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Tenterden Terrier



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FRONT COVER
Beattie Well Tank and
Vintage train at Willow
Curve (Ian Scarlett)

BACK COVER
(Photo John Rose)
(Text Nicolas Cannon)

Tenterden Terrier

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Editorial

The Volunteer Life

A rather dubious privilege of being Editor is that one gets to see house journals from numerous other heritage railways. It really is necessary to remember that in life some will always be better than you and some worse! It is, however, always a pleasure to receive *Moors Line*, the magazine of 'our friends in the north'. Browsing through a recent issue I came across an account of their Volunteer recruitment day – it included, with typical Yorkshire irony, the phrase 'Get a Life'! What a splendid upending of that slur thrown at us 'sad' working members by small-minded individuals whose horizons seem defined by package holidays (taking minimal notice of local history and culture) and the end of year festivities. Yes, if you become a railway Volunteer you not only stand a good chance of seeing life, it can become one of the most important factors in developing *your* life.

It was with these thoughts still very much in mind that I went to the April Board meeting where Director and P.Way manager Geoff Crouch was introducing a thought provoking paper on volunteer recruitment. When Geoff stood for election to the Board in the autumn of 2005, he was asked how he would address the issue of the declining number of Volunteers. He had no magic wand to wave, and said so but the subject has been nagging at him for a long time and, having given the matter a great deal of thought, presented his paper to the Board. This stressed the importance of recruiting and retaining new

Volunteers. At our AGMs, the Chairman has regularly asked the Membership to actively recruit, but Geoff felt that the Board should be taking the lead on this, our most pressing issue, without interfering with the management process. Although each and every Director is well aware of the value of our Volunteers (the Board are all Volunteers too) he feels that there is a general perception that "the Board doesn't understand". They do.

Any ideas must be cost effective and be different to the current methods, which seem unfocussed and produce little. Geoff asked each Board member, the Company Secretary and the General Manager to each put one idea into 'the pot'. Within a few days he had dozens of ideas, some excellent, some good and some that were left on the drawing board.... but it was a good start. Getting these ideas together, and using the best of them, will show that the Board is committed to the Volunteers and recognises the value of each hour worked by them. It is often said that the role of the Volunteer is vital to the running of the Railway. Geoff and I would go a lot further than that and say that each Volunteer is essential to our very survival. We must inject younger blood into the system because we are all growing old with various degrees of grace. The age profile is shifting ominously to the 55-60 grouping. So the aim of the 'Volunteering Committee' is to find out how to attract younger Members into all of our Departments and make sure that they have the opportunity to enjoy their time with us.

Note! Geoff will be asking the wider Membership for ideas over the coming weeks and months, and will present a package to the Board as soon as is practical.

Nick Pallant



Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

General Manager

2008 sees more Guest Locos coming to the K&ESR then ever before. The visit of the NRM's Beattie Well Tank from the Bodmin & Wenford got the 'season' off to a good start.

We try different ideas every year; some stay on the events calendar, some get tried for a couple of years and occasionally ideas do not work. It seems as though small engines to start the season may well be a permanent fixture as it was such a popular way to start.

This year was only the third annual gala. What a weekend that turned out to be. Visitor numbers were 40 up on the previous year for the three days, with over 700 on the Bank Holiday as we operated a 30 minute departure interval from Tenterden. The efforts put into the gala by James Palk and his band of volunteers was considerable, and they have been congratulated accordingly. All the staff worked hard to deliver a first class weekend. The press coverage has been excellent too. There have been some truly excellent photographs of the N7 and the Prairie that will record the gala as an event of historic significance in years to come as we proved we can run some larger locomotives and make the

railway look different. Whilst it could be argued that in terms of profitability we could have done nothing and made as much, my view is that we have a gala for our own enjoyment and fun as well as providing something different for our customers. We have already started planning for next year when we will celebrate 35 years operating in preservation.

For this gala we gave members a discount for travel (last year there was no such concession). I know that some feel they should get free travel but this is most definitely a special event when the rules have to be different.

We obtained some great TV coverage for the evacuation week, which is another new permanent feature on the event calendar. The support of Kent County Council and the SouthEast Grid for Learning for this activity adds enormous value to the experience for just under 1000 children.

We are about to implement a new booking office and membership system called the Patron's Edge. There will be those that throw up their arms in horror at the thought of computerising the Tenterden Booking Office. But if the system enables us to increase Gift Aid



The Chairman and General Manager entertain a Japanese delegation (K&ESR)



Prairie Tank 5552 arrives at Tenterden Town Station during the May Gala (Paul Sayce)

uptake, and helps us manage membership then we need to have it. We plan to have Direct Debits fully operational for renewals at the end of this year.

The weather for the start of the season has not been great and we have not got off to a good start financially although May has been good. We must remember that we are a tourist attraction and maintain the highest of standards to compete as our visitors see other demands on their precious cash through increasing fuel and food prices in particular.

Shop

In the face of the 'credit crunch' that is causing all tourist gift shops to feel the pinch, the shop has had a mixed 2008 so far. The February Thomas takings, as we had feared, were well down on the previous year's event and immediately put us behind budget. The lack of big spending at the event was very noticeable, which was not helped by a shift towards more people paying for their tickets on the day, leaving less to spend in the shop.

However, we have had some good days, and when the customer base is still there the shop can shine. By the end of April, the spend per passenger in the shop, excluding Thomas, was actually 16p up on the same period in 2007. The Gala was up 22 per cent on the 2007 Colonel

Stephens event and the Evacuation Week was also very successful.

The Bodiam shop continues to be appreciated by both visitors and staff alike, and we now have a small selection of shop items at the reopened refreshment rooms at Northiam. The new guide book has been generally well-received (any criticisms have been noted, but you will never please everybody!) and is doing well. Many thanks are due to the TTIs for selling them on the trains; good guide book sales can really assist us in transforming that ordinary day into a good day.

New items in the shop so far this year include a K&ESR baseball cap with stitched logo, totem fridge magnets, gingerbread train biscuits, tin badges and five new K&ESR postcards. The O. Edwards and Clevedon Gas Company 00 gauge wagons from Dapol are now in stock and this year's calendars and Christmas cards are already available! A new K&ESR book by Hugh Nightingale is due in September and we are considering stocking sweatshirts in time for autumn.

Museum

The Museum continues to acquire a surprising amount of new material, in particular from the Shropshire & Montgomeryshire Railway. Including:-

- What is described as a "Fog-penetrating railway signal lamp". It has a face, a little under 18 inches square, and is about nine inches deep. It is made of black tin-plate with a brass surround to the glass face and with a small brass plate stamped "S & M Rly No 3". It probably dates from about 1912 and was made in the USA by Adams-Westlake. Purchased at auction and donated by John Miller.

- Two pieces of paperwork dating from 1909 concerning the raising of capital to rebuild the S&MR. The first is a circular, addressed to the local people offering shares of £10 each to raise £2,000 capital. The second is a letter in support from the committee setup to solicit funds and signed by the Mayor of Shrewsbury. Purchased on eBay and donated by Brian Janes.

- An S&MR small poster outlining the By-Laws and regulations for the railway and dated 21 May 1913. Purchased on Ebay.

- The S&MR was under military control from 1940 to 1960 and there are two items relating to this period. Firstly, a lookout booklet "Working instructions for H.Q. No1 Railway Group, Royal Engineers", coming into force from 1 January 1956. This pristine copy was presented to Brigadier A.Dobson OBE, MC, Chief Engineer Eastern Command on his visit to the S&MR on 4th July 1960. On loan from Mr Mark Dobson.

- Secondly an interesting souvenir by way of an armorial plaque mounted on a board about 10 inches square, with the coats-of-arms of Shropshire and Montgomeryshire on shields surrounded by a buckled belt with the railway name in full. It is made in light relief and highly coloured. The plaque was presented to Major Charles Calder, Royal Engineers, who at the time was Operating Officer of the S&MR on the occasion of the running of the last public train on 20th March 1960 for the Stephenson Locomotive Society. Sadly, Major Calder collapsed and died at the railway's Kinnerley depot on 3rd May 1960, less than seven weeks after the presentation. The plaque had originally been made by a Mr J M Lloyd as part of a headboard for a visit by the Manchester Locomotive Society on 22nd May 1955.

- The K&ESR has also featured in acquisitions. Firstly, six unused train staff tickets in various colours for use between most of the stations on the line. They were printed in the early years of the 20th century. Donated by Dick Beckett.

- A collection of 36 slides taken on the K&ESR, mostly in 1953 in the dying days of the BR passenger service, and a few taken in 1956 when

a goods service still ran between Tenterden Town and Robertsbridge. Purchased for the archives.

- A quantity of K&ESR paperwork, mostly weigh bills, receipts and invoices dating from the early 1900's to the 1940's. Donated by Dick Beckett.

- An East Kent Railway small timetable poster for the period commencing 8 July 1929. It is printed in black on white paper and is in fair condition. It carries the catchy slogan "Travel in safety, across Country, away from the crowded roads over home made steel instead of imported Rubber – support the Local Line"! Donated by John Miller.

- Lastly, two rare tickets for the Rye & Camber Tram. Both are Bell Punch type, one for "Sands to links", purple, with an advert for Ashbee & Son, a Rye Butcher, on the reverse. The other, a third class single to "Sands". This dates from the time when there were three classes of travel in the two carriages and the conductor charged (in his opinion) by how well dressed the passenger appeared!

It has been the custom for a number of years, for the museum attendants and maintenance support staff to have an annual get-together with lunch as otherwise they never meet. This year, as an innovation, we gathered for lunch on 1:15pm train on 4th June and had a very enjoyable time.

Last year we had 19 attendants on the roster but this year we are down to 15. The reduction is mainly due to age and infirmity and there are now many gaps in the roster. The aim is to open every afternoon when trains are running between early March and the end of October. Anyone interested in joining the roster, even for just one day a month, please contact John Miller, 01580-765350, or leave a note at Tenterden Town.

The Museum website at <http://www.hfstephens-museum.org.uk/> continues to attract a good deal of interest and if you like the historical articles in the Tenterden Terrier you'll find even more in the Topics section <http://www.hfstephens-museum.org.uk/pages/topics.htm>.

Finally, just a reminder that the Museum exists on the proceeds of second hand book sales and a wide selection is currently available to browse and but also at present we have behind the scenes a huge selection of Railway Magazines from the 1940s and 1950s available at 50 pence each. If you have any needs call ahead to the Museum (Brian Janes) to leave a message or



North Norfolk's class N7 tank ready to go off-shed at Rolvenden during the May Gala (Paul Sayce)

send to curator@hfstephens-museum.org.uk so they can be made available.

Bodiam

Work on repainting the station building will resume as soon as we have a spell of fine weather.

The maintenance team now has a workshop situated at the back of the picnic area. This is disguised as Hoppers Huts Nos 1 to 3. The original pair of huts have been renumbered. No 4 is now the gardening store and No 5 is the hoppers display hut.

We have learnt a little more about growing hops as a result of which they are growing better than ever before. Vic Grigg has managed to find a way of re-stringing from the ground so the bines now have something new to cling to. By the end of May, several of the plants had reached the overhead wires.

Also on the horticultural front, our re-conditioned beehive has been placed in position

and occupied so there are now three active beehives on site. The honey goes into the blend sold in the railway shops.

The limit of public access was previously indicated by a white plastic chain strung out across the yard. This has been replaced by a gate and short fence adjacent to the far end of the platform. The gate will be unlocked to allow movement of rolling stock into the sidings at any time. The work has largely been carried out by Robin Dyce assisted when necessary by Vic Grigg.

John Hicks has been kept busy repairing and repainting the platform bench seats and Chris Crouch does sterling work keeping the grass cut. John Liddell has commenced repainting the notice boards which he made a few years back.

The maintenance team continues to meet throughout the year on Tuesdays and Thursdays.

MOTIVE POWER

Steam Locomotives

No 3 'Bodiam' (32670): Running well. The absence of the P class has seen No. 3 cover on RXDs where she proves to be a temperamental old lady. A stiff and awkward regulator coupled with a bit of over zealous enthusiasm did result in damage to gland packings on one occasion, however repairs were carried out at the start of duty the next day.

No 8 'Knowle' (32678): 10 yearly overhaul underway. The tanks should be returned soon. Very little work is needed on the boiler and progress is already being made on the required repairs. No. 8 is now in the shed ready to be jacked off her wheels to change the axlebox keep pads and inspect all bearings for defects.

No 11 'P Class': The work on this loco turned into a fairly long project, especially having



Charwelton in loco works at Rolvenden (David Hunter)

bespoke keep pads made for the axleboxes. We liaised closely with Armstrong Oilers of the NYMR to produce pads that will not damage the bearing surfaces should they come into contact. As the pads cannot be checked in service it is important to know that they are not going to cause damage should circumstances repeat again. There are still issues with the springing on the P with a height difference diagonally across the loco- albeit within tolerances.

No 12 'Marcia': The last of the connecting rod bearings have been machined in preparation for white metallurg. The sand pipes have all been completed. A set of fire irons have been refurbished. The small bore piping for the vacuum and steam pressure gauges have been completed. As a result of the long period since the boiler repairs were completed and the subsequent hydraulic test, despite it not having been steamed, the inspector has deemed it prudent to repeat the hydraulic test. The preparations are in progress for this retest.

No 14 'Charwelton': The tank is due back soon with a new inside protective coating. Other reassembly work continues. The gang discovered one matter for us to remember next

time a loco is laid up for overhaul- empty the sand boxes! A lot of work has gone into removing wet sand from the sand boxes and sand pipes. The sand pipes have also been extended to do away with the ugly looking rubber ends that were fitted before.

No 19 'Norwegian' (376): With full staffing levels at Rolvenden work has progressed well on this loco. More stays have been fitted to the firebox, John Houslander is making great progress fitting the new smokebox, Peter Cloake has continued dismantling of the motion and Kevin Jones and his gang are transforming the frames from the filthy oily mess to freshly painted. Getting the piston heads off the rods was a major challenge that saw the ingenuity of Peter and Tom Featherstone tested to the full.

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

No 22 'Maunsell' (65): The boiler inspector carried out his visual exam on 16th May and was happy with what he saw. A few days later 22 was tested light engine followed by hauling a 5 coach train the length of the line. A formal steam test with the boiler inspector is booked for 30th May after which the Operating Department will carry out more testing. If this is

successful then she will enter service.

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

No 24 'Rolvenden': Currently outstationed on the Lavender Line.

No 25 'Northiam': In service for the last few months of its current 10 year boiler certificate. There are still some problems with steaming ability especially where coal quality is dubious. Work is continuing to resolve this.

No 30 GWR Pannier (1638): In service and performing well. It was great to see 1638 paired with the Prairie tank from the Bodmin and Wenford Railway during the recent gala weekend.

68078 (at Sellindge): We are making slow but steady progress. Work is being concentrated on the axle boxes, the cab and the bunker. All axle box brasses have had their side cheeks built up by a specialist welder. These will now have to be machined to fit tightly into the straps. New oil pipes have been made as the old ones were damaged by the movement of the brasses. On the cab we have welded in new sections of plate work as needed and also got rid of many unwanted holes. One side of the cab has had a certain amount of heavy panel beating in an attempt to remove collision damage from its previous life. The beading round the cab opening has also been replaced. We will be re using three quarters of the old bunker as it is in a very good condition. A new front section will be welded into place once the bunker is refitted to the frames.

The wheels have been reprofiled as part of an accreditation exercise by Hitachi trains at their Ashford Depot. Our thanks go to Paul Wilson for his help with the transport arrangements and a number of other logistical issues.

We have made good use of a crane on site to align the track panel in front of the tent so that the wheelsets can be rolled under the frames.

Diesel Locomotives

No. 20 (GWR Railcar): Appeal News: Since the launch of the Railcar Appeal in the last edition of the Terrier, just over £8,000 has been raised including Gift Aid recovery. This includes two very generous donations of £1,000 and over, two of £500, one of £300, two of £200 and ten of £100 and over. Many thanks to all who have donated. Existing funds, including donations are now sufficient to meet planned spending in 2008. If you have not already donated, please consider doing so, in order to help take the project forward into 2009.

Donations made via the collecting boxes at our

sites have been rather disappointing with only small amounts being donated by visitors, despite several events on the Railway since the launch of the appeal. Molly the bus and her crew have however collected just over £62 on castle shuttle runs at Bodiam.

Welcome publicity for the appeal has been given through an item on Meridian Television News and an item in the June 2008 edition of 'Heritage Railway' and it is hoped that these will generate further interest and donations.

Remember that, in addition to donations, we are also raising funds for the project through the sale of passenger seats on the first official run of the Railcar No.20, following completion of restoration, at £100 each. Cab rides are also on offer at £500 for the first official run and £150 for each of 12 further rides within the first twelve months of Railcar No 20's return to service. Please contact the Appeals Co-ordinator if you are interested in taking up one of these places.

Restoration News and Plans: The production of all eighteen replacement wood frames for the valance panels has now been completed. The next task is refurbishment of the two passenger access vestibule doors. We were rather pleased that, as the doors had been stored under cover, the door frames and door skins are in good condition and only minor work is necessary.

Carriage Shed space will shortly become available at Tenterden. The first task then will be a full overhaul of each of the two bogies and this will entail removal of the bogies from under the railcar. The bogies will be dismantled to allow assessment of wheel sets and all shock absorbers, brake gear etc. and their refurbishment as required. Steam cleaning below the floor and assessment of pipes, conduits and wiring will be made easier with the bogies clear from beneath the underframe.

On the electrical side, each of the two engines has a dynamo, voltage regulator and starter motor. These have already been removed and will be sent to a vehicle electrical specialist. When complete, the refurbished dynamo and voltage regulator will be set up as a matched pair for correct function, reliability and fitting back below the underframe.

A new steel foot plate will be fitted under the Headcorn end cab as already completed under the Robertsbridge end.

Finally, on the air/vacuum side each of the engines has a compressor and two vacuum exhausters. These will be removed later and refurbished as necessary by specialists.

Work on the Railcar during the remainder of 2008 is planned both on weekdays and on some Sundays from July to December. On the Sunday working days only, there will be the opportunity to visit the carriage shed by prior arrangement, to view progress on the project. If you wish to take advantage of this opportunity please contact Andrew Webb via the Carriage and Wagon Department, giving reasonable notice. Casual unauthorised visits will not be possible.

The planned Sunday working dates are:

July – 13th & 27th

August – 10th & 24th

September – 7th & 21st

Note: On 21st September only volunteers and paid staff who have had a CRB check will be allowed on Railway premises due to the event on that date.

October – 5th & 19th

November – 2nd & 16th & 30th

December – 14th & 28th

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

No 41 (Ruston): Out of service whilst the fuel pump is repaired.

No 44 'Dover Castle' (Class 08): The major overhaul is ongoing. Engine: this is at Rolvenden with removal of cylinder heads and injectors in progress. Generator: once the engine is finished the generator will be overhauled at a specialist contractor. Body work and frame: extensive needle gunning within the engine bay to remove the old paint is nearly completed. Painting of the engine bay is in progress ready for the engine to be installed after its overhaul at Rolvenden. Wheels: these

are being cleaned and painted when the locomotive is positioned over the pit at Tenterden. Radiator: the grilles are being refurbished and painted for later fitting to the main radiator.

No 46 (Class 03): In service

No 49 (Class 14) (14029): In service

Class 33 'Ashford' (33052): In service

Class 108 DMMU: In service. The Headcorn end car, M51571, has had an external clean and re-varnish to match the Bodiam end car. One engine throttle motor has been overhauled and all four engines are working reliably. We are lucky to have had the option to purchase two second hand power bogies that will be overhauled in due course. This will enable TREATS to change bogies when necessary with minimum out of service time for this essential vehicle.

Cranes

No 133 (10T Taylor-Hubbard): In service.

No 145 (10T Grafton): In store

No 151 (36T brakedown): In service. Due a boiler exam in June.

Plant machinery

Tramm: In service. The TRAMM was in use during the Gala Weekend carrying reserve supplies of water and coal while parked at Tenterden. Normally top up of coal or water is obtained from Rolvenden resulting in delays to the service. The intense service operated during the Gala Weekend precluded the normal arrangement hence reserve supplies at Tenterden.

08 Tamber: In service. A number of lengths of track have been tamped recently with very satisfactory results.

ROLLING STOCK

Winter Maintenance

All annual checks have now been completed for coaches in the running fleet, the Vintage set having been tackled once the Mark 1's and the Pullman set had been checked over.

Mark 1's

Work on **K&ESR No. 68 (TSO No. E4355)** has been suspended until later in the year, as planned, to allow other projects to proceed.

Pullman set **RU No. 69 (BR No. 1955)** received a complete repaint during the early spring which has spruced-up the vehicle nicely thanks to the skills of Shed Supervisor, Alan Brice, and Meg Gooch.

Vintage Coaches

External painting of the Birdcage (**SE&CR No. 1100, K&ESR No. 61**) is now complete and the task of scumbling the inside of the guard's brake area has commenced. The upholstery has now been received back from the contractor but awaits fitting pending the completion of other work in the compartments. There are still numerous small fittings to be completed. At the time of writing the drop light straps are in place, luggage netting (made for as usual by a contact on the North Yorkshire Moors Railway) has been fitted and the picture frames are going into place. Lino for the compartment floors is awaited. The toilets have been cosmetically restored but will not be in use. Passengers will



Above: Preliminary view of the Birdcage; awaiting footboards and lettering (Ian Scarlett)

Right: Interior of one compartment in the Birdcage (Nick Pallant)

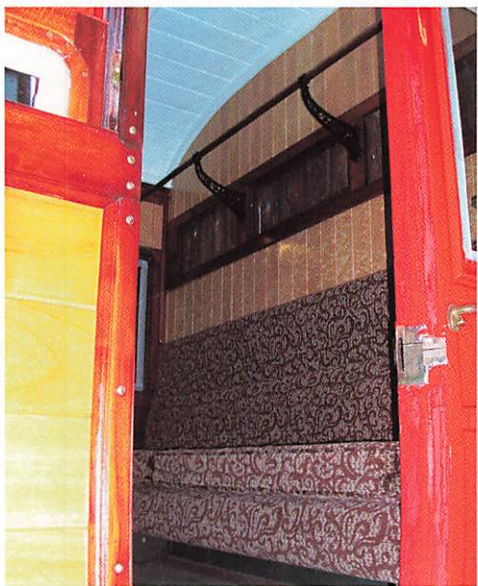
nevertheless be able to view the layout and vintage Edwardian plumbing through upper glass panels in the doors. (Naturally we will have to install signs informing the travelling public that 'These WC's are for display only!').

The Woolwich Coach (K&ESR No. 67)

A leaky roof, which might have proved a time consuming problem, was easily corrected using a Watco proprietary roof sealant. If this experiment continues to prove successful we will know what to do should this defect appear on any other vehicles.

London Chatham & Dover Railway three compartment brake (SE&CR No. 3062, K&ESR No. 98) has taken something of a back seat through the earlier part of the year to concentrate resources on other vehicles. The removal of further old paint from the guard's van has continued however when sufficient staff have been available. It is hoped to resume restoration by the time this issue of the Terrier is published.

Pullman Car **Barbara** (K&ESR No. 52) is in the carriage shed at the time of writing for repainting. The previous paint job had suffered from the effect of the weather and was quite unworthy of our premium flagship carriage set. Once again the high quality work in hand is



being undertaken by Meg and Alan assisted by Julian Coppins and various volunteers. Julian's woodworking skills were also needed to rapidly rectify some of the inevitable defects found once work began.

Wagons

Visitors to the May Gala will have noticed some splendidly presented wagons which added much to the atmosphere of this highly enjoyable and successful occasion. The only credit C&W

department can claim for this is the provision of a modest sum of money, a few spare parts and a set of lettering (for box van No. 143) which we already had in stock. The work was carried out by a highly enthusiastic group of younger members ably led by James Palk. Other members were Jamie Douglas, Colin Avey, Ben Pryer, Annie Cox, Ed Gascoyne, James Darling and Matt Green. Wagons repainted (all numbers are K&ESR) were Nos. 143 (Ling) 157 and 158 (Medfits) 168 (Tube Wagon) 171 (Pipe wagon). Hand lettering was applied to Nos. 134 (crane match wagon) 144 and 154 (Dogfish hoppers) 163 (Bogie Bolster C) and 165 (Shark ballast plough brake van). The opportunity was

also taken to undertake some mechanical repairs. After this tour de force all we can say is thank you, all of you. We look forward to future productive co-operation of this nature.

People

We offer hearty congratulations to C&W volunteer Gordon Young who achieved his 90th Birthday during April. Gordon, who comes from a South Eastern Railway family, first visited the K&ESR in 1937 and joined the original Preservation Society in July 1961. He worked as a guard for some years after the Railway reopened and continues as a volunteer in the Carriage Shed, particularly on restoration projects.

WAY AND WORKS

Permanent Way

Following a good team effort from all concerned, Willow Curve was re-laid in the spring of this year. We hadn't planned to do this project this year, but the rapid deterioration of the wooden sleepers meant that we pulled it to the top of the list as soon as we could. This section of track was used as an experiment before we started on the Bodiam project. The track-bed acted as a canal in that it was full of water which couldn't get out! So

drainage was installed to take the water away from the four foot and into the ditches. Also, whilst the area was drying out, the spacing of the wooden sleepers was halved, in effect doubling the number per rail length. The thinking behind this was to allow the track to have a greater surface area in contact with the ground – a sort of raft.

It was our usual method of work, with the old track removed on day one and the drainage put in on day two. Day three saw the track-bed



The tamper at work at Willow curve (Jim Tooke)



The Permanent Way gang start work at Willow Curve, with S&T overhead line gang present (Jim Tooke)

levelled and we then started to relay the track on concrete sleepers.

We took the opportunity to cut off many bent rail ends, close the gap up, re-plate and so on, until we had removed much of the rollercoaster effect near the new signal post. Our November work will be the replacement of the 75lb Ministry of Defence track panels in the Headshunt at Tenterden.

Tuesday Group

Having been away to India with my secretary (who also runs the Railway's Gardening Group), I somehow contrived to miss the deadline for the spring 2008 Tenterden Terrier so there is plenty to report.

As usual the Tuesday Group has been very busy around the Railway. We started the major task of repairing and repainting the outside of Wittersham Road Signal Box last October but, as the weather became less kind for outdoor woodwork and painting, our attention turned to other projects.

The first of these (at the request of the General Manager) was to dismantle the pump trolley plinth in the yard at Tenterden.

It was surprising just how much earth, brick and ballast came out and we had to hire a tipper truck to remove everything from the site.

Whilst at Tenterden we spent some time filling the holes that had appeared over time in the yard and had become a hazard to pedestrians. Two of the station canopy uprights had become rotten so one was replaced completely and the second received some splicing and TLC. A new sign was erected by the Information Kiosk showing the layout of, and interesting facts around, the station area.

Platform edging white lines have been redone at both Tenterden and Northiam Stations.

Just before Christmas the Group had a very successful get together for lunch in Goudhurst village hall. The idea was hatched many years ago and was, for sometime, held in various homes but the Group has become rather too large for that now.

In early January we helped the Gardening person to plant over 160 hedging whips in the field at Rolvenden. This was part of the Ashford Borough Council requirement to help



The portable Mess Room! The Permanent Way gang take a break from hard work. (Jim Tooke)

screen the area prior to future development of the site.

Pot holes had appeared in the entrance roadway past the coal yard at Northiam so we collected ash from Rolvenden yard to fill these. (This is an ongoing problem as a recent visit revealed.)

Extra pea shingle was purchased and raked along Wittersham Road platform to try and eliminate the lip to the coping stones but, unfortunately, this does not appear to be the answer to what could be a very expensive solution.

In between the wet days we put anti-slip paint on the front steps of Soweto and the disabled steps at Tenterden. Due to the bad weather this has not been completed (at the time of writing this report) and is still ongoing. The intention is to put anti-slip paint on the footcrossings as it is surprising how slippery wood is when it gets wet.

In March (another wet month), we erected fencing around the new Container Park at Rolvenden and some repairs were carried out to the Information Kiosk at Tenterden.

Thanks to Stan Kemp the Tuesday Group now has a small but useful trailer, which was surplus to the Scouts requirements.

Now the winter is over and, full circle, we are back to Wittersham Road Signal Box which, at the time of writing, is all but finished. Two of the windows have been replaced as have some roof slates and the top coat is currently being applied. Once we have finished this and moved out, Mick Donovan, the new Station Agent, will be able to have his Booking Office back.

Many thanks to our in-house caterer, John Rose, for keeping everyone supplied with copious amounts of tea, coffee and biscuits.

Next?? I see Rolvenden canopy on the horizon!!

Gardening Group

A great deal has happened since my last report and I know many of you have noticed the changes taking place around the railway.

The most noticeable improvement has taken place at Northiam Station. Paul and Brenda Tanton-Brown have now got the undergrowth at Northiam Station under control. Fortunately

Paul is a professional gardener and therefore has the equipment and expertise to get on top of the large area of grass at the back of platform 2. With regular cutting the grounds will be tidy at all times and the Station Masters garden, started three years ago, has now been extended. With the added bonus of a very enthusiastic Station Agent - Peter Walker - and the opening of the Tea Room, the Station will, I am sure, become a favourite stopping-off point for many visitors.

Wittersham Road also now has a Station Agent - Mick Donovan - and it is hoped this will bring back some TLC to this station. The planters, which were installed on the platform last year, are surviving despite the rabbits. It would be very beneficial to the station if regular gardeners could be found to look after the flower beds. If you know of anyone who might be interested please contact me via the railway.

At the time of writing this report, it is hoped that a blitz of the bank, picnic area and general areas of Wittersham Road will take place with the assistance of the youngsters from the Swattenden Centre.

During January, between the floods, 160 whips were planted in Rolvenden Field by the Tuesday Group around the container park and amongst the existing trees planted a couple of years ago. It was hoped that a few flowering plants could be added around the car park area but, unfortunately, the rabbits are a real problem so this will take a bit of thought. However, I am

looking into the possibility of a lineside garden at Rolvenden. Some years ago there was a small garden but the spraying of the track with weedkiller is a hazard to be considered. If it is possible we will do something to improve the general appearance of the station. This spring the few daffodils planted earlier in the season added a little colour to the entrance to the platform. Plans include a small garden in front of the roadside fence with the use of sleepers.

Tenterden is coming on quite well, although there is still a great deal of work to do to keep the gardens weed free. Everything is now growing very quickly and, hopefully, a few summer bedding plants will keep the colour going through the season. A large number of perennials have been added to all the beds over the last year and so we should have a continuous display of colour throughout the summer. This year I have put up a few hanging baskets as well as planting the buckets again. So far the weather has watered everything and the watering system around the station building has been reconnected for the hanging baskets. The success of the buckets and tubs depends to a great extent on station staff helping by watering these. I am only at the Railway one day a week which is not enough to keep the buckets and tubs alive. There is a watering can in the Station Master's office so if you happen to be passing and have a moment to spare please spend a few minutes saving the lives of a few plants. A new addition to the station is the arrival of a water butt for the garden by the signalbox.

GROUPS & ASSOCIATES

Ashford Area Group

We continue to meet at the former British Rail Staff Association Club off Beaver Road, Ashford at 7.30pm on the following dates:

16th July BR STEAM IN THE SIXTIES - Keith Mapley

17th Sept THE DARJEELING HIMALAYAN RAILWAY - Graham & Veronica Hopker

20th Sept CHEMIN DE FER TOURISTIQUE DE LA VALLEE DE L'AA - Saturday outdoor visit - See below

15th Oct Members Slide and Digital Show - continuing from April, by public demand.

We are promised first viewing of a number of pre preservation images of the K&ESR (recently acquired by Brian Janes), amongst a

varied programme

19th Nov THE TALYLLYN AND OTHER RAILWAYS - Preservation Pioneer John Snell

17th Dec A SENTIMENTAL JOURNEY Railway Photo Charters - Geoff Silcock

We also arrange outdoor visits and on Saturday 20th September 2008 we plan to ride a 'Picasso' railcar on the Chemin de Fer Touristique de la Vallee De L'AA and visit 'La Coupole' rocket museum. This is currently almost fully booked but enquiries about availability of seats are invited through Keith Mapley 01303 269138 email: keith@mapley.fsworld.co.uk

What is the bulkiest most important thing you should be carrying when attending the railway? WASTE PAPER. This still produces much

needed funds for projects around the railway as well as adding to our 'green' credentials. Any paper except yellow pages or food wrapping is welcome (No cardboard). Just collect from neighbours and friends and post it into the special recycling container behind 'Soweto' at Tenterden Town Station. There is no longer need to bundle anything.

News from the CFBS – Philip Pacey

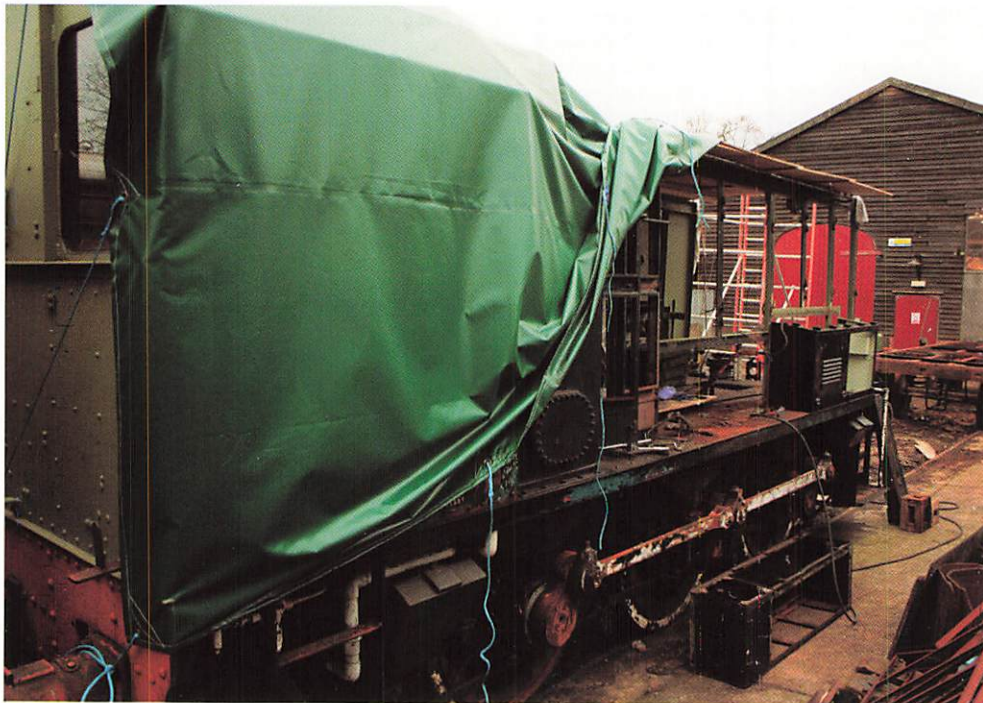
First the bad news. The rebuilding of the canal lock and bridge was not completed on time. This meant that the CFBS had to launch the new season using St Valery Canal as the terminus for trains to and from Noyelles. A tent was erected, and a shuttle bus service operated between St Valery and St Valery Canal. In these circumstances, and in dreadful weather (rain and snow), 477 passengers were carried on Easter Sunday. As I write, the work has still not been completed, but fortunately trains have been able to cross the bridge since the beginning of May. Before doing so, each train has to stop and obtain authorisation to proceed. I'm looking forward to seeing exactly what's going on when I go for a few days in the second week of June. I'm also looking forward to seeing the upgraded area in front of St Valery Ville station; this

project has been completed.

For the first time the CFBS began a new season with four steam locomotives in service. The Haine St Pierre and the Corpet Louvet were sharing the principal duties, on the St Valery and Le Crotoy lines respectively, while the Corpet 0-4-0 was being assigned to lighter special trains. A new air compressor has been installed at the depot, and compressed air, rather than a diesel loco, is being used to move steam locos before steam has been raised. CFBS employee Jérôme Desenclos has completed a thorough overhaul of diesel loco 352 – apparently it's as good as new. The Naval diesel loco with a Rolls Royce engine has been sent to Germany for an overhaul.

A standard gauge 'draisine' DU65, with an articulated arm, belonging to a CFBS member, was due to arrive on site in April. It will be useful for trackwork on the dual gauge section between St Valery and Noyelles, but will eventually be regauged. The 'boureuse' from the CF de Provence has been successfully renovated and adapted to work on the dual gauge track.

The body and chassis of 'Somme' carriage



Class 08 diesel undergoing heavy maintenance at the back of C&W (James Palk)



21st century version of a classic view; N7 instead of Terrier, Rape seed instead of Hops (Brian Stephenson)

10308 have come back after being rebuilt off site, and have been placed on bogies recovered from Portugal in 2006. 'Somme' carriage 10501 has been sanded down to be revarnished on site. There is concern that the varnish used on the carriages seems less and less resistant to the salt sea air.

Works by French and British artists, Daniel Grousillat and Mike Smith, are to be shown in

the exhibition room at Noyelles station this summer.

As always, there's a lot going on, and - as mentioned last time - this year's timetable offers more than ever before. Why not come and see for yourself? For the timetable, latest news, and much, much more, check out the CFBS website: www.chemin-fer-baie-somme.asso.fr (English text 'coming soon').

Tenterden Station Gets Bus Link

Although readers might think a bus link for a station is not unusual, the new bus link for Tenterden Town Station, and the Kent & East Sussex Railway, is a first not only since the line was reopened in 1974, but for motorised bus services since 1900 (the Colonel famously ran a horse bus).

Since 6th April 2008 the Sunday and Bank Holiday bus service route 298, operated by Kent Top Travel, has delivered passengers to the Kent & East Railway in time for the first departure of the day, and then calls again to pick up after the last train arrives at Tenterden Station. Service 298 calls at Tunbridge Wells and Paddock Wood stations, providing Tenterden Station with a public transport link to the national network.

Commenting on the new bus service K&ESR General Manager Graham Baldwin said "this is an exciting new opportunity for visitors to the railway to leave their cars at home and come direct to the railway at Tenterden on Sundays for a great day out"



D9504 hauls the press special at Stratford International Station (Brian Morrison)

Thunderbirds to Go (Part 2)

Nick Pallant concludes his account of the involvement of K&ESR members and the Class 14's in some of the most significant railway developments of recent years

Commercial services began on CTRL 1 on 28th September 2003 and Beechbrook Farm was rapidly disappearing back into the countryside. Class 14 No. 49 now worked intermittently at Chatham where it continued to handle the huge quantity of reinforcing rods coming in via what was left of the docks. The locomotive saw a total of 14 days service up until 24th February 2004 and No. 49 undertook similar during the period 1 June 2004 to 14 July 2004.

Stratrail was into its third financial year and once again it was time to prepare for the Company's annual audit. Railway company administration may not be the most exciting of topics (unless you are personally involved) but

this seems a good point to relate one of those curious coincidences which litter K&ESR history.

As mentioned in part 1 of this story, Halletts, the Railway's Solicitors, had helped us set up Stratrail and they recommended Geoffrey Marchant & Co. Chartered Accountants of Staplehurst. Marchants have advised us on financial matters ever since. During various discussions with Geoffrey Marchant himself it has come to light that he is a former pupil of Maidstone Grammar School, wherein, long ago in 1961, the idea was conceived of preserving the Kent & East Sussex Railway. Furthermore he recalls various well-known K&ESR persons and in more recent times has

attended Church services presided over by one of our 'Railway Vicars'. TREATS later also became one of Geoffrey's clients. As they say, it's a small world.

Although CTRL 1 was complete CTRL 2 (Southfleet – St. Pancras, work commenced July 2001) had not yet reached a stage where shunting locomotives were needed. Neil Sime had, however, secured a contact with another project which in its way was as significant as the CTRL connection – the rebuilding of Whitemoor Yard in Cambridgeshire. This had once been the largest marshalling yard in Europe but, with the closure of the GNR/GER joint line in 1982 it had declined. Closure came with the end of Speedlink traffic in 1991. Whitemoor was the chosen site to replace Temple Mills as Network Rail's materials distribution centre for the Anglia Region – Temple Mills becoming the site of the Eurostar depot for Section 2 upon the opening of CTRL Much to everyone's surprise it was announced in 2003 that, in a period of six months, a new yard would be built on the half of the site not now occupied by a prison. No. 48 duly moved to Cambridgeshire and worked on the construction project from 26th January 2004 to 2nd April 2004. The locomotive had to be capable of crossing Network Rail lines and in order to do this was certified for low speed main line freight work. Getting No. 48 'plated' involved various preparatory work (all overseen by Dave Hartley) which ranged from small replacement fittings on the air brakes and new screw couplings to having the tyres turned. This last item was contracted to EWS at Toton and involved No. 48 making a road trip there and back immediately before commencing work at Whitemoor.

With Whitemoor yard completed in a remarkably short time it was back to CTRL, but this time to phase 2. Victa had successfully bid for another sub contract, this time from lead contractors Carillion in place of Amec Spie who had been responsible for CTRL 1. By this stage there was again a need for shunting locomotives at Ripple Lane (Essex) and Swanscombe (Kent) which between them

were what Beechbrook Farm had been to CTRL 1. For phase 2 it was thought that the shorter distances involved did not justify a single large facility. No. 48 was accordingly based at Swanscombe, Kent, from 2nd August to 10th September 2004. During the same period No. 49 was shunting at Dagenham Dock, these duties also being in connection with CTRL 2 construction work. This time both locomotives were to clock up considerably more mileage out on the trace hauling works trains.

No. 48 then moved to Ripple Lane yard for the period between 2nd November 2004 and 24th February 2005. The locomotive then developed engine problems and was failed by Dave Hartley, on 6th March, Stratrail records indicating that this happened under the concerned and watchful of eye of David Stratton! No. 48 was accordingly awarded a trip to Peterborough where the necessary repairs were undertaken. On 25th February it was replaced by No. 49 (which had also been to Toton for tyre turning during previous November and returned south via the Nene Valley Railway).

Perhaps because of the amount of 'downtime' and effort going into maintaining the locomotives the Stratrail Class 14s had earned a reputation for reliability. This was just as well as on 16th August 2005 there was a serious fire on another contractor's locomotive which was running in one of the CTRL 2 tunnel sections. It will be recalled that this tragically led to deaths of the driver and shunter on board. Clive Lowe was among those first on the scene. The matter is still sub judice at the time of writing and further comment is not appropriate. I first heard the news when I read a Ceefax news item the following morning and later received a message from David Stratton that no Stratrail locomotive was involved. My relief was naturally mixed with great sadness at what had occurred. The outcome was that No. 48, and later No. 49 were the only locomotives operating on CTRL for some time afterwards and had their hire periods extended as a result – not a nice way to gain business.



No. 49 continued working from Ripple Lane with No. 48 rejoining it from 6th November to 23rd December 2005. No. 49 then again continued alone until No 48 was further needed from 6th March 2006 to 24th January 2007. The latter locomotive then left for Peterborough where an extensive overhaul commenced. This work included a refit to its Paxman engine necessary to prevent the sort of disaster which had befallen its sister back in December 2001. No. 49 was out of service between 1st April 2006 until 24th January 2007, but on that date commenced duty for the final phase of Stratrail's CTRL contracts.

During the final 18 months or so of CTRL 2 the Class 14's were used on some interesting workings. Least known were the aptly named 'Ghost Trains' which became necessary following the attempted thefts of high voltage power cables (which were energised at the time!). These trains, at irregular and unpredictable times, apparently had some success in deterring further attempts. At the opposite end of the scale was No. 48's high profile arrival at Stratford International with a special train for the press. This event subsequently featured in many railway publications, both professional and enthusiast, this first train into the state-of-the-art 21st century station was a somewhat incongruous line of bogie flats fitted with temporary railings and hauled by the 'green one'. Still, it made history.

No. 49 continued work from Ripple Lane between 4th February and 23rd April 2007 and then finally came off hire. Of all the locomotives on the project, British, French and German, the Class 14's were the only type to see the job through from beginning to end. Stratrail had no further contract work after that date but, back on the K&ESR, there was a shortage of diesel power, particularly for 'Thunderbirding' and P. Way work. Following negotiations with Graham Baldwin, General Manager, the Board gave

its approval to a Hire Agreement at a rate which was advantageous to the Railway but which enabled Stratrail to take responsibility for the maintenance of the locomotive. No. 49 arrived home via Wittersham Road on 30th May 2007. The following Saturday morning the crossing gates at Tenterden Town were unexpectedly opened for a light engine and a blue Class 14 came up the hill. In an atmosphere of palpable surprise Station Master Chris Wood announced that the locomotive had returned after several years away working on the building of the Channel Tunnel Rail Link.

At the time of writing it is difficult to predict what the future may hold for the Class 14's and Stratrail. The term of the Hire Agreement for No. 49 has however been extended and Dave Hartley now calls at Tenterden where repairs are undertaken using C&W's pit. The 'blue one' actually returned to 'Thunderbirding' during the May Gala when it stood in for the temporarily indisposed N7. The 'green one' has been working in Leicestershire and further contracts are anticipated. Shortly after High Speed One services commenced to the wonderfully restored St. Pancras on 14th November 2007, David Stratton and I were discussing the events of the previous six years. We both felt that even though we might not have made a lot of money, and although being well aware people we had contributed far more, we had been privileged to have a small part in making the greatest British railway development in a century happen. Much of my contribution had been from in front of a computer screen in New Eltham but we both admitted to getting a kick every time we saw a Eurostar heading at line speed across Kent. I said in part one of this article that the whole exercise has had its compensations and this satisfying spectacle is undoubtedly the best of them. *(Concluded)*

(The Company Secretary and Acting Editor wishes to assure members that the necessary ethical standards and declarations of interest were observed during the various K&ESR – Stratrail negotiations.)

Left: 14029 Thunderbirds through the Wet Cutting during the May Gala (Brian Stephenson)

Defect Report

The gremlins, normally resident in the Railway's rolling stock and infrastructure, decided to pay a visit to the Terrier editorial office during the production of issue No. 105, Spring 2008. The following have come to our attention:

The article about the SE&CR Birdcage contains an apology for repeated previous errors in identifying the vehicle. However, these errors appear yet again in Rolling Stock Report, page 9. (Both items were the acting Editor's work!) Also on page 10, four wheeler No.2947 is referred to as K&ESR No. 98 whereas it is No. 88.

On page 20, two spurious headings, 'Human Resources' and 'Infrastructure' appear. This item was produced by 'cut-and-paste' from the Board minutes and everyone involved managed to overlook this mistake.

On page 31, the Eurostar depicted is at Fawkham junction on the former Gravesend West branch and not on the Maidstone West line. This mistake (obvious from the raised pantograph) was all the more embarrassing as the Assistant Editor worked on CTRL 1 and the acting Editor was author of 'The Gravesend West Branch' (Oakwood Press).

Brian Janes name has been garbled on page 33 (as 'Brain'). Fortunately he has a sense of humour.

VACANCY - Employment Committee

The brief of the Employment Committee is, amongst other things, to review changes in legislation affecting workers on this Railway.

As you may know, it was decided in 2002 that there should be a Volunteer Representative in addition to the elected Paid Staff Representative. It was also decided that both Paid Staff and Volunteer Representatives should be appointed for a period of three years, with effect from the AGM in the year their election is held.

The last election was held in 2006, when Christopher Mitchell was the only nomination. He has now decided, however, that the time has come to stand down and there will be a vacancy with effect from the 2008 AGM.

Only working volunteers are eligible to be Employment Committee members. If you are a volunteer and would be interested in filling the vacancy please apply, in writing or by email, to Nick Pallant, Company Secretary, at Tenterden Town Station, Tenterden, Kent TN30 6HE by 31st August 2008. If more than one person shows an interest, an election will be held after the AGM.

Applicants are reminded that meetings will take place only during evenings or weekends in Tenterden.

If you would like to find out more before deciding, please contact either Carol or Christopher Mitchell on 01580 764269.

Carol Mitchell

Chairman, Employment Committee

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2008

1st	Neil D Clark	No.052	£60.00
2nd	Tony Golding	No.282	£40.00
3rd	Norman Johnson	No. 258	£30.00
4th	Phillipa Jones	No. 295	£25.00
5th	Mrs E Laslet	No. 398	£20.00
6th	R F Collins	No. 243	£10.00

March 2008

1st	Tom Webb	No. 414	£80.00
2nd	Karen Lloyd	No. 232	£60.00
3rd	D J Strivens	No. 231	£50.00
4th	Wilf Watters	No. 603	£30.00
5th	Chris McNaughton	No. 298	£20.00
6th	R D Brown	No. 612	£15.00
7th	Mrs Adlington	No. 376	£10.00

February 2008

1st	Mrs F Livick	No. 199	£60.00
2nd	Wilf Watters	No. 604	£40.00
3rd	Mrs Bates	No. 330	£30.00
4th	Mrs Aldridge	No. 253	£25.00
5th	Neil Rose	No. 307	£20.00
6th	Dave Drewry	No. 380	£10.00

April 2008

1st	Mrs M C Read	No. 266	£60.00
2nd	Wilf Watters	No. 600	£40.00
3rd	Dave Drewry	No. 225	£30.00
4th	Frim Halliwell	No. 030	£25.00
5th	Mrs M L Bates	No. 328	£20.00
6th	Clive Norman	No. 390	£10.00

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

Letters to the Editor

More About Figures

Sir, I should like to thank the reader who drew attention to an error in my article "More About Figures" in the Spring 2008 issue of the *Tenterden Terrier*. The ratio of total salaries to Gross income for the Mid Hants railway for 2006 is shown on page 41 as 28 per cent. The correct figure is 24 cent. This does not affect any of the observations in the article.

Tenterden

Philip Shaw

Birdcage

Sir, I read with great interest your article 'The Return of the Birdcage' in *Tenterden Terrier* No. 105. This brought back memories of my boyhood days when there used to be one quite regularly parked in the long gone single siding at Sevenoaks. This was before the station rebuild and well before electrification was introduced south from the station to the coast. The fascination of these coaches used to make me wonder if they were used on some of the pre-Beeching era lines in the Tonbridge era in the 50's?

Bexhill

J.E. Horton

Building the K&ESR

Sir, I was very remiss in omitting the usual acknowledgements and sources from my article 'Building the K&ESR'. For curiosity and for future readers (if any) I feel I should record that the principal sources of information were PRO RAIL 332/1 (Rother Valley Company Minutes), the *London Gazette* and John Miller.

By way of a PS to the article I realised that for those with a locomotive bias that I should have recorded that the horse in the photo accompanying the article wasn't the only motive power used in construction. The Industrial Locomotive Society's excellent researchers record that Gordon & Liddelow probably used a Manning Wardle F class 0-4-0ST, works number 882 of 1883, in the construction of the Rother Valley line. This locomotive was probably unnamed at that time but had originally been used in the construction of Tilbury Docks, where it carried the name SOLENT and later became the MORECAMBE. William Rigby on his Tenterden Town extension contract used a very similar type of locomotive, although this time built by Hunslet, WYE 0-4-0ST HE 420/1887. This engine had first been used to build Barry Dock and then the Manchester Ship Canal. Another Hunslet, this time an 0-6-0ST SUTTON (HE 187/1877) then joined it to construct the Headcorn extension. SUTTON later moved on to Rigby's Margate contract (see *Tenterden Terrier* 104) and WYE was used by Rigby on the construction of the first part of the East Kent Light.

Sissinghurst

B. M. Janes

Gala Thanks

Sir, Through the Tenterden Terrier I would like to thank and congratulate all those involved in the May Gala Weekend. It was a masterpiece of planning and organisation and must have meant a weekend of tremendous hard work for everyone involved; drivers, engineers, train staff, station staff and volunteers in their many capacities.

I wish you every success for your future plans.

Chichester

Dick Morgan

Tickets Please

Sir, You don't know me - I'm a Life Member who lives more than a little bit down the road. I read your article, as I do annually, and felt I'd put pen to paper in the hope a few additional comments might help.

I should say that I worked for a market research company for many years, was a computer systems analyst and have been involved in tourism. That means I know either an awful lot about very little or very little about an awful lot!

When at the research company I was forever on about the importance of getting under the figures and generating real 'information' from them that managers could act upon.

So here are some comments that come at a distance, are neutral, but may help a line of thought.

a) You comment that February is the worst month - it's not it's the best! The loading of 125 is better than any other month in 2007 and in 2006 - you must be doing something right here. Your loading is 40% more than in August. This is probably because you run a Thomas™ or something at this time of year but I am guessing. A lot will be down to the fact there isn't a lot for folk to do in the wee small months. Should you be doing a weekend or a Sunday back end of January too?

b) March is largely a waste of time although an improvement has occurred so are the figures distorted by Easter each year? This year should tell you that.

c) It's interesting to see how June cranks in big time (10399) though a big drop. But take a further look. You ran 19 days in June for 10,000 passengers and 31 days in August for 32% more. Perhaps you need to think of not running on Mondays in August. Overall I find August is not such a great month these days. Most people fail to realise that the driest month is now February and the wettest August plus everything's open in August but little in Feb.

d) The above statistic is also reinforced by the comparison between operating days in September (19) and August (31) where like June you achieved better loadings. Perhaps it's outrageous to suggest that August is not the month we all think it is but in terminal decline. It seems to me to make sense to

reduce the number of operating days in August. Maybe traffic dept and marketing should think about not operating on Mondays in August.

e) November makes lousy reading. It should be obvious to simply stop and allow permanent way operations to start earlier.

So what do we learn from all this? I feel that overall, folk want a "day out" and catering and special events give them this. Cream teas can also work. Your catering statistics are very good. The overall numbers matter but the load factor is so important. Why do you get better results in June than July. My experience says that there is a drop in tourist demand just before the main summer school holidays. Here in Scotland you can be empty for the 2 weeks before English school holidays. I think it's a matter of balancing the days steamed with the true demand. We are all obsessed with the high summer but tourism operates throughout the year now. For me I'd do this (plunges head into noose!)

- something late Jan to test demand
- reduce March to 2 last Sundays
- not run on August Mondays
- trim July a little
- cancel November

If you did this you'd typically reduce your steaming days by say 10, this would lower trains by say 50 and up your load factor to 90. Not a big improvement in loading but a huge saving in costs. Plus you could start projects in November.

I also think it would help you to strip out the special events numbers to see the overall impact of their removal.

All of this, is of course 'guff' - I speak from long distance ignorance but if just one idea has merit then it will help the lovely K&ESR.

Melrose

Chris John

Graham Baldwin, General Manager, comments: "Unfortunately, Mr. John doesn't seem to know when we run Days Out With Thomas™. February loadings outside Thomas™ are poor (we have a policy of operating during school holidays). I agree about March, but we aim to open for the last two weekends only of that month. The figures are distorted by Easter which is better the later it gets. Our offer needs to be consistent. It is noticeable that people turn up every day the weather is good, even if we are not operating. The problem with not operating Mondays in August is that potential customers who think we should operate will turn up and will be disappointed. Others will then say "they are not open every day" and choose not to turn up just in case. Mondays are not always the worst days of the week. Experience shows numbers are weather dependant. In fact in August it seems Fridays are worse than Mondays. I totally agree folk want a day out. Added value through mini events works, as do cream teas and add ons. Tourism is a 365 day business."

Sir, Tickets Please is an important feature of the Tenterden Terrier, and the figures are an essential

part of the historic record that the magazine brings. Equally important is that the analysis provides an accurate interpretation, particularly as new members may not have old records on which to form their own opinion.

In the spring 2008 edition Duncan Buchanan comments on the relationship between the weather and traffic numbers. It was interesting to note that in the latter part of July and the first half of August, when the weather was poor, numbers were down on the equivalent day in 2006. When the sun shone, we were invariably up on the equivalent days. We also suffered badly on February and June Days Out With Thomas™, and this year's February Days Out With Thomas™ event is even further down.

We know from customer comment that last June's Thomas™ event was hit by the incessant promotion by Drusilla's of their Thomas™ ride. This was not so obvious in September where the numbers for the event were broadly similar. Pre-booking levels for Thomas™ are down, and no doubt this is a reflection of the two experiences being advertised simultaneously.

Duncan also says that there is a steady loss of Santa passengers, which is correct between 2004 and 2007 (although all Santa numbers are higher than 2003. but December passenger numbers are: 2003:12221 2004:13231 2005:13460 2006:13920 2007:13202. Until 2007 this was showing a steady increase but as a result of increased post Christmas running. Folk like to include the Late Night Christmas Shopping train as a running day, but this is a PR operation and it distorts statistics for 40+ passengers. In 2007 we gave some complimentary tickets to local residents. 2007 was in fact the first decline in December numbers since 2003. We get a fair number of members taking their entitlement rides in December

Competition is fierce for Santa and we have experimented with the offer. Having the Reindeer helped but now everybody has them (even a filling station in East Sussex!) and last year Bedgebury introduced their Lapland experience which was expensive, but is another attraction competing for the same market. The number of days operated is driven by the calendar with the addition of a pre-schools day which works well. We have had to operate more trains to retain the business but we are reducing the number of Santa days this year, in line with the calendar.

Duncan also got it wrong when he says that every year since 2000 total numbers have gone down. They increased in 2003 over 2002 and 2006 over 2005.

As you say in your Editorial "we" spend too much time knocking ourselves and thus we miss the good points.

It is interesting that Thomas and August apart we seem to be doing it right. No complacency as we fight for the leisure pound in increasingly difficult economic conditions.

Tenterden

Graham Baldwin, General Manager

Employment and Salaries

Probably one of the most contentious topics which arises from time to time, such as at the February 2008 Volunteers' Meeting, is that of our employment costs. Many people think salaries are too expensive and everybody wants "something to be done about it". This short article seeks to explain why we employ the numbers we do, what this costs, how we compare with similar steam railways and concludes by looking at what we are indeed "doing about it".

A simple statement to inform the debate: we only employ people because we cannot get volunteers to do the jobs! This is not in any way to denigrate the efforts of our salaried staff who contribute massively to the smooth and successful running of the railway - and very many of whom give far more than we pay them for - but is a statement of economic reality. Every pound spent on salaries is a pound not spent on restoration.

Whom exactly do we employ? The following posts are salaried (including part-time and some casual staff; not all posts are filled at any one time due to resignations and recruitments): General Manager; Accountant; Accounts Assistants (2); Sales Manager; Events Coordinator; Commercial Assistants (3); Maintenance Assistant; Operating Manager; Operating Assistants (x2); Engineering Manager; Engineering Supervisor/Craftsman (2); Craftsmen (6); Apprentice; Carriage & Wagon Clerk; Catering Manager; Pullman Manager; Assistant Catering Manager; Buffet

Supervisor; Shop Manager. To reiterate, we employ 27 people but not all are full time. There are also casual and seasonal posts in catering and engineering.

The principal characteristics of the above posts are that skills are required; that they are heavily loaded; and they require continuity, so even if we had significantly larger numbers of volunteers - which we don't of course - permanent salaried staff would still be required for key managerial positions. There are also subtle but important variations in the nature of work done and availability of salaried staff. Almost without exception (I say almost as somebody would otherwise prove me wrong!), our volunteers are engaged in engineering and customer-facing posts; none is involved in "back of house" administration so there is more than an element of truth in the suggestion that the salaried staff facilitate the volunteers' ability to engage in the railway side of the business. Also, suitable qualified salaried members of staff can, and have, stepped in at the last moment to fill an operating turn not covered by a volunteer. This has protected our revenue, though at the expense of other work.

What does this cost us? The 2008 budget shows total employment costs, including National Insurance staff, at £527,000. This is certainly the highest in the Company's history but as a proportion of turnover, it is only slightly above historical levels, as the table below demonstrates:

	Budget	Budget	Actual	Actual
	2008	2007	2006	2005
Turnover	1,693,182	1,593,862	1,490,243	1,478,871
Salaries	527,000	477,096	418,408	378,814
Percentage	31.1	29.9	25.9	25.6

I should add that although the Board, through the annual budget, approves a certain amount for salaries, one management target is to spend below budget by the careful management of vacancies and only recruiting when the need is pressing rather than in anticipation.

An obvious question is why staff costs are increasing as a percentage rather than having the same number and cost of staff and more passengers, reducing the ratio? After all, a full train requires pretty much the same amount of engineering effort as an empty one (though obviously this does not apply in catering and office sales where work is directly proportional to the number of customers). In an ideal world we would have the same number of trains and staff, but increase load factors and thus profitability.

Three principal factors militate against this: the economic and social climate in which we operate; customer expectations; and a declining volunteer pool. This is without even mentioning the increasing burden of bureaucracy and legislation. The KESR has never been in a position to pay large salaries but the aspirations of our staff to have a family and comfortable home are no different from anybody else's. Yet we live in a high-cost part of England where there are competing demands for skilled labour and where the excellence of our training is recognised by large employers poaching from us. However dedicated a member of staff may be, he or she must earn a living, and we must pay something approaching the "going rate". Secondly, the nature of our product offering must evolve to keep up with the competition and our customers' demands. A ride to nowhere and back on a decrepit steam train is no longer adequate. We must offer a comprehensive day out with entertainment and impeccable facilities. And at the same time, pressures of work and reduced pensions mean that the flow of volunteers is diminishing just as

the "old stalwarts" are able to do less.

Comparisons with other railways are risky: where are they geographically, in a high or low cost local environment and what is the catchment area for volunteers? How many passengers, how many services a year, and are they making ends meet? Bearing in mind all these caveats, here are a few comparators: KESR 30%; Mid Hants 28% (Terrier 105 page 41); and Bluebell 28% (Terrier 101 page 31). At the same time, the Gloucestershire and Warwickshire Railway is very interesting in that it has a turnover half of ours yet it does not employ anybody directly, though it made a loss in its last accounts (to January 2007) of £100,000.

The final and perhaps most interesting question is: what can we do about it? Simplistic responses are not to do the work in the first place; or to replace salaried staff with volunteers. Both of these have major flaws: we do not employ anybody to do something which is not essential; and no volunteers with the requisite skills have come forward offering to work 40 or 50 hours a week every week, for nothing.

The topic which is worth pursuing, and is already being pursued by your Board and General Manager, is to increase the income without increasing the staff, and not work the existing staff (both salaried and volunteers) into the ground in the process! Please go back and reread the Editorial at the front and ask yourself how you can help Geoff Crouch in his self-imposed challenge to find more, and younger, volunteers.

And, in conclusion, we should never be too proud to learn from others. At the Volunteers' Meeting in February 2008, I gave an undertaking to look at how the Gloucestershire and Warwickshire Railway succeeds without any salaried staff, which I will honour and report back to the Volunteering Committee and the next Volunteers' Meeting.

Norman Brice

From the Boardroom

As usual, an abbreviated selection of recent discussions. Fuller details can be obtained from the Company Secretary

- A level crossing accident elsewhere will increase pressure for speed restrictions at accommodation crossings where visibility is poor.
- The GM reported that there had been a SPAD at Rolvenden on Saturday 23rd February 2008.
- There appeared to be no planning problems with an extension of the Carriage Shed. Board members pointed out that this development and some aspects of development at Rolvenden had deemed planning consent and did not require Ashford BC approval. The GM was authorised to proceed with plans and estimates.
- Following consideration by the Finance Committee an offer was made to the owner of Northiam coal yard but this was declined and the Company was not minded to rent the land. The Land Registry confirmed that the land ownership was as the Railway believed. The boundary was to be marked at the earliest opportunity.
- Planning consent for the Mercers Garage residential development near Tenterden station had been refused. The site was designated for commercial use.
- It had been suggested a projected extension to the cycle route from Homewood School to Drury Road, that might cross the railway at either Wrights Close or through our car park. It will not cross the railway at Wrights Close and the Company will vigorously oppose the car park route.
- Conditions of Carriage, in accordance with an HRA model set, were approved and were to be made available to the public and staff.
- Geoff Crouch was unanimously appointed to fill the vacancy on the Employment Committee and Brian Janes the vacancy in the InterReg Committee.
- John Cobb was congratulated on his speedy production of the unaudited 2007 accounts. There were no real surprises. The Company had made a £40,000 surplus. Debt had reduced again and was approximately £551,856 against the £1.7 Million of seven years earlier. Philip Shaw said that this was entirely manageable and what he would expect for the size of the business. He saw no problem in raising further capital although another Bond issue might not be appropriate. There was a discussion on the future need to raise money.
- Gift Aid received amounted to £88,000 although this included back claims for 2006.
- The Group Income Schedule showed the buffet responding to 2006 investment but shop income had dropped and charter income had not met budget. The under-performance of Thomas™ events had affected the shop and improved menus had helped the buffet.
- The average income per passenger in 2007 was £18.26 against £16.87 the previous year.
- It was not proposed to add oil spillage cover to the insurance. The bunding in place was well in excess of storage capacity in the event of a tank failure.
- Philip Shaw was concerned that the 2008 budget was challenging. The GM replied that much better data was now available on which to base assumptions. The biggest unknown was the prospects for the economy.
- The cash position was similar to 2007 although expenses were marginally higher. John Cobb was monitoring expenditure very carefully. During the school holidays Monday – Friday passenger figures were broadly similar to 2006 and 2007. Overall passenger figures were 2000 down on last year this being attributable to Thomas™ and Easter results. Pullman and other advance bookings were, however, holding up well. Despite a poor start the Railway was running close to budget, achieved in the main by a deferral of inessential – though desirable – capital improvements
- Geoff Crouch noted a 42 per cent increase in salaries during 2005 - 2007. He did not consider this sustainable but added that this was an observation. He was not offering a solution. The Chairman replied that this may have been a step change, not a trend in part tracking the Company's financial turnover and partly the need to pay nearer to market rate for some skills in short supply.
- There was a small deficit to the 2007 Santa budget but this was recovered by cost savings. Post Christmas results which were slightly down on 2006. Ian Legg asked why the Santas did not achieve budget. The GM replied that the market was very competitive. Philip Shaw commented that Santas were only 2.5 per cent behind the target.
- End of year passenger numbers showed a decline of 3.5 per cent. Given the decline in February Thomas™ (1,000), June (1,800 – Thomas™) and August (700 – weather) the Railway has done quite well.
- The Train Delay Report for 2007 showed that there had been 327 events reported, a

considerable improvement over the previous year.

- A January filming contract achieved the whole year's filming budget. Pre bookings for 2008 showed a healthy increase on 2007. RXD advance sales were ahead of budget..
- The GM said he had been investigating new software for membership and allied records. Ticket issuing software would be investigated as part of this exercise. The Finance Committee subsequently recommended a computerised ticket issuing system at Tenterden Town only. This would increase the Gift Aid take up and was agreed to.
- The Chairman was concerned that Thomas™ was in decline with a 20 % drop in passenger numbers during the February 2008 event. Easter compared with other attractions despite a very poor Good Friday. Philip Shaw reported that he had looked at the profitability of the Thomas events. For February 2008, profits seemed likely to drop but still be healthy. Brian Janes remarked that the immediate cash flow boost was important and essential to the business.. There was a lengthy exchange of views on the figures and agreement that the action taken by the GM to defer, but not cancel, some items of capital expenditure had been correct.
- The GM reported that catering and RXD's were ahead of the 2008 budget. Overall turnover was 13 per cent behind budget and it was essential to control costs.
- In January, over 160 CRB checks (needed for Thomas™ events) had been sent off. The cost was £2,000. The vast majority of staff (whatever their personal views) were prepared to have CRB checks in the interests of the Railway. Norman Brice stated that, in his opinion, HIT's demand of enhanced CRB checks for every member of staff present was wholly disproportionate. We did not have the luxury of telling HIT we did not want to run such events. The Chairman was also concerned about the way negotiations with HIT Entertainment had progressed and that Company's mindset. As there was a risk of losing Thomas™ through no fault of our own, it was prudent for the Finance Committee to consider contingency budgets for 2009 with only one Thomas™ and 2010 with none.
- There was concern that interest in the Volunteers' Meeting was declining. . Brian Janes said it was important that Volunteers did not view meetings as a series of lectures by the Board. Further consideration would be given to the matter.
- Company Instruction INS 123, Investigation and Reporting of Accidents, was agreed for signature and distribution.
- The draft of Policy Document POL 214, 'Safeguarding Children, Young People &

Vulnerable Adults', was approved for the interim but without the provision, queried by Trustees, banning unaccompanied under 14's from travelling on the Railway. In February, the Policy was still being reworked but it was agreed that no unaccompanied child under 10 would be permitted to travel. This Policy Document was still under consideration in May

- Company Instruction INS 127, 'Safety Verification', was approved for signature and distribution.
- Policy Document POL 213, the revised Drugs & Alcohol Policy, was approved for signature and distribution.
- The Safety Report 2007 & Safety Targets 2008 were received. The record reported was very commendable.
- There were ongoing consultation between Heritage railways and government on safety verification. It should be possible for the K&ESR to find Independent Persons to approve new infrastructure when the new regulations took effect.
- The Heritage Policy procedure for additional buildings and the degree of consultation required might require attention.
- The Membership Committee recommended that the structure be simplified and that the categories open to new members should be: Standard; Volunteer; Family; Junior; Senior (for 70+) Senior Volunteer; Family Group (new category); Life; Senior Life (for 65+); and Honorary. Other categories would be available for renewals only. Benefits were to remain unchanged except that it was agreed that volunteer members should be granted free entry to Galas (but not Thomas and Santa) and that other members be granted a concession, the value of which was a commercial matter delegated to the General Manager. It was agreed, with Geoff Crouch voting against and Derek Dunlavy abstaining, that the Gold Card category not be available to new members. It was also agreed that a new category of Family Group for two named adults and three named children be trialled for two years. To avoid confusion Family membership would need to revert to the previous title of Associate membership. The Board held over consideration of subscription rates until May when further information would have been sent to Trustees.
- Brian Janes expressed his continuing reservations about the implications arising from the 'Rolling Membership year' which continued to await AGM authorisation.
- In April, Geoff Crouch circulated a paper about Volunteer Recruitment. It was agreed to the formation of an ad-hoc committee under his leadership.



Rye Harbour around the turn of the 20th Century (Col Stephens Historical Archive)

Rye & Camber Extension Centenary

Laurie Cooksey celebrates a Centenary of our former near neighbour.

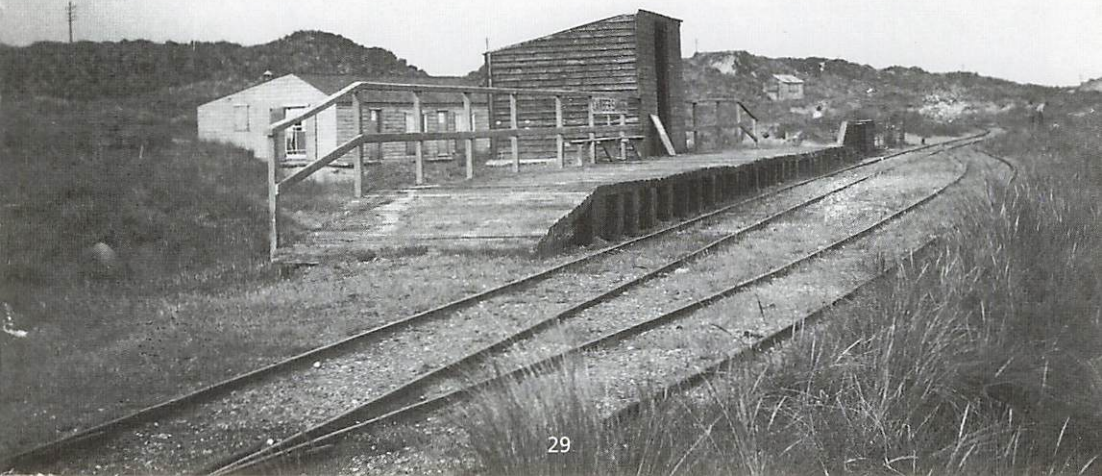
One hundred years ago, throwing superstition to the wind, the 3ft gauge Rye & Camber Tramway opened a half mile extension to its 1½ mile line from its original outer terminus, Camber, onto the sands on its thirteenth birthday, Monday 13th July 1908.

It was in April 1893 that the Monkbretton road bridge across the River Rother close to Rye was opened, along with a new road from

there to East Guldeford which did away with the circuitous route to the coast via the Military Road and Scott's Float and a year later the newly founded Rye Golf Club enjoyed its first competition on its new links situated amongst the Camber sandhills.

Not only was the Tramway built to serve the Golf Club, but to make it easier for the

Below: Camber Sands Halt (Col Stephens Historical Archive)



people of Rye (Ryers) to get to the seaside and to provide access to the community of Rye Harbour on the west bank of the River Rother by means of a ferry. In the Autumn of 1895, the Rye & District Trade Association was hopeful that "Camber-on-Sea" might develop as "the marine suburb of Rye" with "pleasure trips to sea and musical entertainments (*sic*) of a more refined character than the usual beach performances at seaside places", but only the five room Royal William Hotel opposite the Golf Club House was to be built, although Councillor I. Longley soon opened a large refreshment room, known as The Retreat, close to Camber station on the sands.

The first serious proposal to extend the Tramway beyond its original terminus at Camber was made at the Company's Annual General Meeting on 27th February 1902 when the chairman, Cuthbert Hayles, intimated that if they didn't extend the line some 880 yards, "their sand trade would come to a standstill". Sand, which the Tramway Company sold profitably to the builders of Rye, was at that time being shoveled directly into the Company's wagons from a sandhill served by a 4½ chain

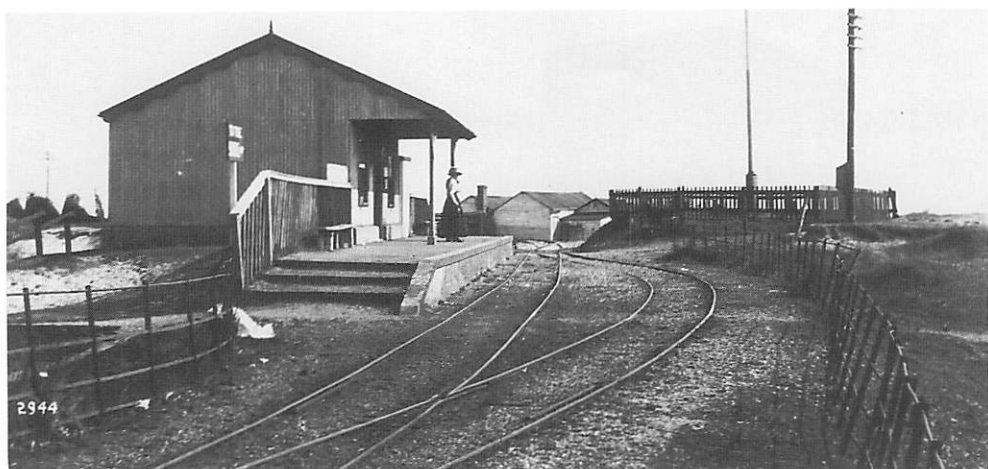
continuation of the main running line at camber. Councillor Hayles added that the Tram didn't take day trippers "anything like far enough to the usual bathing place. They had to walk some distance over the sand and they might think that they might as well walk the whole way."

At each succeeding AGM, the subject of extending the line was discussed, but it wasn't until March 1908, with the Company armed with new 21 year leases from Rye Town Council (for the first half mile from the Rye terminus) and the Curteis Estate Trustees, who owned the remainder of the land over which the tramway passed, that work commenced using local labour. Apart from the first few yards, the new formation was built on an unfenced 3 ft high embankment of mud and beach with faggoting added as an extra precaution against the sea. With Camber consisting of only 20 houses, little consideration was given to any custom originating at that end of the line and, with the new terminus situated a quarter of a mile short of the coastguard cottages, not even a footpath was provided to connect it with the road.

On Monday 13th July 1908 the evening



The official opening at Camber Sands (Col Stephens Historical Archive)



The original terminus at Golf Links (Col Stephens Historical Archive)

timetable was abandoned and the special tram with CAMBER in charge (Bagnall 2-4-0T, works no 1461 of 1895) took both coaches and 50 or so directors, shareholders and members of Rye Corporation from Rye at 5.00pm to the new terminus. Suitably bedecked with flags for the occasion, it was the locomotive which performed the opening ceremony by breaking a red silken cord that had been stretched between two posts at the beginning of the extension.

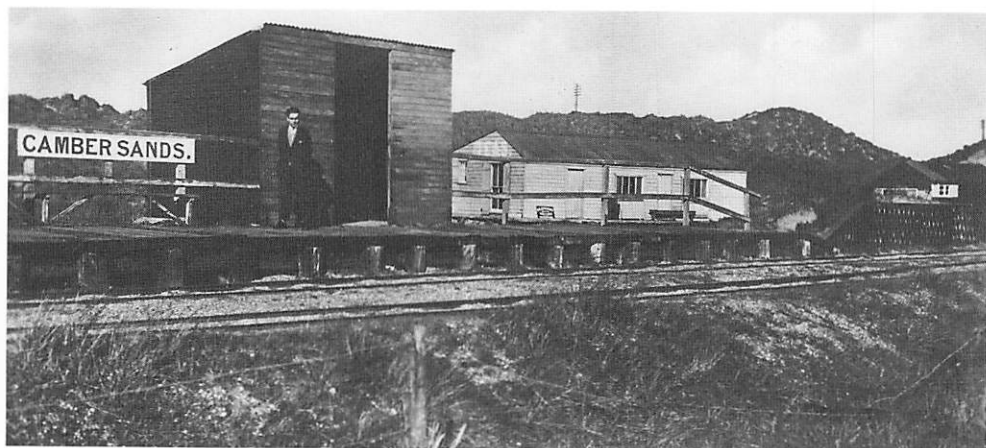
The new Camber Sands station was also decorated with flags and the guests were able to stretch their legs for ten minutes before the tram took them back to the original terminus, now renamed more accurately Golf Links, where they partook of "an excellent tea" provided by Councillor Longley in The Retreat, close by. During the short speeches which followed, it was considered that "the public would materially benefit as a result of the extension as they would now be taken right onto the foreshore" and it was thought that "the extension would be one of the greatest benefits to the golfers and the Company"!

The public timetable commenced the following morning and of the 12 scheduled weekday trams, 7 ran through to the new terminus, with 5 out of 9 on Sundays throughout the summer and Cuthbert Hayles was able to report at the next AGM that "a good number of passengers have availed

themselves of the facilities thus offered". In its advertising, the Tramways Company had suggested its original terminus was "far from the madding crowd" and this amusing description was transferred to Camber Sands. It had never been intended to operate to "the bleak and altogether forsaken sands" during the winter and from 1st November, and each succeeding winter, all services terminated at Golf Links.

From September 1910, the Tramway Company leased the 22 acres of land they had reclaimed from the sea to the Golf Club at £16 per year, but in October 1911, rough weather and exceptionally high tides damaged the embankment. The sea caused similar damage 5 months later when the highest tide for 30 years left sleepers hanging from the rails in mid-air in several places. The Tramways Company carelessly failed to notice the 14 year lease's expiry in 1924 and the Golf Club continued to occupy the land, free of charge, subletting a part of it to a local farmer!

Unlike the two original stations which had solid platforms and corrugated iron buildings, Camber Sands consisted of a sleeper built platform with a two rail wooden backing fence, but in common with Golf Links, the name board boasted the unusual addition of a full-stop! A simple bench seat was positioned below the name board, but at some time prior to the First World War, a



A final view of Camber Sands (Col Stephens Historical Archive)

windowless, weatherboarded shelter with benches along the three walls was provided which gave passengers some protection from the elements. The run-round loop was long enough for the locomotives to be able to run round both carriages and the two open sand wagons that would be pressed into passenger service with plank seats added at busy times. Beyond the loop, the running line was extended some 100 yards into the sandhills for the continued excavation of sand for selling on to the local builders. By 1931, this trade appears to have been discontinued and the line beyond the run-round loop was lifted to leave a short locomotive spur.

Situated immediately behind Camber Sands station, Messrs Thompson's, a Rye bakery, opened a large wooden shack in 1912 called Camber Tea Rooms, from where day trippers could purchase cups of tea, sticky buns and buckets and spades for the children; with no water laid on, the tram brought fresh supplies daily from Rye. On hot summer days, thousands of Ryers would congregate on the large shingle bank to the south-east of Camber Sands station and the sea washing over it twice a day would leave warm water in a natural pool, saving a half mile trek across the sands to the sea at low tide.

By the mid-1920s, the Tram had outlived its usefulness as far as most golfers were concerned; they preferred to travel to the links in the comfort of their private motor cars. Many day trippers followed suit on the

all conquering buses in the 1930s, but the Tramway remained busy during the summer months and Camber Sands station would have lasted the life of the Tramway except for what must be a unique occurrence in railway history, the moving of a station to improve a golf course! Having surrendered its current leases with Rye Town Council and the Curteis Estates in 1938 in exchange for new 25 year ones on the same terms, work commenced on a deviation that October which would bring the new Camber Sands station 275 yards closer to the coastguard cottages and to the better part of the sands, but there was still to be no footpath to the road.

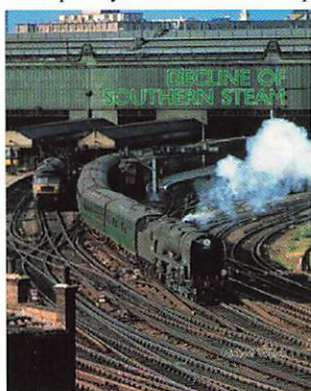
The new 3 ft high embankment commenced 21 chains short of the 1908 station and headed eastwards to terminate in a similar run-round loop to its predecessor, again with a sleeper built platform to the north, but no shelter. Traffic commenced without ceremony on Maundy Thursday 6th April 1939, but despite what appeared to be a rosy outlook, the Tramway was destined to operate for only this one season when, owing to the commencement of the Second World War, it closed without warning on 4th September, never to run again for the public.

Today the site of the 1908 Camber Sands station is lost under the redeveloped Golf Course, but the 1938 embankment can easily be followed as it heads eastwards to terminate beside a low mound that was part of the short-lived platform.

Book Reviews

Decline of Southern Steam. Michael Welch. Capital Transport. Price £16.95. ISBN 978 1 85414 313 6

Capital transport have in recent years produced many fine softback photo albums for reasonable prices under titles like 'Kent Steam' and 'Sussex Steam', notable for the fine quality of the all colour photos, sharp



reproduction and full and accurate captions. They have now turned to a slightly larger hardback book with similar results.

Do not be put off by the title. Unlike similar titled

tomes it is not full of filthy rebuilt Bullied Pacifics trundling down the Bournemouth road on dull winter days. The period covered is through the late '50s and early '60s and the pictures are of surprisingly clean locomotives from many of the Southern's classes on bright sunny days. In short how many of my generation like to remember the steam of Southern Region of British Railways. Trains were regular, pretty punctual if sometimes less frequent, and as fast as today's electrics

And there are some gems of photos; 32678 at Newhaven, Bodiam on the Hayling Island on pages 36- 37, the back cover with brilliantly steaming winter P. Way train passing under one of the LSWR's wonderful Edwardian pneumatically operated three aspect signal gantries. And a favourite, Beattie well tank hauling an endless stream (well at least 25) of wagons on the Wenford Bridge branch in 1962. Not bad for a 90 year old. By the time this review goes out we shall have seen what one can do on Tenterden Bank at over 130 years old. Great.

So is the book. Buy it.

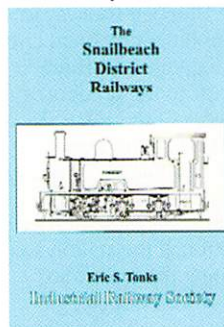
The Shropshire & Montgomeryshire Railway, by Eric S Tonks: Industrial Railway Society, 2007. 102 pp, 230x 160mm, £8.95 &

The Snailbeach District Railways, by Eric S Tonks: Industrial Railway Society, 2007. 52 pp, 230x 160mm, £6.95.

For over 50 years the standard histories of the Shropshire & Montgomeryshire Light Railway and the Snailbeach District Railways have been the short histories written by the late Eric Tonks. These were reprinted by the IRS in 1970s but even these reprints have been many years out of print and second hand copies fetch high prices. To fill the gap for the average reader the Industrial Railway Society (IRS) has now reprinted these books at very reasonable prices.

As a follower of Colonel Stephens' railways I must wish this publishing venture well. However I would caution members about the utility of these reprinted books. They were well researched for their period but they were written in the 1940s and research has moved on a bit since then. They are well written and many of the basics are there, I enjoy the books and keep them by me, but they are period pieces now.

In recent years much new material has come



to light and the minute books of both railways and much other material has become available. Some has been written up. On the Snailbeach they have been written up in the IRS's Journal and although some salient facts from those articles are mentioned

in the introductory pages they have not been used to revise the original texts. A lot of research has also been done on the S&MLR and written some of it up on the Colonel Stephens Railway Museum website and in the Tenterden Terrier.

In short, buy the books and enjoy them but treat the facts in them with care.

DVD; Along Brighton Lines, Volume One. 30939archives Silent Cine Series. £15.00. Approximately 1 hour 8 minutes running time. Digitised cine film interspersed with stills. Mainly colour with some black and white photographs. Available from the Colonel Stephens Shop, Tenterden Town Station.

My first reaction on reviewing this silent DVD was to mutter "What's the point?" A few random dips into the disc's menu had only produced some repetitive cine shots of LMS 2-6-2T's hauling three coach Bulleid sets through the twilight years of the former LB&SCR rural network. But how wrong can you be? Having persisted, and then watched the whole disk, I found that Along Brighton Lines had a certain period charm. The original movie footage was probably 8mm but the characteristic lines and graininess have only added to its appeal. The stills (colour slides?) are nonetheless of quite reasonable quality. 1963 - 67 is the era recalled and, as implied above, most of the footage is of the lamented wealden rural lines and their hinterlands in Sussex and Surrey. There are also visits (largely rail tours) to, among other places, Brighton and the London area, including Victoria. The LMS tanks do indeed predominate but variety is provided by class 4 Standard tanks, Maunsell moguls, Bulleid types and a few surprises I'll leave for you to discover for yourself. These were the early years of preservation, and a notable inclusion is the famed visit of Caledonian Single No.123 and L&SWR T9 No.120 to the Bluebell Railway in 1963 together with the complimentary main line running of the Adams Radial tank and Birch Grove. Of particular interest to the readers of this journal are two sequences of the K&ESR running Terrier hauled specials in the grim autumn of 1967 - a time when the line's future looked very doubtful indeed. A few familiar faces are to be seen and the views of Tenterden Town remind one just how much the station has 'changed whilst still remaining the same'. So borrow one of the original Mini Coopers, go round to a mate's place, bung on a Kinks album for background music and enjoy the DVD. (Asking one's wife to wear a mini-skirt and spend the evening complaining of boredom might be taking nostalgia a little too far.) Seriously, Along Brighton Lines will probably appeal to Southern fans aged around 60. For younger age groups there is an insight into the twilight of reasonably local steam through a cine film version of living history.

NP

NATIONALISATION

60 years ago the collection of railways brought together by Holman Stephens and held together after his death by his faithful lieutenants was finally incorporated in the national system.

The three of the four remaining principal railways of Holman Stephens' empire, the Kent and East Sussex, East Kent (EKLR) and Shropshire and Montgomeryshire (S&MLR), had come under government control in 1939, an action that effectively saved them from closure. The one that did not, the Weston Clevedon & Portishead, folded immediately and the others were in a sorry state after years of agricultural and industrial depression, road competition and underinvestment. Even with control the S&MLR had lost so much traffic that partial closure was a near certainty by 1940. The K&ESR had nearly closed in 1938 due to the state of the track, only to be rescued by the Southern with the supply of second hand track on easy terms. The EKLR was buoyed up by heavy coal traffic over its last mile or so and a vigorous, if seasonal, trade in horticultural produce. But the war came to the railways' rescue, limited investment and increased traffic was forthcoming and they survived; the S&MR as an effective adjunct of the Military and the Kent pair on the basis of their strengthening traffic as agriculture and the coal trade revived and military traffic grew.

However by the end of the War the centre of the empire at Salford terrace Tonbridge was a tired place and when nationalisation was proposed there seems to have been a sense of relief arising from a burden lifted. The railways were still theoretically controlled by the Government and although for a brief period there was a prospect of a prosperous and independent S&MLR running military traffic under contract that dream soon faded. Difficult times loomed for the two Kent railways and the staff were ageing (William Austen was 69 in 1947) and looking for an easier life.

What do we have here?

Even though there was now to be a unified national railway the officers of the old major grouped company were still ruling the roost and were to do so for many years. The interest in the small fry by Paddington, which was to take in the S&MLR, was minimal but many

- The end of Independence

years of close association with the Southern did bring a fair degree of interest in the Kent pair. However the new management did start to give their futures some attention and on 9 January 1948 nine days after Nationalisation came into effect Austen's position and salary were confirmed in an acting capacity.

Inspections of the new assets were undertaken on 4 February (See 'Taking Stock -Southern Region's First Impressions of the Kent & East Sussex Line' Tenterden Terrier 37 Summer 1985). A detailed inspection was made of the K&ESR and EKR by the Regional civil engineer on 28 and 30 January respectively and they were summarised by him, probably correctly, as 'very poor', although his concept of a light railway was probably very different to that of the Stephens' camp. He maintained his stance on this and wanted to spend nearly £1/2m on the two lines (£293K on the K&ESR and £161K on the EKLR) if they remained open. He took over the railways on 3 May (which was the general date of actual takeover) but was still comparing the likely high maintenance of the two lines with the Torrington-Halwill (ND&CJR) in 1949; which either shows that Stephens who engineered them all had raised his standards or the engineer didn't know as much as he claimed. The Mechanical Engineers department woke up a little later and reported on 10 March that virtually all the rolling stock of both railways, with the exception of the recently arrived ex LSWR bogie coaches and some equally recently arrived wagons on both railways, should be scrapped. Perhaps surprisingly of the locomotives, only the K&ESR's Beattie saddle tank No 4 was for the chop, although the others soon went, leaving that great survivor 'Bodiam' to soldier on. O V S Bulleid personally approving all this action

Inaction by Paddington caused Austen to write to the Westerns CRO, K W C Grand, on 6 April that he and the staff were still running the S&MLR but it took until May for them to fully react by which time the Southern had already made arrangements for the Salford Terrace staff. (See Thirty Five Years at Salford Terrace Terrier 98 Winter 2005)

Much of the discussion at Nationalisation was naturally concerned with staffing and about

reconciling the rigid rules then placed on the Government and Railways by war and the Unions and the employment conditions arising. These were somewhat different to Colonel Stephens views on employment and pay and were naturally settled in favour of the higher cost mainline options.

What do we do with them?

The overall theme of much of the early meetings by BR was that the Kent lines might be closed but it was thought in April that 'it was generally considered that [closure] would not be good policy to adopt so soon after the nationalisation... of the railways and would bring forth an outcry from the public'. This thinking was modified slightly when a study of the EKLR revealed that it carried less than one passenger a day and the line lost its passenger traffic on 30 October 1948 and Shepherdswell engine shed closed. However by that time more positive thinking had taken over.

In a meeting in August with the head organisation of all nationalised transport, the British Transport Commission (BTC), during an attempt to value the railway the Southern had summed up the traffic prospects of the K&ESR as:

'This line runs through a rich agricultural district and freight traffic is now at a substantially higher level than before the war. I see no reason why this level of traffic should not be maintained. Passenger traffic is very light, partly due to the very poor passenger service, and it is hoped that by divorcing the passenger service from the freight service and possibly by increasing the passenger service, the longer distance passenger traffic from Tenterden to London could be increased'. The East Kent was of course almost entirely dependent on the prospects for coal.

In November 1948 the Engineer laid plans for 'developing' the railways. On the KESR this was to involve everything from the absurd: shortening all platforms to 120 foot (St Michaels was to be reduced to 12'!!); to the essential: installing Elsan chemical toilets for station staff (passengers now had facilities on many of the trains). Frittenden Road was to shut completely. Needless to say little was done although the carriage shed at Rolvenden

was demolished as planned. Strangely the locomotive shed at Shepherdswell was to be maintained although virtually all other structures on the railway, such as they were, were to be demolished and some of this work was carried out. The civil engineers over ambitious plans were finally shelved for the 1950 season leaving a basic infrastructure that was to remain until closures progressed in the early 1950s.

The Commercial Section too worked on developing the K&ESR. Picking up the comments made to the BTC earlier, they pointed out that Tenterden then had six direct bus services daily from Tenterden to London. In an attempt to compete they had introduced day excursion bookings from 17 November and accelerated timings of Tenterden - Headcorn services by 5 minutes to 30 minutes. Although they were content to leave the Robertsbridge services alone they proposed the following additional services:

- (1) 9.53am Rolvenden to Headcorn
- (2) 10.53am Headcorn to Tenterden
- (3) 3.30pm Rolvenden to Headcorn (Mixed)
- (4) 4.46pm Headcorn to Tenterden.

Services (1) and (3.) would provide a connection to Ashford, Folkestone, Canterbury and Margate and in addition (3) also gave a London connection on Mondays to Fridays, arriving 6.22pm.

Service (2) would provide a connection off the 9.15am from Charing Cross at Headcorn giving an overall journey time between London and Tenterden of two hours eight minutes as compared to the existing three hours via Robertsbridge off the 9.25am from Charing Cross.

Service (4) would provide an additional service from London to Tenterden off the 3.15pm from Charing Cross with an overall journey time of 2 hours 9 minutes. Furthermore the existing 4.45 pm. Rolvenden to Headcorn was retimed to leave Tenterden an hour later and give the same arrival in London, i.e. 8.41

Quite how much through traffic to London was anticipated is problematic, especially against the cheaper through buses, but in truth passenger traffic on this section was and remained minimal even after this greatly enhanced service was introduced.

Nevertheless it continued until closure on 2nd January 1954.

The final paper on the takeover file at the National Archive is a reply to a request from the Chairman of the BTC no less, the great - in his eyes anyway- Lord Hurcombe (a centralist bureaucrat long associated with the oversight of railways who had insisted that one of the new BR 'Britannia' engines, preferably the first, carried his name) who wanted to see the K&ESR's traffic returns. The end was in sight.

Elegy

In the difficult process of surrendering independence the Southern and Sir John Elliot in particular had shown themselves very sympathetic. His warm dealings with Austen have already been recorded (The End of The Empire, Tenterden Terrier 101, Winter 2006) but they extended even to the more humble. George Osborne of whom Austen said 'after attempting to describing his none too specific Salford Terrace duties, 'To cut a long story short he was the late Colonel Stephens' Batman and in those days acted as chairman and general odd [sic] man Personally I do not know what particular post I would recommend as being suitable.. he might however be useful on Stores'. Waterloo came up with the idea of employing him as a stores labourer in Tonbridge shed and although Osborne's pride was hurt by the Union imposed term 'labourer' a small pay rise softened the blow and he accepted. A little later he seems to have found a more congenial post as crossing keeper at Stonegate.

Austen's farewell to Salford Terrace was elegiac. In a letter of 3 June 1948 he said:

'These offices have now been entirely cleared of all that appertaining to the Kent & East Sussex, East Kent, Shropshire & Montgomeryshire and other little railways all of which have during the last 50 odd years been bred, born and controlled within its walls and which is finally being closed on Saturday next.'

Perhaps the old regime's ghostly remains still lingered midst the encroaching bureaucracy and darkening future for the penultimate document in the files on the takeover was letter from the Southern's Chief Regional Engineer to the Chief Regional Officer no less, giving a return of the profit from apples sold from the little orchard at Shepherdswell that lingered from the days before the EKR came. They were sold to staff at a profit of £14/4/3. I am sure the Colonel would have approved.

Brian Janes

Sources: PRO AN 157 360-2

Robin Doust

Robin William Doust was born on 27th December 1941. A lifelong railway enthusiast, his formative years were spent in the Rusthall area of Tunbridge Wells. After age 11 he attended Skinners School (Motto, appropriately, 'Doubt Not') which more than adequately prepared him for what was to be an extraordinary life. Many seem to be able to remember the exact circumstances of where and when they first met Robin. It was often the start of a long relationship with the K&ESR in general. His own involvement, which soon led to him becoming Secretary of the emerging Preservation Society, began in March 1961 when he and Tony Hocking (one of the original 'Maidstone Grammar School Three') met in Tenterden to plan their strategy.

The K&ESR of those days was a young organisation. Robin was 19 when the Railway was closed by British Railways but he was the person who held the preservation scheme together. He was a man on a mission. He wrote most of the newsletter, duplicated it, addressed the envelopes and posted it while trying to think of ways to buy the railway as well as the necessary locomotives and rolling stock. At the same time he was trying to persuade British Railways and the Ministry of Transport that we actually might be capable of running the line. To do all that, he needed



Robin Doust views the Fox Walker 0-6-0 Saddle Tank Minnie, in 1968 (Wilf Watters)

boundless enthusiasm and passion. He was studying to be a librarian at the time and would sleep in the booking office at weekends, get up at 4:00 am on Monday mornings and cycle to Brighton (he was always an avid cyclist) to be at college by nine o'clock. It showed what he was capable of, and the fact that the K&ESR became our Railway was in no small measure thanks to Robin's tireless work, the initiatives he took and the many, many tasks he saw through with diligence and application. Following the refusal, in September 1967, of the first application for a Light Railway (Transfer) Order, Robin's immediate reaction had been to mount a challenge to the Minister's decision. This led to the legendary, and long drawn out, legal battle but it kept the project alive, attracted individuals with the appropriate



Robin, third from left in the front row, with a volunteer working party in October 1964 (Chris Lowry)

expertise and paved the way to ultimate success.

Robin had believed that the future for the K&ESR lay with freight and passenger services supplemented by steam trains for enthusiasts at weekends. Today, it is easy to see the drawbacks of those early beliefs, but the fact was that in the early 1960s tourism in the south east was next to nonexistent and the railway enthusiast market not large enough to support the Railway. In later years Robin's attitude softened towards the tourist railway which, with growing affluence, had emerged a decade later although he continued to dream of an ultimate restoration of the Robertsbridge link. He was a fluent writer and contributed a number of fascinating articles to this journal about his experiences. Indeed, my own book, *Holding the Line*, like so much of today's K&ESR, was a house built on his foundations. One may not have always agreed with Robin but his was a lively intellect with which it was always enjoyable to cross metaphorical swords. His determination and his integrity were unquestioned.

Robin emigrated to what is now Zimbabwe in the mid 1970's. He settled in Bulawayo where he ran the City library as well as taking a lively interest in many local activities. His passions were his intense interest in railways (Bulawayo is, of course, a hub of the rail network in southern Africa) as well as all aspects of his library work. His initiatives included six mobile libraries, or 'Book Buses' donated by the Netherlands, the development of satellite libraries, computers, the internet and a photocopying service. He also ran the library for the blind. Each year he spent time in the UK on a book buying trip. This combined business with pleasure and he always visited the K&ESR and many of his old friends. In Zimbabwe he served as Chairman of the Friends of the Bulawayo Museum and had latterly had taken on the editorship of their Newsletter.

Robin's fortitude in coping with his failing health was admirable to say the least. He became seriously ill whilst visiting Britain at the beginning of 2007 but against the odds managed to return to Bulawayo and his beloved Public Library. But as the year progressed his mobility became more of a problem and frequent stays in hospital reduced his involvement. Robin was rightly

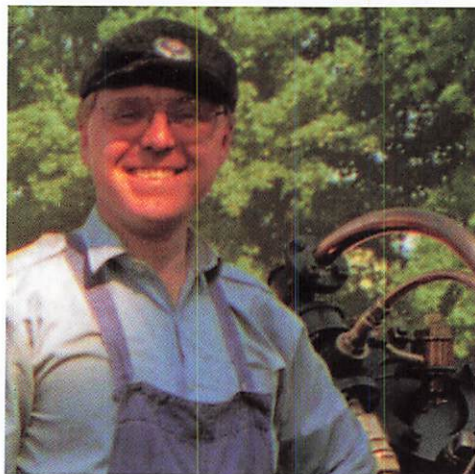
concerned about the deteriorating situation in his adopted country and it is an additional sadness that he did not live to see the dawn of the changes which he so desired for that beautiful but unfortunate land. He died on 12th March 2008. He was a good friend and will be much missed.

Robin Doust ranks among the most significant figures in the history of the Kent & East Sussex Railway. Although many individuals have been vital to the development of today's K&ESR, it is certain that without him it would not be here now. Many already share that view and it is my belief that it will be the opinion of future generations. NP

(With thanks to Alan Crotty, Derek Dunlavey, Charles Rickard (Bulawayo Railway Museum) and Philip Shaw for their help in the preparation of this item.)

Andrew Wilton

20th November 1963 – 19th April 2008



Andy Wilton on the footplate of Rocket at Tenterden Town Station (Ian Scarlett)

It was under firm but appropriate instructions to dress informally that family, friends and members of two railways gathered at St. Mildred's Church, Tenterden, on 23rd May 2008 for the memorial service to Andy Wilton. All those who knew Andy will recognise that he was a 'character'. This breed exists in various guises from the moderate to what is politely referred to as eccentric.

Where he sat on the scale depends on your point of view! He believed firmly in doing as much as possible himself and could turn his hand to car maintenance, gardening, greenhouse building (by torchlight) as well as firing and driving steam locomotives. A pint of good beer never went amiss either. A trip to his local might well involve toddling down on one of his Lister auto trucks. I have to say it was an interesting experience.

As a boy at school he had a tough time due to his stutter. He found pleasure in bell ringing (where he met his wife Jenny) and railway preservation on the K&ESR. The goal of becoming a fireman and the consequent need to control his stuttering motivated him, and he succeeded in passing as a fireman on the K&ESR. There was certainly no hint of a stutter on one occasion when his hat blew off and vanished into the undergrowth- loosely translated he managed to say "oh dear I seem to have lost my hat" in perfect Anglo Saxon!

He joined the Sittingbourne and Kemsley light Railway, recently passing out as a driver. In true Andy fashion he also volunteered to manage the S&KLR finances, using his professional skills to help them out - a task he carried on until a few weeks before he died. Another railway he enjoyed was the North Yorkshire Moors with which the K&ESR has a long association of exchange staffing.

As well as three rescued Morris 1000's at his home, he also had two VW camper vans and his daily drive - an Austin Montego - a tribute to British engineering, gaffer tape and blind hope. This was a step up from the Vauxhall Viva that he parked amongst the BMWs and Volvos when he turned up for work at Benenden School. The camper vans actually became a local landmark and were used as a means of location for those trying to find his house.

As someone observed to me recently, Andy had the perfect family. He doted on his wife and children and enjoyed sharing their interests, as they shared his. To state that his fight with cancer was 'stoic' and 'gallant' is clichéd, but it is difficult to find more expressive words. He maintained his sense of humour beyond death - even writing his own address for his memorial service that made the congregation laugh. That is the mark of a true character. PHW

David Campbell

13th May 1938 - 23rd May 2008

It is also with great sadness that we have to record that member Dave Campbell, a retired employee of the Company, died from a heart attack on Friday 23rd May 2008, ten days after thoroughly enjoying his 70th birthday celebrations. During the 1990's Dave worked as Tenterden Town caretaker, signalman and guard and became a well known figure around the Railway. He had previously had a career in the Merchant Navy, having joined as an Officer Cadet at age 19 and worked his way up to become Captain of an oil tanker. Predictably, he was affectionately known as 'Captain Dave'. Dave loved Scotland, his father was Scottish, and he regularly visited the land of his ancestors. In 1997 he moved from West Malling to Tenterden to be near the Railway and was most appreciative of the many kindnesses he received from fellow members at that time.

Cremation was at Charing Crematorium Monday 2nd June, a number of members being present to pay their last respects. Our condolences go to his wife Sue and their family.

NP

Malcolm Knight

It is with much regret that we have to report the death of Malcolm Knight on 25th April 2008 after a long battle with cancer. He was aged 68. Malcolm was a railwayman by profession and at one time Shedmaster at Tonbridge. As an early member of the K&ESR preservation scheme he was much involved with the effort to preserve our two USA's and a most significant figure in the establishment of the Operating department, not least because his contacts enabled him to recruit several BR drivers as the nucleus of our footplate roster. A K&ESR Director for a short while in the 1970's, Malcolm's later career developments took him to Scotland where he was at one time a Director of Scotrail and was associated with the re-establishment of steam traction on the Highland line. This also proved beneficial to the K&ESR as he assisted in securing the purchase of Mark 1 TSO No. 85 which had been in service north of the border. Following retirement Malcolm moved to Wiltshire. Our condolences go to his family.

The Railway's Patron, Christopher Awdry, receives the certificate officially installing him in office from Chairman, Norman Brice, Sunday 15th June 2008. (K&ESSR)



A Virtual K&ESR Extension anyone?

How does driving a your favourite train simulator loco from Robertsbridge to Headcorn sound? Add to that a gallop along the mainline to Paddock Wood before tackling the gradients of the Hawkhurst branch.

I have extended to existing K&ESR Microsoft Train Simulator™ add-on track a little. It is loosely based in the future. Some areas such as Robertsbridge station and the Hawkhurst branch use their original layouts.

See the map below.

I am searching for assistance with this project. Do not worry if you feel that you have insufficient computing expertise. Railway or local knowledge is far more important. Full tuition and support will be provided.

Most of the work is done using the Route Editor that is supplied with MSTs. Some use of photo editing software, and 3D modelling (not as complex as it sounds). Much of the 3D artwork from the original K&ESR add-on can be reused.

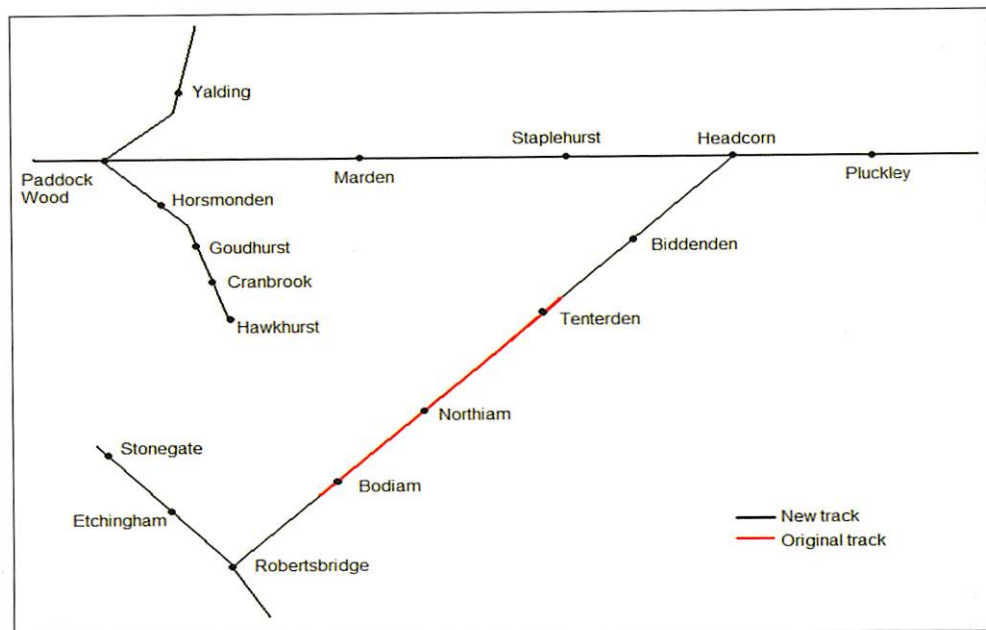
What needs to be done?

- Placement of the roads, fences, trees, hedges, houses etc... ie the scenery.
- Shaping the landscape.
- Creating extra buildings, locomotives, coaches and wagons.
- Making new liveries for the current locos and rolling stock.
- Creating new activities, i.e. missions.
- Writing guides.

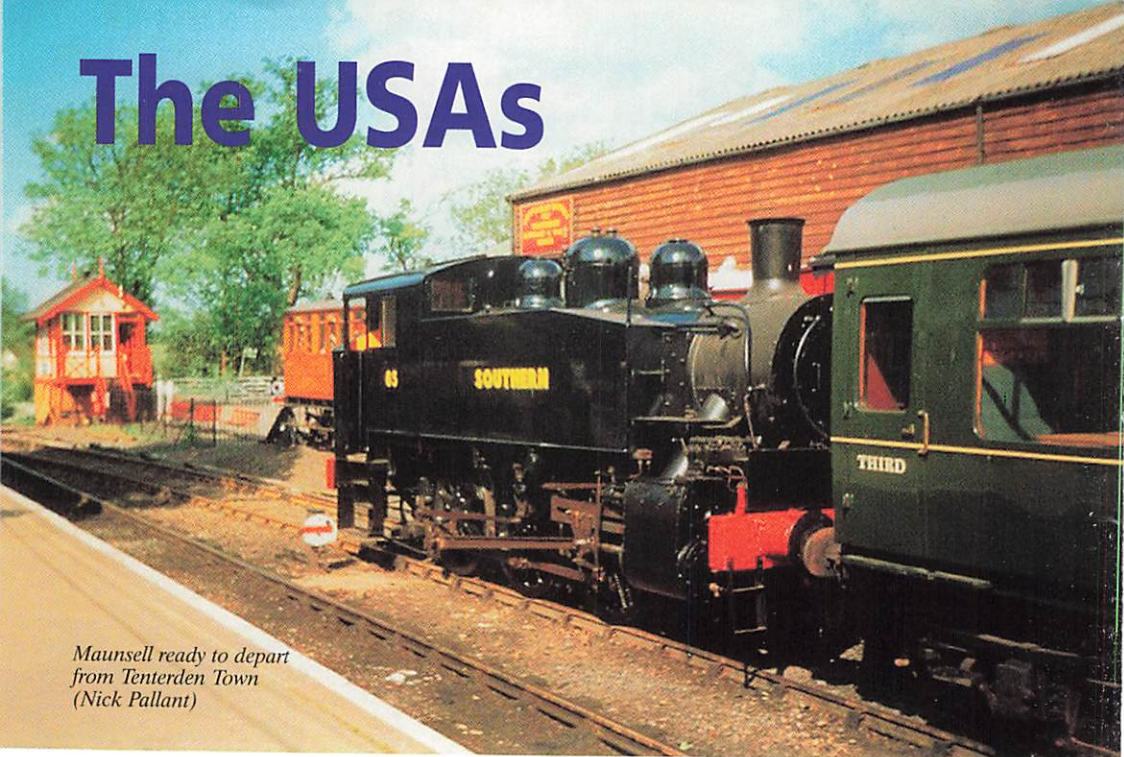
Who can help? Anyone with railway and/or local knowledge and has a computer that can run MSTs.

Remember that all the proceeds go the K&ESR. It is also durable, entertaining and dynamic advertisement.

If anyone is interested in helping please contact me, Paul Wright. Email address: steamsoftware@yahoo.co.uk.



The USAs



Maunsell ready to depart from Tenterden Town (Nick Pallant)

The welcome return to service of No 22 Maunsell prompted Brian Janes to delve a little into the history of this interesting class of locomotives.

Although familiar to British enthusiasts simply as the Southern Railway's USA class these locomotives were, like our ubiquitous Austerities, the product of a perceived urgent need for locomotives to serve the war effort in World War II Europe, where the railway system was expected to be, and was, devastated.

The design was, in a perceptive piece of planning, initiated by the United States Army as specification T 1531 of 29 November 1941 (9 days before Pearl Harbour) for use by the US Transportation Corps of Engineers (USATC). The locomotives were designated S100 and were to a design by Col. Howard G. Hill. They were to be of typical American design, but to fit the British Loading Gauge, and had few of the manufacturing simplifications adopted for our native Austerity engines. Nevertheless, as American switching (i.e. shunting) engines they were simply and cheaply built anyway with bar frames, round top steel firebox, parallel

boiler, outside cylinders and valve gear. Alien to British eyes were the two top sanding domes (which proved a great nuisance without the necessary filling equipment) and outside cylinders and valve gear on such a locomotive; but of great and novel utility were the rocking grate and (for a shunting engine) the mechanical lubricator.

Orders had been placed with three American builders: H K Porter Locomotive Works at Pittsburgh, Vulcan Iron Works at Wilkes-Barre, Pennsylvania, and Davenport Locomotive Works, all firms who specialised in small industrial engines. Initial deliveries were undertaken with usual North American alacrity and the first of what were to total 382 locomotives arrived in the UK in July 1942. Initially they went to the military railways at Longmoor and Melbourne and experience with the first batch resulted in small modifications to suit European conditions, a gentle process which seems to have continued throughout their service lives.

The first engines arriving in 1942 and early 1943 came under British War Department (WD) control to meet immediate needs and were numbered in their locomotive series

with 'WD' on their tanks in various styles. Later arrivals stayed under USATC control and were branded as such, but stayed in the same number series, as did the WD engines as passed slowly back to USATC control with the arrival of the US support troops.

The last 50 or so went directly to the Continent; 30 went to the Middle East and Iraq, a handful remained in the US and two went to Jamaica. However the bulk of the engines came initially to the UK and many of the WD series entered service at Military depots (including three on the Shropshire & Montgomeryshire). Some were loaned to collieries and two went to the Port of London railway; although many were simply stored. 24 locomotives were loaned to the GWR for use in South Wales dock areas for a brief three month period in 1944 but no others appear to have served on the main line railways at this time, although no doubt some were used to shunt locomotives at the military and civilian ports when batches were offloaded from ships.

After D-day the locomotives graduated to Europe mainly under USATC control but some remained with the WD both at home and abroad. At the end of the War some 44 engines appear to have been left in the UK under WD ownership. In 1945 forty-two of them were in store at Newbury race course which had been turned into a huge Military supply dump. In addition, No 4326, nominally a USATC engine, was on loan to the Southern at Southampton for trials from

April 1946 and 4382 went to Longmoor in July 1946, became WD No 300 Major General Frank S Ross, and lasted till 1958. Five from the Newbury store went into industrial service in the UK; two at Austin Motors, Longbridge; two at Hartley Main Colliery; and one to Wallsend Collieries (by then both collieries were part of the National Coal Board).

Most of the remaining engines from the Newbury dump were sold to the Yugoslavian Railways, becoming class 62. Both the WD and USATC locomotives were scattered throughout Western Europe behind the fighting fronts. With peace they were sold off to various railway administrations. Yugoslavia ended up with 106, France 77 (including an S&MR example), Greece 20 (including another S&MR engine) and China 20, with smaller batches going to Austria, Italy, Iraq, and Egypt.

As already mentioned, the Southern Railway had shown an early interest and post war the replacement for the Adams B4 0-4-0Ts at Southampton had become urgent. Bullied had schemed out his own design in 1945, clearly based on the S100 layout, but the availability of cheap second-hand war locomotives was too tempting for the Newbury engines and many other army engines were virtually new and unused. Trials with the USA and also a British austerity 0-6-0ST had shown the superiority of the former for Southampton work. The prolonged trials of 4326 at Southampton therefore resulted in

*USA's at Southampton Docks around 1960
(Col Stephens Historical Archive)*





No 22 arrives at Rolvenden in the early years after reopening of the K&ESR (Chris Mitchell)

the sale of it and 14 others to the Southern; all but two built by Vulcan. All but one (broken for spares) went into service as Southern engines between April and November 1947.

When they were bought a string of minor changes were made to bring them to Southern standards; the most noticeable being cab and coal bunker improvements to improve crew comfort and duty length. Cab ventilation in summer was however never fully satisfactory and the tendency for bearings to overheat, even on the short Southampton - Eastleigh trips and with mechanical lubrication, was chronic.

Although to my generation of enthusiasts the USAs, as the class was designated, are Southampton docks personified, their reign was only a relatively brief 15 years from 1947 to 1962 when diesels began their takeover and they started to leave the docks. However, only one was withdrawn, the rest being thought to be potentially useful. Probably the most active were the two at Eastleigh works and one at Guildford shed and the six transferred to service stock for work at Redbridge, Maldon, Lancing and Ashford.

They effectively lasted until the end of steam and four ended up in preservation in the UK, one at the Keighley and Worth Valley, one at the Bluebell, and our two.

Our two were the Ashford Works pair. These started life as War Department Nos. 1960 (Vulcan wks No 4433/43) and 1968 (November Vulcan wks No 4441/43) and were put into service by the SR in April 1947 as Nos. 70 and 65 respectively. They had 30,000 added to their numbers on passing into British Railways' service. In August 1963 30070 was transferred to departmental stock, renumbered DS238 and sent to Ashford Wagon Works. It was painted malachite green and named Wainwright after the SE&CR's first locomotive superintendent. The journey from Eastleigh to Ashford via Brighton took a month to complete because of the inevitable hot box trouble encountered en route. No. 30065 was also transferred to Ashford in November 1963 as DS237, painted green and named Maunsell after the last resident Ashford locomotive Engineer.

The USAs had been sent to replace, at least in part, the three C class 0-6-0 works shunters that had been used since the early '60s. The

tanks had been expected since they were supplanted from Southampton but were delayed and when they arrived one of the Cs was withdrawn. However the remaining Cs were not supplanted until December 1966 and indeed one was in use as a steam generator till the following August. The pair of USAs were kept busy at Ashford. Generally there were three pilots: one was allocated to the 'Kimberley' shops beyond the Hastings line; another to 'Klondyke' and the Gas works road; and the third to the Stores Road and the old engine shed. With the withdrawal of the last C in 1966 pilot duties were reduced to two. Generally Maunsell worked the Klondyke and the main works, and Wainwright was used on the Kimberley duty, as for some reason she used less coal and could stay at work longer without the inconvenience of crossing the running lines to re-coal.

The end of their British railways service came in April 1967 when Maunsell was laid aside, followed two months later by Wainwright, to be replaced by a single 204 hp diesel (class O3). Officially withdrawn in September 1967 they were the last ex Southern steam engines and the last steam locomotives on the Southern Region for everything else had gone a month or two earlier.

In March 1968 the locos were sold to Woodham's scrapyards at Barry in South

Wales but an attempt in June to take them there resulted, as usual, in them running hot whilst under tow and they got no further than Tonbridge. They were then spotted by members of the Loco Trust who successfully bid for them.

Well, that was the given tale at the time, but there are other versions. One slight but telling variation being that the engines, when at Ashford, were thought very likely to be useful to the K&ESR but the money was not available. Therefore, when despatch orders came to move them no attempt was made to clean out the pads essential for lubrication which were full of ash and other muck. The boxes were just given a shot of 'Molyslip' lubricant to get them going, but with little expectation that it would last. Off they went and by Headcorn they were running nicely warm and to be on the safe side they were stopped; a further attempt only got them to Paddock Wood where they were sidelined again. It was then decided to haul them at very slow speed to Tonbridge and park them out of the way on the site of the former locomotive shed.

Although the journals had not really overheated, and were not in anyway damaged, their condition was such that they would not get anywhere near Barry. Now, however, they were well away from any possibility that suitable facilities for repair

Unusual view of Wainwright at Wittersham Road with a short freight in 1994 (Ian Scarlett)





Newbury Racecourse locomotive dump (Col Stephens Historical Archive)

might be available. So there they sat, of little value to anybody as scrap because of the cost of transport away by road, especially as they had steel, not the more valuable copper, fireboxes. The Loco Trust having raised some more funds then put in modest bids of £650 and £500 which were, no doubt gratefully, accepted and the engines moved to Rolvenden on 6 and 7 September, the road transport costing £200. Here DS238 became K&ESR No. 21 and DS 237 No. 22.

After many years out of use, restoration work to No. 21 began in 1988 and she entered traffic in 1994 as DS 238. Although finished in a correct malachite green livery, extensive modifications were made to the cab and bunker. She continued in regular service until overhaul fell due in 2004.

No. 22 was the first large locomotive in service in 1974. She was far too heavy to go over the bridges but was very capable of hauling five coach trains up Tenterden bank. She was fitted with an extended bunker and better lubrication to overcome the bearing problems. Our bridges were of course rebuilt progressively to take larger engines so she stayed in operation as the line was

extended. In 1978 she exchanged boilers with No. 21 and after overhaul re-entered service in April 1981 in black livery lined out in red. The locomotive was taken out of traffic at the end of the 1990 season. Another extensive overhaul followed the locomotive re-entering service as Southern Railway No. 65 in the summer of 1997. Its original post-war livery of black with sunshine lettering was now carried. However by 2002 a new firebox was required and after the due delays attending such work, and raising the very extensive funds needed she finally hauled a test train in May 2008, returning welcome variety to the big engine fleet.

Sources and Acknowledgements

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Locomotives of the Southern Railway, Volume 1, D L Bradley, RCTS, 1975

National Archives (PRO), RAIL 649/22

The Tenterden Terrier

David Sinclair

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 be a 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.

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

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Websites: Railway <http://www.kesr.org.uk>

Museum <http://www.hfstephens-museum.org.uk>

Patron

Christopher Awdry

President

Vacant

Vice President

Vacant

Directors

Norman Brice JP – *Chairman*;
Dick Beckett; Geoff Crouch;
Derek Dunlavy; Brian Janes; Ian Legg;
Carol Mitchell; Stuart Philips; Philip Shaw,

COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED

(A wholly owned subsidiary)

Directors

Norman Brice JP – *Chairman*
Geoff Crouch; Derek Dunlavy; Brian Janes;
Keith Jones; Philip Shaw

Company Secretary

Nick Pallant

General Manager

Graham Baldwin

Officers:

Accountant
Accounts Office
Appeals Co-ordinator
Sales Manager
Events Co-ordinator
Catering Manager
Shop Manager
Customer Service Assistants
Chief Booking Clerk
Chief Ticket Inspector
Chief Station Master
Museum Curator & Keeper
of the Archives
Engineering Manager
Forestry & Conservation
Permanent Way
Signals & Telecommunications
Operating Manager
Operating Assistant
Locomotive Inspector
Signalling Inspector
Guards Inspector
Consultant Civil Engineer
Volunteer Liaison Officer
Volunteer Support Officer
Health & Safety

John Cobb
Karen Bridge, Linda Manktelow
Charles Lucas
Graham Siver
Ann Quarterman
André Freeman
Martin Easdown
Lin Batt, Yvonne Bates, Elizabeth Reid
Ken Dow
Peter Walker
Harry Hickmott

John Miller
Paul Wilson
Peter Thorogood
Geoff Crouch
Nick Wellington
Peter Salmon
Matt Green
Paul Wilson
Clive Norman
Graham Williams
Peter Tobutt
Andy Baldock
Stan Kemp
Derek Dunlavy

Finance Committee

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

Employment Committee

Carol Mitchell (*Chairman*);
Graham Baldwin; Chris Mitchell

Membership Secretary

Stella Nuttman

Sunset

*A glow stained, arching, Wealden sky bids fair,
Dimmed evening's filter, dusky, closes day,
As lamp oil reeks its burning through the air
Still something is unchanged come change as may.
Then past times gently echo all around
And night, enfolding, rises from the ground.*

