously been possible. This paper has been reproduced in the winter 2006 edition of "The Colonel" magazine and will shortly be put up on the Colonel Stephens Railway Museum website. Recent researches have uncovered several long established inaccuracies in the family history from the Pre-Raphaelite period, possibly deliberate, which may have concealed certain aspects of its pedigree.

Holman Stephens' grave in the Brompton Cemetery is immediately alongside that of his parents, Frederick George Stephens (died 1907) and his mother Rebecca Clara Stephens (died 1915). Adjacent graves include those of his Grandfather, Septimus Stephens (died 1860), Step Grandmother, Dorothy



Stephens' family grave at Brompton Cemetery  
(Brian Janes)



Brompton Cemetery,  
Fulham Road,  
London, S.W. 10.  
22 OCT 1931

---

*Stephens dec.*

---

? *time & day*

---

? *size of coffin from undertaker*

---

*£ 5..16..0 please.*

*T. Nicholas*  
*Sup. cl.*

Cheques should be made payable  
to H.M. Commissioners of Works  
& Crossed.

Arrangements for Stephens' interment. The style did justice to the Colonel's own brevity.

Mary Stephens (died 1871) and his aunt Eliza (died 1881). Holman Stephens' actual grandmother, Ann, died in or about 1830 and her place of death and burial has not been traced. In any event, the Brompton cemetery was not consecrated until 1840 and so her remains would not have been interred there.

Holman Stephens died at the Lord Warden Hotel, Dover, on 23rd October 1931 where he resided most of the time in later life. The primary cause of death, which was not unexpected, was given as a Coronary Thrombosis. The funeral was held at St Peter's Church, Hammersmith on 28th October and was notable for the fact that there was not a single family member present amongst the mourners. However, apart from distant cousins and his half sister, Lottie, with whom he is unlikely to have had any contact, it is difficult to see who might have attended. In the event, the mourners included the senior members of the Salford Terrace staff, including W.H.Austen, A Willard, G. Willard, A.J.Osborne, J A Ashworth, T W. Edwards,



J.A.Iggulden, J Elcome, A.R.Judd, and C.R.Hewitt. There were many well known figures from the railway fraternity, mainly from the Southern Railway, including G.S. Szlumper, A.W. Szlumper, R.E.L.Maunsell, C Sheath and C.H.Barfoot ( the latter represented Sir Herbert Walker). Other business contacts included Jeremiah McVeagh, ( a director of a number of Stephens' lines) Sir George Beharrell (Chairman of Dunlop Rubber Company) and Sir Percival Horton Smith Hartley, his physician.

The military was well represented; Stephens was the first Officer Commanding, Kent (Fortress) Royal Engineers when it was formed in 1908 and original officers from

those days were there to pay their respects, including Lt Col A.F.G.Ruston, Captain C.H.Igglesden, Major A Cooksey, and Capt C.J.Holcombe.

In his will, dated 19th January 1930, Stephens left his entire estate of £30,197 to four members of his staff, who were also his executors ( W.H.Austen. J.A.Iggulden, A. Willard and G.Willard ). The rest of the staff received nothing, although all had spent their entire working lives at the light railway offices. His pre Raphaelite pictures, then on loan to the Tate Galley, were left to the gallery. So ended the life of a remarkable man, whose talents have been recognised and who is arguably better known today than ever he was in his lifetime

## SIDELINES

### *Occasional Highlights and Horrors*

(Contributions welcome)



*Behind this inconspicuous door lies a real Highlight, the new toilet, cloakroom and washroom in the C&W workshop for the North side of the Tenterden site, built by volunteers, particularly Paul Rand. No longer will workers have to make the time-wasting and inconvenient trek round via the road crossing for nature's needs. Efficiency and convenience at last.*

# HUNTING DOWN THE PAST



01 31065 leaving Biddenden, 17 August 1953, (N.R.Knight)

*John Scott Morgan author of the newly published Illustrated History Of the Kent and East Sussex Railway recounts his long fascination with the railway and his hunt for photographs, using photos from the new book.*

It all started on a spring Sunday evening in April 1968. I had recently started at Brickwall School, Northiam, where from the Joint Headmaster, David Riches, I had heard about the Kent & East Sussex Railway which passed through the village along the Rother Valley.

It was on the second Sunday evening at the school that I walked one and a half miles from Brickwall House to Northiam station, which I found bathed in evening sunshine. It was an enchanting sight full of peace and tranquillity. I felt that this place and this example of a British Light Railway was to say the least something very special.

I am very glad the line has been restored back to Bodiam and I hope one day back to Robertsbridge, but the Northiam station of that evening had a special something that I find hard to describe in words. I felt at the

time that the line had to be preserved, it had to stay. This weed-strewn derelict station had a magic all of its own, and so did the whole railway, which had a spirit of its own.

I soon visited Rolvenden and Tenterden which I frequented most Saturdays and some Sundays. As Brickwall was a boarding school, I used to go home on some weekends, and it was on these occasions that I used to visit Robertsbridge, where we had some of our stock stored and the H class 0-4-4T at that time.

During my visits to Rolvenden I would often visit the Pullman Car which was then used as a book shop. Amongst other things it sold post card photographs supplied by the late John Smith of "Lens of Sutton", and this is how my collection began from my very modest pocket money of five shillings (25p) a week, out of which I had to pay three shillings return bus fare from Northiam to Rolvenden station.

Towards the end of my time at Brickwall School, my pocket money had been increased to ten shillings (50p) a week, so I





*K&ESR No 3, Bodiam arriving at Salehurst Halt c. 1936 (John Scott-Morgan collection)*

could afford more photographs. By then, also owning a bike helped a great deal.

David Riches, who was a member of the K&ESR Association, sadly died after a long illness in January 1969. I represented the Railway at his memorial service in Northiam. Other K&ESR friends are also long gone, Charles Kentsley and Frank Davies who both passed away in the mid-1970s.

In December 1970, I left the area, only visiting occasionally after that time, but my interest in the Railway and all the other Colonel Stephens lines continued, and this resulted in *The Colonel Stephens Railways* published by David & Charles in 1978 and reprinted several times, followed by *Railways*

*of Arcadia*, published by Paul Waters Associates in 1989, and later *The Colonel Stephens Railways, a View from the Past*, published by Ian Allan in 1999, all now out of print.

In all the years from 1968 when I began collecting Light Railway photographs I have amassed a large collection covering not only the Colonel's railways, but also other long lost lines in Britain and Ireland.

The material has not only come from Lens of Sutton, Loco and General, and Locomotive Publishing Company, but also individual photographers now sadly no longer with us; who I will always be obliged to. I find it very sad that a lot of the national museums



*K&ESR No 1 in Edwardian times at Northiam (A Vaughan collection)*

charge very silly prices for prints and the use of images that belong to us all. It is hardly a way to encourage young people to take an interest and research our railway history.

I continue to research Light Railway history

and collect railway photographs, and I do have plans for books in the future.

If you have any interesting negatives or photographs I would be interested in hearing from you.



*K&ESR No 2, Northiam, at Headcorn Junction, 26 March 1938( R.F.Roberts)*



# A Norwegian breather

*Norwegian Mogul 376 is currently out of service for overhaul. Norwegian Locomotive Trust Chairman Neil Rose reports on progress and how you might become part of the Trust.*

In two Terrier articles eleven years ago [*Tenterden Terriers 66 and 67 -Ed*] I recorded our locomotive's history on the Norwegian State Railway, its move to Kent in 1971, then running for a few years on the K&ESR before a major overhaul that was to take eighteen years to complete. After its first steaming in October 1994, 376 was re-commissioned back into K&ESR service the following March by the Norwegian Ambassador, HE Tom Vraalsen. At the time we had high expectations that 376 would be a reliable, economical and popular locomotive with crews and public alike.

We were not to be disappointed. But there were a few setbacks. After two seasons in regular service and 5000 miles run, cracks were found in the inner firebox. A year out of action followed for firebox repairs, including a new foundation ring, costing £15,000. 376 came back into service just before Christmas 1997 although it then had problems with leaking superheater tubes which kept it out of service for a further three months. New tubes were fitted in 2001 and new superheater elements a year later.

376 remained in regular service until the end of 2005, often being used on Vintage trains, off peak services, for it is restricted to three coaches up Tenterden Bank, and on advanced RXD courses. Usually locomotives have a ten-year running cycle between stripping down for overhaul but the boiler inspector allowed us an extra year, and a de-commissioning ceremony took place on Saturday 22 October 2005. Trustees and Trust members took what they believed to be the locomotive's final return trip to Bodiam but the Locomotive Department had the final say as 376 was turned out for service the next day. That really was the last day in traffic before overhaul.

In very broad terms, 376 was available for service for 74% of the time between commissioning and decommissioning: some 650 days were spent in service and, very, very approximately it cost about £100 per running day in overhaul costs, plus routine maintenance, lubricants, coal and water. It ran something in excess of 30,000 miles, the equivalent of 1500 return trips to Bodiam.

After withdrawal, 376 was quickly reduced to a kit of parts to await overhaul. Usually the boiler's condition is the most worrying aspect but



*Norwegian arrives at Northiam. (John Rose)*

as I write in September 2006 indications are promising. The boiler appears sound and it is Engineering Manager Paul Wilson's view that our inspector will allow the tubes to remain in place. This is very clear testimony to the effectiveness of the reverse-osmosis water treatment plant installed at Rolvenden: being a tender engine with large water capacity, 376 only filled up using treated water. The new foundation ring resolved many of the firebox problems although new steelwork is needed in the crown.

The frames await thorough examination once cleaned up and it is known that the cylinders are nearing their life's end, although they should be good, if treated carefully, for the next ten years. Cylinder block decay is a problem increasingly afflicting steam locomotives on heritage railways. Excellent work at Rolvenden on the tender, motion, and cab in the 1990s mean little remedial work is needed now.

The wheels are an issue, both on the locomotive and tender. As is Continental practice the tyres are thin, and were so in 1994. Ten years in traffic have further reduced them to the extent that there is insufficient thickness of steel for re-profiling. As a consequence the Trustees have agreed to meet the costs of putting new tyres on the locomotive's pony and driving wheels: they should have gone off to the contractor by the time this article is read. The tyres on the tender wheels are also past re-profiling but various options, including replacement, have still to be considered.

The axles and wheels themselves have been tested and are in good condition. One curiosity is that the locomotive axles are all stamped *Bofors 1919*, Bofors being the Swedish armaments manufacturer: maybe they would have been artillery barrels if it had not been for the end of World War I.



Whilst the locomotive's mechanical condition is satisfactory, re-entry into service is largely dependent upon scarce labour resources at Rolvenden. Quite simply there are not enough hands available. This is where the Norwegian Locomotive Trust wants to help.

So what is the Norwegian Locomotive Trust? The Trust was set up in 1984 when it was realised that 376, then in the ownership of the financially strapped Tenterden Railway Company, was likely to languish at the back of a siding since no money was available for overhaul. The Trust, recognised as a charity for educational purposes by the Charity Commission, set about raising money to buy 376 and finance its overhaul and return to service. Membership was open to anyone on payment of a subscription of £100 and it attracted a membership of just under 100 subscribers, mainly from K&ESR membership.

The Trust bought 376 for £2530 and raised sufficient money to pay for repairs prior to its re-entry into service in 1995. Since then the Railway has met its running costs, including replacement tubes and superheaters, although the Trust contributed £5000 towards the firebox repairs in 1997.

At the present time the Trust has just over 50 members, with four Trustees who oversee its affairs. Currently we are Tom Featherstone, Anthony Waddington, Howard Wallace-Sims and me. We have not actively sought new members over the past decade but we think we should now raise our profile and actively seek new blood. After all, some of us are getting rather long in the tooth! What does membership give you? Very simply, it gives you a share in the ownership of a lovely, popular steam locomotive. As a charity we cannot dispose of 376 but we are charged with maintaining it in perpetuity. We also feel that 376 is ideally suited to the K&ESR and a 20-year running agreement was signed with the Railway on de-commissioning day last year. £100 to become a member may seem a large sum. In reality it was a big sum in 1984, but is less so today after inflation. A cheque for £100 is one way of paying but we'll also accept monthly payments of £5 until the total is received.

Wearing my Treasurer's hat I am open to any ideas to facilitate payment. We used to give out certificates to new members but these have run out and until convinced otherwise I'd rather spend the money on 376 than on pieces of paper. Whilst membership is open to anyone, the Trustees feel this would be an ideal way for younger members, and not so young, of the K&ESR to participate in the ownership of an operational steam locomotive. With more members we would be in a better position to

offer practical help at Rolvenden to bring 376 back into service. As a Trust member you can really take pride in **your** engine. You can even help to decide on its next livery: always a vexed subject. Presently opinion is divided between black, green and blue – but what shade of the last two?

Do speak to any Trustee about Membership but as I also look after the finances do contact me on 01892 782608 or e-mail me, Neil Rose, on [nsrose@linecone.net](mailto:nsrose@linecone.net). I look forward to being inundated with enquiries!

## From this

- on 16th October 2005, a week before withdrawal (C R Spratling)



## To this

Rolvenden Shed, 16th September 2006 (both C N Rose)





# Bus Connections

*With the railway actively considering arranging a bus connection with Headcorn for the forthcoming Colonel Stephens' Weekend, John Miller describes the discovery of an earlier connection through a piece of K&ESR ephemera recently acquired on e-bay.*

A handbill recently acquired by the museum highlights some interesting historical aspects of the railway's operation. The handbill is slightly less than A4 size and is printed on flimsy yellow paper and dated August 1929.

The first point of interest is that this is the only example we know of where Colonel Stephens has entered into a formal arrangement with a local bus company over services.

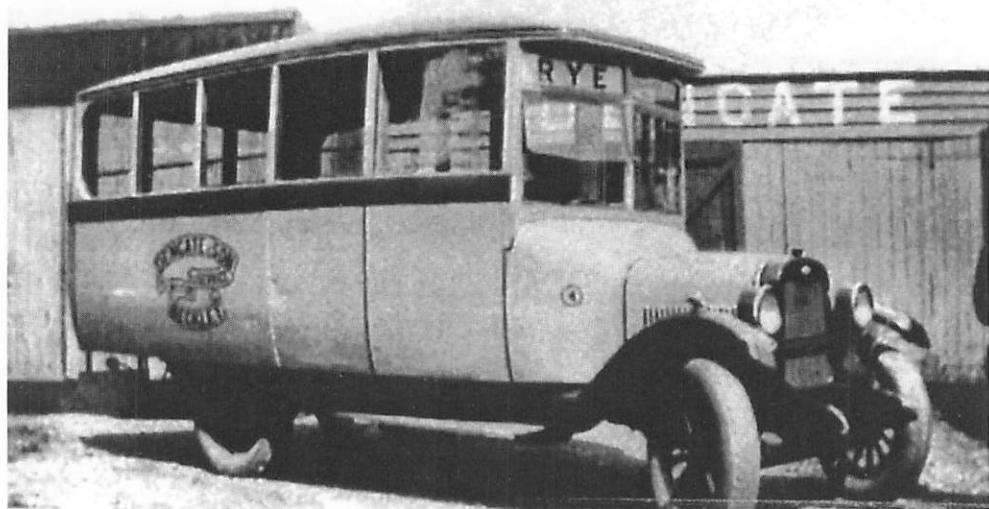
The handbill gives the pickup time for passengers from Beckley and Northiam using a John Dengate and Son service, arriving at Northiam Station at 9.59 am. There they could catch the 10.10 am departure for Robertsbridge Junction arriving at 10.30 am for connections to Hastings, Tunbridge Wells, Tonbridge and London. According to the March railway timetable of the same year the Northiam train was another bus of the back-to-back rail variety!

The return train arrived at Northiam Station at 7.04 pm and one minute was allowed before Dengate's bus departed back to Northiam village and Beckley. The third class single fare, Northiam to Tunbridge Wells was 3s. 0d (15p) and the third class cheap day return was also 3s. 0d. The single Northiam-Charing Cross fare was 7s. 3d (36.25p) and the cheap day return (Wednesdays only) was 7s. 4d.

The Dengate bus company had their origins in a taxi service run by brothers William and John Dengate from their base in Beckley village before Word War I. One of the taxi turns was collecting passengers to catch the 7 am departure from Northiam to Robertsbridge Junction, then meeting the 6.55 pm return train at Northiam Station. At the end of the War, the brothers launched into the bus business, Dengate Brothers of Beckley, by buying war surplus motor vehicles.

The first bus operated in 1919 on a route connecting Beckley-Northiam-Brede-Westfield-Hastings. An alternative route operated was Beckley-Northiam-Peasmarsh-Rye-Broad Oak-Brede-Hastings. William left

*John Dengate & Sons bus (Barry M Jones collection)*



## KENT & EAST SUSSEX RAILWAY

Until further notice, arrangements have been made with Dengate & Son, Rye and Northiam Motor Bus Services, to deal with Passenger Traffic to and from Northiam Station, Beckley and Northiam villages.

A Motor Bus will connect with the following trains:—

To Tunbridge Wells, Tonbridge and London.

	Depart	a.m.
MOTOR BUS	Beckley, Four Oaks ... ..	9.42
	Beckley, Rose & Crown ... ..	9.46
	Northiam, Six Bells ... ..	9.49
	Northiam, Post Office ... ..	9.52
	Northiam Station ... ..	9.59
RAIL	Northiam Station ... ..	depart 10.7
	Tunbridge Wells ... ..	arrive 11.8
	Tonbridge ... ..	arrive 11.50
	Charing Cross ... ..	arrive 12.2

From London, Tonbridge and Tunbridge Wells.

	Depart	Not Sats.	Sats. only.
RAIL	Cannon Street ... ..	5.10 p.m.	—
	Charing Cross ... ..	—	5.20 p.m.
	Tonbridge ... ..	5.12 p.m.	5.35 p.m.
	Tunbridge Wells ... ..	6.3 p.m.	6.18 p.m.
MOTOR BUS	Northiam Station arrive ... ..	7.4 p.m.	—
	Northiam Station depart ... ..	7.5 p.m.	—
	Post Office arrive ... ..	7.10 p.m.	—
	Six Bells arrive ... ..	7.13 p.m.	—
	Beckley Rose & Crown ... ..	7.19 p.m.	—
	Beckley, Four Oaks ... ..	7.24 p.m.	—

### MOTOR BUS FARES.

Northiam Station and Northiam Post Office	2d.
Northiam Station and Northiam, Six Bells	3d.
Northiam Station and Beckley, Rose & Crown	4d.
Northiam Station and Beckley, Four Oaks	5d.

### TRAIN FARES.

Third Class Single.	Cheap Day Returns, Third Class.
Northiam and Charing Cross 7/3.	Wednesdays only 7/4
Northiam and Tonbridge 3/7.	Daily ... 3/7
Northiam & Tunbridge Wells 3/0.	Daily ... 3/0

Children under 14 years of age half-fares.

Tonbridge, H. F. Stephens,  
August, 1929. A101812. Managing Director.

Printed at the Company's Works, Rolvenden.

line of the handbill, 'printed at the company's works Rolvenden'. Very little research has been undertaken into the operation of the print shop which was situated at the back of Rolvenden platform between the main station building and the small 'fitter-in-charge of workshops' office. The print shop was about 24½' long by 13' deep with a flat, sloping roof and a narrow overhang at the front. There were two doors from the platform and, as the printer, Jimmy Norton, ran a business undertaking doing various small printing jobs for the public, we must assume one door was for customers and the inside was divided by a counter separating the public from the machinery.

Jimmy Norton printed handbills, small posters, forms and miscellaneous paperwork for the railway, but not tickets.

Unfortunately, we have never seen any non-railway material. Norton was not employed by the railway but seems to have been a freelance operator, and we do not know what the financial arrangements were with the railway.

Norton was in business for a long time, possibly from the 1900s. Our earliest archive material with the imprint 'Printed at the company's works, Rolvenden' dates from 1905. The print shop went out-of-use sometime in the late 1930s, possibly because Norton became too old to carry on. The print shop seems to have lain dormant during World War II. Eric Thompson, a K&ESR driver, interviewed in 1977 (see Tenterden Terrier No 16), said that at Nationalisation in 1948, he was asked by W H Austen to clear out the print shop which had 'been out-of-use for some years'.

The print shop and the fitters' office were demolished soon after British Railway's takeover and in their place a corrugated iron lamp room and oil store was erected. Well into preservation days, the odd piece of lead type has been found at the site and on display in the museum are a couple of pottery printer's ink containers, dug up from where the printer's hut used to stand.

### Sources:

*The Village Bus Remembered: the Story of John Dengate & Son Ltd* by Barry M Jones  
*Model Railway News*, April 1969

the business in 1924 and was replaced by John's son John (Junior). The company name was changed to John Dengate & Son of Beckley in 1929. In the 1930s, Hawkhurst-Sandhurst-Newenden was added to the Northiam-Rye route and short-lived routes were also operated from Northiam to Battle, and Northiam to Robertsbridge, both via Cripps Corner.

Dengate's continued in business for a considerable time but suffered severe competition from other operators and in 1967 the business was sold to Davie's Coaches of Rye, though trading continued using 'John Dengate & Son Ltd'.

The second point of interest lies in the last



# History of the Maidstone Area Group

*Regrettably one of our last surviving Area groups succumbed at the end of 2006.*

*David Tibbatts recalls its story*

Following the first run of public passenger services by the Tenterden Railway Company on 3rd February 1974 a number of volunteers who were living in the Maidstone area got together to form the Maidstone Area Group. The aim of the group was to make the people of Maidstone aware of the presence of the Railway at Tenterden. The Group was formalised in early 1975 and a chairman, John Liddell, was appointed; who to this day is still actively involved with the Railway. Also appointed was a Treasurer, David Felton, who remained in this post for the entire of the Group's existence. David was also the accountant for the Kent and East Sussex Railway from the mid 1970's to 1991. John Liddell left the Group in October 1985 when he moved to Tenterden, and since then there have been only three other Chairmen; Colin Edwards from the 15th October 1985 to 6th December 1989; Steve Thundow from 17th January 1990 to April 1994; and myself from 13th April 1994 until we disbanded at the end of December 2006.

Early committee meetings were held on a regular basis at John Liddell's home at Bower Cottage, Bearsted where a warm welcome was made to all and plenty of refreshments were supplied by John's wife Nancy. Then the committee meetings were held at Cliff Wickes' home until the end of 1998 and after that at various Committee Members home addresses.

From little acorns came much bigger things. Before the Maidstone Area Group came into existence, and before it became the environmentally friendly thing to do, Colin Edwards first carried out the collection of waste paper. At that time the paper was collected at Rolvenden and stored in the cab of locomotive No 24, which at the time was lying on the ground as the locomotive was

still waiting to be overhauled. Colin was one of the first Committee members and at his instigation the Group took over the collection of waste paper. At that time it was arranged for the paper to be stored in the Iron Mink 10ton wagon (No 120) at Tenterden, from which the paper was transferred into a trailer before being transported to either Aylesford or Sittingbourne, depending on which Waste Paper Company was paying the highest price. At this time Dave Brailsford supplied the trailer and tractor unit for the transport of the paper. But when the trailer unit became unroadworthy it was decided it would remain static at Tenterden and the waste paper would then be transferred to a lorry. Later the paper collection company (SCA) left a skip at Tenterden and once full the recycling company would exchange it for an empty one. In 1993 when the old lorry was exchanged for a metal container, it at least meant the waste paper was stored at ground level and not 3 feet in the air as in the past. For the last 18 months the Group changed to Aylesford Newsprint who use much smaller recycling bins. With this new arrangement it is possible for the waste paper to be placed straight into the bin, which has resulted in much less hard work for those who over the years have transferred many tons of waste paper from container to skip. Over the years the Group has collected over 1,533,000 kg of waste paper with proceeds in the region of £39,000 which have gone towards various projects or purchase of equipment for the railway. The Ashford Group have now taken over the management of the waste paper collection, so please continue taking your paper to Tenterden.

## **The Maidstone and District Bus Station**

In the late 1970's it came to the Group's notice that because of road widening the Maidstone and District Bus Station in Maidstone, believed to be the first in the world, was going to be demolished. The Group thought it would be a good idea if the bus station could be transferred to Tenterden.

After many phone calls the Railways' Board finally agreed for it to be used as a refreshment room or museum. However at that time most of the present Tenterden station area was being used a coal yard and there was no place for it to be erected or stored. After a frantic search a suitable, dry and secure storage place was found. The Bus Company agreed to pay £100 to help finance the project. All the parts were carefully tagged prior to dismantling and were then transported for storage. Over the years the dismantled bus station was stored at three different storage sites, as the landowners required the sites for their own use. Finally it was re-erected in 1986 at its present location in Tenterden. Most of the materials of the present building are original except for the roof tiles, which were sold off, as there were insufficient to cover the roof. As the internal area of the building was changed the original wood block flooring was removed and used for lighting up the locomotives but this literally backfired as the pitch that was on the blocks resulted in blocked tubes in the locos.

### **Model railway exhibitions**

In the 1970's the Group organised Model Railway Exhibitions with the first one being held at the Methodist Community Centre, Brewer Street, Maidstone and later in the Trinity Hall also in Maidstone. However due to roof leaks and poor heating the last one held there was in 1984. No further exhibitions were held until 1991 when the venue was changed to what was Oakwood Park Grammar School Maidstone. However due to the high hire charges the net profit for the two day event was just £27.05. So from 1992 until 2006 inclusive the exhibitions were held every year at Senacre Technology College (now known as New Line Learning, Senacre). At this venue all the exhibitors were given a two-course meal and members of the public could purchase hot and cold drinks, sandwiches, sausage rolls, cakes and confectionary. With the income from catering this paid for all the exhibitors' meals and was still able to make a total surplus of £2964.36. From 2001 the Group also had a tombola stand and this contributed £1932.80 towards the funds. From 2002 the Group also staffed the railway shop stand, as Tenterden were unable to supply any volunteers. All income from this stand was given directly to the shop.

Since 2000 the Group has also attended a number of other model railway exhibitions where they staffed the Railway shop stand with all income of £6456 going directly to the shop, as well as handing out timetables, Christmas and Thomas leaflets.

### **Kent County Show**

For many years the Group attended the Kent County Show at Detling. At these shows at various times the Group was able to arrange pump trolley rides on about 100 foot of track. In 1989 this pump trolley (see below) was the one that Roy Castle and the army used for the BBC television programme Record Breakers to obtain the world speed record of 38 mph. This was filmed on the Railway along by what was the crayfish farm. On another occasion it was possible to have Marcia on display, which resulted in very large crowds coming to see a full size engine in steam.

For some years too there were popular miniature train rides along a 130 foot track with engines being supplied by a number of people and clubs. However in 1998 the area which we had used for some years was not available and the only site we could have was unsuitable for miniature train rides.

At all the Shows there was also a sales stand with items being brought from the shop at Tenterden. In addition timetables were handed out as well as balloons imprinted with the Kent and East Sussex name.

### **Maidstone Carnival**

For several years the Group attended the Maidstone Carnival. In 1987 and 1988 the pump trolley was chocked up on a lorry so that it could be "pumped" The operators were suitably dressed in 1920 style clothing. In 1989 the Group had the use of Alan Firmin's lorry which was decorated with various scenes of the Railway's activities which included a laid up table with passengers being served a meal by a steward in full Pullman outfit, Santa trains, Filming and Schools educational visits. This float received a Gold Award in its class with the result there was a feature with a photograph in the Kent Messenger newspaper.

The following year the Group staged a Challenge Anneka theme so as to capitalize on the Anneka Rice popular television programme of the same name in early 1990



when Anneka was required to rebuild Northiam railway station and lines in three days. For over 90 minutes someone was running round the Carnival dressed up as Anneka with a camera man and sound engineer in tow. As it was a very hot day, "Anneka" finished up dehydrated and required attention from the first aid personnel. This entry to the Carnival received a silver award in its class. This was the last time the Group was able to attend the Carnival.

### **Pump Trolley**

The Group at one time acquired a derelict pump trolley which was completely rebuilt at John Liddell's home. For many years the Group took the pump trolley to many other venues other than those mentioned above, including school and village fetes, Sellinge Steam Festivals, North Downs Steam Railway, Sittingbourne and Kemsley Light Railway, Chatham Model Railway Exhibition, Wrotham show to name but a few. The track that was used was old track signal point rodding that was supplied by the Railway and the sleepers were made of 6" x 1" lightweight timber. At these events timetables and leaflets were handed out and on some of the shows a small sales stand was erected with items obtained from the shop. Any profit from this and the hire fee for the pump trolley went towards the groups' funds. The pump trolley was returned to the railway in 1992 as the cost of repairs to the trolley and to the trailer used to transport it to events was greater than the income it generated. Also there were difficulties in finding someone with a suitable vehicle having a towing bar; and the volunteers who were operating the pump trolley were not getting any younger.

### **Open evenings**

Over the years there have been 289 open evenings where there has been slide or film shows and, in the last 18 months some computer digital slides, covering railways or railway themes. The first open evenings were held at the Methodist Church Hall and after a few years these were transferred to the Kimberly Clarke Social Club in Tonbridge Road until it closed. From October 1993 the open evenings were transferred to the Tovil Working Men's Club. In its heyday there could be as many as 40 or more attendees at

each meeting but numbers have been gradually declining until on some evenings there would be fewer than 12 in attendance, when the income generated would not cover the expenses.

### **Outings**

In the 1980s and 1990s the group arranged a number of coach outings including going to many preserved Railways as well as to the East Anglia Transport Museum, Sir William McAlpine's Railway and Museum (where you could have a brake van ride behind an Austerity up a 1 in 14 incline), The Bus Transport Museum at Cobham and onwards by a London Transport RT bus to Ian Allen's 7<sup>1</sup>/<sub>4</sub> inch Great Cockrow Railway. In 1997 an outing was arranged to visit the railway at Maldegem Eeklo near Bruges but unfortunately this trip ran at a loss. However due to ever declining numbers these outings came to the end in 1998.

### **Other items**

For many years The Tenterden Terrier was supplemented by a second publication, the Rooter, which was aimed more at the working volunteer. A new editor was sought and two of the Committee members put their names forward; Steve Thundow and Trevor Wright. Both were appointed as joint editors in June 1988. The Rooter continued to be published until 1994 when due to the death of Steve Thundow and with Trevor Wright having moved to York, it ceased.

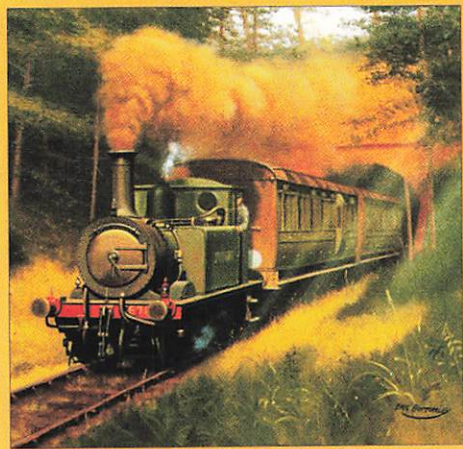
On 18th March 1989 some of the committee members with others, including the Clearance Department, dismantled the wooden shelter on the London bound platform at Headcorn Station and then carried the items across the footbridge, when trains were still running! In the car park it was loaded onto a trailer for transfer to Northiam Station to be erected on the up platform. Unfortunately the components lay there for some years and it became too rotten for erection. To this day there is still no shelter on the up platform.

In 1990 the Group, with help from some of the wives, fully staffed a very successful evening Pullman Train.

All in all the Maidstone Group has over the years provided a great deal of useful funds and contributions to the railway and, most importantly provided participants, with much comradeship and fun.

# Book Reviews

## *An Illustrated History of the* **KENT & EAST SUSSEX RAILWAY**



*John Scott-Morgan*

OPC

*An Illustrated History of the Kent & East Sussex Railway. John Scott-Morgan. OPC. Price £19.99. ISBN 0 86093 608 2*

John Scott-Morgan is a great collector of photographs, particularly of light railways, and caught the bug on this railway (see his article 'Hunting Down the Past' elsewhere in this issue). He has produced several volumes of photo albums on the Colonel Stephens railways and has done them, and us, great service by them. Now he has produced a handsome volume devoted solely to the K&ESR dedicated to the first producer of a picture book on the Railway, John L Smith (of Len's of Sutton fame) and some of our early pioneer. The vast majority of the photos date from the 1930s to the 1950s but the volume is none the worse for that. There is no unnecessary lingering on dereliction and decay just a simple tale of a simple if distinctive line going about its daily business.

The book is set out with first a trip along the line with some informative views of all the stations and their usage. Then illustrations of the rolling stock, followed by the line after

Nationalisation and finally short and interesting photo essays on the last trip from Headcorn Junction, the last day of passenger services and Dismantling.

But do not be fooled though by the 'History' in the title\*. It is a photographic journey through the years and the only written history is in the Introduction and the captions. If you need a history read Stephen Garrett's excellent short history of the line still available from Oakwood Press; or wait for Brian Hart's imminently forthcoming, and expected to be definitive, volume from Wild Swan. In truth the history and accuracy of the commentary is Scott-Morgan's weak spot. Particularly surprising was the misdescription of the first and second K&ESR Ford Railmotors on pages 74 and 75 coming from the joint author of the largely definitive, and still available, book on these Railmotors.

OPC have done his collection proud in a large format hardback which sets the photos off to advantage, although in the reviewer's pre-production proof copy the reproduction of the potentially useful drawings of buildings was far from satisfactory.

Well worth a place on any library shelf, just forget the history bit, and glory in the images of our railway's past.

BMJ

\*The author has now told us that this is the Publishers title. His was the accurate 'Rails in the Rother Valley' - Ed.

*The Selsey Tramway: Volumes One and Two by Laurie Cooksey, published by Wild Swan Publications. Price - Volume 1 (ISBN 1 905184 15 8) £31.95, Volume 2 (ISBN 1 904184166) £29.95*

The Selsey Tramway was perhaps the most eccentric of all the Colonel's railways. For a start, it was not even officially registered as a railway until 1924, by which time its unreliability and shabby appearance was the butt of many a local humour. A breakdown would often lead to the suspension of the service for the day, whilst one of the stations (Ferry) was described as 'a cross between a cow shed and a kennel'.

So sadly, the great hopes for the line heralded at its inception were never realised,



although up to the Great War it was reasonably successful. The first scheme to link the Cathedral City of Chichester to the small seaside village of Selsey at the foot of the Manhood peninsula was promoted by the Selsey Railway & Pier Company in 1888.

The failure of that plan led to the formation of the Hundred of Manhood & Selsey Tramway Company in 1891. A tramway company had been formed to enable the line to be free of the expensive legislation applied to railways, and to allow it to cross public roads without the need for level crossings (the line did not officially become a railway until the company was reconstituted as the West Sussex Railway in 1924).

Colonel Stephens was appointed engineer to construct the line and he engaged Mancktelow Brothers of Horsmonden as the contractors, who provided their customary corrugated iron stations; giving the Selsey very much a 'Stephens' feel.

Traffic commenced on 27th August 1897 (although the line was unfinished and the first train was late) and passenger and goods revenue were initially encouraging. The Company was solvent enough to repair the line in 1910 after it was damaged by flooding, and Stephens indulged in his favourite pastime of planning extensions; this time to West Wittering and West Itchenor.

The extensions were never realised, and in the face of increasing road competition passenger traffic declined sharply after World War One: from 102,292 in 1919 to just 13,416 in 1931. In that year the line went into receivership and the end was nigh. By late 1934 there was only one train per day and closure finally came on 19th January 1935.

There have been a number of previous books on the Selsey Tramway, but with these two volumes Laurie Cooksey had provided the definitive history. Laurie's previous work on the Rye & Camber Tramway is highly regarded and with these two volumes he gives us the same detailed, but highly readable, text supported by maps, line and station diagrams and a superb range of photographs. Inevitably some have been seen before, but many haven't, and they are all superbly reproduced. Volume One of the two books covers the history of the line, while the

second one details the course of the line and the stations, and also the locomotive, railmotor and carriage and wagon stock.

The only possible grumble with the books is whether they could have been combined into one £35-40 volume rather than two costing £60. Nevertheless, they are both essential purchases for those interested in the history of the Colonel's empire and come highly recommended.

ME

*"Locomotives in Detail" by Peter Swift, No 6. Maunsell 4-4-0 Schools Class. Published by Ian Allan Publishing. 2006. ISBN (10) 07118 3178 9. ISBN (13) 07118 3178 4. Price £16.99.*

If one of your favourite locomotives is the Schools Class of the Southern Railway and you do not have much information then this book, even though primarily aimed at modellers, is the one for your collection.

It is comprehensive, covering all 40 locomotives, all the tenders, modifications, and the different liveries that they carried. It also gives a good account of the conception of this class of locomotive and its place in the history of the Southern Railway.

There are a total of one hundred and seventy eight photos, one hundred and forty two black and white of the Schools, with five of other locomotives, and thirty one in colour. Generally the photos are good but some of the coloured ones are not very sharp, maybe the sign of the times when they were shot.

For modellers in the 4mm and 7mm scales this loco must be a very difficult one to model, with small rivets round the smoke box, and the tight clearances of the connecting rod to the slide bars. For just how tight they are in full size see page 83.

How well we remember the Schools class even after they left their primary home on the Hastings line. They would give a good account of their power, comparable even to a Bullied Pacific, on a train like the Man of Kent up from Folkestone Central to London Bridge, 80 minuts with eleven coaches on. The only regular service train fast through Ashford, apart from the boat trains. A great pleasure for me to see during the time I worked in Ashford Works.

DRS

## 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 plead 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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