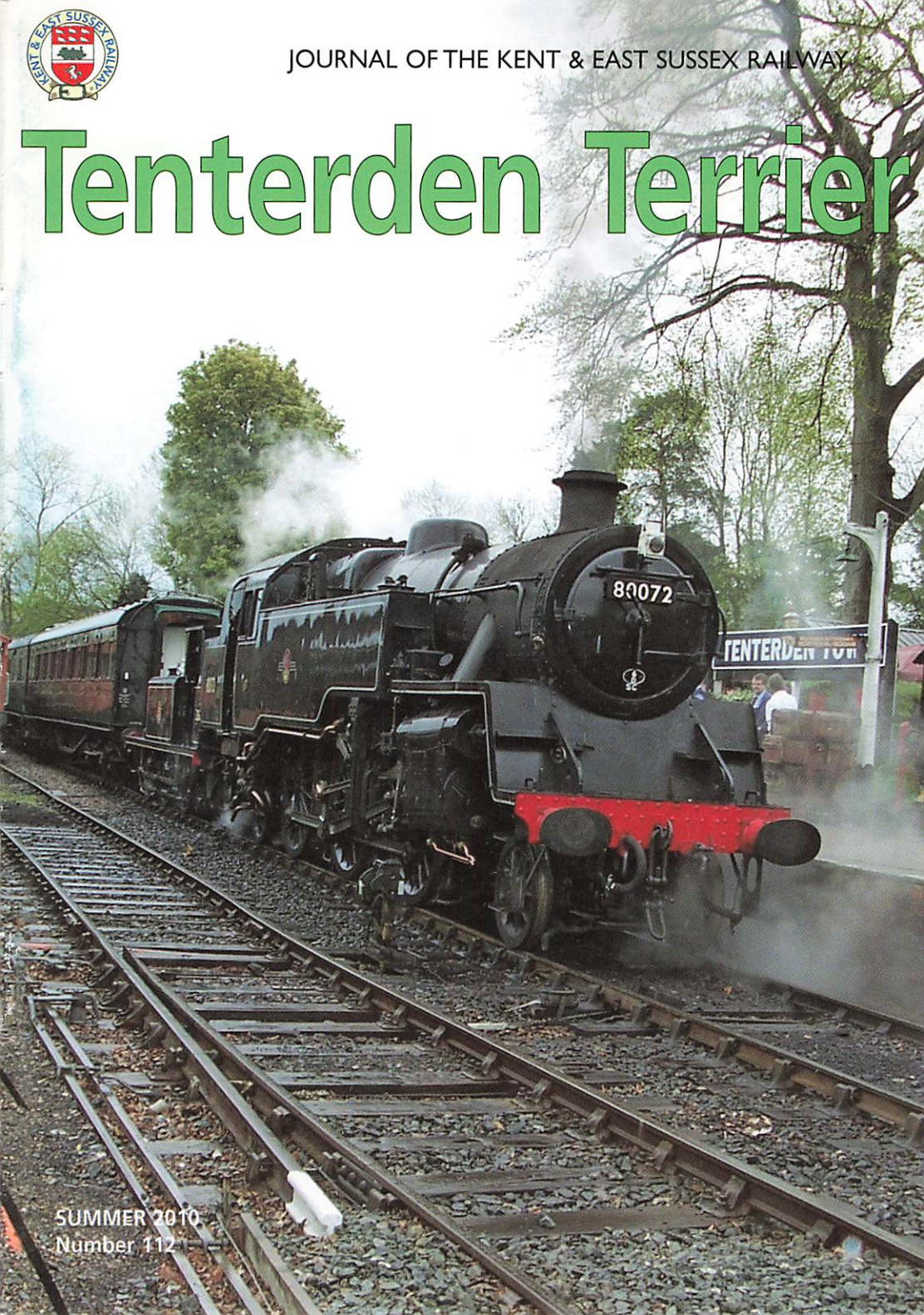




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Tenterden Terrier



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FRONT COVER

David & Goliath - Standard
4MT tank No 80072 and
Terrier No. 32678 at
Tenterden during the
Saturday of the May Gala
(Nick Pallant)

BACK COVER

Shades of Hayling Island?
(Ian Scarlett)

Tenterden Terrier

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Editorial

It's Your Railway

"We've not been consulted!" It's a cry heard throughout the land about all manner of issues and it proves that the national sense of fair play is alive and kicking. We, of course, also hear it on the K&ESR, not least in respect of matters which have arisen out of the Rolvenden Signal Box livery dispute. Well, as promised in *Tenterden Terrier* No. 111, the consultation papers regarding Heritage & Image policy are enclosed with this issue of our journal. Yes the

Board are keen to know your opinion and it's your opportunity to have your say. Don't forget that replies must be returned by 31st August 2010.

The Editor would like to apologise for the non-appearance of the 'From the Boardroom' feature in this issue. If anyone wants details of the January – April Board meetings they are welcome to request these from the Editor in his role as Company Secretary. Apologies are also due that there has not been another 'People in Profile' item in the *Terrier* as was intended. Shortage of time is to blame.

Nick Pallant



Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

General Manager

The first half of 2010 has been an interesting one. Despite terrible weather in February for Thomas™ we are seeing a good increase in visitor numbers. We have had some good press coverage, been involved in filming the opening sequence for the forthcoming major new ITV drama 'Downton Manor', and of course we have started work on the long overdue Carriage & Wagon shed extension.

Our Forties event was simply fantastic with over 2000 passengers over the weekend, we had to extend our 'Evacuation' experience to four days to cope with demand. (We already have bookings for next year!) and the Gala was once again a superb event. I said that last year when we produced a record number of May passengers. This year May had no half term and yet we broke the record again! We look forward to the Thomas and Friends™ anniversary party in July, for which advance bookings are coming in at a satisfactory rate.

A few weeks ago I obtained agreement for us to hire *City of Truro* for our gala next year, subject to it passing its boiler inspection in February. This is something really to look forward to.

We have strengthened our Volunteer Management with the appointment of Ken Catt as Volunteer Recruitment Manager and David Wilsher as Volunteer Publicity Officer. We welcome several new volunteers albeit sadly we have lost a few members of our family along the way again.

Regrettably we have suffered two separate vandalism attacks at the Tenterden end of the line, this following a couple more incidents at Bodiam. Our staff apprehended some of the culprits (after a chase through the nearby roads).

With the successful lottery grant for The Cavell Van, with its subsequent restoration, the arrival of the class 14 diesel, and launching an appeal for the shed extension too, there has been plenty to do in our 'quieter' period!

Carriage Shed

The construction of the carriage shed extension is an important landmark as the first major

infrastructure investment since the completion of the extension to Bodiam in 2000. In the last five years we have extended the Tenterden Refreshment Rooms, refurbished the WCs, extended the Car Park at Tenterden, built a staff car park and container park at Rolvenden, and erected the new leaflet store but together these still only total less than half of the cost of this one project.

The extension (as Tim Hockney says elsewhere) is essential to being able to maintain our fleet, before we get to completing more of the excellent carriage restorations that we are famous for.

£200k is a lot for K&ESR, and although we traded well in 2009 (and 2010 has started satisfactorily) we still have to find £500k to deal with our liabilities for Bodiam Bonds in just three years time. £200k is just less than £100 per member of K&ESR – or an £80 gift-aided donation. We are therefore asking you to contribute this amount to our Carriage Shed Extension Appeal (an envelope is enclosed with this publication). If we can pay for the shed in its entirety through this appeal we can move on speedily to the next piece of our infrastructure jigsaw which is the construction of a new rolling stock storage shed in the field opposite the sewage works at Rolvenden, although that will take an estimated two further years before we get to construction.

The Board have each shown their commitment to this project, and there is a photograph on page 8 of some of them waving their cheques. I have put in my cheque too! The project is being dealt with in two phases but if we raise £200k we can complete stage 2 very early in 2011. Please help K&ESR achieve this.

Shop

A disappointing February Thomas™ for the Railway has meant the shop has had to play catch-up with its budget. After a steady March and April, May brought high hopes of riches with the Gala and 1940s Weekend. However, the Gala (with its washed out Sunday) proved to be disappointing for the shop when customer's hands proved to be bound to their cameras and pockets rather than on their wallets. The 1940s Weekend also saw a certain

amount of rationing in the shop spending, but this was more than made up for by the young evacuees during the following week, who cleared us out of fudge bars, mood rings, sand filled animals and lollipops and ensured that May proved not to be too disappointing after all.

Bodiam shop reopened for the season at the end of March and now sports a smart new small items holder and a bookstand kindly made by John Liddell. On nice sunny days in particular, the shop more than proves its worth to the railway.

Amongst the new items available in the shop are the J.S. & J.L. Hilder 00 gauge box van (limited to 150) and the DVD 'K&ESR on Parade 2002-9', which chronicles all the major attractions and events on the railway during that time.

We would like to welcome to our happy band of shop staff, Jackie Davies, John Emmott and Sylvia Furney.

Catering

The start of the new season was rather disappointing: our usual February Thomas™ event was hampered by heavy snow and arctic temperatures. Not surprisingly, the outdoor BBQ trading figures were well below previous levels. Whilst the weather has since improved, spend per head remained a little lower than we would wish. The May Gala also suffered from appalling weather, with strong winds, heavy rain and even sleet experienced. This forced abandonment of the BBQ on one day, although the Bank Holiday Monday saw considerably improved weather and trading. Many passengers commented positively on our offering, with particular interest shown in Pullman Car *Theodora* whose bar was operated on service trains. It is pleasing to be able to provide an opportunity for our daytime passengers to experience travel in a Pullman Car, whilst also generating useful income and promoting Pullman services to those who may not normally consider such.

The 1940's weekend saw much improved weather and trading. The previous turnover record within the Station Refreshment Rooms occurred during the 40's weekend last year, but was beaten by considerable margin on the Saturday and then overwhelmingly on the Sunday.

On train catering activities have continued to trade well. Once again, we have some very significant size party bookings scheduled. This

will stretch both our staff and facilities to the limit, so please do consider providing some assistance if you possibly can – many hands really do make light work!

Following a routine visit by an Environmental Health Officer from the local authority, our 'Scores on the Doors' star rating has been reviewed. Many separate elements are examined including building design and maintenance, the presence of suitably robust management procedures, staff training and records, food handling and hygiene procedures, compliance with legislative requirements or best practice, cleaning schedules, etc.

It is very pleasing to report that we have been awarded FIVE Stars, the highest level available. This is a significant achievement given the limited resources of our business.

In addition to the excellent star rating, we have also gained a 'Clean Food Award', a truly excellent achievement. We now find ourselves at the top of the ratings within Tenterden and surrounding areas. Our thanks are due to all those staff who have contributed to the improvements made over the last few years – you have reason to be proud!

Wealden Pullman

High levels of occupancy remain the norm aboard the Wealden Pullman once again. The perpetual problem is of course finding sufficient volunteers to provide the high quality service for which we are renowned and our customers are paying. Although we have experienced a reduction in the number of services operated (largely due to the aforementioned carriage capacity reduction, restricting charter business), we remain short of staff both front and back of house.

The solar film fitted to the windows of Pullman Car *Barbara* has had a marked effect on the environment within: during a recent particularly warm afternoon, the temperature in *Barbara* remained well below that of other cars in the formation. It is therefore planned to fit window film to the other dining cars, although there is no truth in the rumour that a loud sound system and go-faster stripes will also be applied!

Obituary

Cynthia Webb

Husband Mike Webb first became involved with the railway during the mid 1970's. At that time, Mike worked for the GPO and was introduced to the K&ESR by fellow 'postie' Brian Heyes.



Cynthia Webb with husband Mike (via Andre Freeman)

As so often happens, Cynthia felt the need to find out what her husband was really doing when spending all that time at Tenterden. With an interest in catering, it was inevitable that both Mike and Cynthia would find themselves aboard the 'Wealden Pullman', undertaking the roles of Chef & Assistant Chef on numerous occasions. Although other interests and family commitments restricted availability at times, Cynthia continued to take an active role in the kitchens of the 'Wealden Pullman' and 'Rother Valley Limited' Luncheon train until ill health intervened. Not one to be easily beaten however, Cynthia took on the role of 'Mother Hen' and kept a close eye on staff whilst continuing to contribute to the operation of the Pullman.

Cynthia was admitted to the Kent & Canterbury Hospital during December 2009 after suffering complications associated with renal failure. Although clearly very poorly, Cynthia bore her condition with great fortitude and would always request the latest railway gossip and scandal when visited by fellow volunteers. Following a very moving rededication of their marriage vows, Cynthia passed peacefully away on May 17th. A celebration of her life was held at Maidstone on June 3rd and attended by numerous K&ESR friends, many in Pullman uniform. She will be greatly missed by all and leaves behind husband Mike, son Richard and daughter Rebecca.

Operating

A tremendous effort has been put in by everyone in the Operating department over the last few hectic months. It seems as though it has been non stop since Thomas™ in February.

Highlights included two photo charters with *Knowle*, a days filming with *Knowle* dressed up as number 678 of the North Eastern Railway, as well as Branch Line weekend in March. A busy if not slightly damp Easter weekend (with No.3 spending a day on the cattle dock alongside a jazz band on the 10th Anniversary of the reopening to Bodiam) was followed by engineering trains and several days shunting with Nos. 24 and 32678 before the superb May Gala. Despite the weather this beat the budget and fielded 10 engines on the Saturday before being topped off with the best 40s event for a long time, all of this being alongside all of the ordinary passenger trains. To put things in perspective in May there were 112 footplate turns to cover. This is without including the steam raising turns, shunts and extra turns that didn't appear on the roster. In August that drops to 73 turns, supposedly the busiest month of the year!

This is all possible because of you and on that front we have several promotions to report with David Cutts being promoted to the grade of Guard, Jack Ticehurst to Fireman, Paul Kemp to Steam Raiser, Mike Goodwin and Roger Temple to Signaller at Wittersham Road. Toney Ramsey has passed out as a Signaller at Northiam and Philip Crow at Tenterden. Apologies if your name has been missed off the list, as I said at the start it's been a hectic few months!

The volunteer recruitment and retention programme seems to be working reasonably well. We have 67 Cleaners in the department, 10 Trainee Guards and a reasonable number of signalling trainees, that said if you are at all interested in becoming a volunteer with us do please get in touch.

Can I make a plea to everyone in the department with regard to care of equipment? In the last five months we have had to repair five loco lamps and replace lost equipment in several Guard's bags. This is such a shame as every bit of replaced equipment costs your railway money. Most of you do an extraordinary job in running trains and looking after equipment but it is disheartening when we are repairing new lamps that are less than two months old.

Thank you so much for your help, the Railway wouldn't be here without you. Every turn you do is a great help to the continued success of the Kent & East Sussex Railway, lets hope the rest of 2010 continues in the successful way that the first half has turned out!

Steam Locomotives

No 3 Bodiam (32670): Available for service and running with no problems.

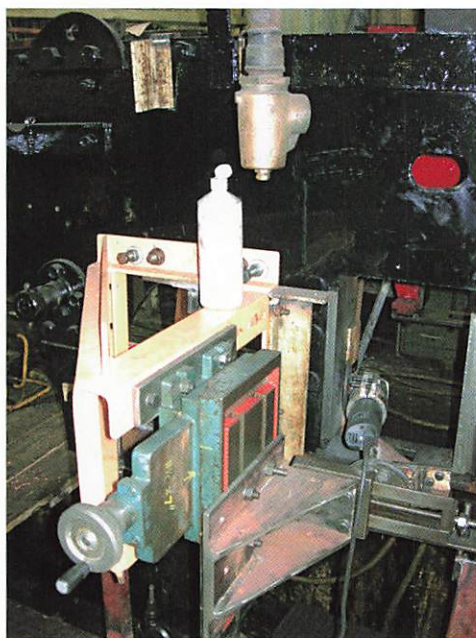
No 8 Knowle (32678): Available for service and running with no problems.

No 11 'P Class': Available for service and running with no problems. A repaint in Railway Operating Dept (ROD) livery as carried in 1917 is planned. This is for a commemoration with the newly restored Cavell van in November.

No 12 Marcia:

No 14 Charwelton: Now in service and running well, proving very popular on railway experience days. Shortly due for washout and annual boiler exam.

No 19 Norwegian (376): All brasses and keeps fitted to driving wheel axleboxes along with new spring hanger pins. Now awaiting machining and fitting. The horn guides were found to be out of true, so Adrian Landi and John Clark constructed a demountable frame that can be bolted in place to allow accurate grinding and finishing of each one that needs attention (see photo). New piston valve heads have been machined from cast blanks by Lawrence



Grinding arrangements for No 19's horn guides (Paul Wilson)

Donaldson. Peter Cloake has completed alignment of the slide bars and is now milling out the crosshead slippers to fit. The axleboxes and brasses have been refitted to the pony truck wheels by Henry Mowforth. The boiler is almost complete, with the regulator overhaul and fitting done by Nick Young. The clack valves have been overhauled by Peter Crossley and the mind numbing work of needlegunning and painting the outer boiler shell has been ongoing in the hands of Ian Matthews and Richard Ticehurst. The frames themselves are looking resplendent in new paint and Kevin Jones has now moved on to rubbing down the cab sides. A suitable quote for the shot blasting and internal coating of the tender tank has been received, and it is hoped to send it away shortly.

No 21 Wainwright (DS238): In store awaiting overhaul.

No 22 Maunsell (65): New, cast, components have been successfully fitted in the smokebox and the loco still performs as it did with the prototype fabrications. Chris Greatley who did the design work for this installation has produced a detailed article about the alterations which will appear in a later edition of the Tenterden Terrier.

No 23 Holman F Stephens: Presently on washout and annual boiler inspection.

No 24 Rolvenden: Now available for service, running its last steaming days until July when it falls due for 10 yearly overhaul.

No 25 Northiam: The boiler barrel is now almost fully needle gunned and painted for corrosion prevention, thanks to the efforts of the Saturday gang. 14 crown stays have been renewed and examined by the boiler inspector. New boiler tubes have been ordered. We could not find a pattern for the regulator head, so one is presently being made. As soon as this is done a new item will be cast. This then requires machining and fitting. The saddle tank will be sent away soon for shot blasting and internal coating. This is the only Austerity tank not yet done, and represents a real challenge for the contractor due to the small clearances involved. A substantial amount of the lower surface will have to be cut away to gain access, being welded back in place as the blasting and coating progresses.

No 30 GWR Pannier (1638): Available for

service and running much better after the installation of the new pistons and rings.

Diesel Locomotives

No. 20 (GWR Railcar): "Thank You" again to all who have donated and continue to donate to the GWR Railcar Appeal. The Appeal has now reached £23,427 including the benefit of Gift Aid recovery.

There is a welcome pause in the onerous task of needle gunning and removing old paint and grime from the under frames. This activity is now 95 per cent complete and a quieter atmosphere with less dust prevails throughout the carriage shed. Dare I say, sign language has reduced and the art of conversation and occasional banter has resumed. *(And the door to the C&W / editorial office can again be left open!- Ed.)*

The south side engine radiator is now in place on the under frame. All flooring joists and other support timber below floor board level is now complete. The Robertsbridge end cab framework, that was dismantled to enable painting and vacuum pipe renewal, has now been fitted back on to the footplate.

The Railcar is back in place on the two refurbished bogies. At a later date, bogie bolster shock absorbers and other minor parts will be fitted.

The Railcar is now out of the carriage shed,

under a tarpaulin, due to the carriage shed extension. On completion of the shed extension, the Railcar will return under cover and restoration will continue next year.

Planned Working Dates - January to December 2010. As the Railcar is not under cover, it is not now practical to have planned working dates. We are not able to predict the weather and we may not have safe access to the vehicle due to its temporary position or its proximity to adjacent running lines.

Finally, another big "Thank You" to everyone who has donated money, given practical support, advice and encouragement, that has enabled the project to progress so far. Looking forward to further progress and the opportunity to resume the project in 2011.

No 40 'Ford' (BTH): Available for service and running temperamentally as befits an old lady.

No 41 (Ruston): Available for service.

No 44 Dover Castle (Class 08): It has not been possible to work on this locomotive due to lack of workshop and covered accommodation. The major overhaul will restart once covered shed space is available after completion of the extension to the carriage shed.

No 46 (Class 03): In service.

No 47 (Class 03): This locomotive is having a



Board members get the Carriage Shed Appeal started (Graham Baldwin)

quick tidy and repaint. The vehicle is not in service and is a donor for spares to No 46.

No 48: TREATS has purchased this Class 14 locomotive for use on the Kent & East Sussex Railway. Its class 5 haulage capacity locomotive will enable it to work our heaviest trains and deputise for steam locomotives if required. In service.

Class 108 DMMU: The maintenance spare (5th) engine has been overhauled and is ready for collection. The damaged ceiling in the guards brake van has been repaired and the vehicles have recently had a maintenance "A" exam. Otherwise the vehicle is in service.

Cranes

No 133 (10T Taylor-Hubbard): Passed lifting exam and boiler inspection recently and is available for service.

No 151 (36T Brakedown): Passed boiler exam recently. Due to the very low usage of this crane

it is now stored with the boiler 'dry', i.e. with no water in it. This was due to the accelerated corrosion (compared to the Taylor Hubbard crane boiler) evidenced by storing it with a boiler full of water. As a result of the very low usage the protective chemicals in the water treatment settle out and become far less effective.

Plant

TRAMM 98211: The TRAMM was used extensively at the rear of the carriage shed lifting scrap and other materials as part of a yard tidy up plan. The area for the carriage shed extension is now clear for building work to start. To ensure continuity of service availability, some necessary body repairs are in progress to the driving cabs. In service.

07 Tamper (73250). The Tamper has completed a contract at the West Somerset Railway. Minor tamping work was completed as required for our Permanent Way Department. In service.

ROLLING STOCK

Annual Maintenance checks on all service coaches have been completed in good time for the running season.

Mark 1's

TSO No. 68 (BR No. 4355) the 'Avon Coach' was released to traffic on 30th April 2010.

The overhaul of **DBSO No. 75 Petros** should be well in progress by the time this issue of the *Terrier* is published. As anticipated in the previous issue of the *Terrier* **BSO No. 73** is substituting on the 'A' set albeit with reduced accommodation for people with disabilities.

With No. 68 in service it became possible to take **TSO No. 85** out of traffic for repainting. This was in progress at the time of writing and complete as we go to press. The livery is the 'new' A set colour scheme of a slightly brighter green with chrome lining.

Vintage Coaches

Maunsell BNO Brake No. 4443 (K&ESR No. 54) has been withdrawn from traffic and, like *Petros* is receiving some much needed work. This vehicle's overhaul will include the elimination of serious leaks, particularly around the windows. In the meanwhile, sister vehicle **BNO Brake No. 4432 (K&ESR No. 53)** is substituting on the Pullman set.

L&NWR Balcony Saloon (K&ESR No. 82) also remains out of service awaiting a slot in the

work programme which will enable a full overhaul to commence.

Regrettably **SE&CR Family Saloon No. 177 (K&ESR No. 84)** suffered a vandal attack during the night of 12th/13th May while berthed at Orpins siding, Rolvenden. One of the large saloon windows was broken and the carriage had to be temporarily withdrawn from traffic to allow the necessary repairs to be undertaken.

Paint has yet to appear on the exterior of **LC&DR 'Ashford' Brake, SE&CR No. 3062 (K&ESR No. 98)** but the project continues to make good steady progress and the ventilators have been fitted. Paint has however appeared on the interior of the brake van, Ken Lee has been scumbling the compartments and the door locks have been fitted. These items are brass reproductions of the original Chatham type and are of a design quite unlike anything else on the Railway's other carriages. The new locks were made by Ron Nuttman and are a tribute to his considerable skills. The vehicle numbers on the inside of the compartment doors are, incredibly, *not* reproductions. The originals (which must be over a century old) were in sufficiently good condition to allow renovation. Last, but not least, construction of the seat bases has commenced.

People

Lesley Lee has been trained as a Carriage Examiner and has picked up the necessary skills

very quickly. 'Passing out' by an appropriately experienced person is being arranged.

Tuesday Group

Since the end of year report the Tuesday Group have been on a Group Fitness Course when, over three Tuesdays in February, we moved some 20 tons of road scalplings which were delivered to Northiam to fill in the holes and to reinforce the road into the car park. This went so well that the General Manager decided it would be beneficial to have another delivery and fill in the holes in the roadway at the rear of the office buildings at Tenterden and also to do some work in the car park – PHEW!!

After that, for some relaxation, we planted 108 Berberis whips (to help the Gardening Department) on the boundary in the field at Rolvenden.

We replaced one of the uprights on the main Tenterden Town running-in board. This was rotten and had broken during the strong winds in December. This time we used 8ft of rail so this should outlive us!

As the weather is now warmer a top coat has been put on the new Information Hut at Tenterden. Ron and Steve Dunn have spent more time on the Meeting Room at Tenterden. This time replacing the side door together with some new panelling to replace the double doors.

We have started to prepare and paint both the crossing gates at Northiam which will take us a while. During Evacuation Week the rear fire escape steps from the Tenterden office building were repaired following vandalism damage.

Gardening Group

As I write this report the weather has at last started to warm up and everything is now moving. As all gardeners will have found this year, everything has been late due to the cold nights and those trying to encourage summer bedding plants to grow will be relieved to see them at last increasing in size. The hanging baskets have been planted up and sitting in my greenhouse for weeks. It almost seemed they refused to grow. At last I can now arrange to have them put up on the Station Building at Tenterden.

Since my last report the gardens around the offices at Tenterden have been tidied. Carolien

returned from Holland for several days and put in a tremendous amount of work weeding and moving plants. She also kindly brought over a bag full of dahlias which will be planted around the gardens.

During March Judy Reynhart joined the railway and calls into Tenterden to help out for a couple of hours when she has time. I am most grateful for her help.

The bluebells on the lineside garden have been lovely again this year but now need to be thinned out as they are becoming rather invasive. We hope to put more perennials in this garden in order to try and save a lot of weeding time.

We had a very successful and productive day in March when Sue Banks was able to come to the Railway for the day and also we had the help of Doug Ramsden. The troughs on the Pullman Dock were planted up. Clearance work was carried out on the garden at the end of the platform and the triangle in the car park was also attacked.

The 108 Berberis planted at Rolvenden seem to be surviving although we have lost a few but the remainder seem to be getting going. All the trees and shrubs planted in Rolvenden Field seem to be thriving despite the poor clay soil.

Two new evergreen honeysuckle plants have been put in the tubs in front of the Buffet and seem to be doing well. Also a flower tower for the Pullman has been planted up.

The flower beds are gradually being filled with perennials so, hopefully, they will need less maintenance.

The Carriage and Wagon Yard garden is slowly being filled with plants and the sink trough will be filled with summer bedding in the next couple of weeks.

Brenda and Paul Tanton-Brown are working hard at Northiam. No doubt everyone noticed how neat and tidy the hedge and grounds are looking. Everything looked very good for the Gala. They have plans to extend the Station Master's vegetable plot this year and also install a watering system to help water their pots. In a few weeks Northiam will be flowering again.

I would like to take this opportunity to thank all the Tuesday Group for the help they have given me over the past quarter. It is greatly



Members of the Tuesday Gang putting down road scalplings at Northiam (Graham Hopker)

appreciated as quite a few things I could not achieve without their assistance.

Forestry and Conservation

In October 2009 the group started to clear vegetation down from Cranbrook Crossing to Haystacks Crossing to enable essential renewing of fencing to be carried out. We completed this operation at the beginning of November. The new fencing was then erected by our contractor and judging by some of the comments received looks excellent.

The beginning of November 2009 we then started work at Cysters Curve to remove all foliage and bramble etc from our side of the fence and part on the farmers land to enable clear sighting of the crossing. We completed this operation May 2010 and had a total of 10 visits (equalling 295 working hours) it is hoped that as a result of this work we may be able to have the speed restriction raised or removed from this section of track.

On the 28th February, a very wet day, we had to carry out emergency work to remove a large willow hanging over farm land adjacent to Tenterden head shunt. It was a difficult job mainly due to the weather conditions but as safety was involved we carried on and completed the task late lunch time.

On the 11th April the group moved to Northiam up inner home signal which was being blocked by tree growth on the edge of the farmer's field.

We cleared this site obviously after obtaining their permission. This was a very worthwhile job as the signal had almost completely disappeared from the Drivers site.

As we have started working on Thursdays a small group of the department as and when we can meet have started work at Rolvenden Yard next to the river, cutting back large willows. In addition to this we have cleared a section of the track from Cysters Crossing towards Northiam Station to allow essential fencing works to be carried out and also to improve sighting line to the crossing.

We are currently clearing all the prunings at Cranbrook Crossing as we were unable to clear and burn at the time of the previous work for the new fence to be erected.

If you would like to work at your own pace and join us on the odd Sunday or even a day in the week. Please get in touch with Peter Thorogood on 01580 761219. We need help to achieve this work and also it is your chance to get up close to the trains and be out in the countryside at the same time.

Bodiam

With the start of the 2010 season fast approaching we had a lot of work to do to get the station looking good and welcoming again. The winter had been particularly wet with a lot of green mould on exposed paint work, removal of which required everybody to be involved in scrubbing the stuff off with buckets of water and sugar soap. The platform edge white line looked a bit sad and sparse in places and had to be jetted off and completely repainted.

The weather controlled what we could achieve outside but a start was made on stripping paint and rust off the station side level crossing gate. This quickly proved more difficult and time consuming than was initially hoped. As it sets the initial impression that many of our visitors have of Bodiam station it is important that the front area is attractive and pleasing to them. However, the fence around the front garden had rotted in places and generally did not look as welcoming to our visitors as it should. The posts and rails were replaced and painted black in the Colonel's tradition whilst at the same time the privet hedge, which in places had held the fence up, was removed. This work has transformed and improved the appearance of the garden area.

With the indifferent weather inevitably we did not complete all our tasks but at least the station looked presentable for the return of public train services the Branch Line Weekend and the tenth anniversary of the heritage return to Bodiam events fast approaching.

The Branch Line Weekend was to see locos being held over at Bodiam to be re-watered in the platform siding. To do this the "Shell" oil tanker, suitably filled with water, was stabled in the rear siding with a powerful mobile water pump to fill the loco tanks. It was good to see *Charwelton* back looking pristine, as indeed all the locos did.

The Branch Line Weekend was quickly followed by the 'Tenth anniversary of the 'Return to Bodiam' celebrations, which were held on Good Friday 2nd April and was also the 110th anniversary of the original Rother Valley Railway running trains through Bodiam. We had a band playing in a marquee in the yard with Terrier loco No 3 'Bodiam' stationary, with steps up onto the footplate where children would receive a chocolate Easter Egg. In the waiting room we had a display of getting to

Bodiam photos bringing back memories of those exciting and rewarding days. Nevertheless, the weather contrived to dampen things and rain poured down; even the band marquee got flooded. Very wet indeed.

For the Gala two water tankers were stabled in the platform siding whilst a coal wagon was adjacent in the cattle dock road from where coal was manually humped across into loco bunkers. Again the mobile water pump was used to water the locos. From a Bodiam station point of view the event was a great success with lots of train movements going on to keep our visitors entertained. It was, however, blooming cold

In the days prior to the event there was lots of shunting to remove the goods train in the platform siding to enable its use by locos for watering and coaling. Unfortunately, this also meant that we lost our PMV which over the years had become essential for storage and some painting work. After the event was over the Bodiam Gang spent a lot of time retrieving the contents of the PMV from Northiam where it was now berthed. Hopefully this very useful vehicle will return to us in the not too distant future

As many of you know the Bodiam presentation includes a small and educational Hoppers Hut and Hop Garden that had been built by members when the line reopened in 2000. Although we have always been proud of the annual progress of the Hops it was clear from comments made by local farmers, who either used to grow Hops or still did, that our techniques were not at all as they should be. As the poles were rotting a decision was taken to replace them and endeavor to get new Hop plants which, potentially, would be more resistant to disease and more tolerant of our treatment of them. Farmer Daws, who farms hops near to Bodiam and has the necessary proper equipment, agreed to help us. Over the Gala Weekend he provided and installed new longer and traditional Chestnut poles and straining wires and pulled and tensioned the old horizontal wires, from which the hops hang, onto the new poles. New 'Goldings' hops have been planted leaving some old plants (of unknown variety) to be replaced at some time in the future. We are greatly indebted to Farmer Daws and his family for carrying out this work for us.

For the 40's Weekend we again played host to British and American re-enactors and equipment and the displays included a field dressing station formed under a camouflaged net adjacent to a genuine period army ambulance. During the replacement of the hop poles we had provided a wider access-way between the hops and adjacent fence so that we could get vehicles from the car park onto the grassed area opposite the station. This enabled the field dressing station to be sited on the grass in a very effective manner. It was very noticeable and satisfying to see how many visitors also turned up in period costume giving a very authentic 1940's ambience to the station. Cakes made to wartime ration recipes were available in the station waiting room, which a visiting Winston Churchill greatly approved of. We were very honoured by his unexpected visit.

Martin MacFarlan, who normally operates a shuttle service between the station and Castle with his 1935 Leyland Titan double deck bus in open top mode had constructed and fitted a very smart enclosed top, complete with wind up windows, because the vehicle did not run as an open topper in the 40's. A marvelous achievement supported by his 'clippy' Sue.

Meanwhile back to restoration and maintenance matters. The Bodiam team fitted a new plaster board ceiling in the ladies toilet and a contractor then plastered it. At the time of writing the ceiling appears to have dried out

and will be painted as soon as possible. Restoration of the 1925 2' gauge Ashover Light Railway quarry tub has been completed and was moved by Dick Beckett back to Tenterden where it is now displayed outside the Railway Museum. With its new steel sheet platingwork the tub weighs a considerable amount and required much manhandling to get it out of the workshop and into Dick's trailer with Carriage and Wagon staff helping to get it off at Tenterden. Restoration of the large Post Office platform trolley and rebuilding of other platform barrows was completed and they were returned to display on the platform only for more to take their place in the workshop refurbishment queue.

Somewhat unexpectedly all our three bee hives swarmed with five swarms being recorded to date. One of the hives we thought had died but to our surprise it hadn't - it was just that the bees were using a hole they had made in the bottom of the hive and not the 'formal' one in the front

To end on a high note Station Agent, John Miller, has recovered well and has visited Bodiam station a couple of times. Welcome back John!

Rother Valley Railway

Work has continued at Udiam farm and much tree felling has taken place on the former rail route to allow track to be relaid. As these notes



View from Junction Road towards Udiam with new entrance shown. (Tony Streeter)

are being prepared in early June, the land is being leveled and tree stumps removed prior to the arrival of track, ballast and sleepers. It is planned that this next section of reconstruction will take place directly on the trace of the route and visitors to Junction Road will see that the hedge and trees that were planted across the former trackbed at the side of the B2244 road have been removed, giving a full view across Udiam Farmhouse garden. This will allow lorries to deliver material directly to site. Completion of this phase will allow the owner of the house to restore his landscaping. At the time of writing, a party is being planned by the RVR to thank all those volunteers who have worked on the extension from 2008 to 2010.

This now leaves the section of the railway between Junction Road and North Bridge Street, and the RVR continues its efforts to put together a way forward on this central stretch of the route, so that the two sets of trackwork can join up and thus link Robertsbridge to Tenterden once again.

Meanwhile at Robertsbridge, we continue to prepare for the introduction of train rides at the site, including the fitting of vacuum brakes to one of our privately owned Drewry locos, the rebuilding of the three-plank wagon (ex-KESR no 122) to carry passengers and the refurbishment of the SR brake van. Ballasting

and tamping of the track and a few finishing touches to our new platform are still outstanding but will be tackled this summer.

Club 2020

Club 2020 has kicked off to a very healthy start and we now have over 40 members signed up. The first dinner, held at the Little Silver Hotel in St. Michaels, guest speaker being Stephen Woolven, General Manager of the Spa Valley Railway. He gave a most interesting talk on the achievements, problems and aspirations of the railway, in particular their attempts to connect their line at Eridge station with Network Rail,

The summer open day was held at the Birchley miniature railway at Biddenden in June.

For those members of the Kent & East Sussex Railway who are still contemplating joining us, please note that the next dinner with guest speaker will be held during November and features the Welsh Highland Railway. This is not to be missed and don't forget, membership of Club 2020 is a mere £10.00 per annum.

Museum

The season has opened well with visitor numbers on a par with last year's successful figures. The museum has been fortunate in having many books donated this year and it is the sale of these second-hand books that



East Kent railway sign acquired by the museum (Peter Southgate)



Ashover Railway 'Tub' as restored by Dick Beckett and John Liddell (John Doody)

finances the running of the Museum.

The Ashover Light Railway quarry tub has been rebuilt in the Bodiam workshop, mainly by John Liddell and Dick Beckett. It was returned to Tenterden and parked outside the Museum at the end of May. The tub was used to convey fluorspar from Milltown quarry to the processing plant at Fallgate Station. Loaded tubs arrived at the station by gravity and when empty were drawn back up to the quarry by horse.

The Rye & Camber Tram carriage underframe has been de-rusted and painted black and now awaits re-assembly outside the Museum. The work on this was mainly undertaken by John Doody, Laurie Cooksey and friend.

New acquisitions include:

East Kent Railway porter's lamp stamped "E.K.R. RY 1&2" which indicates it must date from about the time of the railway's opening in 1912. It is complete and in good condition and should be on display shortly.

Three East Kent Railway timetable posters in good condition.

An East Kent Railway sign 'warning not trespass on the railway'. It is enamel, black lettering on white, and dated 1917. Again, it will be on display shortly.

Plans and Sections for the proposed East Sussex Light Railway which would have run from Northiam station to Rye. Lack of finance meant

the railway was never built. Donated by Graham Voce of Deal, Kent.

Two Volumes of "The Military Life of H.R.H. George, Duke of Cambridge" published in 1905. This may seem a strange acquisition for the Museum until we see a bookplate inside the front covers 'H.F. Stephens, Tonbridge, Kent' indicating these were once part of the book collection of 'the colonel'. Donated by Graham Voce of Deal, Kent.

From the Archives

In the archives, we have two examples of the handbill illustrated from 100 years ago.

King Edward VII died on Friday 6th May 1910 and the funeral was held on Friday 20th May. The

King had reigned for only nine years following the death of his mother Queen Victoria. The monarchy was held in low esteem in the latter years of Victoria's reign but Edward's love of ceremony and his outward-going personality had raised the profile of the sovereign. With no radio or television, people relied on newspapers, but they were too discreet to report the King's affairs with women, consequently there was genuine grief when the King died.

The handbill, which measures 17cm x 19.5cm (6¾ x 7¾ inches) is printed in black on white paper. The K&ESR Sunday service at this time

KENT AND EAST SUSSEX RAILWAY.

FUNERAL OF His Late Majesty KING EDWARD VII. MAY 20th. 1910.

**The Ordinary Sunday Service
will run on May 20th. 1910.**

BY ORDER,

H. F. STEPHENS,
Managing Director.

Tonbridge.
A 55092

Also recently acquired by the museum

gave a morning and evening train to Headcorn, and a morning, afternoon and evening service to Robertsbridge. Anyone wishing to line the route of the funeral procession in the capital could be in London by about 10.00 via Headcorn and return mid-evening.

Many towns held services and processions of their own on the day of the funeral. For example, passengers could arrive at Tunbridge Wells Central by 10.45 via Robertsbridge, probably just in time to catch the pomp and ceremony through the streets of this spa town.

Ashford Area Group

It is particularly rewarding when the Ashford Group is able to present new talent. We recently spent the evening touring rarely seen locations on the continent and at home with Graham Ludgate. His enthusiasm and knowledge of the many varied locomotives and railways, lovingly photographed for his own pleasure, was very evident. We look forward to more from this gentleman – watch this space.

Our outdoor visit this year proved to be a great success with the coach fully booked and the weather in Maldegem providing a much needed break from the rain experience in Kent. Visiting mainline steam and diesel locomotives with vintage stock added to our enjoyment.

Whilst one of our objectives is to raise funds as

well as awareness of the railway, it is becoming ever more apparent that enthusiasts need and enjoy social contact. Sharing information and images on the internet is good but not as rewarding as attending one of our informal meetings.

Many thanks to all the contributors of waste paper to the Tenterden Town Station skip. The Railway makes more interesting use of the proceeds than your local supermarket or council! Bring your waste paper to the Railway.

We have a break from indoor meetings in August and our next meeting is on Wednesday 15th September. There after:-

20th October - The Tornado Story: From Dream to Steam – A1 Steam Loco Trust

17th November - Scottish Railways in the 50's and 60's - David Kelso

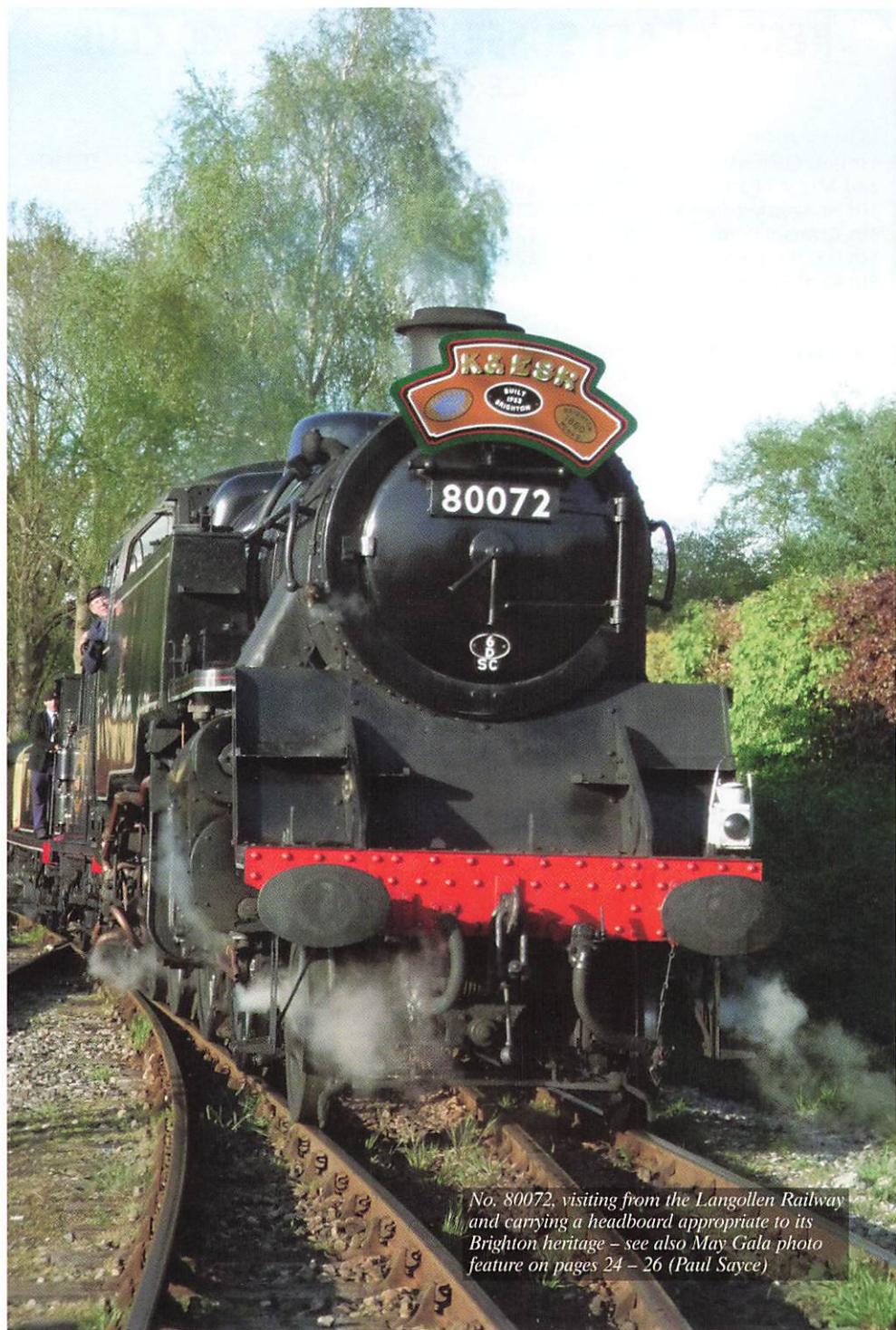
15th December - Railways of Paris; Part 1 - Michael Bunn

You do not have to be an Ashford area resident to join us at our indoor open meetings. These commence at 7.30pm, at the Railway Club, Beaver Road, Ashford TN23 7RR, on the third Wednesday of each month from September to July.

See you there? Ted Micklam 01233 503999

Ashford Group members admire Belgian motive power at Maldegem (Ted Micklam)





No. 80072, visiting from the Langollen Railway and carrying a headboard appropriate to its Brighton heritage – see also May Gala photo feature on pages 24 – 26 (Paul Sayce)

KENT & EAST SUSSEX RAILWAY 300 CLUB

PRIZE WINNERS

January 2010

1st Bob Clifford	No.015	£60.00
2nd Mrs V J Partner	No.279	£40.00
3rd Howard Wallace-Sims	No.235	£30.00
4th Graham Ford	No.120	£25.00
5th P B D Crick	No.360	£20.00
6th Kent Evenden	No.515	£10.00

February 2010

1st D J Mann	No.325	£60.00
2nd Brian Heyes	No.152	£40.00
3rd Ray Crampin	No.421	£30.00
4th Michael Hanham	No.372	£25.00
5th Sylvia Wenden	No.201	£20.00
6th Alec B Carter	No.011	£10.00

March 2010

1st Frank Lambert	No.386	£80.00
2nd John Pearson	No.172	£60.00
3rd Tom White	No.032	£50.00
4th Tom White	No.032	£30.00
5th Frank Lambert	No.384	£20.00
6th Norman Brice	No.155	£15.00
7th Nigel Thomas	No.363	£10.00

April 2010

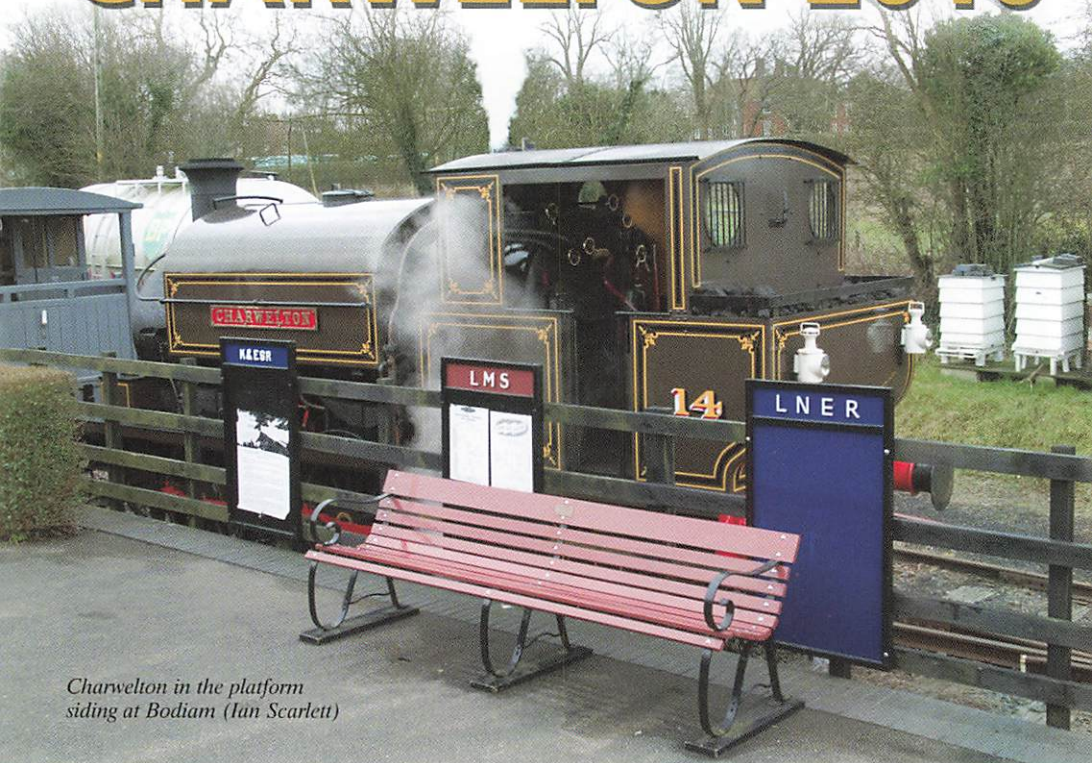
1st P B Munson	No.454	£60.00
2nd Boris Perkins	No.113	£40.00
3rd Clive Norman	No.389	£30.00
4th Howard Wallace-Sims	No.235	£25.00
5th Terry Gibbons	No.181	£20.00
6th P B Munson	No.454	£10.00

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



The Chairman (on the left) with Dame Jenny Abramsky, Chairman of Trustees of the National Heritage Memorial Fund. Next is Paul Hudson, Chair of the SE England Committee of the Heritage Lottery Fund. Among those also present were students from Homewood School involved in research for the Cavell Van and members of the Railway staff. (Photo via Norman Brice).

CHARWELTON 2010



Charwelton in the platform siding at Bodiam (Ian Scarlett)

No. 14, Charwelton, has, on and off, been part of the K&ESR scene since January 1964. She was last withdrawn from traffic in 2001, following expiry of her boiler certificate and work commenced on her 'ten yearly' overhaul was – only to be suspended in 2003. David Hunter tells the story of how the project was restarted and also how the 'Saturday Gang' evolved around this loco which returned to service in time for the 2010 Branch Line Weekend.

The Beginning

It was September 2007 before No. 65 Maunsell's protracted overhaul was completed and *Charwelton* was finally able to be brought from the Sewage Works Siding and taken inside Rolvenden shed. Having been exposed to the elements for four years, the loco had obviously suffered from some rusting and corrosion, and although far from irreversible, this deterioration was due for early attention.

Charwelton was to become a volunteer-led project. This approach has also been successfully used by our Carriage & Wagon colleagues, and the task very quickly fell to the small group of volunteers who attended every Saturday. There isn't a definitive date for

founding the Saturday Gang (see also *Tenterden Terrier Winter 2008 - Ed.*) or precisely who came up with the identity. I would however say that Lawrence Donaldson was pivotal in setting up the gang and Kevin Brooks was a long serving volunteer who assisted in the 'supervisory role'. Shortly after *Charwelton* came into the shed we began to 'head-hunt' young/new volunteers to join our group. James Dorey was quickly snapped up while we managed to convince Steven Woodgate to volunteer after his successful work experience. With me, that made five members but our numbers started to swell as time went by.

Charwelton's Overhaul

The first major task to tackle was the boiler



Under restoration in Rovenden Shed (David Hunter)

lagging. Unfortunately it was a different material to that which had been used before, and gave us great difficulty in securing it to the boiler. Kevin Brooks would often drill through the material to try and secure it with self tapping screws – only to have them ‘ping’ out and disappear! Despite this we managed to complete the job and turn our attention to the smoke box which was derusted using a grinder. Gerald Woodgate (Steven’s father) put many hours into this laborious job and eventually we were able to apply some protective paint. Various cab fittings began to be retrieved from the stores. On one memorable (and embarrassing) occasion James Dorey and I proudly produced a number of items only to discover they were 32678 *Knowle’s*! Most of the work to the motion had been completed in 2003 and most of what remained was now put in hand. New spring hangers were ordered and items such as the splashers were fitted. Overall, throughout 2007 progress was slow but steady.

As mentioned above, we were relying on five key members to keep the gang going. But we were reinforced by Harry Watson (another 16 year old at the time) and later by Nathan Tutty.

Not that we were going to neglect the potential for older volunteers. John Cooper and Donald Taylor provided valuable experience. Donald also began a trend of ‘bring a friend’. Donald introduced Rob Hopkins to the gang. This increase in numbers led to the progress of the overhaul speeding up but we weren’t just using these people as labour but giving them training.

The turning point

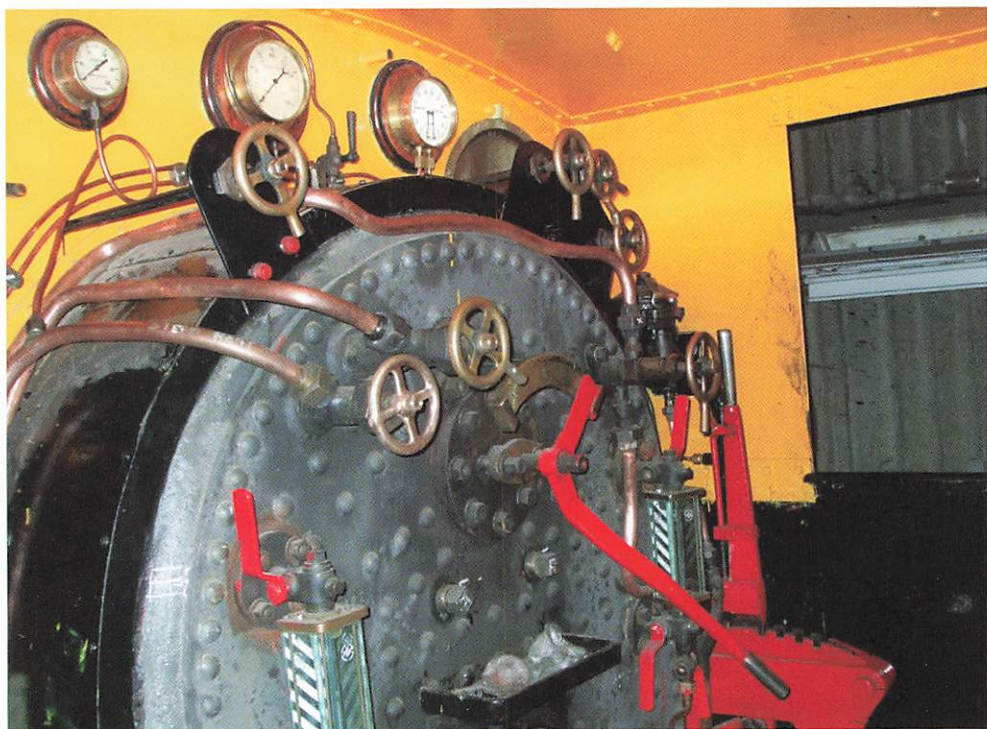
Throughout 2008 much of *Charwelton* was completed thanks to some sustained hard graft. All the associated work on the smokebox was completed; a new fire cement floor was installed at the base of the blast pipe and the main steam pipe and blower were fitted. However, in order to progress further we needed the saddle tank, cab side sheets and the cab itself. The tank went away to contractors for internal lining so we concentrated on readying the other parts. We decided that the cab was far too heavy for any of our own machinery to lift. Instead, we would wait until the Hiab fitted lorry which had taken the tank away to come back and make use if that. In the meanwhile, the cab side sheets were taken from the field and, using the frame

hoists and plenty of pushing and pulling, we managed to place them onto the frames. Then came the hard part! The cab side sheets had distorted over the years since they had last been used. The holes on the frames and the side sheets didn't line up! With much complaining and hammer usage we 'persuaded' the side sheets to slot into place.

Attention then shifted to the cab itself, which was still in the field. With the tank due in a week we decided to check the cab's rear spectacle plate dimensions against those where it rested on top of the footplate. We discovered that the lower half was horribly distorted and this wasn't helped by the fact that other changes had been made. It was decided that the old plate would have to be removed and a new one made and welded on. In a superhuman effort, Steven Woodgate ground away the old plate (which took him four days work in succession) while working outside at temperatures of 30-35 degrees Celsius. Adrian Landi produced the new plate and this was welded onto the bottom of the cab just in time. Eventually the day we'd all been waiting for had arrived; the truck arrived with both No. 32678 *Knowle's* two side tanks and *Charwelton's* saddle tank. *Charwelton*

was shunted outside, the Hiab slowly lowered the tank into position and was then used to lower the cab into place. Lawrence Donaldson and Tom Featherstone quickly bolted it down before it decided to move somewhere else! *Charwelton* returned into the shed looking a completely different engine. However there was still plenty to do.

In the weeks following the cab and tank were secured in place and attention turned to fitting the injectors and this required work inside the tank. I was 'volunteered' for the task but this was when we discovered something even worse than misaligned components. The tank lining had been applied on top of the scale and rust and was in danger of flaking away once filled with water, clogging the injectors and rusting the already thin tank. After a quick discussion it became clear that in order to progress we would need to remove all the scale from the tank, and then apply a fresh protective coating ourselves. Efforts with ordinary hammers and chisels proved slow. Eventually we decided enough was enough and got the needlegun going (a rust removal tool that works on compressed air). This worked brilliantly except for the huge amounts of dust and noise it generated! It took



Work well advanced in the cab on 31st January 2009 (David Hunter)



Preservation pioneers Charwelton and the Woolwich coach (Nick Pallant)

us well over a month and a half to rectify the situation.

However, work was progressing. Donald Taylor was responsible for a new tank strainer and in addition the graduated brake was expertly repaired by him. Fitting the injectors and main steam pipe proved difficult. As mentioned above, distortions in the cab side sheets caused misalignment. When work on the tank was complete we had to make the boiler feed pipes although this involved modifying the previous arrangements. The pipes were also then subjected to the process known as 'annealing' - heating a pipe to high temperature to make it stronger. Back in the cab the valve spindles, gauge glasses and pipework were fitted. This complicated and fiddly job ensured that Lawrence Donaldson used all of his loco experience (about 40 years worth!).

A milestone was reached when we filled *Charwelton's* tank to test for leaks. Harry Watson and I happily reported that there were none. However, Kevin Jones soon found one! Water was seeping out from around the front handrail. Richard Moffatt used the Mig-welder to put a patch around the handrail base and this solved the problem. But the tank was to give us further problems, for it was not sitting evenly on boiler supports. After trying to jack the tank up, down and all over the place it was decided to

modify the wooden supports. The wooden packing blocks were reduced in size and this solved the problem. We suspected that, yet again, this was caused by the change of lagging material.

The finishing line in sight

News of the progress we had made was beginning to circulate around the Railway, and rumours spread that both *Charwelton* and *Knowle* would be available for the May 2009 Gala. In *Charwelton's* case this was, of course, wildly unrealistic. However, with much of the pipework complete we began to link it all together. Again we had to rely on Lawrence and Richard's experience to help us through. Eventually the cab set up was complete and all the pipes leading to and from the rest of the loco were in place. Everything seemed to fit and be where it should be, but we couldn't be sure until we actually tested them in steam! Small 'odd' jobs took place, such as the fitting of *Charwelton's* nameplates. By late February, the list of 'things to do' on No. 14 slowly declined and the Saturday Gang began switching their attention to stripping No. 25 *Northiam* which had just been withdrawn for a ten year overhaul.

Kevin Jones applied the final layers of the chocolate brown paint to *Charwelton* and in the

process taught all of us how to paint a locomotive to the highest standard.

There was a wait of a few months for the final job to be completed, which was frustrating as we wanted No. 14 back in service! The last task was eventually completed in late July, the installation of a wooden floor, which was completed by Tom Featherstone.

Testing day

For two years we had talked of the day that we would see *Charwelton* steam again and in August we finally got that chance.

As a reward for our hard work and dedication *Charwelton* was steamed for the first time in eight years and ran over a small section of line. Virtually all the gang came for the day and we were all delighted that something we'd worked on actually worked! I for one was particularly nervous, I'd fitted the regulator in early 2008 and it hadn't been tested at all so if it didn't work I'd have been a bit embarrassed. Thankfully it did work!

In the process we discovered why *Charwelton* is such a popular choice for Railway Experience driving courses. She has a spacious cab (far more so than the Terriers, or, surprisingly, even the O1 class or the Austerities) and a very easy to use regulator. We also found that she has a whistle that is very similar in tone to an A4 pacific.

And in conclusion...

After full lining out and final painting in the C&W shed at Tenterden, where the environment is more suitable to the 'artwork' aspects of restoration, *Charwelton* re-entered traffic in time for the 2010 Branch Line Weekend. As for the Saturday Gang: we may have finished No.14 but we have wasted no time in starting the overhaul of No. 376 *Norwegian's* tender and continuing to progress the overhaul on No. 25. There's a saying in the Loco Department, "you finish one engine there's at least three more needing attention"!

Charwelton's overhaul proved challenging and took much determination and effort to finish. The vast majority of Saturday Gang members (apart from Lawrence Donaldson, Richard Moffatt and Kevin Brooks) were new to the K&ESR and to the world of loco maintenance. We have learnt so much, grown together and our numbers continue to grow. New members have integrated and we have bucked an industry trend in terms of age. Recent recruits (Peter

Harris, James Allen, Fred and James Garner) have given us great reason to view the future with optimism. Our particular thanks go to our two PICS (Person in Charge). Richard Moffatt has assisted us ever since he joined the K&ESR in January 2008 and his expertise and knowledge have been very valuable. Special thanks must be reserved for Lawrence Donaldson though; Lawrence encouraged and nurtured the group right the way from creation to the present. Not only have his skills helped to overhaul *Charwelton* but, more importantly, I think, he has inspired younger members and made us all feel that our contribution is valued

We did also receive assistance from other members of the K&ESR loco department for which we are extremely grateful.

All that is left to say is, well done guys, keep up the good work.



K&ESR Chairman Norman Brice receiving a Certificate from Colonel David Sanders TD, Deputy Commander of 2 (South East) Brigade in recognition of the K&ESR employing a military reservist. He is Sig Matt Green of 56 Field Squadron, Royal Corps of Signals. In addition to Matt Green, the Railway has a volunteer reservist, Sapper Jamie Douglas of 579 Field Squadron (EOD), Royal Engineers as well as 'regulars' WO2 ET (ME) Paul Hutchinson of MCTA Royal Navy and Lance Corporal Jonathan Marsh of 2 Royal Tank Regiment. (via Norman Brice)

May Gala

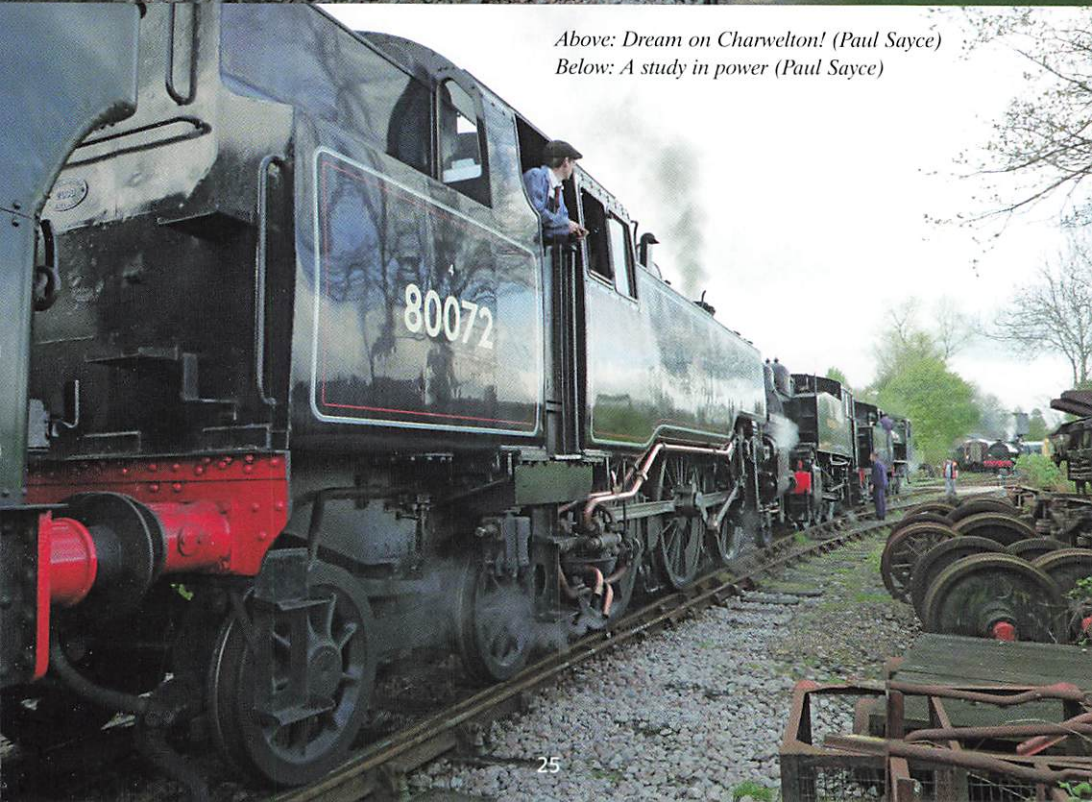


*Above: Star of the show. No. 80072 in Wittersham yard (Paul Sayce)
Below: Line up at Rolvenden (Paul Sayce)*





Above: Dream on Charwelton! (Paul Sayce)
Below: A study in power (Paul Sayce)





Above: Dean Goods on Col. Stephens style 4mm scale layout 'Acol' which was on display in the carriage shed (we hope to feature this layout in a future issue) (Nick Pallant)

Below: Later the same week signalman Roger Temple exchanges tokens with fireman Matt Hyner at Wittersham Road (John Pocock)



KEEPING THE ROLLING STOCK ROLLING – *Appeal Launch*



Computer generated impression of the carriage shed extension (via Tim Hockney)

In 1981 the K&ESR was about half its current length and hadn't yet reached Northiam let alone Bodiam. 1981 was also the year that the existing carriage and wagon maintenance facility was built at Tenterden. Nearly 30 years later, more rolling stock, more services and longer runs mean that the Railway has simply outgrown the building.

Providing sufficient, high quality stock is essential to operating the current and future timetables. Additionally, restoration and conservation are central to K&ESR's broader objectives and extra capacity is needed to strengthen our position as a leading restorer of heritage vehicles. Any future operations to Robertsbridge will further overload the railway's current capabilities.

Understandably, many of K&ESR's major investments over the last two decades have focused on extending the railway and attracting more visitors with a new buffet, car park and toilets. But for over two years K&ESR has been looking at how best the large and increasing shortfall in covered working space can be provided. The conclusion is clear – we need to nearly double the size of the current building at Tenterden.

So this article marks the launch of an appeal to help cover the £200,000 cost of the extension. Identifying what is needed is always at least two orders of magnitude easier than finding ways to

pay for it! So again, K&ESR needs the help of members to contribute to an important project. This will mean that the railway is better placed to grow and provide an excellent tourist attraction over the decades to come.

While we must still secure funding, initial work has already begun. If you visit Tenterden today, you'll see the site has been cleared and the track has been lifted on 3 road (next to the former buffer store dock), ready for further ground works and the erection of a steel framed building. At this point I must take this opportunity to thank all the P way volunteers and Matt Stubbs who have given up their time to undertake this work and get the project truly started.

The shed itself will be nearly 110 feet long and will cover both 2 and 3 roads. At over 3,500 square feet it will provide the capacity to hold up to four carriages. Importantly, it will enclose the only pit facility at Tenterden, much to the relief of a number of damp, cold staff and volunteers, and a local family of hedgehogs which regularly fall in and ingest any waste oil present.

The building has been designed sympathetically by a Tenterden-based designer to match the existing shed and provide a suitable backdrop for the whole site. The floor will be nearly 18 inches to withstand jacking loads of up to 34 tons, and two pairs of solid wood, custom built vehicle doors will be commissioned to add a

finishing touch to the building at the Headcorn end.

The K&ESR rolling stock plan needs the building to be completed by this December.

To enable this we are hoping to award a contract at the end of June to the main contractor to allow work to start in late July. One of the largest challenges of the project is to devise a detailed construction programme which will not interfere with ongoing essential carriage maintenance work or the public services at the height of our season.

However, just over five months after Board approval we are on time and on budget. Work to date has involved the ideas, energy and

commitment of over 50 K&ESR staff and volunteers.

Together we have already achieved a great deal to be proud of and I have no doubt that the good of this work and worth of this project will be witnessed for many more years.

To start and finish with a terrible pun however, please help us complete this project by digging into your pockets, to get us digging. There is an envelope provided in this issue to make it easier for you. The total amount needed equates to £100 per member or £80 gift aided donation. On behalf of K&ESR and project team thank you for whatever you can contribute.

Tim Hockney

Forthcoming Major Events in 2010

September 11th & 12th The famous **Hoppers Weekend**, an annual event which is now firmly marked-up on the Railway's calendar as we celebrate an important part of K&ESR history.

18th/19th & 25th/26th September – **Day Out With Thomas™**. Prior booking strongly advised.

October 9th & 10th **Austin Counties Car Rally**. Back again with an excellent display of classic cars just like dad (or grandad) drove.

AGM on October 9th at Northiam – with members reserved on-train accommodation and connecting bus from Northiam station.

October 29th & 30th **Halloween Fright Night Trains**

DEFECT REPORT

Oh dear! The gremlins were certainly at it again with Terrier No. 111, Spring 2010.

We were painfully aware that due to a production error 'Tickets Please' (page 20) ended in mid sentence. It should have read "Special events can also cause minor fluctuations in the numbers".

Most embarrassingly, the sylvan summer scene on the back page was blithely captioned as "The last train of 2009 season leaves Bodiam on 3rd January 2010"! This was not, however, the result of global warming, as suggested by the C&W Shed Supervisor when 'helpfully' pointing out the error. It was all down to the photographer sending us two near identical photos taken some months apart, and the editorial team being nearly fit for nothing by the time they reached the back page.



OBITUARY

Angela Clark-Monks

It is with regret we have to report the unexpected death of Angela Clark-Monks at her home in Leasingham, Sleaford, Lincolnshire on Saturday 23rd January 2010. She passed away peacefully in her sleep after having undertaken major surgery, and every indication was she would make a full recovery. The actual cause of death was unconnected with this and was down to Natural Causes.

Angela started her career with the K&ESR as a Shop volunteer in 1989, eventually taking on a paid position as Shop Manager a year later. Still retaining that position, she eventually became Administration Manager, looking after all the Thomas™ and Christmas bookings as one of her many tasks.

Angela left the Railway in 2001, and eventually moved back to Leasingham, Lincolnshire with her husband, Philip, where they originally lived when they were first married, 40 years ago this year. The Family at one point had the nickname of the Railway Children, as her husband Philip will be remembered for his volunteer work, including that of Company Secretary. Her son Adrian is currently a Driver at the Railway and her two daughters, Louise and Victoria could be seen actively helping out on Thomas and Christmas Specials, as well as washing up on the Pullman.

Our sympathy goes out to the Family



No. 3 in front of Tenterden Town gift shop where Angela Clark-Monks worked in years gone by (Nick Pallant)

*Terrier No. 32670 with goods train at
Rolvenden (James Palk)*



*Unusual view from the goods brake van
on Tenterden Bank (James Palk)*

*The Class 03 recalls the last years
under BR (James Palk)*



*And recalling the early Fifties. No. 32678
and Birdcage Brake (James Palk)*



Letters to the Editor

Dean Goods

Sir,

Just after reading Charles Judge's informative article on 'The Dean Goods in Wartime Kent' (Tenterden Terrier 110) I was browsing Stephen Garrett & Maurice Lawson-Finch's equally informative 'The East Kent Railway (Volume 2)' where the Dean Goods are mentioned. They appear to have hard information for earlier and later periods than Judge's 1941 to late 1943 lists. They show that Dean No 171 served on 'anti aircraft' train duties in 1940 and 1941 (when it was official based at Snowdon Colliery). Further that in 1944 Nos 93, 95, 175, 177 and Rolvenden's own 197 all had spells on the EKR before leaving Kent for the last time.

Of even more interest the book recorded that Nos 96 and 97 were also there in 1944. This means that all of the British based Deans served in Kent, except the unfortunate 176 which was extensively damaged in a collision on the Shropshire & Montgomeryshire (S&MLR) on 26 July 1943 and scrapped a few months later. Quite why 96 & 97 travelled so far south from their long term home on the S&MLR and then returned there is a mystery known only to the Military, but it does confirm Kent as very much a second home for the class

Brian Janes

Sissinghurst

Sir,

I have recently read the winter issue of the *Tenterden Terrier* which was very interesting.

With regard to the article on the Dean Goods in wartime Kent, I recall seeing locomotive No. 197, W.D. on tender, fitted with condensing apparatus, at Retford, Notts, Great Central Motive Power Depot and Doncaster MPD, during August 1940.

Whilst serving in HM Forces during January 1946, I observed one of these locos dumped in a siding near Rimini, Italy.

W.D. Gee

Felixstowe

Signalling Trainees

Sir,

It was a delightful surprise to read Rachel Smith's item in the Spring Terrier about last year's signalling training course. I very much enjoyed teaching them and I am pleased to report that this year's Trainees are proving

equally good to work with. The next signalling course will start in March 2011. If anyone is interested please contact me on 01892 539781 or Peter Parascandolo. Assistant Signalling Inspector for Trainees, on his email p.parascandolo@ntlworld.com

Roger Temple

Signalman Training Officer.

Rose Smith Wagons

Sir,

I was interested to read Brian Janes article in the latest *Tenterden Terrier*. I did not know that the Smith of Rose, Smith had a Tenterden connection.

I have a 10ins x 8ins copy of the photo in your article, unfortunately a half tone not an actual photographic print so not quite as good for enlarging as it might have been, but even so under a glass it reveals five Rose, Smith wagons. Taking the most prominent one in your picture as No.1, No.2 is behind it on the further track (these presumably are the two you mention). No.3 is immediately to the right of No.2 (much dirtier but just discernible on my print) with what looks like an ex-Midland coke wagon next to it, then No.4 disappearing behind the bushes. No.5 is immediately in front of No.4, on the same track as No.1. It is very unusual to have five P.O. wagons of the same company (and there may well be more behind the bushes) in a small yard like Tenterden.

All five are, as you say, in the all-black livery with white writing but I have seen a picture of a Rose, Smith wagon in grey, though this was at a rather later date (1930s). I'm sure you are right in putting a 1920s date to your picture but it must be post-grouping as in the nearest siding is a van lettered "LMS" and on the extreme right of my copy is a cattle truck lettered "SR". There is also a round-ended open wagon lettered "SECR" so it can't be too long after grouping.

Another interesting item in the picture is the K&ESR's roofless cattle truck on the farthest siding behind the three Hurst Nelson rebuilds.

A couple of other cattle trucks are next to it, but the print is not clear enough to determine whether they also are K&ESR ones.

I have never seen any trace of an Arthur Taunt wagon in any photo, nor an Albert Usher one. Indeed, P.O. wagons generally are rather scarce compared with company ones. Did Tilmanstone wagons ever get to Tenterden I wonder? I've not seen any sign of one.

Les Darbyshire

Bracknell

BOOK REVIEWS

The Railway Operating Division on the Western Front, William Aves, Shaun Tyas Pub., 2009, £24.95, ISBN 978 1 9000289 993

Occasionally, just occasionally, one comes across a book that is superbly researched, authoritative, elegantly and economically written, well illustrated and well produced. Well this fits the bill in spades.

The topic is perhaps obscure but welcome to students of the First World War and military transportation, in describing the work of the Railway Operating Division (ROD) of the Royal Engineers in Flanders (French and Belgian), Artois and Picardy. Brief mention is also made of the use of the metre-gauge railways in the BEF area, but not the WD Light Railways. They transported the huge quantities of ammunition, equipment and personnel eaten up by the colossal efforts and sacrifices of that appalling war. We will remember this in our own modest way this Autumn with the Cavell Van and its sorrowful contents and the noble French war service of our P class.

Part 1 of the book describes the establishment and development of the ROD and the work of the 'Broad Gauge' lines in the various stages of the campaign, including standard operating methods. It also lists the depots from which the ROD worked, and their Workshops, whilst Part 2 is a comprehensive locomotive history, describing all the types of standard gauge railway engines used by the ROD.

The sheer effort and variety of the work is clearly set out in this book. Starting small, after the French effectively withdrew their engines in 1916 a motley but useful group was assembled, starting with many Belgian engines of British ancestry. Many British engines were called to the colours; amongst others there were LNWR coal engines, Midland Kirtley outside frame goods; GWR, GNR, NBR, GCR and GER 0-6-0s and finally the Heavies, LNWR and NER 0-8-0s. Locomotives from America and lastly GCR designed 2-8-0 engines were built new and became known to later generations as RODs. All are listed here with great precision and illustrations of their allocation and work that is unlikely to be superseded.

I greatly enjoyed this book not only for its deep research but also for lucidly describing an inordinately complex subject with elegance and economy. The pictures are rare and excellently

reproduced. Anybody with an interest in the wider railway story and the socially pivotal period of World War One should have this book.

BMJ

Rail Blue, Paul Shannon, Ian Allan. 92 pages, Hardback, 292x216mm, Price £16.99. ISBN 978 0 7110 3384 9

Livery being essentially a matter of personal taste as well as historical accuracy, it seems risky, at least for a pedant such as me, to write an essentially picture book based on a livery that was used for a somewhat variable period. But this author after writing one book 'Blue Diesel Days', has written another of good photos accompanied by detailed captions and a brief linking narrative.

To this reviewer the sheer blandness of the BR corporate livery puts it squarely in the less desirable bracket. It was undoubtedly a colour that not only didn't wear well but got more acceptable and memorable the more its companion colours of grey and yellow predominated. Certainly London Bridge or Clapham Junction were depressing places with endless trains of plain and often faded blue.

Luckily the photographs in this book show far more than a mere colour. Introduced in 1966, it lasted on all forms of BR diesel and electric traction and carriage stock until sectorisation in the mid-1980s. This was a period of the greatest change in the railways and their physical appearance. Steam may have disappeared but much of the historic infrastructure and services remained. Locomotives hauled trains, prototype and long forgotten diesels, short wheelbase wagons and semaphores abounded. So don't worry too much about the colour coding, enjoy the hardware.

And even if you do not look at the colours, admire that wondrous grey prototype HST (the Saviour of the modern railway) on page 9; the Peak with its empty steel 16 ton wagons passing the nearly forgotten modular station at Alfreton & Mansfield Parkway with its range of mercifully forgotten parked 'modern' cars in 1984 on page 58; the grubby 25 on its milk tankers on the Hemyock light railway in 1974 on page 81; the triple headed 03s on the BP&GV on page 85; and the wonderful individuality of the 03 carrying an old Scarborough station totem on its radiator on page 39.

BMJ



No. 12 Marcia at Rolvenden in her recently restored splendour (Paul Sayce)



The Cavell Van leaves Wittersham Road en route for HLF and appeal funded restoration at Ramparts of Derby (via Norman Brice)

MARK I MUSINGS

Gricer takes a look at this year's early-season special events

"How do you follow that?" Gricer says it every year; and every year the Gala organising committee organising comes up trumps. However, Gricer has to admit that he did have just the teeniest doubt about this year's promised procession. Nine locomotives. Nine? Surely the law of probabilities would conspire against this happening. Of course it did, and nine locos didn't materialise. No, it was *ten*! And the sight of them climbing the bank approaching Tenterden Town station was stuff of hair-prickling momentousness, an experience ignited still further by the jumping-jack cacophony of a string of exploding detonators. Gricer almost had a lump in his throat. What must motorists, caught at the crossing gates at Rolvenden or Cranbrook Road have made of it all? Even the most dyed-in-the-wool railway cynic cannot have failed to have been moved by such a stirring sight. A procession of living, breathing (and, in the case of the Standard Class 4, relatively leviathan-like), machinery; a tribute to their builders; their restorers; the heritage railway movement in general, and the Kent & East Sussex Railway in particular. If you missed it, you missed out.

There were additional highlights too numerous to mention here. The Collectors' Fair and a bank holiday Monday service so intensive that, in the Gala brochure, it more resembled a work of art than a timetable. And for Gricer and a colleague, one of those oh-so-very-special moments that one never can foresee. Returning home to darkest East Sussex, having completed rostered duties, Gricer's jalopy was brought to a halt by the closed crossing gates at Northiam. Highlighted by a low-slung sun, a Bodiam-bound Terrier, pulling a solitary Birdcage coach, drifted lazily across the road. It could have been sixty years ago. Magic.

And so, looking ahead to 2011, Gricer finds himself uttering those same words: "How do you follow that?" Suffice to say he has it on good authority that he will not be disappointed.

What's in a Name?

Gricer couldn't continue without briefly mentioning the Branch Line weekend that opened the new season but also by asking, "Where was everybody?" This was a brilliant show of the Railway's small locos at their finest. An intensive timetable, demonstration freight

trains, and plenty of engines in steam. There was a huge amount to be enjoyed. Indeed, Gricer observed at the time that there was every bit as much to see and do as at our Galas – save visiting locomotives – and at no extra admission fee. Gricer wonders: did we publicise it enough? Or was it that the term "branch line" is really rather meaningless to Joe Average. Yes, perhaps 'Little Engine Weekend' would have been more appropriate. Either way, it would be a shame to see the demise of this splendid event simply for the want of a little fine-tuning. *(In fact it won't be the same at all next year. We will, formalities providing, be doing our 'one weekend only' running to Junction Road. – Ed)*

And now... the Weather.

'Global warming.' These days it appears that any sort of climatic blip in what we sometimes churlishly expect, is attributed to global warming. Or is it that just occasionally things revert to the way they once were? Gricer confesses that when, some years ago, the idea of a February Thomas™ event was first put forward, he was one of those who threw his hands up in horror. February - freezing cold, unreliable weather, who in their right mind, and so on... Gricer, of course, is a fine judge of this kind of thing – which is why it transpired that the February Thomas™ event was nothing short of a marketing masterstroke. At the time it was launched, wrapped around the weekends surrounding half term, there was no competition - everything else was closed. It has subsequently proven to be one of the Railway's principal money-earners.

Weather, (or is it global warming), being a fickle thing, it is inevitable that sooner or later we will come unstuck. We had a close call this year, and yet everybody rallied round to ensure the event ran – even if most of us did half freeze to death. It could have been worse: had the snow arrived just two days later... well, Gricer has a hunch we would have still managed. After all, the Fat Controller's trains always run on time.

Inevitably, however, takings suffered. Even so, Gricer advocates keeping the issue in context, and refraining from too much hand-wringing. Against a poorish result this time, we must remember the fantastically successful February events we have had. Where would the Railway

be without the income generated at what is traditionally a lean time of year? Where would we be without the foresight at the time of the event's inception? Vagaries of weather are not necessarily a winter phenomenon: it was less than kind on the Sunday of this year's Gala. For sure, sooner or later, a February Thomas™ event will be blitzed by snow. It may be next year, it may be in twenty years time. In the interim, though, let's make hay while the sun shines. (*You're pushing your metaphors – Ed*)

Taking a View.

Or, what price goodwill? For many years, Gricer has been a great believer in 'taking a view.' In his experience, it's one of the little things that help the world go round. Hence, while rules are there for a reason, Gricer suggests we can, with a little latitude, interpret them to the railway's advantage. Thus, Gricer has observed that if third class accommodation is full on a train, we invariably allow passengers to use first class at no extra charge. Result? Happy customers. So, in the spirit of taking a view, Gricer makes this observation, (and merely that): he very much hopes that casual visitors simply wishing to visit the shop or buy refreshments will not be required to purchase a platform ticket. For sure, the rules say one is required to enter the site; but for the price of a platform ticket, a sale in the shop (and a priceless amount of goodwill), can be lost.

Nevertheless, Gricer concedes there are instances where the rules must be strictly interpreted. For example, why should ramblers have free entry to the site, merely to use the 'facilities' and nothing else? And taking a view

is an absolute non-starter in any matter of personal health and safety. Gricer is also mindful that there is a very fine dividing line between exercising discretion and setting a precedent. Quite where that might be, he has no idea. But he's willing to take a view.

We're not Perfect

Sorry. We're not. We make mistakes; sometimes things do not turn out quite how we might have wished. What's to do? Gricer suggests that when things do go wrong, we're pretty good at putting them right. (Dare he even suggest that taking a view often helps?)

He also wonders whether occasionally we beat ourselves up a little too severely when things go awry. (*An old K&ESR, well since the 1960's, tradition – Ed.*) However, we must take complaints seriously; and we must address them in a professional and courteous way. And when things go wrong, we do our best to ensure it does not happen again. Even better, with positive thinking, the railway might even be a better place although, please, no statements of the "lessons will be learned" type.

Let's strive for perfection, by all means. But let us also not lose sight of the fact that we, (and everybody else for that matter), will never achieve it. And if we did, people would be visiting us not to enjoy a steam railway, but to ogle some freak of nature that never made mistakes. Thus let us be ever mindful that to err is human. Yes, we could counter it by being a little less 'human'. But is that what we really want?

Gricer is a working member who now has twenty-four years service on the railway.

*It could be 60 years ago...
(John Liddell)*



The Kent & East Sussex Railway's Great Eastern Carriages



Former GER coaches in K&ESR service (Col. Stephens Historical Railway Archive)

Brian Janes has been researching the acquisition and use of some of the K&ESR's early carriages

When the Rother Valley Railway opened, its trains were brand new, though built down to a price and hardly shining examples of the contemporary carriage builder's art. Business being brisk and money tight the new General Manager, Holman Stephens, turned to the second hand market to expand the fleet. He turned not to his near neighbours, the South Eastern & Chatham or the London Brighton and South Coast, but to the more distant Great Eastern (GER). Why he went there is unclear, although it must be admitted that older Brighton and South Eastern stock was pretty dire. That great commentator on the 19th century Railways, E L Ahrons was almost excessively rude about older South Eastern stock and scarcely less so about the Brighton. He summarised the companies at the time by saying: 'Very bad as they both are [it would be difficult] to say with certainty which of the two has the better right to call itself absolutely the worst line in the country'. Stephens would have been aware of this and might not have wished to tar his 'model' light railway with such stock.

With other railways clearing out old stock to improve passenger comfort there must have been good offers about although the GER was

not a leader, for it was still mostly building 6-wheelers, rather than bogie carriages. However it was at least phasing out 4-wheelers and this is where Stephens turned.

Two brake carriages were the first to appear, almost certainly to replace the RVR full brakes (which were thereafter simply listed as covered goods wagons) to give more flexibility and seats for the same weight. By the beginning of 1903, and probably earlier, they were formed into a close-coupled fixed set. This was necessary due to Stephens' use of guards to issue tickets on the move (the original RVR carriages had been designed with this in mind). The set combined the two brakes, one of the original RVR 3rd opens and a five compartment 3rd (No 11) that came from the Cheshire Lines Committee via a dealer in North Shields in 1902. To run in the set this carriage was fitted from arrival with a slim internal corridor for the guard and in autumn 1903, at the behest of the BoT, extended footboards and extra handrails. The original RVR carriage was soon despatched to Glasgow and rebuilt, with its brethren, into a bogie vehicle. It was replaced in the set by another CLC Carriage (No 12), this time a composite, also fitted with an internal corridor which probably arrived, contrary to K&ESR records, sometime in 1903 not 1902.

Returning to the individual GER carriages, the

first to arrive was a two compartment brake, becoming K&ESR No 9. It was a very small, indeed tiny, carriage with a wheelbase of only 12 feet and a total length of 21 feet. It was noted by the GER as sold in February 1901 after it had been painted and fitted with oil lighting and through vacuum pipes.

So although it was running with standard Westinghouse air brakes on the GER, Stephens clearly thought a through pipe would be sufficient on a fixed set, although hopefully full vacuum braking was installed in time. Further he had not yet instituted his plan to introduce acetylene lighting (see Stephens' Engineering Innovations – 2: Acetylene lighting, *Tenterden Terrier* No 107 Winter 2008). In May 1910 the two passenger compartments were taken out of passenger use and their door handles removed. It almost certainly never had an internal corridor fitted and, contrary to expectations, it clearly proved more useful as a full brake.

The next arrival, as small as No 9 but with three compartments, was recorded by the K&ESR as purchased in February 1901, but was certainly more accurately recorded by the GER

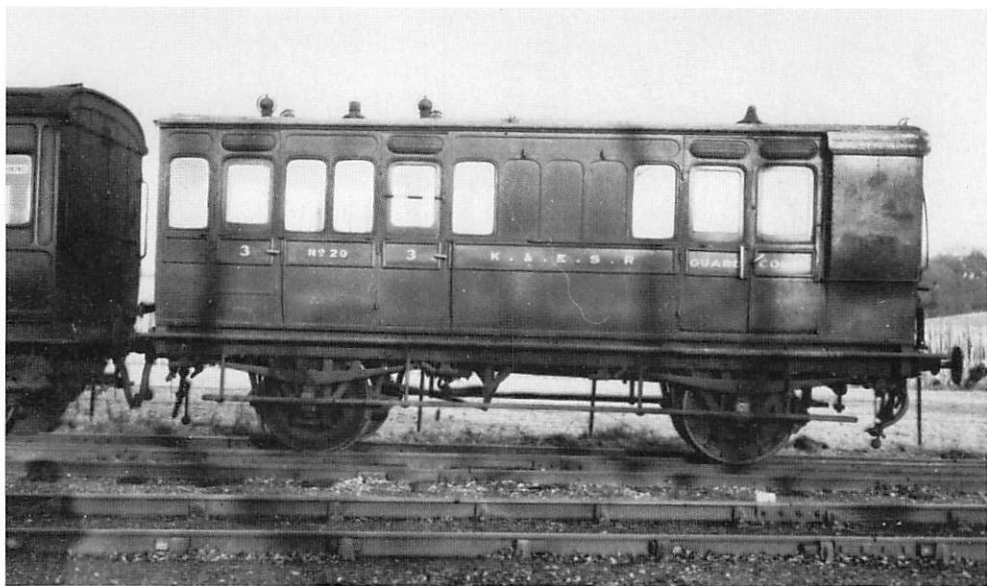
as sold in March 1902 after 'alterations' (it almost certainly had the guard's internal corridor fitted). When formed in its set as No 10 it had the guard's compartment at the Headcorn end whereas No 9 always had this at the Robertsbridge end.

A third GER carriage, a slightly more spacious 26 footer with 15'3" wheelbase, arrived in October 1903. It was fitted with acetylene lighting on the K&ESR, probably from the first. It is not certain how it was used initially but by around the time of the Headcorn opening in May 1905 a new, and in the event extremely short lived, fixed set had been formed made up of the ex CLC carriages and two ex North London brake vans so the GER carriage probably joined its colleagues as a reformed three carriage set. It was certainly in that set by 1910 together with the ex CLC composite. Finally soon after September 1910 even this set was disbanded as the result of a change of policy and the arrival of new carriages (see below).

After the 1901-03 purchases Stephens was able to buy new stock and rebuild the original RVR

The body of No. 20 in 1965 - think what Ken Lee could have done with that today! (Col. Stephens Historical Railway Archive)





K&ESR Coach No. 20 at Rolvenden (Col. Stephens Historical Railway Archive)

stock to better meet BoT requirements using capital siphoned off from the Headcorn extension funds. However he again reverted to the GER second hand market in 1906 and bought three more carriages. These were two brakes, again a 2 and a 3 compartment 3rd, and a 4 compartment composite; becoming K&ESR Nos 20-22 respectively. The carriages were contemporary with the first batch but very slightly, and I do mean very slightly, larger than the earlier coaches but still smaller than the ex CLC coaches.

As always anxious to conserve his railway's capital, he approached the GER in March 1906 to buy the carriages on deferred purchase terms over 3 years. Although the K&ESR incorrectly records them in its stock register as purchased in May 1908, they had certainly arrived in July 1906 and £175 was paid to the GER for them by 29th October of that year. In addition the GER charged £70/13/2 for work, probably the installation of a guard's corridor and extended footboards. They were immediately formed into a set and stayed that way for virtually all of their days.

All the GER carriages probably came in that railway's basic livery and stayed that way until first repaint. The GER varnished new carriages but as they grew old painted them rich chocolate brown, so unlined brown was probably their first livery. This was changed for the early acquisitions to 'Kentish brown' with

'Ivory' upper panels and lining, probably in October 1906. The second purchases were however probably always brown.

Throughout the 1900-10 period there was a need in the timetable for two sets of stock, one fairly intensively used and the other less so. In addition, in 1909, services requiring the use of the steam railmotor were advertised and standby stock would almost certainly have been needed. Therefore the second GER set seems to have replaced the North London Brake set which was disbanded, the CLC composite moving to the first GER set and ex CLC No 11 becoming a spare. Indeed by now the K&ESR seemed to have plenty of stock and at least three carriage sets; the third set made up of two of the three 1905 Pickerings, (these bogie carriages were intended to run in pairs) seems to have been available plus the three RVR bogie conversions and, for a period at least, the steam railmotor. However it must be recalled that passenger traffic was heavy at this time reaching an all time high of 105,000 passengers by 1913 (something the 'modern' railway has only exceeded once) so the 'standard' sets would have been frequently reinforced on Market days and at Harvest.

There was a clean sweep of stock around 1910 arising both from a decision to have all stock fitted with steam heating and the fading hopes of new line building. The Pickering bogies went at this time, two sold back to the makers in 1910

K&ESR exGER Carriages: Summary and Details

K&ESR No	Type	Builder; Date; and Price New	GER Diag ram	Body length /wheelbase	GER No	Date of GER withdrawal	Price paid by K&ESR	Disposal and date
9	Brake 3 rd 2 Compartments	The Ashbury Railway Carriage and Iron Company Ltd, Openshaw, Manchester; 1869; £216	3	21'8"/ 12'	239	31 st December 1900	£55	Full brake in May1910. Sold 1935
10	Brake 3 rd 3 Compartments	Ashbury Railway Carriage and Iron Company Ltd, Openshaw, Manchester; 1870; £216	3	21'8"/ 12'	255	30 th June 1901	£64/10/-	To S&MLR 1916, Scrapped 1952
13	3 rd 5 compartments	Brown and Marshall's Co Ltd, Adderley Park, Birmingham; March 1876; £279	401	26'/ 15'3"	274	1 st December 1903	£40	Sold to EKR 1912, destroyed 1916
20.	Brake 3rd with 2 compartments	Stratford;1873	501.	22'8"/ 13'	271	30 th June 1906	£45	Sold 1935
21.	Brake 3rd with 3 compartments	Birmingham Railway Carriage and Wagon Company, Smethwick; May 1877; £257	502	27'/ 13'	344	20 th June 1906	£50	Sold 1935
22.	Composite 4 compartments	Metropolitan Railway Carriage and Wagon Company Ltd, Saltley Works, Birmingham; 1875; £405	216	26'/ 13'	8	10 th May 1906	£45	Sold 1935

and one to the EKR in 1912. The Pickering conversions probably would have sold if a market could have been found (later in 1919 Stephens tried to sell these to the Selsey but they wouldn't bite). Two of the early GER purchases, No 13 (along with the CLC two) went to the East Kent in 1912, and No 10 went to the Shropshire and Montgomeryshire in 1916. Brake No 9 survived on the K&ESR as a covered van, losing its guard's duckets at some point, and seems latterly to have been simply used for storage at Tenterden, an echo of present van use there. Its body was finally sold to a Mr Brazil in 1935.

Surprisingly perhaps ex GER Nos 20-22 were fitted out with steam heating in October 1910 (they already had acetylene lighting) together with one of the North London Brakes. The carriages also received new seating and were generally fettled up at this time. The refurbished set seems, from limited evidence, to have seen as much use as the larger and more comfortable LSWR carriages purchased at this time. They remained in service till at least the late 1920s and, although considered 'unfit for further service' in 1932 were thereafter in occasional individual use. They were finally sold to the ubiquitous Mr Brazil in 1935. The body of No 20 was found in a field at Rolvenden by our Preservation Pioneers in 1965 and they also found that No 21 had but recently been demolished there. Thought was given to

rescuing No. 20 but it was, rightly, if unfortunately for us, considered beyond their then powers to restore. Rescuing a few souvenirs by way of a guards door lock dated 1890 and small fittings (that have as a result of researches for this article been rediscovered in the Museum store) they left the carriage to shortly become its own funeral pyre.

The LSWR had been rapidly modernising its rolling stock since before the beginning of the century and by 1910 had provided all but the most minor of its services with modern, comfortable, bogie stock. Stephens had already been taking advantage of their displaced stock on his other lines and took the opportunity to buy comfortable steam heated stock from that railway for the K&ESR. Eight carriages arrived in three batches with payments made to the LSWR in December 1910, June and October 1912 respectively and thereafter took up their share of the burden. But that, as they say, is another story.

Sources and Thanks

GER Society, particularly John Watling

Colonel Stephens Railway Museum Archive

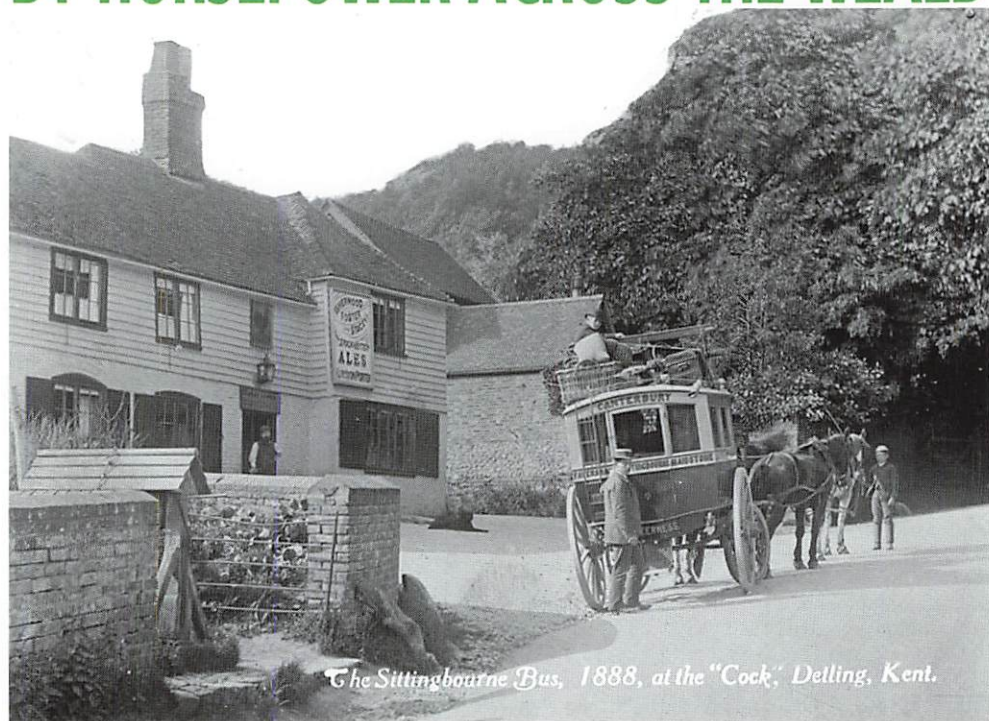
National Archive(PRO) RAIL 332/1 (K&ESR Minutes), RAIL 332/4(K&ESR Accounts), MT6/2254/1

Dave Sinclair



Just like old times (John Liddell)

BY HORSEPOWER ACROSS THE WEALD



The Sittingbourne Bus, 1888, at the "Cock", Delling, Kent.

Jesse Gambell of Sittingbourne ran an omnibus to Maidstone and back daily. It is seen here at the 'Cock Inn', Delling, where an extra horse was hitched on for the hill (Photo courtesy Maidstone Museum)

There is a general impression that the arrival of the railways in the Victorian era resulted in the rapid demise of horse-drawn road transport. This impression was perhaps fostered by the opponents of railway Bills in Parliament, but like many general impressions it is only partially correct. Most long-distance traffic certainly transferred to rail, but the increase in economic activity throughout the nineteenth century meant an increased demand for transporting people and goods to and from railway stations. Parliament considered the question of whether railways had resulted in an overall increase or decrease in road transport on more than one occasion without arriving at a definite conclusion.

Tenterden lies in the centre of a triangle of railways with its corners at Tonbridge, Ashford and Hastings. These lines were opened between 1842 and 1852, relatively early in the railway era. For some forty years from then until the opening of the branch line from Paddock Wood to Cranbrook and Hawkhurst

(1892 – 1893) and of the Kent & East Sussex Railway (1900 – 1905), this area of the Weald relied on horse-drawn road transport. Kelly's Directory listed 'conveyances' for each place, and the information in the 1890 edition has been used to develop an overall picture of the public transport services which served the district immediately before the railways began to open up the Weald, and also of the people who provided them.

Besides Tenterden (which had a population of 3620 in 1881), the district included the town of Cranbrook (4216), and a number of larger villages such as Hawkhurst (3097), Benenden (1598), Biddenden (1352) and Northiam (1207). The roads in the Weald had once been notoriously bad, especially in winter on the clay lands of the low Weald, but by the beginning of the railway era, all the principal roads in the area had been improved by turnpike trusts. Most of these had resulted from a flurry of Acts of Parliament in the 1760s, although Maidstone – Headcorn – Biddenden (1803) and Cranbrook

– Hawkhurst (1841) were late additions. The improvements to the roads were much needed, but the tolls charged were very unpopular, and there was general rejoicing when responsibility for most of the turnpike roads passed to the county or to local boards (predecessors of district councils) in the 1870s.

Wealthy people would of course keep carriages, and many farmers and tradesmen also owned some sort of conveyance, and the horses to pull it. Many villages – particularly those with a railway station – boasted a ‘fly proprietor’, the nineteenth century equivalent of the local minicab business. (No pun intended!). But for working people who needed to travel or to send their produce further than they had time to walk, the alternatives were the omnibus and the carrier’s cart.

In principle, the distinction between these was clear. Both traversed a set route at specified times. The omnibus carried passengers accompanied by their luggage or parcels. Omnibuses used on the longer routes were normally pulled by two horses, although an extra ‘cock’ horse was often hitched on to help on steep hills. The roof was often occupied by luggage. Passengers were provided with seats and those inside had the benefit of windows and a roof.

The carrier, on the other hand, would carry passengers, but was mainly interested in small consignments of goods. This would generally extend to performing commissions for his customers, for example purchasing items at shops or taking produce for sale at the market. Once arrived in the town, the horse would be stabled while the cart would stand in some convenient place to receive customers’ purchases – in Maidstone, for example, carriers’ carts were lined up along the High Street, near the Cannon. The vehicle used was typically a four-wheeled cart with a canvas cover, but illustrations suggest that there was a good deal of variety, with two-wheeled carts or enclosed vans used by some carriers.

The directory entries suggest that in practice the distinction between omnibuses and carriers was not quite so precise, and a vehicle which started its journey as an ‘omnibus’ might be listed as a ‘carrier’ at an intermediate village. There were also a few regular services under other names, such as the ‘market van’.

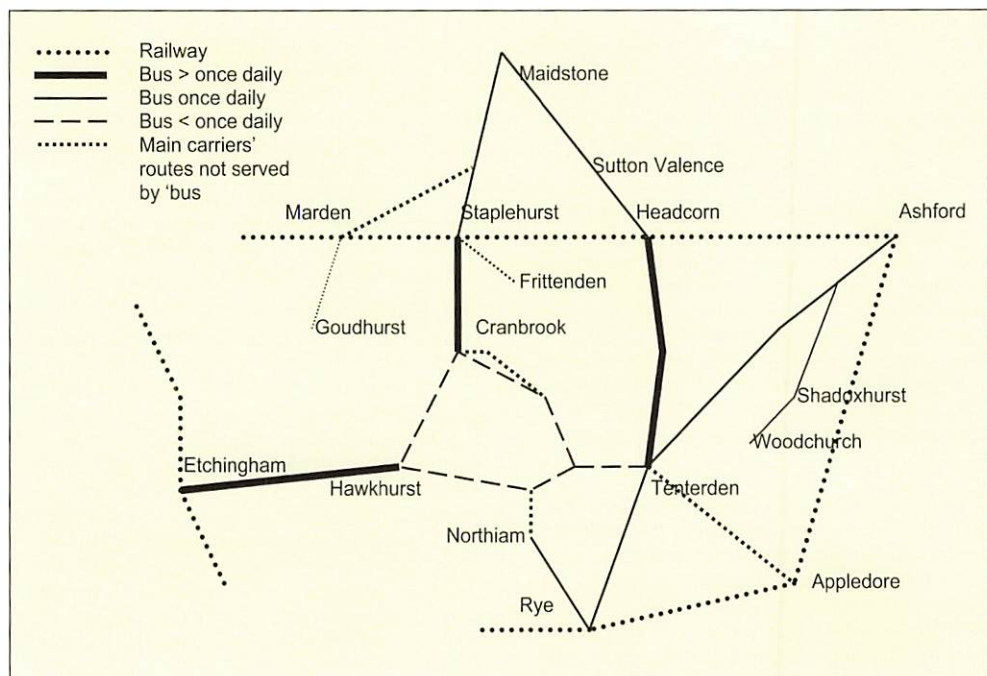
The horse bus services described averaged about six miles per hour, not too bad at a time when most local stopping trains did well to

average more than 20, whatever the speeds of main-line expresses. Carriers were undoubtedly slower. The writer Richard Jefferies refers to the carrier’s cart as stopping at every inn and taking all day to cover ten miles. This seems to have been an exaggeration, at least where the Weald was concerned, but they seem unlikely to have managed much more than walking speed, and no doubt there were quite frequent and lengthy stops while the business to be executed by the carrier was discussed.

Travelling by carrier’s cart was no doubt pleasant enough in fine weather, giving ample opportunity for gossip. Robert Barling, a Staplehurst carrier of the 1860s, was a Deacon of the Congregational chapel there and a keen politician, and we have it on good authority that on the journey to Maidstone “he found life and change; roadside gossip; conversation and repartee; discussion and news”. But in winter it was a different matter, and, according to Richard Jefferies, “exposure in the carrier’s cart has been the cause of serious illness to many and many a poor woman obliged to travel by it, and sit in the wind and rain for hours and hours together”.

Beginning with omnibus services, the most frequent service from Tenterden was that to Headcorn. Robert and John Bennett (styling themselves as R. & J. Bennett & Co.) ran a bus three times a day from the Eight Bells via High Halden and Biddenden to meet trains at Headcorn station. Except on Sundays, the Bennetts’ 8.15 a.m. bus from Tenterden continued to Maidstone via Sutton Valence, leaving Headcorn at 10.15 and arriving in Maidstone at 11.45. The return journey left the Haunch of Venison at 3.30 p.m., arriving at Headcorn at 5.15 and Tenterden at 6.30. Incidentally, in 1871 Bennetts were advertising four buses a day from Tenterden to Headcorn and back, of which three were designated as ‘third class’ and one ‘second class’, perhaps corresponding to the trains with which they connected.

The Bennetts also ran a bus from Tenterden to Rye daily via Wittersham, connecting with trains to Hastings, and also one to Rye via Ebony on Saturdays only. In hard winters, the Rye bus was known to get stuck in snowdrifts, and when this happened the passengers were expected to help to dig it out. The Bennetts’ bus to Hawkhurst via Rolvenden and Sandhurst departed at 7.30 a.m. on Fridays only (both Tuesdays and Fridays from 1 June to 30 November). At Hawkhurst, the bus from



Tenterden connected with E.T. Rodmell's omnibus to Etchingham station. In the summer of 1871, the Hawkhurst and Etchingham bus had run on Mondays, Wednesdays and Saturdays.

R. & J. Bennett & Co. was a long-established local business, whose origin dated back to the early nineteenth century when they ran a coach service from Tenterden to London. As well as being omnibus proprietors and general carriers, they also traded as coal and coke merchants. They had a yard with offices and stabling for some forty horses at West Cross, Tenterden (Bennett's Mews is on the site now), and a farm at London Beach where they grew much of their own fodder.

One of their long-serving drivers was the cigar-smoking William H. Burt, originally from Headcorn. He began work as an omnibus driver with Bennetts about 1880, and continued until their routes were superseded by Maidstone & District motor buses.

Another Tenterden omnibus operator was William Bournier Hook, with stables at the top of Station Road, in the buildings which now house the Town Museum. He ran a bus to Ashford via High Halden and Bethersden daily (except Sundays) at 8 a.m., retuning from the South Eastern Railway station and the Market

Inn at 5.40 p.m. On Tuesdays (Ashford market day) there was a second bus, which returned from Ashford at 3 p.m. Horses were changed at the Bull inn at Bethersden. In earlier days, this service seems to have been operated by Bennetts. Hook also ran one of his buses to Cranbrook (George Inn) on Wednesdays and Saturdays.

Henry Lavence of Biddenden ran a bus from Tenterden to Headcorn once a day in addition to the Bennett buses. Lavence, originally from London, was also a grazier and shipping agent.

The most frequent bus service from Cranbrook was to Staplehurst station, on which route Thomas Miles (landlord of the George Hotel and local agent for the South Eastern Railway) ran five buses a day (two on Sundays) to meet up and down trains. The bus is also noted as calling at the King's Head in Staplehurst, which is in the historic centre of the village, about a mile south of the station.

Besides W.B. Hook's bus from Tenterden, which we have already mentioned, Charles and Thomas Williams provided the other bus services from Cranbrook. Their bus to Maidstone left Cranbrook High Street at 8 a.m., calling at the King's Head, Staplehurst, at 8.45 and the South Eastern Hotel (on the main road near the station; it is has now been converted to

flats) at 9 a.m. The return from the Star Hotel, Maidstone, was at 3.30 p.m., again calling at the South Eastern Hotel (at 5.30 p.m.) and the King's Head (at 5.48) in Staplehurst. The Williams also ran a so-called 'market bus' from Cranbrook to Maidstone on Thursdays, leaving Cranbrook at 12 noon, meeting up and down trains at Staplehurst, and arriving in Maidstone at 2.30 p.m. The return journey from Maidstone was at 5.30 p.m. The Williams' final omnibus service was to Etchingham station, on Wednesdays and Saturdays only, returning at 11.20 a.m.

Other omnibus services in the district were offered by Henry Streeton, Junior, from Northiam to Rye twice daily – he was perhaps related to Amos George Streeton, a Horsmonden carrier who went daily from there to Maidstone. Edward Thomas Rodmell, landlord of the Royal Oak in Hawkhurst was another proprietor, whose omnibuses ran from Highgate, Hawkhurst, to Etchingham station four times daily to meet trains.

As mentioned above, this service connected with the Bennetts' once or twice weekly omnibus from Tenterden. Ashford had a local omnibus service between the Saracen's Head and the railway station, meeting each train. George Tanton of Woodchurch ran a bus to Ashford via Shadoxhurst daily (except Sundays), returning from the South Eastern Railway station and the Kent Arms at 6.10 p.m. In 1881, at least, the driver was a young man named Albert Clapson.

Carriers and luggage vans (some but not all of which also took passengers) were too numerous to list in detail, but the routes served are shown on the map and some operators are mentioned below.

Several of the omnibus proprietors already referred to were also carriers, including R. & J. Bennett & Co. and William B. Hook of Tenterden and C. and T. Williams of Cranbrook. The only lady carrier in the district seems to have been Mrs Martha Hook of Cranbrook High Street, whose 'luggage van' ran from there to Staplehurst station twice daily (except Sundays). She was the widow of Edmund Hook, also a carrier, who died in 1881.

Moses Barnes of Newenden ran a wagon via Northiam to Rye (George Inn) and back daily (except Sundays) and also to Hawkhurst and Cranbrook on Wednesdays and Fridays. Bodiam seems to have been too small to have had a resident carrier, but Nelson Baker of

Ewhurst went to Hastings (Breed's Yard) and back on Tuesdays, Thursdays and Saturdays, and to Rye on Wednesdays. John Dengate, Junior, of Wittersham went from his house to Rye (Railway Hotel) daily.

Some carriers combined this trade with others. Two who were also shopkeepers were Isaac James of Sandhurst – who went from his house to Etchingham station daily – and Richard Woodcock of Bethersden, who collaborated with Thomas Kingsnorth to make four trips a week to Ashford. Samuel Blunt of Kilndown was also a market gardener; he went to Tunbridge Wells twice a week, no doubt delivering his own produce as well as that of his customers.

For those who wished to send goods further afield, John Larking of Pudding Lane, Maidstone, besides his own business as a carrier and household removals contractor, acted as a general office for all carriers to and from Maidstone. In conjunction with the London, Chatham & Dover Railway he offered a through service for goods to London, and with R. & J. Bennett offered a rail and van service between London and Tenterden.

The opening of the local railways changed established patterns of travel – before that no one from Tenterden would have thought of joining the main line at Robertsbridge, or travellers from Cranbrook at Paddock Wood. But besides competition it also created opportunities for the omnibus proprietors.

The stations on the Hawkhurst branch (with the exception of Horsmonden) were not conveniently sited, and Cranbrook station was in fact at Hartley, nearly two miles uphill from the centre of the town. Thomas Miles ran six omnibuses a day from the George Hotel connecting with branch line trains at Cranbrook station, at a fare of sixpence (2½ pence) each way. However, the Staplehurst service was reduced to two buses a day, at 8.40 a.m. and 4 p.m., each connecting with up and down trains.

Miles's omnibus to Staplehurst seems to have ceased altogether by 1909, but in 1913 C. & T. Williams were still offering their daily bus to Maidstone and the market bus on Thursdays, while the Etchingham omnibus ran on Mondays, Wednesdays and Saturdays. About 1914, the two Cranbrook omnibus proprietors joined forces to form Williams, Miles & Co. Ltd., running an omnibus from the George Hotel to meet all trains at Cranbrook station, but also investing in motor buses. These ran to

Maidstone via Sissinghurst and Staplehurst (daily except Wednesdays and Saturdays) and to Hastings (Mondays, Tuesdays, Thursdays and Saturdays). However, by 1918 Williams, Miles & Co. had stopped all their regular bus services, leaving the rapidly expanding Maidstone & District Motor Services Ltd. with the route from Cranbrook to Maidstone.

The Rother Valley Railway's original Tenterden station, opened in 1900, was the present Rolvenden station, but the line was extended to Tenterden Town in March 1903. To distribute passengers, luggage and parcels around Tenterden and its immediate neighbourhood, the RVR had an omnibus built by W.J. Mercer's Tenterden Carriage Works, and it was operated under contract by William B. Hook & Son (see *Tenterden Terrier* No. 7, Summer 1975). The driver was Frank Clark. Hook also continued to run a daily omnibus to Ashford, supplemented from about 1914 by a motor bus, which made three trips a day on Tuesdays, Thursdays and Saturdays. The company ceased trading in 1916, but Colonel Stephens purchased the haulage side of the business including the stables, and continued to run the station horse bus until 1924. Hook's omnibus service from Tenterden to Cranbrook was replaced for a few years after 1918 by a motor bus run by E. Harrison.

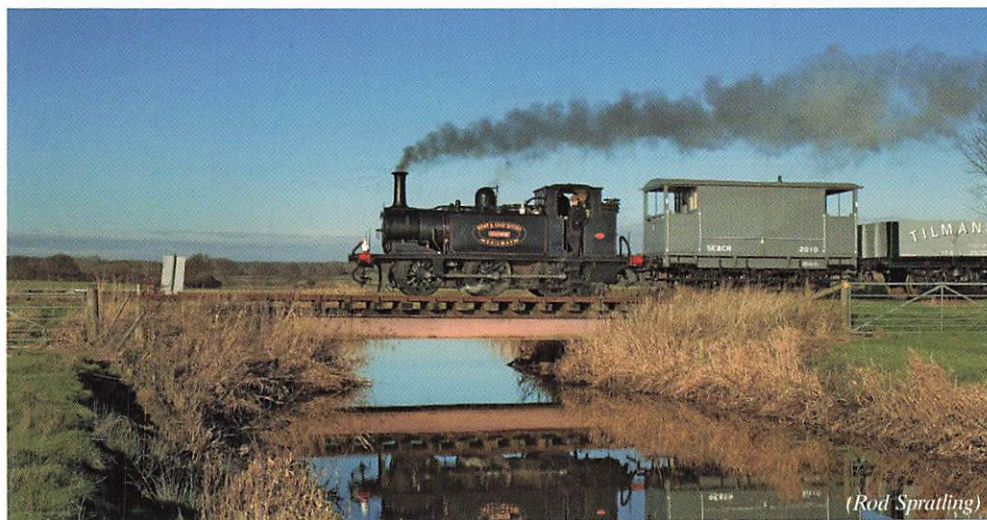
R. & J. Bennett & Co. continued to run a horse bus service from Tenterden to Headcorn three times a day to meet trains, even after the Kent & East Sussex Railway was extended to Headcorn in 1905. They did not give up the service until 1915, and this may have had more

to do with a shortage of horses during the War and the threat of motor bus competition than with the light railway. The company experimented with motor buses, for example on the routes from Tenterden to Maidstone and Rye, but were evidently unable to resist the rapidly expanding Maidstone & District Motor Services Ltd., and the company was wound up in 1938.

Understandably in the light of modern traffic conditions, opportunities to travel in an authentic horse-drawn omnibus – still less a carrier's cart – on the public highway are rare. The K&ESR bus is preserved at the National Railway Museum in York (though it is not always on public display). Nearer to Tenterden, the Tyrwhitt-Drake Museum of Carriages in Maidstone shows a wagonette omnibus built in 1897 by Barker & Co. of London at a cost of £207 15s 1d. Although it was used privately, it would have been similar to the smaller buses mentioned above. Also the Lydd Town Museum has a finely restored horse bus in its collection. This single-horse bus was used by G. Allen, a general dealer of West Ripe, to carry passengers from the railway station to the town and army camp in about 1900. The museum is in the Old Fire Station in Queens Road, Lydd, and is open on Sunday afternoons in the summer and at some other times as advertised.

Assistance in preparing this article from John Miller and from Giles Guthrie (Maidstone Museum & Bently Art Gallery) is gratefully acknowledged.

Tom Burnham



Notes for contributors

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

Content

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

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

Text

Copy should be sent in electronic form in word-processor format (Windows is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by CD (floppy discs are now 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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