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Tenterden Terrier



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FRONT COVER

J15 on Tenterden Bank,
Sunday 6 May
(John Rose)

BACK COVER

No 8 leaves Bodiam for
home with the mixed
(Ian Scarlett)

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Contents

Editorial	3
Lineside News	4
Commercial	4
Locomotives	9
Rolling Stock	11
Way & Works	13
Groups & Associates	15
People	17
Company Secretary's Notes	18
Letters to the editor	22
J15 Visit	24
Colonel Stephens' Weekend	26
Starting	28
Sidelines	29
A Visit to K&ESR in June 2024	30
300 Club	32
A Pioneering Carriage – 25 Years of 'Petros'	33
Caption Competition	36
What's in a Name?	37
Music and the Selsey Tram	40
The Colonel's Circle – Henry Montague Bates	41
Book Reviews	44
Organisation/ Notes for Contributors	47

Editorial

The Fun Factor

After the excitements of returning to Bodiam and daily running of trains in 2000 and 2001 commercial realities hit us, we were peering into the abyss as the debts mounted, the banks closed in and insolvency could be tasted. A somewhat dour if essential period followed when every penny counted and staff and volunteers set too to rebuild the charity's finances. It may not have been yelled from the rooftops but at the end of June we passed a very significant step on the upward road when the repayment of the 'Northiam Bonds' was achieved. We are winning the battle to repay past expenditure, and, yes, rectify past mistakes.

The hard work and skill that have brought us to this position should never be underestimated. It would be invidious to pick out individuals but the few are, we hope, aware that, however underappreciated they may sometimes feel, those of us in the know are deeply grateful and beholden.

Whatever happens we must make sure we enjoy ourselves. We are now able to contemplate the financial risk of some,

essentially, fun events. The First, the Terrier event was not only fun it was profitable; and the Colonels Stephens event this year was just as good, if less well attended. Of broader passenger appeal the 40s event and the now well established Country and Western weekends organised by Phil Wood are fun (for some); although a 60s weekend would be better for this pensioner (event organiser required!).

In this Tenterden Terrier the General Manager has given us a highly speculative article on how a visit to the railway might look in 2024, 50 years after reopening. 2024, you say, too far ahead to concern us. Well the editor is a C&W volunteer in his spare time and in one of those fag packet (scraps of paper since the smoking ban!) calculations we make in the mess it emerged that if the present aging staff all make a hale and hearty 85, give or take, (and there is no silly ageist ban) then we might, just might, be completing the restoration of the last carriage waiting in Bodiam head shunt by 2020. Providing of course Mark 1 tin worm can be held at bay and the vintage coaches find shelter. Some thought this much too optimistic.

Let's have fun for the next 17 years and achieve our own version of the GM's vision without wearing ourselves, or the railway, out. Then 2024 might be a very good year.



The Colonel Stephens Mannequin in the Museum Office (Phil Wood)

Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

General Manager's Notes

Following the appointment of Tim Hockney as Project Manager (Rolvenden) we are now looking to complete the compliance issues of our Planning application for the field. It now should not be too long before we see the container park ready for use and a staff car park in the field. (Welcome Tim)

We have changed some of the signage at Rolvenden, with the result of the temporary event boards being at a slightly lower height, which makes them safer to change. The "Turn Left" signs for Rolvenden and Cranbrook Rd are being replaced. Thanks to John Liddell and Meg Gooch for their work on these. The new welcome board at Tenterden with information about locomotives seems to be well received. The information cards are replicated at Rolvenden.

The Tuesday Group have done some great work at Wittersham Rd but we still need a Station Agent to keep the place tidy.

We also need to put some added focus back into Northiam. There have been days on which we operate where there are no members of staff present, and the station looks a little unloved. Northiam needs an active team to ensure the station is open for business for tickets and catering on a small scale. Every team needs a leader too. Can you help?

Events

Easter was a very poor start to the season. There is debate about should we do something extra or not? The decision is whether the extra expenditure on what we give away, and the cost of organizing it, make any special activity worthwhile. Three years ago it was felt it was not worth the effort to put on extra activity at Easter.

Gala Weekend. Comparison with the previous year's Terrier Fest is not reasonable but all who came enjoyed seeing the J15 in action, and the railmotor, not to mention the arrival of the Colonel. Thanks to those who grasped the nettle of ticket control. Some staff were unhappy about the ticket pricing policy. As always if you wish your opinion to be noticed, don't stand back and criticize, get involved. The operating dept did a terrific job in running to time across

the weekend. We need a theme for next year the only idea active so far is K&ESR in 1958! If you have a better idea then please let the commercial team know.

The **Country Music** weekend was a success and attracted 763 passengers. Many more purchased platform tickets to enjoy the live bands and on Saturday evening the top country band, The Hayleys, enjoyed a good crowd. The event coincided with the Sussex tourism initiative, 'Sussex Big Weekend' through which we promoted travel from Northiam Station. This no doubt contributed to the crowd at Tenterden in a small way but nowhere near on the scale that the Kent version did a month earlier where the 100 rover tickets on offer were snapped up within two hours of going live online.

Many may have wondered why 12 May was scheduled as a non-operating day. This was because 800 cubs and their leaders descended upon us for a return ride to Bodiam as part of the ongoing centenary of Scouting celebrations. This tremendous day happened as a result of a conversation Dave Stubbs had with staff manning a stand next to ours at the 2005 Kent Show at Detling. Meticulous planning by the Cub Scout leaders ensured a memorable day was had by all.

Our hugely successful **40's Weekend** in May has ensured its place in next year's calendar. Having attractions at both ends of the line made for some very busy trains. A queue at the refreshment rooms that stretched out the door for most of the day ironically for some resembled the days of rationing. Deliberately planned to make maximum use of the infrastructure remaining from the 40's weekend, the Evacuation Week, primarily an educational event, attracted around 1000 school children from 16 schools. Children were encouraged to examine and experience the social upheaval that evacuation inflicted and were ably assisted in this by 'real' evacuees many from the Evacuee Society. It is an event that we are able to perform so well and it attracted some good media coverage whilst upholding our commitment to education.

For the second year running the **Artist's Days** attracted a good number of entrants significantly up on the 2006 figure. Remember to put the



Pictures by Phil Wood, Ann Quarterman and John Liddell



weekend of 18th & 19th August in your diaries for the exhibition and sale of work. The standard is very high and there's every opportunity to buy a unique piece of artwork, many framed to adorn a wall, with a picture priced to suit everyone.

And so to **Thomas**. As well as the little blue engine we had a little green engine, Percy, visiting in June that was a hit with staff and visitors alike. Although compared with the 2006 event the weekends showed a decline in visitors of 8% this was in some way compensated for by a rise in ticket price. The ticket revenue and associated income through the shop and catering outlets would be impossible to replace so Thomas is here to stay.

Catering

An excellent start to the season saw budget targets largely met or exceeded. Sadly however the June 'Thomas' event fell below expectations and catering receipts were largely static, not helped by the failure of the soft ice cream machine. A replacement was procured for the second weekend and was worked hard by Calan Weller with assistance from Jonathan Cooper. Well done to these two rising stars who managed to sell out our entire stocks of mix. Following the departure of the Tram, a store was provided at the rear of the site to house the BBQ, event and miscellaneous commercial items. In true K&ESR tradition, this is already full to capacity.

The improved Station Refreshment Rooms menu offering has met with some success, homemade cakes in particular selling extremely well. Local products are featured wherever possible, including organically grown potatoes from Morghews Farm, situated alongside the line between Rolvenden and Wittersham Road Stations. Despite previous reports, public demand ensures chips and beans continue to feature!

We are again hosting a number of work experience students. Although this places great demands on management time, it is pleasing to report that most students have proved interested and enthusiastic: particular mention should be made of Daniel Edge from the Towers School, Ashford who demonstrated what a difference just one individual can make.

In conjunction with our colleagues from the Shop, a small range of confectionary, ices, wrapped products, hot and cold drinks are now being offered from the former Parcels Office at Bodiam Station. Although our time of peak demand has yet to arrive, it would appear to

have met with some success and favourable comment has been received from our customers. Some small equipment investment has also been possible for a similar outlet at Northiam Station, although work is still required to the buffet area before opening can be envisaged. Offers of assistance will naturally be very welcome!

Wealden Pullman

The Pullman continues to run at capacity, with little remaining available for this season. As a result, it has been necessary to plan the 2008 schedule earlier than hitherto in order that it may be released for sale within the next few weeks.

The previously mentioned "interesting challenges" facing the Pullman team this year apply particularly to the 27th July. Two charters, each catering for in excess of 90 covers are planned, with just a short period of frantic cleaning between them. It has been commented that, like a swan, all appears serene on the surface whilst unseen frantic efforts take place to ensure all is in order!

As a matter of interest, gratuities are collected into a separate fund that are used solely for improvements to the train and associated infrastructure. On average £5,500 is collected each season. Recent purchases include new heavy duty EPNS "lighthouse" condiments, food processing equipment, a new commercial grade range and combination inverter/charger units. The latter have successfully eliminated the embarrassing situation where we would run out of electricity during the evening!

Whilst we are delighted by the new faces who have joined us recently, further members are urgently required to deliver this, our premium product. Full training, uniform (where applicable) is offered, you will be made most welcome! Contact Meg Gooch at Tenterden Town Station on 01580 761166 or email meg@kesr.org.uk

Shop

Following an encouraging start to the year, the unseasonably hot weather in April was a catalyst for a flat month in the shop. May was much better, and only just fell short of budget. This would have been comfortably met if the Colonel Stephens' Gala had reached the spending heights of the Terrier weekend of 2006.

The Colonel Stephens event saw the opening of the Bodiam shop/refreshment outlet, which has proved to be a useful asset to both visitors and staff. This will be manned every weekend (and midweek special events) up to the Hoppers event, plus every day in August depending on

the availability of staff. Our new shop volunteer, John Weakley, has kindly agreed to man the Bodiam shop on a number of days. Thanks are due to Andre Freeman, John Miller, John Liddell and the Bodiam station staff for their assistance in the establishment and running of the Bodiam shop.

New lines in the shop include a Dapol 00 gauge Pride of Sussex box van. This was due to have been joined by a Rother Valley Railway five plank wagon, but a mix-up at Dapol means that this will not be out until September. There is also Brian Janes' excellent 'Colonel Stephens – A Celebration' booklet, three new K&ESR greetings cards by Robert Hersey, 2008 calendars and the limited edition Pannier Appeal mirror.

The June Thomas saw a 3% improvement on the corresponding 2006 event. This was not a bad result considering the non-appearance of Christopher Awdry due to illness, the 'Drusillas Effect' and a poor second Saturday due to low customer levels. Spend per passenger in the shop proved healthy on all four days.

The shop is most fortunate in having a splendid group of volunteer staff who ensure that the Bodiam shop and events such as Thomas are always well manned.

Museum

The main event had been the arrival of Colonel Stephens on 25th April. Not alive of course but a very life-like model made by Gems Studio of

London. He sits at his desk having just signed a letter and when a visitor approaches the window his head is designed to turn to see who is there. There have been some gremlins in the mechanism, when on occasions his head has turned 180° and we have found him facing the bookshelves behind him! We hope to solve this problem soon. There is no doubt that having the Colonel sitting at his desk does complete the office display.

This year the charge for an adult admission was raised for the first time for six years to £1.50. To some extent fears that the increase would deter visitors has been borne out by the figures. To the end of May adult visitors were 1036, down from 1440 for the same period last year, though admission income was £1646, up £130 over the same period.

However the situation is complicated by the unprecedented number of arrangements this year where admission is inclusive with train fare. An additional 893 adults were admitted on this basis – how many would have paid? These are separate from the 67 complimentary tickets issued to members etc.

Bodiam

Since March the maintenance team has been concentrating on repainting the outside of the station building. By early June nearly all the flaking paint had been removed from the corrugated cladding and painting of the canopy was well underway.



Teamwork: The Museum volunteers at their annual get together in April. Back Row; Philip Shaw, Brian Hayward, David Swan, George Hoekstra, Brian Janes, Douglas Edwards, Brian Greenhow, Michael Clifton, Henry Edwards. Middle Row; Dave Strivens, Pam Stevens, John Miller, Sheila Stevens. Front Row; Richard Wall Michael Darby, Felicity Edwards, Elaine Janes, Joan Greenhow, Jim Price. Lurking in the Museum shadows is Ken Lee and behind the Camera John Liddell



No 22 receives its new Southern "Sunshine" livery at Rolvenden, 16 June. (Ian Scarlett)

The post and rail fences at the entrance and at the back of the platform have also had their first repaint in six years.

A drainage ditch has been dug along the southern boundary of the paddock with the objective of diverting surface water from the neighbouring field away from our land. Hopefully this will make the paddock less of a quagmire after heavy rain.

So far two cubic metres of mixed grit and loam have been used to level the dips and ruts in the picnic area. This should be of benefit in particular to the beer tent at hopping weekend.

An impressive display was put on by "Easy Company" re-enactors at the 40's weekend. With their vehicles weapons and associated equipment. They camped on the site as later did a group of scouts who even had their own pile of timber delivered for a weekend camp fire.



Chimney repair to No 3. (Paul Wilson)

There was a little bit of drama at the end of May when colonies in both beehives divided. The first swarm got away but the beekeeper was in time to capture the second swarm to inhabit a new hive. The honey sold in the railway shop comes from the same stock which includes the honey produced at Bodiam.

The maintenance team gave up occupation of the goods office in April, which had been used as a workshop since the station opened in 2000. After a clean and limited redecoration it opened in early May as a branch of the railway shop manned by shop staff.

Pannier Appeal Report

The most recent development in the Appeal for funds for the purchase of Pannier Tank Engine No.1638 has been the launch of the draw, which we referred to in the last report. The draw offers generous prizes and tickets are now on sale. You will find some tickets included with the letter enclosed with this edition of the 'Terrier'. You are invited (of course without any obligation) to purchase the tickets yourself or to sell them for the fund. Further supplies of tickets are available from the Appeals Co-ordinator and completed counterfoils, and proceeds should be returned to him at the Railway by 30th September 2007.

Draw tickets are also being sold at Tenterden station and on trains from time to time, volunteers who are willing to assist with ticket sales are asked to contact the Appeals Co-ordinator. A particular success has been the sale of draw tickets to passengers on the Wealden Pullman and thanks are due to the Pullman team for their assistance with this. The rate of donations to the Appeal has reduced considerably in recent weeks and, with some notable exceptions, the level of donations has proved disappointing. If you have not yet donated to this important project, please consider doing so. Remember that if you fill in your details on a Gift Aid envelope, in most cases, the fund can recover the tax on the amount of your donation.

We are still seeking sources of funding for the Appeal through business, local government and other agencies and suggestions in these areas will be welcome.

At the time of writing, the Pannier Appeal fund, including donations, anticipated Gift Aid recovery and draw ticket sales, has exceeded £20,000. With the help of members, supporters and visitors, we aim to increase this sum considerably over the remaining period of the Appeal.

LOCOMOTIVES

Steam

No 3 'Bodiam' (32670) - Now settling down into regular service. A crack in the chimney was recently discovered which has been repaired by a specialist contractor. 3 is proving to be a very popular loco with crews with its free steaming and good running qualities.

No 8 'Knowle' (32678) - All the new boiler tubes are installed and expanded to fit. The firebox ends are being beaded over. When this and some other firebox works are completed the boiler will be given an hydraulic test under the scrutiny of our boiler inspector prior to a steam test.

No 11 'P Class' - In service and performing well.

No 14 'Charwelton' - Reassembly work is held up pending resource and completion of other tasks.

No 19 'Norwegian' - Work on the boiler is progressing with new stays being fitted. John Houselander and Chris Greatley are attending to the removal of the old smokebox which had become very thin. New plate has been formed

ready to fit. The new tyres are being fitted and, all being well, the wheels will be back on the K&ESR sometime in August. The frames are being carefully measured for remedial work to the axleboxes.

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. Kevin Jones has worked hard to repaint the engine in far from ideal conditions and the result is excellent. Meg Gooch is applying the "Southern" lettering to the side tanks and the number "65" to the cab sides.

No 23 'Holman F. Stephens' - In service.

No 24 'Rolvenden' - Recently passed its annual boiler exam and in service. Due to the fact that 1638 is not in service 24 has been pressed into service but with a limit of 4 coach trains.

No 25 'Northiam' - In service, presently in its guise as Wilbert. As soon as the Thomas event is over a washout on the boiler is due.



Percy with Annie and Clarabel during June Thomas event. (Ian Scarlett)



Coach 64 with new yellow lining at Tenterden. (Phil Wood)

No 30 1638 - Lack of department resource has necessitated the loco being sent away to a supplier to rectify problems with the axleboxes. At present all the wheels are out and the axleboxes are being machined to fit as well as repair damage where the white metal has been squeezed out. The lubricating pads will also need repair as they are a poor fit in the housing and as a result do not properly contact the bearing surfaces to maintain a supply of oil.

For the June Thomas we had a visitor in the shape of **Percy**. Percy is an 0-4-0ST built by Peckett to its standard W6 design (works number 1738/1928) which has a home base at

Titley Junction station, a private site in Herefordshire. It was formerly kept on the South Devon Railway.

Diesels

No 20 GWR railcar - All external roof vents have been grit blasted and powder coated grey ready for fitting at a later date. The interior ceiling vents have also been grit blasted but will be painted later once the correct ceiling shade of cream has been determined from research.

The first of the two engine radiators has been re-assembled with new stainless nuts and bolts. A nominal pressure test will be applied to



Restored interior of third class compartment in Birdcage coach. (John Rose)

ensure no leaks are apparent followed by fitting back onto the railcar.

Production of the eighteen replacement valance panel wood frames is in hand. These will then be clad with galvanised sheet steel and fitted below the main frame to cover the mechanical components, engines, radiators gearboxes etc. etc..

The laborious task of replacing the original plate glass of the window top lights in the passenger saloons with safety glass is now in hand. The sourcing of replacement brass screws damaged while dismantling the window frames has also been resolved.

No 40 'Ford' - In service

No 41 'Ruston' - In service

No 44 (08108) - The class 08 locomotive D3174 has accumulated over 1000 operational hours over the last 24 months even though it was in desperate need of an overhaul. It has been used on all types of duties and has even been used for the Pullman dining train. This is truly a testament to British Engineering that the loco has given 100% availability.

The loco has now been withdrawn from service for a well-deserved heavy overhaul. Initial work will involve the diesel engine being removed to enable the repair of the cracked engine mountings. The aim is to restore to pristine condition acknowledging it is the star "Devious" at "Friends of Thomas" events.

No 46 D2023 Class 03 - Treats' main project over the last 3 years has been the overhaul of the Class 03 D2023. The loco has had a complete external and driving cab re-paint with the refitting of the original marker lights. This has really transformed the loco to as built condition. We have also completed an overhaul

of the running gear, coupling rods, controls and brakes. Maintenance manuals and driving instructions have been prepared so that following re-commissioning the loco should now be in service.

No 49 Class 14 (14029) - Recently arrived back having finished a long stint on the Channel Tunnel Rail Link. This loco augments the 33 as a class 5 standby in case of steam loco failure.

33074 - In service

Class 108 DMMU - The Bodiam end car M50971 has had an external clean and re-varnish. Subject to shed space, the second car M51571 will also be given the same treatment during the year. We aim to complete the refurbishment of the interior of car M50971 when conditions and use allow.

TRAMM - This has been used for numerous duties including the lifting of the cooling radiator from the Class 08 loco.

07 Tamper - April 2007 saw the arrival of a Plasser 07 Tamping Machine. This machine arrived on the K&ESR in full working order having undergone an F exam. Following service checks the machine was fully tested by tamping about 1/4 of a mile of line at 3 locations, Padghams curve, Sewage works straight towards Willow curve and immediately below Cranbrook Road, with no problems.

Cranes

No 133 '10t Taylor Hubbard' - In service

No 151 '36t breakdown' - In service. This machine was recently used to restore one of our containers to a level position as it had sunk badly along one edge. A future lift for it will be the engine of the 08 shunter which has to come out as part of the overhaul.

ROLLING STOCK

Mark 1's

K&ESR No. 64 (TSO) has been repainted and a rusty area at the bottom of one door patched. This work should see the vehicle through the next couple of years until its general overhaul is due. On this occasion a variation on the K&ESR bottle green livery has been tried out. In an effort to brighten up this in-house style a slightly lighter shade has been used and a yellow line, edged black, applied at waist-rail level. This replaces the 'straw' shade used previously. The stock number is also now in yellow.

The roof of **K&ESR No. 86 (CK)** has been repainted which, as usual, was a relatively quick job which went a long way to tidying up the

overall appearance of the vehicle.

Pullmans

Pullman car **Barbara's** roof, which had suffered from the overhanging trees near the Pullman dock has been given a fresh coat of white paint. A new rainwater strip was fitted at the same time. Patch painting has been completed round the oval window on the 'north' side of **Theodora**. Negotiations are in hand to include repainting of both Pullman cars in the 2008 work schedule (which with the popularity of the dining service, and the high standard of work necessary, is not as easy as it sounds!).

Vintage Coaches

London Chatham & Dover Railway three

compartment brake (SE&CR No. 3062, K&ESR No. 98) has received new panelling on one side and both ends of the vehicle. One side duckett has been rebuilt which, with the various curvatures, set Ken Lee something of a problem, albeit one which was successfully overcome. Interior paint is being burnt off using hot air guns. As usual with any paint applied 100 plus years ago the lower layers have proved to be stubborn but we are getting there. Repairs to the build rail particularly the corners, are well in hand. No. 3062 is presently sitting on an accommodation underframe. Its eventual ex-PMV lower half is outside the shed on No. 3 road where it is being stripped down ready for shortening and general renovation

The Birdcage (SE&CR No. 1106, K&ESR No. 61) continues to progress well. All exterior panelling and moulding now complete. Refurbishment of the doors has commenced and replacement glass obtained for these. The junk has been removed from under the vehicle ready for guard's brake end bogie to go back in and Ron Nuttman is working on the brake gear ready for reassembly. The interior is shaping up very nicely and some of the eventual splendour is becoming evident. Julian Coppins's work on the veneer is nearly complete. This really is a pains taking task and Julian's skills are more than evident. The seating has been taken out of store for assessment.

SE&CR Family Saloon No. 177 (K&ESR No. 84) has received additional attention to its brake

rigging. New flame cut components have been obtained for the 'Headcorn' end brake rigging. These were not involved in the incident of August 2006 when a rod broke but renewal of items has continued as a matter of prudence. Once again, thanks are due to Adrian Landi of the Loco department for his 'coded welder' skills. It was only necessary to take the Family Saloon out of service for a short period whilst the new parts were installed.

SE&CR No. 2947 (K&ESR No. 88) has now been in service for 12 years although it has been reupholstered and repainted once during that time. The coach was taken out of service at the end of May and is receiving a thorough overhaul at the time of writing. Work is concentrating on the body, various body panels having been removed ready for replacement. The glorious SE&CR livery is again to be applied and the opportunity is being taken to correct the inevitable wear and tear to the interior. It is intended to get No. 2947 back into traffic for the last few weeks of the main season.

Following the discovery of 'no juice' during a two monthly routine examination, new batteries have been fitted to the L&NWR balcony saloon. (LMS No. ED 33, K&ESR No. 82).

As No. 2947 has only taken up half a coach length in the carriage shed, so the other half has been available to TREATS for their overhaul and repainting project on the Class 08 diesel shunter.

No 25 runs round at Tenterden. (Phil Wood)





No 25 approaches Cranbrook Road level crossing. (Rod Spratling)

WAY AND WORKS

S&T

The main focus of the department's work during late February and into the spring has been alterations at Orpin's curve to the signalling cables and mechanical connections of the ground frame. The construction of an open ditch as part of the PW relaying works necessitated the relocation of the trap points drive, and renewal of the multicore cable around the curve which had suffered water ingress. Along with this the opportunity was taken to install point detection on the siding points. Two further "white period" Monday / Tuesday opportunities were taken to prepare two further sets of points for the installation of track circuits at a later stage.

By the time you read this, the derailler, track circuit and route holding arrangements at Tenterden will have been brought into use, following their approval by HM Railway Inspectorate.

On the buildings side, new stairs have been fitted at Wittersham Road to replace the existing which were showing severe signs of rot in places, and the rear corner post of Tenterden box has had a new piece scarfed in to replace a sizeable area of dry rot.

The overhead line section has also been busy, with the replacement of 4 poles, including the "terminating" pole at the Rolvenden end of Wittersham Road – this is more difficult than changing an ordinary or "intermediate" pole, as the wires have to be re-terminated to the new pole before the old pole is removed. This normally requires this work to be carried out during days when the railway is closed. Additionally the Wittersham up train waiting treadle has been moved 2 poles away from Wittersham and over the last year new overhead wiring has been installed between Tenterden home signal and the train approach treadle and now awaits final commissioning.

The Wittersham Road to Northiam section of the former Omnibus circuit has been removed.

Forestry and Conservation

Work has continued between Hexden and Rother Bridge, this has been extremely slow due to the amount of bramble hawthorn which has had to be removed to allow for new fencing to be erected. Where necessary all stumps which are on the fence line, or close to the track are treated to stop regrowth. Any mature trees which are in good condition, have been lightly pruned. During this work period we have made

good use of the rebuilt line side hut. Both during the very hot weather and then again more recently the odd downpour to give us much needed cover. During the running season we have been able to book the train to pick us up in the afternoon, which is a very welcome relief after a hard days cutting down and burning of bramble etc. On the 18th June we carried out a nuisance prune from Cysters Curve to Rother Bridge, this was to remove branches that were scraping coaches.

Our work between the two bridges is nearly completed and we can see Rother Bridge. On our last visit 22nd October I had a close encounter with a grass snake as I was walking along the trackside, thankfully he appeared more frightened of me than I was of him, and quickly slid off the track area into the undergrowth.

Our future work sites will include Rolvenden carrying out clearance to occupational crossing areas to create safe site lines. Also Tenterden bank thinning out and cutting back overhanging foliage as required again including occupational crossing areas used by the public.

If anyone has a spare Sunday and would like to join us please contact Peter Thorogood telephone 0208 859 5082 . We urgently need more help as the bramble and other unwanted foliage is growing a lot quicker than we can deal with, so please ring soon!

Tuesday Group

We have continued to work on the station building at Wittersham Road and this has now

been finished with a great deal of replacement wood and many coats of paint in the process.

We have had a partial clear up of the entrance to the site at Wittersham Road. The old wooden building just inside the entrance which has been steadily falling apart over the years has been dismantled. The lamp hut has been given a coat of black paint. The remaining problem is to get rid of the eyesore and very rotten blue container which is just inside the entrance gate on the left.

At the end of February we dismantled the old Crossing Keepers hut which had stood by the track for many years adjacent to Cranbrook Road Crossing. It was a pity as this building had some heritage but when inspected it was very rotten and in reality beyond economical repair, so the decision was made to demolish it.

A section of fencing has been repaired and replaced on the railway boundary in Rogersmead. While all this was going on work was continuing on repairing and repainting seats at Northiam and repainting the crossing gates and targets at Wittersham Road.

A new entrance gate and some fencing has been erected to protect the rear entrance at Tenterden Station and, hopefully, make the site more secure if kept closed when not in use.

Some tidying up and repainting has taken place on the Pullman Dock.

Next time you drive away from the Tenterden car park have a look out for the heritage level crossing sign that has been put up on the left



Teamwork. The Tuesday group at the restored Wittersham Road station building. L-R: Ray Eves, John Cheswright, Graham Hopker, Norman Bowden, Humphrey Atkinson, Alan Goss, Mathew Burrows, Mark Taylor, Ron Dunn, Richard Smith, Dave Brown, Tony Monk, John Rose. (Robin Dyce)

adding extra atmosphere.

We are again attempting to set-up a Monday Group to be based at Tenterden. If anyone is interested they should contact Stan Kemp, Volunteer Support Officer, via the Tenterden Office.

Gardening Group

With the mild winter and warm Easter, followed by plenty of rain, the weeds have really taken over the railway gardens and the grass at all the stations is very long and lush.

A great deal of time has been spent trying to get Tenterden as tidy and colourful as possible for the passengers to enjoy and we seem to be winning to a certain extent.

Time has been spent at Wittersham Road and 3 new planters have been built along the platform. Rabbits are a problem but, hopefully, we will find plants they do not eat! The planters improve the overall appearance of the platform and make the station look a little more cared for.

During May two brave people joined the Gardening Group – Paul and Brenda Tanton Brown. Paul is certificated to use various tools so this summer it is anticipated that we will get on top of all the hedge and grass cutting. Brenda assists with weeding when she is not needed to help Paul when he uses machinery.

In order to create gardens in keeping with the heritage theme, the Station Master's vegetable garden has been planted again at Northiam and tomatoes have also been planted in the new picnic area created after the removal of the tram at Tenterden.

Already this year a number of very acceptable comments about the gardens have been received which proves they are an integral part of the general ambience of the railway. It makes it all worthwhile!

With gardening nothing stays still and we hope everyone notices the work we are putting into improving the overall appearance of the gardens of Tenterden, Wittersham Road and Northiam.

A big thank you has to go to Mr and Mrs Tony Pratt for all the plants they have very kindly given to the Railway. The perennials have gone a long way to filling the flower beds around the whole Railway.

The trees planted in Rolvenden Field, with the help of the Tuesday Group, are surviving well and a morning was spent strimming around the trees to give them light and room to breathe. More trees and shrubs will be planted later in the year as part of the on-going planning application.

It is that time of year again when we ask for help with watering the tubs and buckets around Tenterden and Northiam Stations. A watering can is available from the Station Master's Office at Tenterden and there is one kept in the toilet for the disabled at Northiam. If you have a few minutes we would very much appreciate it if station staff could tip water into the buckets, tubs, etc., the plants would also appreciate a drink!

If anyone has an hour or two to offer and would like to come along and help keep the gardens weed free we will be very pleased to hear from you. Please ring Veronica Hopker on 01303 862811 or email veronica@hopker2.freemove.co.uk.

GROUPS & ASSOCIATES

Ashford Area Group

In June we were invited to join The Railway Correspondence & Travel Society on a visit to Mangapps Railway Museum. This proved to be a very interesting and educational visit. We do not meet in August but our indoor meetings continue, commencing at 7.30pm, at the Railway Club, Beaver Road, Ashford on the following Wednesdays:-

19th September – Members Slide & Digital Show

17th October – Film Show “Railways of the Southern Region – Past & Present” by Peter Gilbert.

21st November – “Boat Trains & Channel Packets, 1840 – 1990” slides & talk by Bob Ratcliffe

If you are joining us on our trip to the Froissy Cappy Dompierre Railway on 30th September;

do not forget your passport!

Please contact any committee member if you could display our posters. Ted Micklam 01233-503999.

News from the CFBS – Philip Pacey

2006 was another successful and indeed (thanks to the ‘Fête de la Vapeur’) record-breaking season for the CFBS. A total of 129,459 tickets were sold, compared to 123,942 in 2005. Of these, 6,502 were sold during the Fête. The total was achieved despite mixed weather and the possibility that some potential visitors were dissuaded from visiting an area teeming with birds by media coverage of avian flu.

My annual visit in 2006 took place at the end of August and the beginning of September. (This year I'm going earlier, in the first week of July – I guess I may have been and come back

again by the time you read this). The Haine St Pierre and the Cail were working the trains from St Valéry and Le Crotoy respectively, with the Corpet in reserve.

The rake of coaches on the St Valéry train included two of the ex-BOB coaches, resplendent in green and cream; another was in the paint shop. A decrepit carriage from Portugal stood outside the depot, acquired for the sake of its bogies. My task was to wire brush and apply grey anti-rust paint to the wagon which belongs to the 'grue' (breakdown crane) which I started work on last year and which has subsequently been completed. This now joins the miscellaneous vehicles which are being promoted by the CFBS on its web site, for photographers, film-makers, or anyone else who may wish to hire a goods or mixed traffic train.

But the highlight of my visit was being second fireman on the Haine St Pierre on the 'train repas' on the evening of 2nd September. We took over the locomotive from the daytime crew at the end of normal operations, replenished the coal and water, and backed onto our train which had been at the depot, being supplied and prepared, and took it to the station at St Valéry where the diners were waiting for us. The 'train repas' first goes to Noyelles, the loco runs around, and the train returns to a place along the embankment where the vegetation has been cut back to create something of a lawn, so passengers can alight and stretch their legs.

Happily, the engine crew are served the same excellent meal, complete with aperitif (concocted by the chef) and wine, out of sight of the diners of course, although first they are expected to help by participating in a 'human chain', passing plates of food from the kitchen car to a bevy of waitresses. The 'train repas' is timed to allow the diners to enjoy the spectacle of the sun setting over the bay. Alas! We were not so lucky; the sky had been overcast all day and remained so. But as darkness fell we were treated to a spectacle of sorts. Looking across the bay, with the lights of St Valéry on one side and the lights of Le Crotoy on the other, I seemed to see, between the two, an immense darkness, a black hole, in which however a tiny light – probably a buoy – winked at intervals.

As for the firing – for someone accustomed to firing tiny 2ft gauge 0-4-0 locos, the firebox of the HSP seemed endless, like a fiery road to Hell. But that aside, we had an easy time of it. The ride back into St Valéry in the dark, in the face of a delightfully warm wind, was great fun. At the station the diners left us; we ran around,

then drew the train – in which the catering team were busily tidying up, back to the depot. Mercifully, disposing of the loco at this time is minimal. We finally retired to our beds shortly after midnight.

The dining trains have been a great success. Every one in 2006 was fully booked. More have been scheduled for 2007 – 15 in all. If you get the opportunity to ride on one – on the train if not the footplate – don't miss it!

During the winter, Corpet-Louvet 0-4-0 no. 25, 'la verte', has been renovated for a long-awaited return to service; it was steamed on April 13th. Sister engine 'la grise' (also owned by the FACS) left St Valéry in March to go to the SABA where it will be restored to working order, hopefully for 2009.

All of the remaining locos have received some attention, and work has continued on coaches old and 'new' (ex-BOB). Trackwork has been concentrated at Morlay on the Le Crotoy line; a section of mixed gauge track between Noyelles and St Valéry has also been relaid. At the depot, another prefabricated unit has been installed, in this case to provide better kitchen facilities for volunteers. (The unit housing the depot's office has been moved but is still on site).

In February, CFBS President, Jean Marc Page, was one of the nine people who are chosen each year to be honoured by the Conseil Général at a reception at Amiens for their contributions to the region. At the beginning of April, Alfred Blome, for many years the CFBS's most elderly driver, was honoured after his passing by a special train. At his request, his ashes were scattered at the depot. Just a few days later, on 14th April, another special train as organised at short notice to celebrate the 50th anniversary of the FACS (Fédération des Amis des Chemins de Fer Secondaires).

For those planning to visit in 2007, timetables and dates of special events are now available on the CFBS's revamped web site at www.chemin-fer-baie-somme.asso.fr

The most significant change is the introduction of a 10.35 diesel-hauled train from St Valéry to Cayeux, and of an 18.30 diesel-hauled train from Cayeux to St Valéry, on most days during the high season.

In addition to this welcome additional service on the Cayeux line, there will be two opportunities to see steam (and mixed trains) between St Valéry and Cayeux: on the 'Fête de la Gare' at Cayeux on Sunday 8th July (I'll be there), and on the 'Journée du Patrimoine' on Sunday 16th September.

PEOPLE

Chris Wood - Chris's last turn was on Wednesday 4th April 2007 on the DMMU, as a few days later he was 75 and came under the railways silly age ban.

He passed out as a guard in 1976 and he said it was Graham Williams (now Guards Inspector) who persuaded him about becoming a guard in the first place.

Chris was Assistant Guards Inspector from 1992 to 1998 also helping with training and audit of guards bags and brake vans. He is always smartly turned out and gets on well with passengers and staff alike.

He still hopes to carry on being a Station Master, but without the operating duties i.e. level crossing.

I for one will miss him on the back of trains. Over the last few years the DMMU has become his own.

We thank him for all his help in the operating dept.

Mark Yonge - congratulations to ex-Chairman Mark Yonge and artist Alison Griffin on their marriage in May, later celebrated at a reception in the garden with the best train spotting view in Kent.

Julian Coppins of C&W sustained a nasty injury to his forearm (at home!) and had a longish spell off work and was very appreciative of the many kind words offered to him both during his absence and on his return.

Well done to everyone who volunteers. On 9 June **Veronica Hopker** and **John Cheswright** from the Tuesday Group went to the Julie Rose Stadium at Ashford where the Mayor of Ashford presented them with a certificate on behalf of all the K&ESR volunteers for their contribution and commitment to the running of the Railway. – we are all appreciated! Hopefully the certificate will be displayed at Tenterden where everyone can see it.



A workhorse in its new pristine state at Tenterden Town. The increasingly heavily used DMMU waits for its passengers. (John Rose)

Company Secretary's Notes

We are pleased to announce the following honorary appointments:

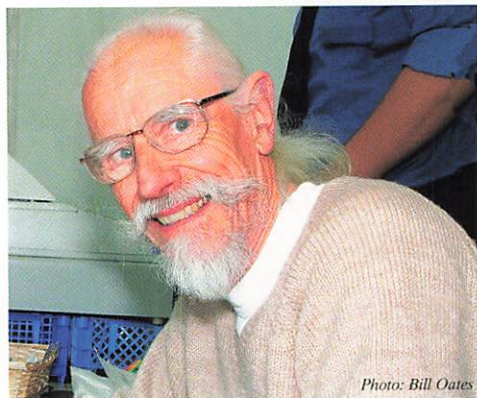


Photo: Bill Oates

Patron. This position, which had been vacant since the death of Sir Lindsay Bryson, has now been accepted by **Christopher Awdry**. The son of the late Rev. Wilbert Awdry, originator of Thomas the Tank Engine, Christopher an author in his own right both of the later Thomas and other children's stories and railway history. The Awdry family's involvement with the heritage railway movement dates back to early 1950's and Christopher maintains this tradition, with an active interest in several railways. He has for many years attended many of our 'Day Out With Thomas' where he has made a number of good friends among our members.



Photo: John Liddell

Vice President. This is a new position which has been accepted by **Robin Doust**, Secretary of the original Kent & East Sussex Railway

Preservation Society during its formative years culminating in the reopening of the first section of the line in 1974. Robin's role was often crucial during this difficult period and he is undoubtedly one of the key figures in the history of this Railway. Although for many years resident in Zimbabwe (where he is Chairman of the Friends of the Bulawayo Railway Museum) Robin has maintained his links with the K&ESR and revisits the railway very regularly.

Board Meetings

The Board has met in February, March, April and May. The following notes are a summary.

- At the April meeting volunteers Ian Legg and Stuart Phillips were co-opted to the Board. Both are professional railwaymen.
- The Chairman was concerned about delays in producing some (although not the above) Incident Reports (i.e. investigations). The General Manager replied that the K&ESR was quite rapid in its response to these complex and time consuming matters. The Chairman asked that in future the Board be told of corrective action taken in advance prior to the completion of an Incident Report
- During the February Thomas© event youths had placed rocks on the track. The obstructions had been removed but the Police had not been informed. There was a need to instruct staff in this respect.
- Following consideration at earlier meetings, the Tenterden Town station emergency Evacuation Procedure was agreed at the March meeting.
- Derek Dunlavy (Safety Director) produced a Method Statement for the removal of asbestos during coach overhauls. On a similar theme various buildings had been inspected to assess any risk from asbestos content.
- In April the Safety Management System report for 2006 was presented.
- The Company's cash **balances** continued to be healthy throughout the period under review although at a lower level than during the same months in 2006, due to the purchase of the Pannier tank and the hold ups with Gift Aid income.

- An overdraft facility of £50,000 was approved at the very beginning of the year as a matter of prudence. With careful management there would be no need to use it at all.
- The un-audited accounts for 2006 indicated that net indebtedness had once again decreased. Profit for 2006 was, however, also down and again due to hold ups in income from Gift Aid.
- The accounts for the first quarter of 2007 indicated that the overall balance was £26,000 ahead of budget.
- Redemption of Northiam Bonds amounted to approximately £52,000 by the May meeting, the rate of presentation having slowed significantly by that date.
- The progress of the Pannier fund was regularly reported. £19,393 (including Gift Aid) had been received by early May.
- The Finance Committee were asked to find a volunteer to undertake the routine clerical aspects of Gift Aid. (They were subsequently able to make an appointment).
- Issues connected with the outcome of the Gift Aid audit continue to be discussed but remain to be resolved. The Company was working with Messrs. Day Smith & Hunter (Auditors). The matter was believed to be the subject of debate within HM Revenue & Customs. Gift Aid was, however, up and running in respect of 2007 income in accordance with the requirements of HMRC. It was proposed to make a back-claim in respect of 2005/6 as soon as possible.
- Philip Shaw (Finance Director) explained that the new Charities Act was a consolidating measure. He thought that in future the K&ESR might be more appropriately registered under the 'Arts, Heritage, Culture and Science' classification.
- A watching brief was maintained on the planning application to use the engineering works adjacent to Bodiam station as a community hall, particularly in respect of any screening of proposed car parking which would obscure the view of the Castle from the platform. The Company Secretary had twice written to Rother District Council expressing the Company's views.
- The Hire Agreement for TREATS new tamper was agreed.
- It was agreed to introduce Direct Debit for membership subscriptions as soon as practicable.
- The possibility of changing the renewal date for membership subscriptions from 1st January to a 'rolling' system (e.g. join in April, renew in April) was first discussed at the May meeting.
- The revised Heritage Policy, as published in the Spring Terrier, was agreed. A subsequent change was made to clarify policy on the use of flat bottomed track. It was also decided to separate the post of Heritage Advisor from the duties of the Archivist.
- After consideration of the cost and heritage aspects (plus a Board meeting held amidst stored equipment in the meeting room) it was agreed to acquire a portakabin storage building to be located at the rear of the offices at Tenterden Town.
- A new addition to Board meetings is an item on Marketing, Sales & Product. Much of its content is covered by other submissions to Lineside News. This has, however, provided an opportunity to update the Board on plans for the Tour de France. In addition there were discussions about the absence of an Easter special event in 2007 and comment on the withdrawal of concessionary travel for members during the Colonel Stephens weekend.
- In April Bill Morgan suggested paying travelling expenses to volunteers attending for other than a normal or rostered duty turn. On being put to the vote the idea was not agreed.
- It was suggested that the Railway discontinue its Water Abstraction Licence for Rolvenden, no use having been made of this facility for many years. After some discussion, and particularly as no expenditure was involved, it was decided to keep the Licence as it might be of use in an unpredictable future.
- The Railway's Smoking Policy, was approved for the Chairman's signature and with an effective date of 1st May 2007 (in advance of the change in the Law).
- It was noted that Kent CC were consulting about changing school holiday dates, this having implications for event and timetable planning.
- Christopher Awdry had accepted the post of Patron of the Kent & East Sussex Railway.
- Robin Doust had accepted the post of Vice President of the Kent & East Sussex Railway.

- The Company's views on the Tenterden and St. Michaels Parking Review had been sent to Ashford Borough.
- The Company Secretary's suggestion to delegate authority to the Chairman in urgent circumstances was not adopted as the increasing use of email permitted rapid consultation and greater flexibility.

Volunteers meeting

The annual pre-season gathering for working members and paid staff was once again held in St. Mildred's Church Hall, Tenterden.

Derek Dunlavey, Safety Director, began by reminding us that last year he had talked about the new Safety Management System. This was now in place. During the remainder of 2007 he would be conducting an audit to ensure that we have safe methods, competent staff, are checking up on competency and would be "wasting everyone's time asking silly questions". He then put this remark in a more serious context by reminding the meeting of the recent Pentalino derailment. The TV news had seemed less concerned about the casualties than whether the necessary safety standards had been in place, whether the person examining the points was competent and whether the examination had actually happened. One day the K&ESR will have an incident, hopefully not as serious as happened on the West Coast Main Line, but someone would be asking awkward questions. Derek was ensuring that we had the answers in place. There being no questions on railway safety, Norman then asked Philip Shaw, Finance Director, to assure us about the safety of the Company's accounts. 2006 had been a financially uneventful year. Income had been up about one per cent with the Thomas events and the Santa Specials holding their own. Income had been just over £1.5 million which was reasonably satisfactory. There was, of course, no income from Gift Aid owing to the difficulties which were discussed later in the meeting. Total debt had been reduced by £36,000. The provisional, unaudited, profit was £36,187, the budgeted target having been £38,950.

Catering was a very profitable activity and Philip congratulated Catering Manager Andre Freeman and his team for their achievements. They had earned £167,000 - less than previous years, but there had been fewer Pullmans during 2006. The shop had earned £75,437 and

other areas showed a healthy increase particularly the increasingly popular Railway Experience Days which had earned £44,000 in 2006, against £29,000 in 2005. We had also been fortunate in receiving a sizable legacy which had gone towards the purchase of the Pannier Tank which had been unbudgeted expenditure. The Pannier appeal had not produced as much as had been hoped for but fund-raising efforts were continuing. Norman Brice reminded members that the locomotive was crucial to 'delivery of the product'. It was also significant that we were able to make this purchase - five years earlier it would not have been possible. Paul Wilson added that the Railway owed David Stratton a debt of gratitude in making the locomotive available to us.

Norman Brice then explained about the absence of Gift Aid income for 2006. This is the 28 per cent addition from HM Treasury in respect of membership fees, donations and ticket income. Of these, ticket income was the most complex and problems had arisen in the process of recording and making claims particularly finding sufficient staff for the onerous task of transcribing Gift Aid cards on to claim forms. A HM Revenue & Customs audit had raised various queries. The company was 90 per cent of the way to resolving these and making a claim in respect of 2006.

The Northiam Bonds had matured at the beginning of January. £175,000 had been set aside in the Budget for their repayment. At the date of the meeting about £45,500 had been claimed. It was suggested that once the Bonds redemption had been audited, they should either be returned to their owners or sold as memorabilia. Philip Shaw concluded the finance items by pointing out that in view of the bond redemptions and the Pannier purchase the level of debt would probably not be reduced in 2007.

Graham Baldwin, General Manager, spoke about marketing. The Railway had carried 91,280 passengers during 2006, June and October having been exceptionally good months with a strong finish in December. Highlights of the year had been the Terrier weekend, the success of the on-line shop, resurfacing of the car park (with financial help from Tesco) and the visit of the Lambton tank. Equally notable were the buffet improvements, refurbishment of the toilets at Tenterden, the superb Victorian week for school children and the learning boards to be found around the Tenterden site. Overall passenger numbers had increased for

the first time in two years. Advance bookings for 2007 were in-line with the previous year. Particular attention was being given to encouraging coach traffic. The RXD concept was been further developed. Andre Freeman then explained developments in the catering area. A 'healthier eating' menu and home made items were now available, beans and chips defiantly having a lower profile, but burgers and hot dogs still ruled at Thomas events. Generally, the market could be very fickle. The discounted prices available to volunteers had been modestly increased by only the second time in 10 years. Answering a question about buffet services at the other stations, Andre said there was a demand for a simpler buffet service at Bodiam which could be met by items such as coffee and cold drinks. A service at Northiam depended on a new coffee machine, new furniture and volunteers.

The General Manager looked forward to the completion of the restoration of the Birdcage. The Great Western railcar would follow it into the carriage shed. During 2007, the GM was planning to increase the number of day visitors to the Railway and was negotiating to this end with camps and holiday parks. He looked forward to good figures in July and August. The Railway was to host an Attractions Fair on 24th March, a Kent-wide development which was due to the initiative of the General Manager. In particular, it was necessary to get the Railway known to accommodation providers as they often influence visitors' choice of attractions.

Charles Lucas, Appeals Co-ordinator, thanked those who had already contributed to the Pannier fund and asked everyone to do the same. £14,000 (excluding Gift Aid) had been collected including £1,000 in memory of Stephen Parascandolo. Charles was hoping for an increase in public support through the running season and a raffle (to be drawn on AGM day) was being organised. Prizes would include Pullman tickets. Various other ideas were planned and the appeal was to go on the internet.

Written questions were, as usual, from signalmen. Tony Cooke had asked about the Tour de France, Graham Baldwin's earlier comments having already provided a reply. Tony Ramsey, trainee signalman, had inquired when the rule book was to be revised. Peter Salmon, Operating Manager, replied that there was no money in the budget for this. Numerous local

instructions were to be incorporated and it had proved a much bigger job than originally thought. He would like the task completed by the end of the year. Did the Company have a green agenda? Graham Baldwin replied that he had attended a Green Tourism Seminar (the problems of a fossil fuel dependant attraction had been recognised). It was intended to start recycling and provide a bottle bank. A 'park, walk and ride' leaflet was also planned. Norman Brice reminded members that park and ride have been integral to the Bodiam extension project. Could we plant trees? We already are (at Rolvenden) and, with the necessary volunteers, could easily do so elsewhere. What about the appearance of the scaffolding business adjacent to Northiam station? This was operating within its planning permission, and there was little either the Railway or the council could do. What about holding wedding ceremonies on the Railway? There were no suitable facilities, it was not legally possible to use the trains and the GM would prefer to introduce this service when we had suitable accommodation.

After assuring (another) signalman that some graffiti near Northiam signal box would soon be painted out, a travelling ticket inspector asked why some train toilets were not working. Paul Wilson, Engineering Manager, explained that Carriage & Wagon resources had been needed for brake maintenance but the same questioner suddenly seemed to change direction. Did the K&ESR think it was a heritage railway or part of the 21st century network? Norman Brice duly outlined the Heritage Policy. Undeterred, the TTI was on his feet again suggesting a yellow line down Tenterden platform to control overcrowding during special events. It was pointed out (by the floor as well as the top table) that passengers ignore the yellow lines on Network stations, that our station staff make warning announcements and that there seems to be a dangerous belief among some visitors that a heritage line does not present the same hazards as the 'Big Railway'.

A further question about the minimum number of turns necessary to maintain Operating Department grade competences (the Operating Department manager decides standards in this respect), a reminder from John Weller about the disruptive nature of Tour de France, the possible difficulties for staff coming on duty and the meeting ground to a halt.

Letters to the Editor

A Great Nursery

Sir- When I was the Rail Manager for BP Oil I had business contacts with Jim Evans, then Managing Director of Freightliners Limited. In conversation with Jim one day it turned out we both had K&ESR connections; I with my long-term volunteering, he from an earlier era.

Jim had been a schoolboy at Headcorn and Jack Hoad was based at Rolvenden and one day he let Jim on the footplate. Jack Hoad, that long time K&ESR locoman and preservation stalwart, was still with us when I spoke to Jim, but it was shortly before Jack died [this would be August 1995 ;see Tenterden Terrier No. 68-Ed]. Jim wanted to contact Jack and thank him so he wrote on his business card the following message "In 1950/51 you used to let me ride with you on 31048 and 31365! O1 Class.

From an erstwhile schoolboy from Headcorn but still with BR!

Best Wishes"

Jim gave the card to me but I then found that Jack had died so he never saw the business card with its touching message and it has just surfaced again in my papers. Jim will be retired now but if he ever saw this letter it would be nice to hear of his schoolboy experiences in the Tenterden Terrier.

Just shows how our railway and its great and friendly atmosphere can be a great nursery for the wider railway.

Wimbledon

Stephen Bennett

Beginnings 2

Sir - Reading Peter Hopgoods's letter (Beginnings 2 - Tenterden Terrier 102) brought back memories of a visit to the line nearly 40 years ago. In August 1968, over a year after Peter's visit I spent a week on the line as a volunteer, being accommodated in the mess coach which for many years was on the platform at Tenterden.

Much of our time that week was spent at Rolvenden and the couple referred to by Peter were Charles Kentsley and his wife.

They lived in the wooden bungalow on the site and he was a retired driver or fireman. They were a friendly couple and very much part of the early preservation society. An invitation to the group for tea and cakes was made and I recall seeing the model of the River class engine and Charles mentioning how one of the class came to grief in the Sevenoaks accident when it overturned. Having driven the class himself it was Charles' opinion as I recall that it was top heavy and unstable at speed.

Some years later I noted that Charles had died and the society did a nice obituary on him in the member's magazine. Also I note that the bungalow itself is no longer, presumably demolished as part of the Rolvenden yard development. During that week I recall digging drainage ditches on Tenterden bank, painting the toilet in one of the Pullmans and erecting a signal post at Rolvenden crossing.

Most days we walked between Tenterden and Rolvenden but on one memorable occasion we used the Wickham Rail Trolley which with its unsilenced exhaust gave a clear audible warning to any dog walkers using the line as a footpath

Hillingdon, Uxbridge

R J Penicud

Sir - The bungalow referred to in Peter Hopgood's letter in the Spring Tenterden Terrier is the Palace at Rolvenden station. This is a post World War II pre-fab which was dismantled from London and re-erected at Rolvenden for Charlie and Elsie Kentsley to live in. It stands on our side of the Newmill Channel with the wood yard, which was just starting up at that time, on the other.

Charlie had two live steam locos: the River and the L. The L ran quite often on a length of raised track which ran parallel with Newmill Channel. I never saw the River in steam but do remember it in the living room of Charlie's bungalow.

After Charlie passed away the volunteers took over the Palace to provide

accommodation at Rolvenden and relieve pressure on the facilities at Tenterden.

St Michael's, Tenterden

Chris Lowry

The Colonel's Way

Sir - Just a quick message to offer congratulations from the Colonel Stephens Society for a memorable weekend. All of our members, I spoke to, thoroughly enjoyed themselves. The railmotor was, of course, a star. But the visiting engines, together with our stud and the intense and varied timetable provided us all with a great time. The Colonel springing to life in the museum was fascinatingly eerie. He finishes off the reconstruction of his office beautifully. Brian Janes's booklet is superb value - several people said that it was a very welcome publication; the RCH maps are a nice touch. I hope that you agree that 'Rye Town' contributed to the occasion - we certainly experienced a lot of interest.

Finally, I hope that you all feel that it was a worthwhile occasion.

Faversham

Ross Shimmon

Sir- David Gould's letter commenting on the late Henry Casserley's travels raises some interesting points. Because T R Perkins began his quest to travel over every passenger earring line in the UK around 1900, he had the opportunity to visit more lines than either Casserley or Camwell.

It would be interesting to discover if Perkins included goods lines in his journeys, but it would seem unlikely in his era when so many lines were still open to passengers

Casserley maintained on page 8 of the volume *Great Railway Photographers* "That he had by 1965 travelled over all the remaining passenger lines in Great Britain and nearly all the goods lines". Camwell claimed to have travelled all the available passenger mileage open in addition to the goods only lines over a period from the late 1920's to the mid 1960's. Because all three did not exactly have the same opportunity and availability of lines to travel over, none of them can have covered the same territory as each other. What cannot be disputed is that they each took the opportunity travel over what they considered as working UK track mileage.

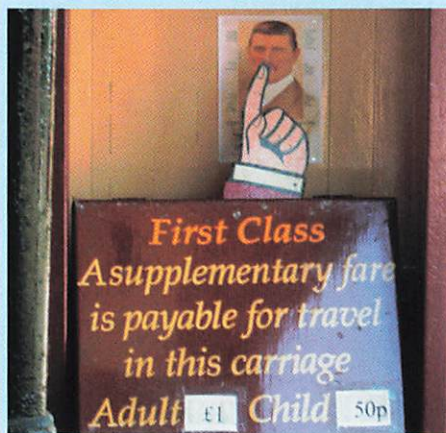
Nevertheless I suspect that as a BR fireman in the late 1940's I must have visited along with my working colleagues in the course of our duties, a number of former passenger termini sites and working goods depots, in and around South London that these three worthy gentlemen travellers would have found difficult, to reach if they ever did so.

In the event it's all a matter of degree and with the greatest of respect to the trio can anybody say they have travelled to every corner of the UK system in the steam era?

Eastbourne

Ralph Gillam,

LIGHT RELIEF



Seen on Tenterden Platform (Graham Sivyer)

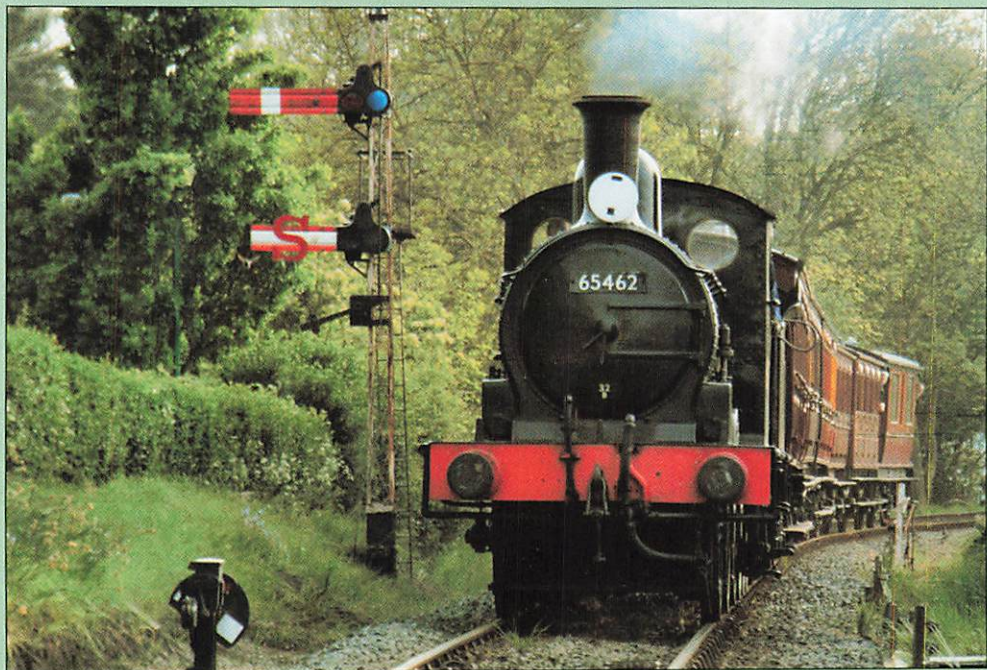


This year's April Fool. Crewing the 'guilty' train were Chris Garman, Paul Beale, Leslie Collins and Carol Mitchell (Matt Stubbs)



J15 Visit

The principal steam visitor for the Colonel Stephens Celebration weekend was the J15 (the LNER classification-the GER's was Y14). 65462 was one of 289 built between 1883 and 1913 of the class that was the Great Eastern Railway's

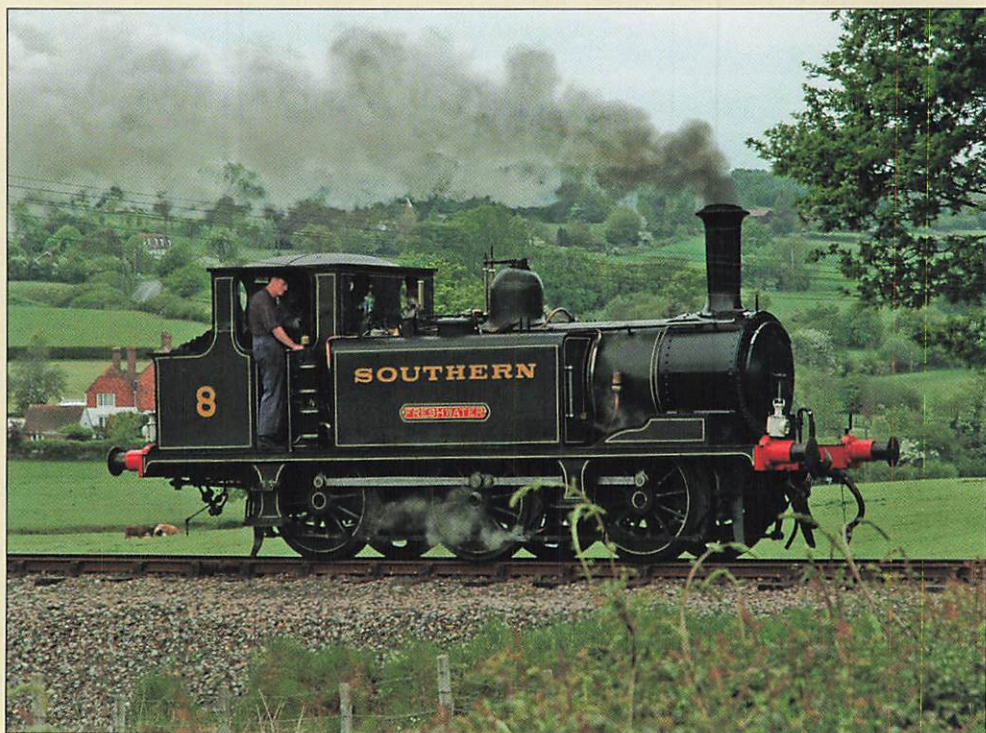




principal type of goods locomotive. With the years they slipped down to secondary power all over the GER system. They were however particularly associated with light railways and branches such as the Mid-Suffolk, and two even

worked on the Shropshire and Montgomeryshire in 1942. They were the mainstay of East Anglian branch lines till closures and the end of steam there in 1962. (John Rose, Rod Spratling & Dave Stubbs)





Colonel Stephens' Weekend

Left: The Locomotive cavalcade assembles. (John Rose)

Below left: Freshwater approaches Cranbrook Road. (John Rose)

Right: Colin Shutt's Replica railmotor. (John Rose)

Below: Teamwork: The Sunday loco crews; L-R front, Chris Garman, Steve Bennett, James Dorey (part hidden), Brian Toovey, Barry Holmes, John Clark, Dave Slack, Bryan Atkins, Adrian Clark-Monks, Paul Hutchinson; back row; Paul Beale, Mike Harman, Chris Stuchbury, Dan Dickson, Matt Hyner. (Ian Scarlett)





STARTING

*Ann Quarterman, our Events
Co-ordinator, records her introduction
to our railway world*

Time – the end of November. Setting – a large, empty marquee on a windy station. Task – to create a reindeer grotto, in ten days. The weather was apt in that it was cold, but the climate was the only tangible ingredient, without recourse to a large chunk of imagination. By 2 December the first Santa Special Day the grotto existed, complete with reindeer munching their carrots and hay in their ‘snowy forest’ and not especially intrigued by their many visitors.

Of course, what happened in that short space of time between the marquee being erected and the first train full of festive passengers was frantic activity by only three people and, yes, there were a few moments when the question ‘will it be done in time’ was asked. Stage flats were positioned to provide an entrance walkway to the reindeer and were painted, by Phil Wood, to represent not only a Nordic forest but log cabins, snow covered shops and houses too. Twenty four Christmas trees, all baubled and tinselled added to the atmosphere and Santa’s big red sleigh provided great photo shoots for families. Fairy lights were strung anywhere they could be

strung and we all said a collective ‘phew’. Because lights were also needed to decorate the station and a tree lighted at the entrance, time became ever shorter as the season approached. As these two weeks were also my first two weeks as Events Co-ordinator at the Kent & East Sussex Railway, I faced the choice of plunging in, so to speak, and on a few memorable days, wielding a roller loaded with paint and attacking said stage flats, or taking one look before waving a hasty farewell. I look back and think ‘if I had said goodbye I would never have had the chance to don a green and red outfit and be a rather aged pixie on the ‘Pre-School’ day, and how would I live with the regret at such a missed opportunity?

I’m glad to say I chose the first course and here I am, having survived not just a month of Santa Specials but two Thomas events and various others too. I’m pleased to describe Santa, the Thomas’s, the 40s Weekend and Evacuation Week as successful and not just in terms of passenger numbers, although these of course are of paramount importance, but also because of the atmosphere of relaxed enjoyment these events generated.

The Marketing Department is a busy one, but also a very varied one. In any single day we can find ourselves doing anything from designing and placing adverts (there are always lots of these to do), to speaking to all sorts of people from actors to teachers, spending time hunched over our computers writing reports, attending planning and wash-up meetings, to shopping for buckets for Thomas and pirate bunting for Fun Week, to getting out and about putting up cables and moving tables etc. This is of course common not just to Marketing, but to all involved, and it does make for an interesting life. That’s not to say we don’t know what’s expected, but there is always the need to ‘expect the unexpected’, to plagiarise from the entry in the timetable under All Fools Day.

So much for the very brief resume of events, now to the request. I doubt that many will be surprised at the nature of this request as it is, of course, for help, but also the chance to dress up and become involved as a character from the 1940's, as was the case in May, or from the Victorian period in June and then the Swinging Sixties in July.

If anybody fancies a day or two, or five, of helping to recreate these periods for the Victorian events and/or the 60s, please let me know in good time for costume organising, etc, on extension 244 or by email to ann@kesr.org.uk. During Evacuation Week people who were evacuated during the war joined in to share their experiences with the 1,000 schoolchildren who visited the Railway, adding greatly to their understanding of this period of history. And from the feedback I have since received it was an experience

enjoyed by both the schools and the evacuees. Here, I would like to offer my sincere thanks to those members who so generously gave up their time to spend days travelling on trains during Evacuation Week or in the Fun Tent during the February and June Half Term Fun Weeks, or filling sandbags for the 40s Weekend.

Not only for their hands-on help in taking Tenterden and Bodiam stations back in time with window tape and the like or in making pirate hats and animals out of toilet rolls, but also for their brilliant ideas. So, if anyone else feels inclined to come along and join in, on the day or to assist with the preparation for any of the events, you can be assured of a very warm welcome, possibly accompanied by a paint brush, or a box of baubles, or a string of fairy lights. I'll even make you a cup of tea!

SIDELINES

Occasional Highlights and Horrors

(Contributions welcome)



The new security gate at Rolvenden greets visitors to the station, including the many who travelled on the Tour de France Shuttle. Horror?

A VISIT TO K&ESR in JUNE 2024

The General Manager, Graham Baldwin, wonders how our railway might look 50 years after it re-opened.

It was the 2 June 2024 and the Stephens family's car turned into Station Road, and descended towards the Town Station.

"How quaint!" cried Holly, the eleven year old, "old fashioned crossing gates, isn't that so different from the barriers they have at Rolvenden, which we've just seen?"

As their vintage Ford Sierra slid to a halt on the gravelled car park, Austen the youngest member of the family was still talking about the wooden play-train he had spotted in the picnic area. He had no idea of what was to come. The family walked up the tarmac path, part of the attraction's wheelchair friendly scheme and across the level crossing with its quaint old fashioned manual gates, and onto the new forecourt. They passed the maps of the site and the line, the latter with photographs of the new loco shed at Rolvenden with its exhibits.

They then went into the entrance hall. They turned right to start with, into the station refreshment rooms. Just like the old days they picked up a tray and ran it along the counter-rail on which Fred put two home-made low-cal cakes and two packets of Crayfish cocktail flavoured crisps. They ordered 2 coffees and two cans of Diet-Coke with the special retro-labels. Of course now the Coke was not Coke as he had remembered it as a boy, there was no sugar, no caffeine, and no colouring - in fact it was not Coke as he remembered it.

They had their snack and went to the back of the restaurant but they did not have their electro tickets, and they could not enter the museum and platform areas, so it was back to the booking area. Fred put his "World Cash" card into the machine and placed his index finger on the touch screen for a family ticket for four. The screen read his finger-print, compared it with the data on his card and asked him if he wished to make a CCD. He pressed yes. CCD was a "Charity Cash Donation" introduced by the last Conservative Government in 2019, replacing the archaic Gift Aid scheme. It took his National Tax number from his World Cash

Card and this immediately credited the charity with a donation equal to 33% of the admission charge (70€). The machine then printed out four electro tickets, resembling those quaint Edmonson tickets that railways used to have. The family moved forward, and put their tickets in the turnstiles, and then walked out into the station yard.

There was the old booking hall and booking office, as it had always been, and they walked forward through the archway, passed the two hatches, and onto platform 1. Waiting there was something called a GWR railcar, but Austen was off - he was heading toward the old railway carriage with the model railway exhibition featuring his favourite the old Eurostars, introduced into Kent at the end of the last century.

Having had his minute's play for €5. Austen rejoined the rest of the family. They were off now to look in the Museum. Naturally, because of their family name they visited the Col Stephens rooms first. They were escorted around the exhibits by a selection of animatronic and holographic Colonels but the spookiest part of all was when they entered the Colonels office and a mannequin image, dating back to 2007, looked up at them.

It was great to see the scenes from Victorian railways and to enjoy the computerised rides along the Colonel's lines. Austen and Holly both took their turn to drive the Norwegian down the K&ESR on the old 2006 Train Simulator. Computerised games have come a long way since then. Holly and Austen both played with the old fashioned signal levers.

Then it was into the narrow gauge section and the chance to drive the old Ffestiniog

Railway loco along that railway, and to travel the RH&D before the earthquake and great tidal surge of 2018 robbed Kent of that marvellous little railway. Finally they entered the shed with its Austerity locomotive, evoking memories of the K&ESR in its earlier years when it relied heavily on these locomotives, and there was the old horse-bus, the replica rail-motor and the big blue "Ford" diesel too. They left the museum via the Cobb Room, a history of the financial trials and tribulations of this little railway in the first few

years of this century. There were framed Bond Certificates of the 4 bond issues, the last of which had paid for this magnificent building. Fred dropped a €10 coin into the collecting box, he hated having cash in his pocket. Finally their museum tour was rounded off with a chance to look at the old Edwardian Invalid Saloon and the "Cavell" van, under cover at the back of the site.

But now it was time for their train ride and the steam loco No 1638 had arrived. Fred joked with Austen that it was Duck's faceless brother. Thomas stories still kept steam engines alive with youngsters all these years after the first stories were written. A rake of blue and white air-conditioned Mark III carriages, with a generator van, was positioned behind the locomotive. The crew were all volunteers, the railway had still managed to function using mainly volunteer staff. "Wasn't it wonderful that the railway had maintained that over the years?" thought Fred.

After much whistle blowing and flag waving, the loco backed down the hill over the gated level crossing, and through the barrier crossings at Cranbrook Road and Rolvenden. Several passengers got off here, but the Stephens family had decided to visit the sheds on the way back. About a mile from Rolvenden, the track started up a small incline, over the flood barrier at New Mill and then along the flood plain to Wittersham Road. Witt Road, as the railway staff called it, was the home of the diesel shed and the Permanent Way. In the sidings were the gleaming track maintenance vehicles together with the neatly stacked sleepers and tidy piles of other materials.

From another gated crossing the track climbed again, to the new sea defences along the northern part of the marshes. Once the bridge over the Rother had been crossed the family could see the high banks of the River, built after the surge just six years earlier. At least now, there was the same sense of isolation and rural beauty that the railway had always known. The commentary on their portable players kicked in again to explain that this was to be the home of the new World Wetlands Conservation Area, with the bird sanctuary moved from its previous home at Rye Harbour.

Then it was under the A28 into Northiam

Station. The railway had done a great job in re-building the station after the surge, albeit the track and platforms were now some 2ft higher their original height. Holly and her mother Mel wanted to get off and look at the WWCA exhibition centre and exhibition in the station yard, but Fred did not want to wait 40 minutes for the next train.

When they reached Bodiam they just had time to view the Castle's beleaguered turrets over the river wall, and climb back on board for the return journey. The construction of the extension to Robertsbridge had been shelved after the floods, but the introduction of a connecting boat service across the tidal lake was a great innovation this year. But Fred loved his steam engines, and all he wanted to do now was to get back on board and return to Rolvenden.

Once back at the loco shed, the family walked around the sheds and viewed the Terriers, and old Austerity and Yank Tank. The 01 and the Prairie Tank looked good with 6619. It was great that now the K&ESR was so well known that their owners wanted these locos at what was now one of the country's best known Heritage Railways. It was a shame they could not see the Engineering Centre. Fred had heard that the Royal Scot was in there for boiler repairs at what was recognised as one of the greatest Railway Engineering Centres in Britain. Then it was over the footbridge into the field by the old timber yard for a quick look at the carriage shed. It was only a basic shed to keep the old wooden carriages the Pullman and the Mk 1s under cover, but it enabled the children to get close to the carriages and peek inside and enhance their images of travel some 100 years ago. They walked back and looked into the signal boxes, the old unmanned one with its brightly painted levers, and the new computerised one, with its flashing images of train positions along the whole line.

Once back in Rolvenden Station it was on board the Railbus for the shuttle journey back up the bank into Tenterden into Platform 2. Fred looked at his watch. Was there time for a look around the Carriage Restoration Works? He had heard that there was a great view from the elevated walkway installed in 2010 when the shed extension had also been built. But there was not time. His palm top said 7.05 and the alarm was ringing – and I woke up.

KENT & EAST SUSSEX RAILWAY 300 CLUB

PRIZE WINNERS

MAY 2006

1st	Mr A W Stokes	No. 547	£60.00
2nd	Mr A W Stokes	No. 547	£40.00
3rd	M J Hoad	No. 141	£30.00
4th	T J Hoskins	No. 449	£25.00
5th	Nigel Thomas	No. 073	£20.00
6th	L F Bailey	No. 053	£10.00

JUNE 2006

1st	Joye Davies	No. 477	£80.00
2nd	Colin Roe	No. 479	£60.00
3rd	P S Watson	No. 463	£50.00
4th	Margaret Remnant	No. 248	£30.00
5th	P S Bradford	No. 483	£20.00
6th	Peter Landon	No. 323	£15.00
7th	John L Collard	No. 198	£10.00

JULY 2006

1st	David Neame	No. 571	£60.00
2nd	P W Gander	No. 161	£40.00
3rd	Wilf Watters	No. 601	£30.00
4th	Frim Halliwell	No. 030	£25.00
5th	Terry Gibbons	No. 306	£20.00
6th	Ros Debling	No. 103	£10.00

AUGUST 2006

1st	Meg Gooch	No. 238	£60.00
2nd	Colin Lawrence	No. 471	£40.00
3rd	Clive E Norman	No. 388	£30.00
4th	G F Tollerfield	No. 297	£25.00
5th	Terry Hannocks	No. 561	£20.00
6th	L F Bailey	No. 419	£10.00

SEPTEMBER 2006

1st	Bernard Epps	No. 094	£80.00
2nd	Kent Evenden	No. 021	£60.00
3rd	R F Collins	No. 243	£50.00
4th	D A Hillier	No. 259	£30.00
5th	Colin Roe	No. 480	£20.00
6th	T J Heaslip	No. 485	£15.00
7th	Karen Lloyd	No. 232	£10.00

OCTOBER 2006

1st	D K L Morgan	No. 057	£60.00
2nd	Richard Stannard	No. 041	£40.00
3rd	Frank Kent	No. 022	£30.00
4th	Nigel Thomas	No. 074	£25.00
5th	Lancelot G Tyler	No. 367	£20.00
6th	Mr A M H Baker	No. 190	£10.00

NOVEMBER 2006

1st	A J York	No. 186	£60.00
2nd	Tom Webb	No. 414	£40.00
3rd	Laura Lowsley	No. 261	£30.00
4th	Faye Spratling	No. 344	£25.00
5th	Tim Spafford	No. 516	£20.00
6th	Bob Clifford	No. 285	£10.00

DECEMBER 2006

1st	Brian Heyes	No. 151	£100.00
2nd	Wilf Watters	No. 599	£100.00
3rd	Peter Wilson	No. 228	£100.00
4th	Mrs G Pearson	No. 002	£100.00
5th	David Bowden	No. 107	£80.00
6th	Mrs J Norris	No. 268	£70.00
7th	Lynne Smith	No. 131	£60.00
8th	James Veitch	No. 404	£50.00
9th	Mrs Bridger Bennett	No. 195	£40.00
10th	Neil Rose	No. 309	£30.00
11th	Frank Kent	No. 022	£20.00
12th	Adrian Clark-Monks	No. 270	£10.00

JANUARY 2007

1st	Derek Drage	No. 538	£60.00
2nd	J R Crawford	No. 171	£40.00
3rd	Nigel Thomas	No. 175	£30.00
4th	Chris Ford	No. 407	£25.00
5th	John Clark	No. 038	£20.00
6th	Faye Spratling	No. 344	£10.00

FEBRUARY 2007

1st	A J York	No. 185	£60.00
2nd	D A S Vear	No. 157	£40.00
3rd	Peter Spratling	No. 003	£30.00
4th	Terry Gibbons	No. 181	£25.00
5th	D A S Vear	No. 357	£20.00
6th	A P Koolman	No. 568	£10.00

MARCH 2007

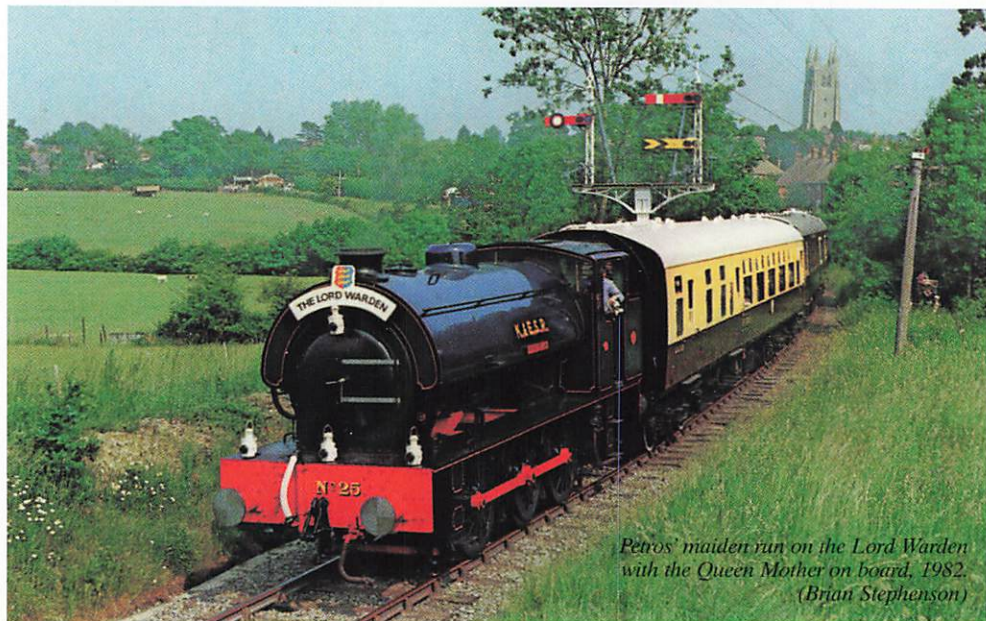
1st	Sue Woods	No. 144	£80.00
2nd	Alan Dawes	No. 010	£60.00
3rd	A J D Cooke	No. 502	£50.00
4th	Doug Lindsay	No. 233	£30.00
5th	T J E Atkins	No. 550	£20.00
6th	L J Flisher	No. 614	£15.00
7th	Adrian Clark-Monks	No. 270	£10.00

APRIL 2007

1st	Meg Gooch	No. 492	£60.00
2nd	Chris Ford	No. 407	£40.00
3rd	P A Hobbs	No. 043	£30.00
4th	Mrs G F Brice	No. 552	£25.00
5th	A J Clark	No. 064	£20.00
6th	Mrs J M Jones	No. 567	£10.00

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

A PIONEERING CARRIAGE – 25 YEARS OF “PETROS”



*Petros' maiden run on the Lord Warden with the Queen Mother on board, 1982.
(Brian Stephenson)*

25 years ago the QUEEN MOTHER came down to launch PETROS our coach for the disabled. Was it the pioneer of all railway disabled carriages and did it set the standard for disabled facilities on our railways? Dave Sinclair tells the tale, makes the claim, and asks for further assistance to upgrade the coach's facilities

In the early 1980s a coach that could carry 20 disabled people in wheelchairs with their families and friends, with a toilet that they could use, was an unheard of facility on any railway. 'Til then wheelchair bound passengers on British Railways and on heritage lines had to travel in the luggage compartments with no heating and no seating for their carers. But then we came up with a project that changed all that.

It came about in 1981. I went on a Merry-maker trip to the Great Central Railway with my wife Janet and my disabled son Peter and as we were getting out of the train at Victoria (Peter suffers from chronic progressive spinal muscular atrophy; he has no muscle tone). I had to

carry him, and caught his foot on a seat back, and unknowingly at the time, I broke it. From that day and that incident on we were determined to do something about more civilised travel for all disabled people who have to live in wheelchairs. After all, why should they not travel on trains with their families and not be put into the luggage compartment, which was cold, noisy and draughty, without a seat for their carer?

We then approached the K&ESR with whom I had been associated from the earliest preservation days. Although there were reservations at first, they thought the idea of a coach for the disabled might be OK, particularly as 1982 had been labelled the 'Year of the Disabled'.

We then had to find a suitable coach and money, so we wrote to Sir Peter Parker, then chairman of British Railways, to see if he could help, and within a short time we had a letter to say YES. A suitable coach would be found at no cost and sent free of charge to the nearest station to Tenterden.



Dave Sinclair supervises Stewarts Lane apprentices during rebuild of Petros. (Collection Dave Sinclair)

I was employed at Stewarts Lane at the time and I floated the idea with my depot engineer Keith Parsons to convert the coach there. With his approval gained, I now had a lot of writing to do; to David Blake CM&EE of the Southern Region, and Waterloo regional HQ, and the GM at the time (I am not sure if it was Gordon Pettitt or John Ellis).

I also had to talk to the training officer Ken Powell at Southern House about having the apprentices from Selhurst to do most of the bodywork; they would be under the direct control of their instructor John Denyer. Another thing that I had to do was to give a time cost for the work that the apprentices were to do to Adrian Shooter (now Chairman of Chiltern Railways), who was at Southern House at the time under David Blake.

I got permission, and Murray Brown, later to become a well known railway journalist, was the guy who found me a suitable coach

at Llandudno, Mk1 BSO E 9254 built at Doncaster in 1956. It was duly despatched but for some reason was then held at Warrington for 7 weeks and finally got to Stewarts Lane in early October 1981. The next thing was to raise money. We wrote to a lot of firms for donations and materials, two guys ran marathons and the lads at Stewarts Lane helped with raffles. We raised just enough to complete the work.

Work started outside next to our shed boiler house, removing the luggage van compartment grills, doors, seating and the guard's compartment equipment, which came down to Tenterden and was used in the other Mk 1s on the K&ESR. I had to make a space in the workshop on No 3 road so that we could start stripping out all the partitions between the saloons and the guard's compartment, the luggage area and the corridor.

We were then able to start making good with new panelling in the saloon, and new

walls to create the toilet, make a new large toilet door and extend the saloon door to the corridor and all the other work that needed to be done inside. The two guard's doors were removed and my fitter/welder Bill Brown did the repairs to the body panelling and fitted in the framing to support the doorway panelling all during his lunch hours.

The water tank for the toilet was found, tested and fitted and the pipe-work for the filler pipes fitted on the roof. The steam heating pipes had to be removed, cut and welded together to form a full length heating pipe and refitted. We re-panelled the saloon, the wider corridor, and the old luggage area.

The present day guard's compartment was added later at Tenterden.

Painting was completed to K&ESR brown and cream living with Brian Hart doing the sign writing. It was named in Pullman style 'Petros' (ancient Greek for Peter) to celebrate the roles of both my son and Peter Parker in its parentage.

At this stage when there was still a lot of detail work to do, I had planned the coach for completion around the end of the year. Then came the call to get the coach completed and down to Tenterden by 9

June for the Queen Mother's visit, as the railway had used the launch of the coach as a hook to get the QM to the railway. As usual us volunteers responded to the impossible and the coach left Stewarts lane on Wednesday 19 May bound for Tonbridge.

Planning the move down to the K&ESR was quite an exercise. "Maintrol" was contacted and plans made. We latched on to some test trips that were planned for ex LSWR breakdown mess coach No ADS 228, designed to make sure that new gas heating and cooking facilities that we had just fitted would not blow out when passing other trains and going in and out of tunnels etc. The ensemble was hauled by Electro-Diesel 73 110 so the run was also to be

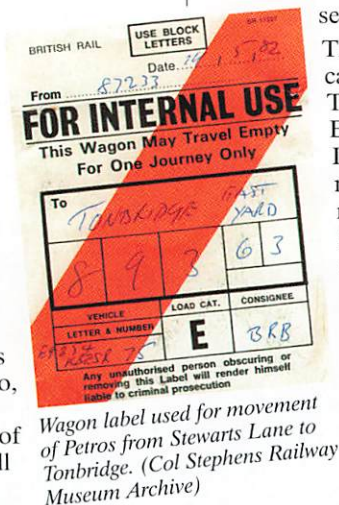
used by the training instructor to give training to the fitter apprentices for EDs out in traffic.

The trip from Stewarts Lane was out on to the main line to Swanley, then down via Bat and Ball to Tonbridge west yard at very high speed: rather hairy! [The contemporary Terrier said wrongly via Orpington -Ed] and we arrived at 11.33. The yard 350hp shunter 09 022 then took us to the East Yard (now a car park) ready for the move to Tenterden. On the Saturday morning a small gang of helpers assembled including Paul Ramsden, John Sinclair and John Liddell to help with the loading and to uncouple the brakework so that the bogies could come down separately.

The transfer to Tenterden caused a bit of a snarl up in Tonbridge as it came out of the East Yard to go over the bridge. It had to go round the roundabout, which took a number of shunts with all the Saturday traffic stopped for around twenty minutes. The only problem it gave us was that the coach moved on the road bogie so the second man had to steer it all the way to Tenterden via Hawkhurst. The transfer from Tonbridge to Tenterden was captured on video by John Liddell and thanks to Rick Edmondson for providing the transport and crane.

Because Petros had to come down at such short notice, a lot of work that still needed to be completed had to be done in the carriage shed along with the carpeting, varnishing and the completion of the toilet. The chairs and tables were installed at Stewarts Lane, but not until days before the QM's visit so I had to get a van to transport them down.

The Big Day went very well (see report in Tenterden Terrier No 28) and again all on video courtesy of John Liddell. Very exhausting, but worth it. The Big Day was mainly organised by John Miller who put in a lot of work including many meetings at our home at Bearsted. Even after this length of time we can still record our



thanks to Janet for the food for those members of the committee who had to come direct from work.

It proved a dawn of a new era, for from then onwards facilities for the disabled have steadily got better on the mainline and heritage railways, most of which now have coaches that can carry people in wheelchairs, and it is now mandatory on British railways. That was our aim way back in the 1981/2 when we had the special advisor to the BR, Bill Buchanan, came down on an official visit to see the coach. He was impressed that we had fitted a toilet into the C1 profile as Derby had told him it could not be done. I had to send him a drawing and the dimensions of the toilet, so the present day toilets on trains in this country started from PETROS; well that's my claim: a **FIRST** for the K&ESR.

Well, twenty five years on, the carriage must have run on virtually every day that we have operated apart from routine overhauls. It is probably the most used of all our carriages. Now after carrying many hundreds of disabled people in wheel chairs and other passengers the old girl is showing her age; she needs major structural work and a spruce up, and some upgrading to modern standards would not go amiss.

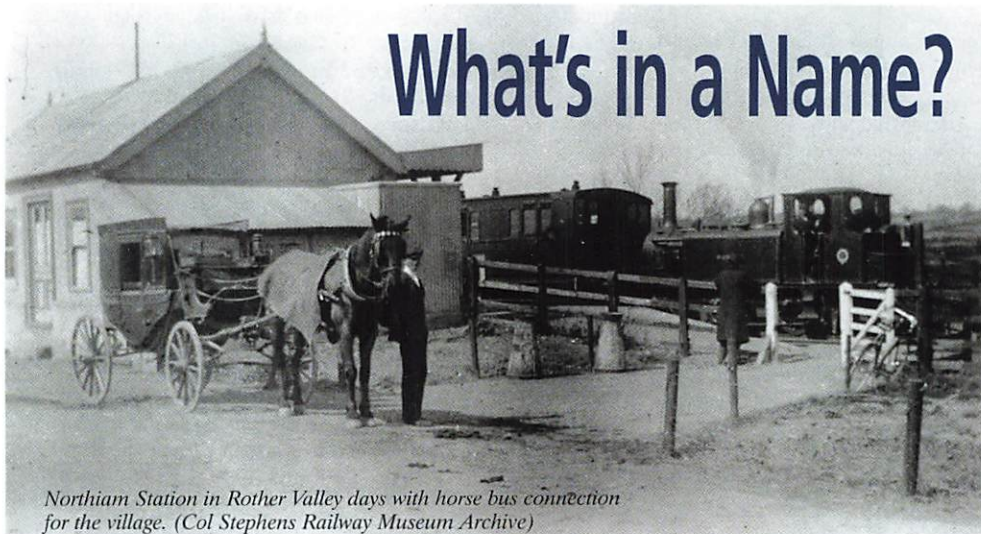
First in line would be an easier entry, especially to save the train crew having to lower and lift up the large ramp; then we need new seats. **If we had the money and resources** no doubt much more could be done. If you have any ideas, know of sources of funds or are able to help in any way, please contact us. **Donations and help** can be directed to me at Tenterden on behalf of the KESR Loco Trust.

CAPTION COMPETITION



*Captions are invited.
Submissions to the
Editorial office.
The best might be
unlucky enough to
win a copy of
Colonel Stephens –
a Celebration.
(Robin Dyce)*

What's in a Name?



Northiam Station in Rother Valley days with horse bus connection for the village. (Col Stephens Railway Museum Archive)

Brian Janes looks at some familiar stations and their names

One of the many charges laid against rural railways, and particularly those of Colonel Stephens, is that the stations were remote, often very remote, from the villages they purported to serve. Although geographically this is demonstrably true, such comments are essentially superficial and overlook the fact that the prime purpose of such lines was to move goods, not people. Country people even in the early 20th century did not have the where-with-all to travel much and when they did it was for essential purposes, such as going to market. However goods, particularly the high value small consignments to local businesses, were another matter. And when the railway was the dominant distributor such goods were dispatched to the nearest station that purported to serve the named community.

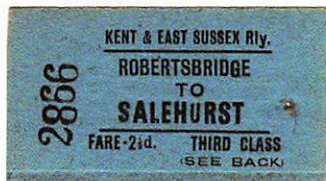
The stations concerned were listed in many handbooks available to businesses, goods' agents and station staff throughout the country and indeed the national timetable, Bradshaw. If you wished to consign, say, to a village in Sussex called Northiam from Manchester, then you chose the station of that name, without bothering to check whether another station was nearer to the actual village itself. Stephens was a past master at such techniques and often broadened his claims by taking the name of a larger village rather than the actual village in which the Station was situated.

If we take a look at the stations on our Railway **Northiam** is an excellent example of this

technique. Its full name in Stephens' day was listed as 'Northiam for Beckley and Sandhurst'. The nearest village is actually Newenden, a short stroll over the bridge. This is over the border in Kent and throughout much of history was the lowest crossing point of the River Rother and a port of some importance till the 16th century. Even more important to some, this was the place where, around 1300, the game of cricket was first mentioned. However by 1900 it was not commercially significant.

Northiam station is 1½ miles from the large and straggly village it is named after, and although the village has grown towards the station, even now housing does not start for half a mile. A small cluster of facilities came to surround the station amongst which was the Hotel where Holman Stephens and friends congregated to celebrate the Headcorn Extension. Beckley is 2½ miles away and Sandhurst at 3 miles is even further.

Reverting to trip go along the original line to look at the station names **Robertsbridge Junction** was not of course a place of Stephens' choice, and, perhaps surprisingly, the first halt **Salehurst** was actually in the village from which it took its name. Originally opened in 1903 as a siding where a track passed over the line, at the request of local residents a simple



platform was erected. It was very convenient for the few houses at Salehurst but seems to have seen little use.

Junction Road was named after the turnpike road on which it was situated (see the authors article 'Junction Road 1930' in *Tenterden Terrier* 98) and was subtitled 'for Hawkhurst' but given the competition of Hawkhurst station (actually in the hamlet of Gills Green 1 mile north of that village's northernmost point...) it might have picked up more traffic if named after the very slightly nearer, but smaller, village of Sedlescombe. Oddly the siding on the other side of the road was more accurately titled after the adjacent farm as Udiam siding. Not that the hoppers, its main customers, cared; it was journey's end in the middle of nowhere; even the pub (The Junction, now The Curlew) was a long mile away.

Bodiam

station is actually in Ewhurst parish and although obviously in sight of the village is actually as near to Ewhurst Green church as it is to Bodiam's. Its name was originally 'Bodiam for Staplecross', the latter a larger village 1 3/4 miles south.

Wittersham Road

is notoriously 3 miles from the village of Wittersham but it is only 1 1/4 miles from the Rolvenden offshoot of Rolvenden Layne and nearer to Rolvenden than the station of that name! Most importantly though from a traffic point of view it was very near Maytham Wharf, latterly the most important of the Rother Navigation quays. The railway had to compete fiercely with boats for mineral traffic on this section.

Rolvenden

was of course originally 'Tenterden' which is only 1 mile away, whereas Rolvenden (traditional pronunciation: Ro'vend'n) is 2 miles away: a clear example of Stephens using a station name to sweep in any business rather than choosing a more accurate name such as 'West Tenterden'

which would simply have divided existing traffic.

Tenterden

Town has a good claim to that name being tucked away but very central to the town,

especially if one takes the steep Church Walk path. Despite this, many coming to Tenterden never find the station and in Stephens' day a huge sign was used saying 'TO THE RAILWAY STATION' hung on the side of the Vine Inn. If only Ashford Council would play ball today rather than turning its back on the valuable contribution the railway makes to the Town. Station Road was for many years named Brewhouse Lane and was a track leading to the town's waste heaps (one of which was built over by the line). The lane became the responsibility of the railway until W H Austen managed to get the

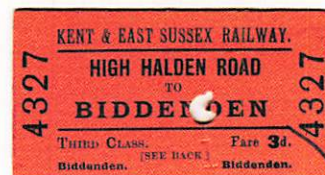
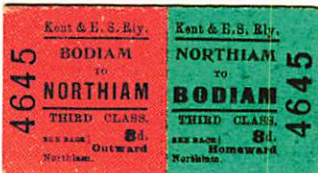
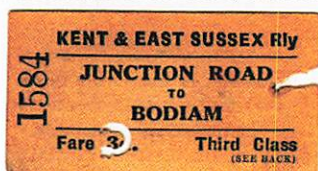
Government to pay for its upgrading and adoption by the Council in 1943/44.

St Michael's halt was formally opened on 1 May 1912 to serve the area of Tenterden (known as Boreisle until Victorian times) which had grown up around the Victorian church of that name. Land was taken for a goods siding but was never used. This little halt was always listed as Tenterden (St Michael's) and seems to have proved a good investment, for throughout the 20th Century the area was the focus of much of the expansion in housing for the town.

High Halden Road was actually quite near the village of High Halden which is only 1 1/4 miles away and most self respecting mainline railways would have dropped the Road without shame. The road on which it sits, the now A262, was a good tarred road from a very early date which, from its

proximity to the Headcorn extension for all of its length, was a principal reason for the disappointing returns of the northern extension.

Biddenden is a large village and the line passed



very close to the village centre with a footpath crossing over the line only perhaps 100 yards from the centre. However to build a station here would have required a new private road. Stephens therefore sited the station half a mile away where it crossed the main road; convenient for the large sheep fairs held in the adjacent fields till the 1930s and convenient enough in pre-motor days for most traffic. The establishment of a Sanatorium (now called Benenden Hospital but a long way from that village) and the nearby old-established British Gates Company, both nearly 2½ miles even further south of the village, kept the station busy. It is an oddity of history that the authorised and very nearly built line from Tenterden to Cranbrook would have passed immediately by the grounds of the Hospital (which by a quirk of geography is still clearly visible from Tenterden Bank-particularly at night) making Biddenden a much quieter station.

Frittenden Road station is nowhere near Frittenden, which village is 2½ miles to the west and very little further from Headcorn Junction. The station was situated by Iborden farm in the tiny hamlet of Lashenden on the Sissinghurst to Smarden road. There are very few houses in the area even today and it was only 200 yards from the main road so it generated very little business and became a request halt from a very early date.

Headcorn Junction

immediately adjoined today's mainline station and was central to

the large village it served but the K&ESR was without its own goods yard. However it clearly demonstrated another of Stephens' principles: not only did he use the full expression 'Junction' but its platform was built apart from the mainline and in his line's ownership. He had his fingers burnt by the South Eastern & Chatham Railway's charges for using the back face of Robertsbridge Junction platform in 1900 and never forgot the lesson. Thereafter he was always averse to paying for the use of another company's platform and always built a separate platform for his lines even when they were built directly adjacent to another's. This prejudice was even carried forward to an insistence on a separate platform which had to be provided by the Southern when they rebuilt Headcorn for four tracks in 1930. No doubt a rent-free platform could have been integrated into the new station but that was not the Colonel's way – he kept his independence and grabbed every penny he could get for his lines.



Northiam station today. (John Rose)



MUSIC AND THE SELSEY TRAM

Laurie Cooksey in his researches for his recently published, and quite excellent, two volume work on the Selsey Tramway came across this interesting snippet. We doubt the Colonel would have been amused at any of this, but we hope you will be.

From its opening to passenger traffic at the end of August, 1897, The Hundred of Manhood & Selsey Tramways Co. Ltd. (to give it its full title) gained a reputation for its trams seemingly being unable to keep to its published timetable. Reasons were several; for instance the tram would regularly wait for its conductor whilst he would call at nearby farms en route to see what goods might need collecting the following day, departure from Selsey might be delayed for a passenger who was known to have been travelling on that particular day, or occasionally none of the available locomotives might be in a fit enough state to haul the trains.

In October 1979, the East Manhood Group of Women's Institutes produced a play for their Drama 80 project called "The Train they called a Tram". With the action taking place at Sidlesham and Hunston stations, the work was researched and written by members using local memories of the line. Included in the play was the song "The Sidlesham Snail" which had been written for a performance at the Anchor Hall, Sidlesham in the early 1920s. However, the Tramways' Chichester station master, Arthur Morgan, insisted on its withdrawal as he said that it would ridicule the line, and any member of staff caught singing (or even whistling) it would be dismissed! It is quite possible that originally there was only the one verse and chorus:

"If you live at Sidlesham and do not keep acar,
And want to get to Chichester the journey isn't far.
The journey is quite simple, the miles they are but few,
If you leave at 10 o'clock, you may get there by two.

Chorus:

The Sidlesham Snail, The Sidlesham
Snail, The boiler's burst, she's off the rail."

None of the locomotives' boilers did burst, but the tram was regularly derailed on the light and poorly maintained permanent way.

Four new verses were added for the 1979 play. Also included in the performance was a musical arrangement of the (surely unintentionally amusing) conditions that had been appended to the Tramways Company's timetables from the earliest days until c.1918, set to the music of a single chant (written by church composer E. G. Monk) that would normally have accompanied a psalm. For ease of singing, the verses were crudely pointed church-wise thus:

Solo: Here beginneth a sect-i-on of the
Railway Time Table of Nineteen Seventeen.

1. This timetable is | only in | tended: to fix
the times before which the | Trams | will
not I start.
2. Unless required to pick up or | set down
| passengers: the Trams, although
scheduled to call, will not stop at | all
inter | mediate | sta-t-i-ons.
3. The Company | does not | undertake:
that the | Trams shall! start or arr | ive
4. At the times specified | in the | Table:
and cannot guarantee connec-t-i-ons with
the | LB and | SCR | trains.
5. The insert-i-on of the times of arrival and
departure, of the LB & SCR trains | in.
corres | pondence: with the | Trams of |
this | Company
6. Is for the convenience | of the | public:
but the Company | will not | be res |
possible
7. For any | consequences what | ever:
arising from the inserted times of
connect-i-ons, between their Trams and
the | Trains of the | LB & SC | R.
8. Notice is | hereby | given: that the
Company re | serve the right
9. To cancel any or | all of the | Trams : at
any time with | out. giving | further |
notice
10. From the timetable of | Nineteen. seven
| teen : signed by Harry (1) | Phillips
| Manager.

Sources and Notes

Colonel Stephens Railway Archive
1 The Tramways Company manager's
Christian name was Henry, not Harry.

THE COLONEL'S CIRCLE

(1) Henry Montague Bates (1849-1928)

Far from being the reclusive eccentric sometimes portrayed, Holman F. Stephens ran his railways using a wide range of acquaintances, many of whom were in a position to be helpful to his railway business in one way or another

This occasional series by Tom Burnham will look at some members of Colonel Stephens' social and business circle

Colonel Stephens was a complex character, but one thing is clear: starting early through his father's contacts he used social contacts to further his railways' interests. Without this help he could not have achieved as much as he did.

Before the Great War he was able to obtain introductions to some influential people through his father, the Pre-Raphaelite art critic F.G. Stephens, who was well known in Victorian literary and artistic circles. Later on, and particularly after the First World War, he made his own contacts. By the 1920s, Stephens might be seen as a man at odds with his times. His light railways tried to apply the solutions of the 1890s to an era of arterial roads and motor coaches – the Kent & East Sussex Railway already seemed quaint and old-fashioned less than a quarter of a century after it opened (see *Tenterden Terrier* No.92, Winter 2003). Socially, too, he might have felt out of step with the post-War world, rooted as he was in the older social hierarchies. In the twenties, the celebrities of the burgeoning tabloid press were Hollywood film stars and the Bright Young Things, whose dress and behaviour scandalised the more traditional.

So who were Stephens' associates and



Montague Bates, Chairman North Devon & Cornwall Junction Railway, stands ready to dig the first sod of the railway. Col Stephens stands by. (Col Stephens Railway Museum Archive)

business partners, how did he acquire them and were they also left behind by the times? These are difficult questions because the trail is very faint. Names such as William Jepson, James Ramsey and John Pike, all recently retired senior railwaymen, became active directors of several of his railways but little is really known about them personally and how Stephens obtained their substantial help.

More is known about William Rigby (see "William Rigby - contractor to the Colonel", *Tenterden Terrier* Nos. 86-87, Winter 2001 and Spring 2002) but little is known about his probable financial

involvement in the Shropshire & Montgomeryshire Railway of which he was Chairman.

Others are better known but their influence on Stephens' railways are uncertain, such as Sir Cecil Paget, who had been a brilliant if awkward general superintendent of the Midland Railway, or Sir George Beharrell, managing director of the Dunlop Rubber Company and one of Stephens' favourite luncheon companions.

With others the influence is more obvious: Stephens' closest friend, the far-sighted Gilbert Szlumper, who became general manager of the Southern Railway in 1937, and a man as out of his times as Stephens himself, Jeremiah MacVeagh, a eloquent politician who had devoted his life to the cause of Irish nationalism, only to see the culmination of his hopes collapsing into violence and civil war, but who gave Stephens much helpful service.

However we begin with Henry Montague ("Monty") Bates. It is not clear exactly how Montague Bates and Colonel Stephens

became acquainted, but as Philip Shaw has explained (Tenterden Terrier No.99, Spring 2006), Bates acquired most of the shares of the Selsey Tramway in 1920, and also served on the boards of directors of several of Stephens' other light railways, including the K&ESR, the Snailbeach District Railways and the North Devon & Cornwall Junction Light Railway. He was chairman of the last-mentioned.

By this time Bates had given long service to the City of London and charitable work during the Great War despite the stigma of his father's conviction for misappropriation of funds.

Montague Bates' father, Robert Makin Bates, was born in London in 1817 – his father's name was also Robert Makin Bates (c.1790-1874). On completing his education, he became a confidential clerk in the banking house of Strahan, Paul & Co. in The Strand. He evidently gave satisfaction, as in January 1842 he was given a 'nominal' partnership. He acted in effect as head clerk, receiving a fixed salary of £800, later increased to £1000, rather than a share in the profits. He was able to supplement this by other appointments, for example as a director of the Mentor Life Assurance Company and president of the Namur & Liège Railway. On 5 March 1846 he married Charlotte Emily Taylor, eldest daughter of the late Henry Taylor (formerly of the Madras Civil Service), and their son, Henry Montague Bates, was born on 17 March 1849.

Montague Bates might have looked forward to a life of affluence, but unfortunately his father's bank ran into difficulties in about 1855, as a result of advancing money to Lord Mostyn, for the development of Mostyn Colliery in North Wales, and to the contractors J.H. and E.F. Gandell, who had contracts to build railways in France and Italy and to drain the Capestang lake in the south of France. Neither could repay their loans. To meet a payment which was about to fall due, the bank's partners tried to raise money by selling £6000 of Danish government bonds, which had been entrusted to them for safe keeping by Rev Dr Griffiths. This was detected, and Robert Makin Bates, together with the senior partners, Sir John Dean Paul (1802-1868, of

Nutfield, Surrey) and William Strahan were arrested and tried at the Old Bailey. At the trial, which aroused great public interest, there were attempts to show that they were not all equally responsible, but on 27 October 1855 they were all found guilty and all three were sentenced to what was considered a rather heavy penalty of 14 years transportation. Robert Makin Bates left England in August 1857 on a convict ship (which incidentally also carried Edward Agar, who had planned the notorious bullion robbery on the South Eastern Railway in 1855), leaving young Montague with the necessity of making his own way in the world.

On completing his education, mainly at Bell Burrows and Johnson's Naval Establishment, Southsea, he was employed for four years as private secretary to the Rt. Hon. Edward Horsman (1807-1876), MP for Liskeard. Horsman had held office as Secretary to the Treasury (1844) and Secretary for Ireland (1851), but towards the end of his career he pursued an increasingly independent path in Parliament, having become known as "The Eccentric Liberal".

In 1875, Montague Bates was appointed as Assistant Clerk to the Commissioners of Sewers of the City of London, in whose service he was to spend the next forty years. In 1895 he became Clerk of the Commission. The City of London Sewers Act of 1897 amalgamated the Commission with the Corporation of London, with effect from 1898, and in 1900 Bates was appointed principal clerk of the Public Health Department of the Corporation of London at a salary of £1800. He was given leave to retire in 1903 on a pension of £1200 a year, but in fact continued until April 1915, when he finally did retire, being presented by the Lord Mayor with a silver tray and a silver tea and coffee service.

In 1872 Montague Bates married Mary Gammell (c.1835-1908), a widow with six children, who was a number of years older than he was. She had been born on board a ship in the Mozambique Channel, the daughter of Lieut Colonel Francis Thomas Rybot of the 2nd Bombay Cavalry. She married Andrew Gammell (1828-1870), an army officer who also became a Lieut

Colonel, at Bangalore, India, and who died of cholera.

In 1881, Montague Bates and his family were living in Streatham, but later he moved to other suburban locations before settling at 33 Colville Square Mansions, Bayswater. In due course, he also acquired a residence at Manaccan, on the Lizard peninsula in Cornwall.

Montague and Mary Bates had one son, Francis Stewart Montague Bates, born on 8 February 1876 at East Barnet, Hertfordshire. He was educated at Appledurcombe College, on the Isle of Wight, and served in the South African War as a corporal in Lumsden's Horse, a volunteer cavalry unit, drawn mostly from the Indian Army. On the strength of this service, he was given a commission as a 2nd Lieutenant in the East Surrey Regiment, and rose steadily, eventually becoming a Brigadier General. He wrote a textbook on the training of infantry scouts, saw much service in the Great War, was in charge of British forces in Salonika in 1919, and in 1922 was chief of the Southern Liaison Commission in Eire. He finally retired from the Army in 1932. His son, Patrick (c.1914-1941) was educated at Wellington College. He joined Imperial Airways at 17 and by 1937 was Station Superintendent at Khartoum. He joined the Royal Air Force and was killed in a Blenheim bomber over Greece on 19 April 1941. Francis Montague-Bates died at Manaccan on 21 June 1954 and was buried at Kensal Green Cemetery.

Like Colonel Stephens, Montague Bates was an active Freemason, being Past Grand Steward of the Grand Lodge and twice Master of the Lodge of Regularity. He was also a member of council of the London Cart Horse Parade Society, was a Liveryman of the Spectacle-Makers' Company and received the King's Coronation Medal in 1911.

Montague Bates was a leading light in the Eccentric Club, of which Stephens was a member. This club, described as a "gay [in its traditional sense – Ed.] mixture of the stage, bohemia and the racecourse" was founded in 1890 and later moved from 21 Shaftesbury Avenue to the more select address of 9-11 Ryder Street, in the West

End of London. "Monty" Bates perhaps became more involved with the Club after his wife died in 1908; he was elected chairman in 1914, about the time it moved to Ryder Street, and was closely associated with its charitable work during the Great War.

The club entertained convalescent soldiers—a newsreel film of 1916 showed more than 600 at the Karsino (the opulent but ill-fated hotel, ballroom and entertainment complex built in 1913 by the comedian Fred Karno on Taggs Island in the Thames near Hampton Court) – and also ran hostels for servicemen who had been discharged through disability; another of Stephens' interests. The club eventually ran 28 hostels and Bates was chairman of the Committee of Control.

The Eccentric Club had some distinguished visitors, including both the first Lord Burnham (Edward Levy Lawson, 1833-1916) and his son (Harry Levy Lawson, 1862-1933), journalists and proprietors of the Daily Telegraph. The second Lord Burnham (at least) became president of the club. The Lord Mayor of London attended dinners on more than one occasion and at the Club's 31st anniversary dinner at the Hotel Cecil in 1921, when Bates was in the chair, the guests included Sir Herbert Walker, general manager of the London & South Western Railway, another close acquaintance of Stephens.

Henry Montague Bates died in London on 30 December 1928 of heart failure following an attack of pneumonia. He was buried at Kensal Green Cemetery, after a funeral service at All Saints, Bayswater. He had not made a will, but left an estate of £7460 which was administered by his son. All his Stephens' railway shares passed to Stephens himself.

Although Bates' long-standing interest in activities such as the Eccentric Club may make him appear a somewhat lightweight figure, we should remember his forty years connection with big civil engineering projects in the City of London, which must have given him much valuable experience, as well as personal contacts with many important contractors and consulting engineers of the day, to say nothing of a deep knowledge of private Parliamentary bills.

Book Reviews

Colonel Stephens-A celebration. A brief outline of the life of Holman Fred Stephens and his light railways. Published by the K&ESR .32 pages and card covers. 36 monochrome photographs and 1 tinted.16 maps. £3.50.

History books by their very nature must be accurate. If an author chooses to peddle anything less than the truth, it not only provides pitfalls for the unwary, it renders the book worthless. In the past, with very few

exceptions, books on this subject have been of the 'pretty picture' variety accompanied by dubious and often inaccurate captions. My reaction was: - "Another piece of Rubbish- Sorry! No I don't mean that. I mean- Work taken from previous authors' sloppy misconceptions and falsehoods."

However I was pleasantly surprised; for this is a booklet which starts with a very good six page history of Stephens, which fills a long felt need. Next is a two page history of William Austen, followed by a six page guide to the Colonels railmotors. The second part of this booklet devotes a page to each of Stephens' lines with a photograph, a map and a very brief history. The work ends with a page on 'Other Rural Light Railways' and a good description of the various Acts of Parliament promoting light railways.

The only disappointments were a lack of a bibliography and no mention of the Colonel Stephens Society which does much to promote interest in Stephens and his works. And, let me confess it was too short for me but I must be satisfied; at least until someone decides to do the full job. After all, surely there is enough talent, knowledge and expertise within Stephens' enthusiast circles to produce a decent full length biography-Come on Lads!

This is an accurate and balanced celebration of HFS's life and railways and is

recommended to those interested in him.

CM

A Car Called Constance, The History of the Gilbert Cars. South Eastern and Chatham Railway Society. Published by the SE&CR Society.44 pages. £4.50. ISBN 978-0-902835-23-8

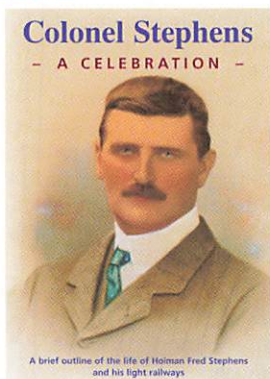
If you ever wondered what preceded our much prized Pullman cars Barbara and Theodora on the Hastings trains this book, yet another very welcome book on carriages, gives you the answer.

Both of the rival Kent Companies, the SER and the LCDR had tried luxury trains for their boat trains in the 1890s but they had been discontinued.

The SER's Chairman (not managing director as stated in this book), Sir Edward Watkin was well aware of the revenue Brighton brought to the LBSCR owing to its status both as a South Coast resort and as a home for businessmen who only needed to work short hours in the City. The book speculates whether Watkin could develop Hastings in the same way with a fast, luxurious train service. Watkin did not get on with the Pullman Company and had to cope with the tight clearances on the Hastings so early in 1891, the SER approached Pullman's business rival, the Gilbert Car Manufacturing Company of Troy, New York State, USA. The company was requested to tender for vehicles which would be equal to or even more sumptuous than Pullman's, but which would fit the Hastings line.

Commenting on the necessary restriction of the carriage to 7ft 3ins the contemporary reviewer in the *Railway Engineer* said: 'The cars are evidently only intended for the use of those having gentle manners, and who keep their elbows well down when eating, but should two unpolished passengers attempt to eat on one of the seats the sight would be amusing, for a width of 3ft 7ins is not too great for two persons to sit side by side and eat with any degree of comfort.' Those familiar with the design, and use, of seats in our own dear Pullmans will appreciate the validity of this comment!

Rebuilt several times, the cars provided a three class service for Hastings business travellers till WW1. After the war they passed into the hands of the Pullman Car Company who refurbished them with suitable names



until supplanted in 1927 by 'our' series of cars. Thereafter they did not last long and one succumbed in the Sevenoaks accident of 1927. Most of the others were sold off between 1928 and 1930 and by some miracle the body of one, named Constance by the Pullman Company, survived as a holiday home until rescued in very good condition during 1997 by our friends on the Bluebell where it waits in the queue for restoration.

All in all a fascinating read. The reviewer confesses to disliking some of the wording used and associated speculations. Also tighter editorial scrutiny might have picked up minor errors. However for a well produced and researched book on a fascinating subject produced at £4.50, I am not complaining. If you have any interest in carriages and how people travelled, buy and enjoy.

BMJ

SE&CR Carriages. Phil Coutanche. Lightmoor Press. Price £19.95. ISBN 9781 8998899 24 2.

Although its title seems to claim a degree of comprehensivity the book is in fact one of drawings, photographs and Drawings and does not set out to be a detailed history of SE&CR carriages types; it is only a selection of fifty drawings depicting a cross section of bogie carriages. And none the worse for that, particularly as the drawings are original general arrangement drawings produced to a uniform 4mm scale. The coverage is very sound and will give the modellers, at which it is aimed, a good selection to choose from.

Phil Coutanche has been pillar of research in this area and the information looks to be as good as it gets. The drawings and photos are well set out on facing pages, with some good background for each type. And those excellent publishers Lightmoor Press have produced a handsome volume.

Drawings of the 'Mess Coach' and both of the K&ESR Birdcages are included and there is even a photograph of 'the one that got away'; the centre carriage of the three car set to

which the brakes belong, lost in their Longmoor Railway days. Virtually all their brethren ended up in the Isle of Wight, where three survive in modified form, but if you want to see the real thing 'watch this space' when the Birdcage overhaul is completed, hopefully later this year

If you like carriages, as I do, buy this book.

BMJ

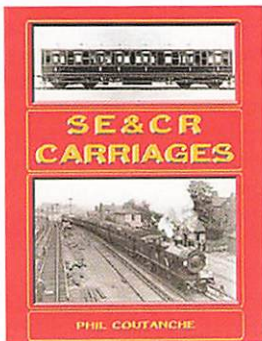
An Illustrated History of Southern Pull-Push Stock. Mike King. OPC. Price £29.99. ISBN 0 86093 596 5

There was a time when books on carriages were so rare you could count them on the fingers of one hand. But with the increasing saturation of the locomotive book market and the demands of the modeller in particular, things are looking up for those of us who regard the train as something more than the vehicle at the front.

Southern coach enthusiasts in particular had to be satisfied with the excellent and accurate Oakwood press books by David Gould but illustrations were necessarily thin. With the arrival a year of two ago of *An Illustrated History of Southern Coaches* a gap was filled and now the same author has turned his attention to the more humble branch line set; a train dominated for much of its history by downgraded but glorious Edwardian wooden bodied coaches

The original intention was to provide pull-push trains largely over urban lines and on main-line stopping services rather than wholly on rural branch lines, so from inception until around 1929 it would be possible to see motor trains throughout almost the whole of the Southern system. Retreat to the country began even before 1925, as the first phases of suburban electrification were completed. And by the end of SR days was virtually complete

The book describes the whole range of options from early rail motor experiments to their heavier replacements like the Terrier and single balloon coach combinations through what became the standard unit of two non corridor coaches that almost seemed to service all the branch lines from Kent to Devon until the lines closed or dieselised. Indeed so standard did these units become that it is a nice exercise to work out which branch lines did not use them. Mr King describes the many ingenious mechanisms



used to enable the driver to control the locomotive from the end coach, but only in passing mentions that it was not always actually used. Indeed the reviewers experience was that the train was driven from the engine with the driver controlling the brake only- and not always even that. Most commonly the opening and closing of the regulator was performed by the fireman, using a combination of his own route knowledge and the bell codes or other (perhaps unofficial!) signals from the driver. In those rather more relaxed days, and safe in the knowledge that many of the routes traversed were often fairly quiet, few problems were experienced.

The book itself seems comprehensive and well researched with copious illustrations and line drawings, of the most interesting coaches. There are even passing short references to the SR's Sentinel Railcar being used on the Hawkhurst branch and the useful little SR Drewry Railcar that Austen bought for the WC&P. Perhaps the drawings are as much illustrative as useful for the accurate modeller but this as perhaps a quibble for a book which should be of great interest to anyone with an interest in Southern Branch lines as well as Coaches.

BMJ

THE LEADER PROJECT: FIASCO OR TRIUMPH?, Kevin Robertson, OPC, ISBN: 978 0 86093 606 0; 254mm x 203mm; 160pp, hardback; c 170 illustrations; £19.99

In the late 1940s, much money was spent on a revolutionary new type of steam locomotive. Designed by Oliver Bulleid, the charismatic former Chief Mechanical Engineer of the Southern Railway, the prototype was not completed until after nationalisation. Called the 'Leader' class, the design was revolutionary. It had two power steam bogies instead of the usual cylinders and coupling rods, sleeve valves and chain drive rather than more conventional valve gear. The body was encased, looking more like a diesel locomotive than a steam engine. Initially, five locomotives were ordered but only one, that BR numbered 36001, was completed. This was exhaustively tested and was found to be severely defective; it was widely regarded as a disaster, an impression that has persisted to this day.

The prolific author, Kevin Robertson, has

been investigating the history of the 'Leader' project over many years and amassed a vast amount of information about the locomotives. His three books on the subject have given us the opportunity to take a more informed view of this controversial project and he has now turned out a 4th. He consistently suggests that the design was by no means a complete disaster and argues, rather unconvincingly to this reviewer, that Bulleid was right and steam power in such a form did have a revolutionary future. The reviewer had great trouble with this book. For the first fifty pages the text describes some of the background to the project but this is forced to wend its way round excellent and comprehensively captioned (in a dominant bold type) photographs of the engine under construction which are quite unrelated to the text at that point. The reader is therefore torn between two unrelated series of events. True, after page 50 it settles down but the excellent and comprehensive collection of photographs always threaten to overwhelm a somewhat rambling dissertation on the locomotive, its troubles and if and where it went wrong. Ultimately he came to the conclusion that this might have been two books; an excellent collection of many previously unpublished and well captioned photographs of the construction and operation of this fascinating project that was overlaid by another work with an unfocussed text, in sore need of a good editor.

Incidentally, the author is quite wrong to say that the Leader was the first double bogie steam locomotive to be suggested or built in the UK. The LNER's Chief Mechanical Engineer, Nigel Gresley, with Oliver Bullied as his assistant, had ordered such a locomotive from the Sentinel company in 1934 following some interesting experimental locomotives built for Colombia. The LNER wished to try one for precisely those secondary duties that were originally prescribed as suitable for the Leader class. The Sentinel Company had largely built the locomotive but it had failed to meet specification, because of boiler and engine unit problems, and was never finished. But Bulleid, like the author in his continuing attempt to write up the Leader story, might have taken note that a man in a hurry sometimes gets it wrong.

BMJ

Notes for contributors

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

Content

The Tenterden Terrier will continue to major on K&ESR news, features on aspects of the current K&ESR and historical articles on Colonel Stephens' and other Light Railways, particularly those of the South East. There is only one criterion here, and that is pre-digital. Any written or photographic contribution must be INTERESTING to the reader, not just the writer, and should only exceed 2500 words if you trust the editor to do his worst to shorten it; or put in a special plea for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Windows is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by disc (although floppy discs are nearly obsolete), if carefully packed. Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form. Hand written copy will only be accepted if the editor's wife is agreeable to his pleading.

Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work. For current events photography digital is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less. Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

The Kent and East Sussex Railway Company Limited

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(Limited by guarantee and not having a share capital)

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The Colonel's Railway



*Colonel Stephens built a Railway,
To bring Sussex closer to Kent,
This was a great achievement,
Also his intent,*

*Soon those little engines would be
Trundling through splendid pastures green,
With trains like these so pleasing,
Are rarely ever seen,*

*A Terrier with its barking sound
Echoing far away
These little locomotives would be working all the day,*

*It's now over a century later
With their whistles clear and loud
If the Colonel was still with us now
This line would make him proud.*

J E Norton