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Tenterden Terrier



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FRONT COVER

Charwelton, whose future on the K&ESR has recently been secured, arrives at Bodiam in 2010 (Ian Scarlett)

BACK COVER

Driver Jamie Douglas, to whom we offer our congratulations on his recent marriage to Vicky. (Robin Dyce)

Tenterden Terrier

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Editorial

It is Better to Give...

To date 2010 has been another super year for the Kent & East Sussex Railway. Despite a few hiccups – because nothing is ever perfect – we have seen a further increase in passenger numbers and a healthy bottom line in the bank account. It seemed to be all good positive news at the Annual General Meeting on 9th October and not least because members were able to hear about some investment in infrastructure – the start of work on the carriage shed extension. That said, it needs to be added that work has only begun *because* the cash position is relatively buoyant. The project is also very dependent on donations and just because work has started it should not be imagined that further contributions are not needed – they are! Once the extension is complete further progress will then be made on the Great Western Railcar. Here too the restoration fund remains open and further contributions would be very welcome indeed. Donation envelopes for both schemes

are available from Tenterden Town Station. And while we are on the subject, also don't forget the K&ESR in your Will. Bequests are an unpredictable but nonetheless welcome and valuable source of income.

Nick Pallant

Rolling Stock Policy Consultation

The Board has been considering rolling stock policy for some time and has already sought the opinions of the various owning groups and individuals. Trustees now wish to give all of you in the wider membership the opportunity to have your say as well. It's impractical, however, to either publish the consultation document as an item within the *Terrier* or as an enclosure. It has instead been decided to make the document available, to members only, as part of the K&ESR website. A slip is enclosed with this issue explaining how to access the information. Hard copies will also be available from the Company Secretary, Tenterden Town Station, for anyone who does not have computer access. Your views on rolling stock policy to the Company Secretary by 31st December 2010.



Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

General Manager

There have been two distinct periods of trading since the last edition of the Tenterden Terrier was published. Despite the World Cup we traded relatively well in June, we had a wonderful July which included the 65th anniversary party for 'Thomas & Friends'™, and we had a great August, with passenger numbers beating even last year's figures. July was the highest passenger number we have ever reported and June and July both showed significant growth on last year. From the back end of August though it has been a different story. September Thomas™ was a severe disappointment. I think we expected more following the Anniversary party which brought us more first time visitors as we entered the holiday season, but this did not materialise. We even tried a bit of cheap radio advertising, which had some effect but was not clearly successful.

We introduced a customer newsletter for the first time. This was well received.

Many of us watched the start of Downton Abbey featuring No. 32678. What brilliant photography, although the line was barely recognisable. If you have family that watch CBBC, get them to keep an eye out for Nuzzle and Scratch's visits to Northiam Station and Bodiam Castle.

Shop

It has been said before that the performance of the shop will always be largely mirrored by how well the Railway is doing with passenger numbers. Of course a decent spend per passenger is important and in these uncertain financial times the shop SPP is holding up reasonably well and is on par with shop outlets at other tourist attractions and heritage railways. Some of our best days during the summer were on ordinary running days, particularly with a reasonable number of booked parties, although their expenditure is variable depending on when they arrive, how much time they have at the station and whether they are in the mood to purchase more than just postcards. On the other hand special events can often be disappointing: however when they go well the results can be spectacular, such as the Thomas™ 65th

Anniversary in July when we took almost £12,000 in the two days. Others such as Hoppers and the September Thomas™ were below par due to reduced passenger numbers this year whilst the CAMRA Beer Festival in June is not the type of event that will result in a high spend in the shop. The economic uncertainty is particularly affecting sales on the online shop which have seen a fall this year. The introduction of guide book sales in the booking office has brought in some welcome extra revenue and TTI sales of the book on the train continue to remain strong, which is much appreciated.

The Bodiam shop continues to do well and is looking smarter than ever this year. John Liddell has once again helped us with his woodwork by providing a smart new display unit for the Thomas™ Story Library books and Caroline van Dongen kindly provided washable coverings for the shelves and table holding the coffee machine.

New items introduced during the summer include K&ESR wallets, fob watches, coasters and wooden models of No. 3 Bodiam and the Pannier, which are compatible with the Thomas™, Brio and Big Jigs wooden railway sets. This year's Christmas cards, featuring five lovely winter views of the railway by Alison Griffin, are in stock, and two OO gauge Dapol wagons have been ordered for delivery early next year, which are a reissue of the Huxford wagon (last produced in 2004) and an Arnell Selsey Tramway wagon.

During the festive season, the shop will open weekends in November and every day from 1st-24th December and then 29th December to 3rd January. Opening times are 10-5.30 on running days and 11-4 on non-running days.

Catering

A warm welcome is extended to Susan Symons who has joined us in the role of Station Catering Supervisor. Susan has previous experience of catering in the hotel and leisure industry and has joined the team to make further improvements to the quality and profitability of our offering.

Trading has continued to be a rather mixed bag. Our on-train catering packages and trolley sales have traded very strongly again and have

remained ahead of budget throughout the season. Spending elsewhere has been rather more cautious, although Northiam Tea Rooms have seen good improvements in both presentation and turnover.

Our thanks are due to all those (too few) staff that have again risen to the challenge of delivering our services this year. We are of course forever on the lookout for additional help with delivering our services. We have particular need for assistance with distribution of Christmas Fayre onboard our forthcoming Santa Special services. These are great fun and very rewarding, so if you would like to assist for just one day or all ten, please do get in touch with Dave Tibbatts at Tenterden Town Station.

Wealden Pullman

Our Pullman bookings have held up very well again this year, with the train operating at capacity on every occasion to date. It is pleasing to note that we have received a higher than usual number of complimentary letters this season, some of which also appeared in the local press. Many of our customers have travelled with us previously, so it is gratifying to receive comments that our service continues to delight and exceed expectations.

Private Charter traffic however has been very thin this year. This is partly attributable to our inability to adequately host larger functions due to the unavailability of NBO No. 54. In the interim, improvements to the downloadable charter pack are in hand, highlighting the unique nature of our offering.

Some problems have been experienced with water ingress into the Pullman cars. This is partly attributable to the debris that falls from the Sycamore tree that towers over the Pullman dock and blocks the carriage gutters. In addition, the paintwork has become stained by the incredibly sticky & difficult to remove sap that also finds its way onto every surface within a 50 foot radius of the tree. Whilst this tree has remained a feature of the platform for much of our recent history, it is hoped that consideration will be given to its removal and possible replacement with an evergreen tree or some low level shrubbery.

Hop Pickers Weekend

Over the weekend of 11th and 12th September the tenth annual Hop Pickers Weekend was held at Bodiam station. I have been reminded, it was actually the eleventh 'Hoppers' but the first was held in 2000 at Northiam because the

Railway had been severed by floods between Northiam and Bodiam and trains could not reach Bodiam. The production team agreed that despite it being the 'tenth' anniversary event the format was a successful one, so the presentation was similar to previous events.

As always at the centre of the event was the display of Hops and hopping equipment and memorabilia brought along by Bruce and Maureen Law. Together they have an impressive collection ideal for our event including a 'Hop Bin' where members of the public can be involved stripping the hop bines. Many visitors were surprised to learn that a pillow stuffed with Hop flowers can aid sleep - a very old cure for insomnia. The Bodiam team also displayed the hopping stilts donated by a local hop farmer earlier in the year. We remain hopeful that somebody with experience will show us how to mount the stilts and work with them!

Although the hop display is at the core it is followed very closely by the music, which this year was provided by 'Fugglez', led by Colin Batt with past and present music students from Christ Church University, Canterbury. The band provided very good sing-along hopping and East End songs, drifting occasionally into some brilliant and smooth jazz renditions. Despite the rain the evening entertainment was well attended with the beer tent, barbeque and Fugglez being kept busy.

Again the beer tent offered 'real ale' from the Rother Valley Brewery at Northiam. We're very lucky to have this brewery on our door step as it regularly provides excellent beers with exceptional back-up if help or an extra cask is required. As some of the trees in the picnic area had been trimmed it was possible to better site the beer tent to provide more space in front of it to listen to and sing along to the music. Unfortunately the wind direction played havoc with the camp fire which insisted on blowing clouds of smoke over the assembled throng.

The event also displays road and agricultural vehicles of the period and this year was no exception. For the first time the Bexhill 100 Motor Club attended in force with a number of 30's and 40's vehicles including a 1932 Morris Ten Four that has the brake pedal on the offside of the accelerator and traffic signal indicators with green, amber and red aspects.

Other exhibits included Postman Pat with his red Post Office Morris Minor van and PO memorabilia display, which this year included a

red post box. Mick Blackburn exhibited his restored 3 wheeled Wrigley motor truck and Dennis Hoad demonstrated that scale model steam can be driven legally on the road by making several return visits to Bodiam Castle on his 4 1/2 inch Foden 'D' type tractor. Many other owners of period vehicles exhibited at the event for which we thank them.

Bruce Law is scaling back his activities and has kindly donated to us a genuine Hop Pickers bin. This is a large horizontal 'bin', approximately 7ft long, made from two ends, crossed poles of wood and joined by two side rails, extending at the ends to form 'handles', which supported a long sacking bag. Both these and the stilts will be restored and used in future demonstrations especially during the Hop Pickers Weekends.

This year was not so successful as last year's record year in income terms but was again a big success in visitor satisfaction terms with many people saying 'thank you' and just how much they enjoyed the event. But, the success of the event, however measured, relies to a great extent on a number of circumstances, not all of which can be manipulated to our advantage.

First and foremost we need volunteer help and involvement, as without this help the event could not be held. A big 'thank you' to all the volunteers that helped and made the event so memorable for our visitors. At the same time we must also thank members of the paid staff that helped in the preparation and running of

the event and operation of the train service. Included in this is Meg Gooch who made the cakes for the Hoppers Kitchen, which were much appreciated by all.

Having to be held at the time of the year when Hops reach maturity and are cut down in early September, the event is run at a time when the weather is not quite as stable as in summer. This year was no exception and we experienced changeable sun, cold, wet and windy weather. Being a fairly specialist event, we also face competition from similar events held elsewhere celebrating hops and hopping that have a large impact on potential visitors.

However, no other event that celebrates Hopping can emulate us in respect of the genuine railway heritage where we can provide a unique and memorable educational experience into our recent history.

July's Thomas™

Contrary to its current appearance our July Thomas™ visitor from the East Anglian Railway Museum is of a standard Manning Wardle design similar in all general respects to *Charwelton*. The design was much loved by Stewarts and Lloyds at Corby for the many tasks around this huge site with its steelworks and ironstone mines. Even though Manning Wardle had closed in 1926 its designs and spares had been assigned to another neighbouring Leeds builder Kitson who built some for Corby. This firm was in turn closed in 1938 and the goodwill



32678 and No 3 run into Northiam during the May 2010 Gala (Jon Edwards)

passed to Robert Stephens and Hawthorns, itself the result of a merger the year before. They responded to a call for more engines in 1940/41 and built another five of the design and this locomotive was turned out from their Newcastle works as No 7031 in 1941 and given the Corby as number 54.

It was withdrawn with its sisters, some of whom came to this railway but have since moved on, in 1968/69 when the works was inundated with

diesels particularly ex BR class 14s including our own example. Sold into preservation, it arrived at the East Anglian Museum by 1974 where it worked normally for many years carrying the name Pen Green, but was taken out of traffic in late December 1994.

Work to bring No. 54 back into use recommenced in 2007, and it was rebuilt with a totally transformed appearance as a licensed Thomas™ the Tank Engine replica.

MOTIVE POWER

Steam Locomotives

No. 3 Bodiam (32670): The annual boiler inspection was carried out in August with no problems identified. Whilst out of service for this, some remedial work was undertaken on the brake rigging.

No. 8 Knowle (32678): Available for service. Some minor works were carried out whilst Knowle was on washout recently, including the replacement of the spark arrestor. This winter there will be a number of firebox rivets that require replacement by patch screws.

No. 11 'P Class': During inspection of the slide valves some wear was discovered on the right hand side, an ongoing feature on this loco. On withdrawing the valve buckles and comparing them it was evident that the right side was slightly different in shape to the left. This has been altered and after more running the valves will be checked again to see if this has resolved the uneven wear.

Presently in the shed being repainted in ROD livery as carried when, as No. 753, the P Class went to France during WW1.

No. 14 Charvelton: On preparation for the annual boiler inspection a possible broken stay was noted. The inspector confirmed this to be the case so work is presently underway to change it. The steam test is booked for 4th October so No. 14 should be back in traffic thereafter if all goes well.

As most readers are aware, the locomotive *Charvelton* has for many years been privately owned by Rick Edmondson, who has generously allowed this engine to haul trains on the Kent & East Sussex Railway. His recent decision sell this unique item presented a dilemma for the K&ESR because all existing funds are committed to projects elsewhere on the railway.

We are pleased to report therefore, that in order to prevent its loss to the Railway, *Charvelton* has been purchased. The acquisition has been made

by the Rother Valley Railway Ltd., through the generous support of an anonymous benefactor. A hire agreement is being drawn up between the two companies for the locomotive to remain on the K&ESR, thus ensuring that it will continue to operate for the benefit of both visitors and volunteers. We offer our sincere thanks to our benefactor for such an overwhelmingly generous gesture.

No. 19 Norwegian (376): *Norwegian* is undergoing a superb chassis and tender overhaul which will put her into better condition than she has been for many years. It has been found that service as a snow plough above the Arctic Circle did her chassis and motion alignment no good at all and steps have been taken to rectify this. It is quite possible that she will run without the clanking and ringing that footplate crews have become accustomed to in the past. Thanks must go to the unsung heroes, paid and volunteer, who use their many skills in Rolvenden shed to carry out such overhauls, often under less than ideal conditions.

Work carried out on 'Norwegian' from the beginning of the present overhaul to June 2010:

Tender body removed. Underframe stripped of all parts. Brake gear rebushed and new pins fitted as necessary. Handbrake screw and nut replaced. Draw gear descaled. Spring hangers renewed as necessary. Coupling refurbished. Underframe protected with paint. Wheels removed pending fitting of new tyres. Four large hatches cut into top of tank to facilitate access for shot blasting. Bolted hatch covers made and fitted temporarily. Water filter equipment removed and stored. Air brake cylinder refurbished and tested.

Driving wheel axleboxes now fitted into the frames - after a significant amount of measuring and machining. These will be used to determine the position of the leading and trailing boxes each side. Six axle boxes rebuilt and machined. New axle box brasses supplied and machined (still ongoing). New under keeps supplied and

machined. Two new main axle box liners supplied, machined and fitted (still ongoing). Associated pins made. Six driving wheel tyres replaced by contractor.

Pony Truck worn parts renewed. Axle boxes refurbished. Wheel tyres replaced by contractor.

All spring hangers, beams etc rebushed and new pins made. Spring hangers repaired as necessary. All brake gear, comprising beams, hangers etc rebushed and pins made as necessary. Horn blocks repaired and reground as necessary. Cracks in main frame and associated stretchers opened out and welded to as new condition. Painting of main frames progressing. Refurbishment of intermediate buffer and draw gear in progress.

Steam chests rebored. New valve bobbins made. Cylinder alignment checked. Slide bars and cross heads refitted, cross heads remetalled. New piston heads in course of manufacture. Steam inlet faces recut.

Air pump completely overhauled and steam tested. Air reservoir refurbished and water tested.

A considerable number of front and side stays replaced. Firebox crown built as required. All studs checked and replaced as necessary. Superheater header element seats recut. Main steam pipe seats recut. Superheater elements refitted. New smokebox attached together with door (final assembly when in frames). Fusible plug holes recut. All auxiliary seats recut as necessary. Gauge frames refitted. New blowdown spigot made and fitted. Ashpan rebuilt. Clack boxes overhauled and refitted. Regulator overhauled and refitted. The boiler works are all finished and for the first time in nearly five years the boiler has been filled to test for leaks prior to an hydraulic test.

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

No. 22 Maunsell (65): The annual boiler inspection was carried out in July. This was with some degree of trepidation as the new steel inner firebox was only fitted at the last overhaul- and concerns existed that new steel may corrode far faster than the original. The inspector was asked specifically to carefully check for thinning, and happily there was virtually no appreciable change at all to the plate thickness. This may well be due to the water treatment regime in place.

No. 23 Holman F Stephens: Available for service. Recently the brake ejector developed a number of blows and leaks that require a major overhaul. With the agreement of RSE the better condition

ejector has been removed from No. 24 and fitted to No. 23.

No 24 Rolvenden: Laid up for overhaul due to commence during 2011.

No 25 Northiam: The boiler overhaul has been subject to frustrating delays. Firstly to find a pattern for a new regulator pipe (as a side issue the K&ESR and RSE now hold all the Hunslet patterns that used to be at Swindon Historic Castings!) without success. A new pattern costing £4600 has been produced and a new casting made from it. A further eight weeks delay then ensued trying to find a firm able to machine it for us.

The new boiler tubes have arrived and await the fitting of the regulator pipe and main steam pipe before they can be fitted.

No 30 GWR Pannier (1638): Available for service.

Diesel Locomotives

No. 20 (GWR Railcar): The Railcar is out of the carriage shed, due to the carriage shed extension, with very limited access. On completion of the shed extension, the Railcar will return under cover and restoration will continue next year.

No 40 'Ford' (BTH): Available for service.

No 41 (Ruston): Available for service.

No 44 (Class 08): Once the extension to the carriage shed has been completed, the major overhaul will restart.

No 46 (Class 03): In service.

No 47 (class 03): The planned quick tidy and paint has been completed. The livery is a copy of sister locomotive D2023 being green with the BR number D2024. The windows are boarded up and access to the engine compartment has been secured. The locomotive is now on display at Bodiam.

Not in service.

No 49 (Class 14 14029): In service.

Class 108 DMMU: In service.

Cranes

No 133 (10T Taylor-Hubbard): Available for service having recently undergone a boiler washout and mechanical inspection.

No 151 (36T brakedown): Available for service.

Plant

TRAMM 98211: In service.

07 Tamper (73250): In service.

Infrastructure

As mentioned elsewhere in this issue of the *Tenterden Terrier*, construction work for the carriage shed extension has now commenced. This will inevitably cause some disruption to our activities although co-operation with the contractor's staff has got off to a very good start. Despite everything we intend to keep going in the usual way until the very welcome increase in our covered working area becomes available in January 2011.

Mark 1's

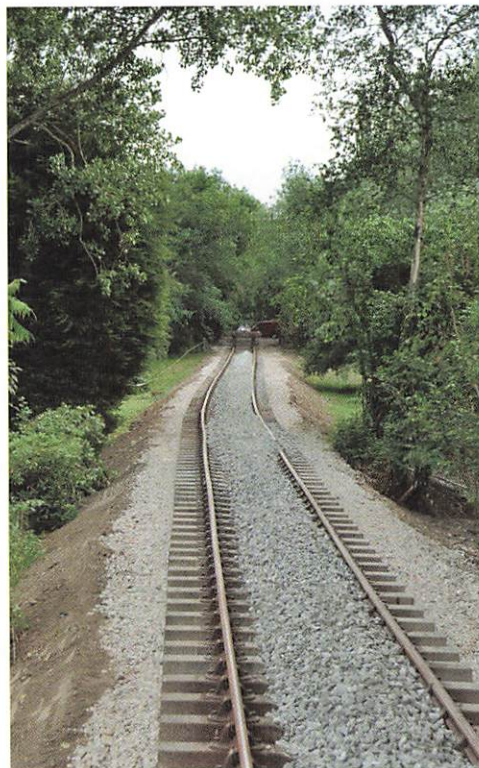
The overhaul of **DBSO No. 75 *Petros*** has progressed well since the previous issue of the *Terrier* was published. As usual with Mark 1's these days, a great deal of work has proved necessary. Both ends have had to be reskinned as have both sides from build rail to waist, and in some places almost up to cant rail level. Significant renewals of the 'Z' and 'top hat' section bodywork framing has also required renewal and the department's stock of these steel items has had to be replenished accordingly. At least one door will similarly need rebuilding with a new external steel skin. Discussions have taken place about what to do with the interior, and a high priority is to improve on the 'dingy day centre' atmosphere. A light, probably pastel, colour scheme is likely to be used, enhanced by modern pattern bright coloured grab rails. This further departure from the original on an already much modified vehicle is nonetheless balanced by a conscious effort to retain the 'heritage' disabled access loo, albeit with suitable smartening up. This facility is the prototype railway toilet for people with disabilities on which all those now on the Network are based. We know because Dave Sinclair designed and built ours back in the 1980's when *Petros* was converted at Stewarts Lane. BR management were soon asking how an adaptation previously held to be impossible inside a C1 profile had been achieved. It was one of the many 'firsts' for the K&ESR! It is also intended to restore conventional seating and one central partition at the 'Headcorn' end of the vehicle more useful to ambulant passengers. Adequate space for wheelchair users will, of course, be retained.

TSO No. 85 returned to traffic in the spring following its repainting in the 'new' A set colour scheme of a slightly brighter green with chrome lining and has seen extensive service

throughout the main season.

Vintage Coaches

Maunsell BNO Brake No. 4443 (K&ESR No. 54) has proved to need an overhaul and renewal every bit as thorough as that underway on *Petros*, albeit using the very different techniques associated with wooden framed vehicles. All exterior (metal) cladding is being renewed and a significant proportion of the body framework has either required splices or complete new sections. The vestibule ends have had to be heavily repaired and the Tenterden platform side build rail has been completely replaced. The later job involved both jacking the entire body several inches off the underframe and supporting the affected side with a substantial timber framework resting on the shed floor. This part of the job is now complete, body and underframe being reunited so that the vehicle can be sheeted up and moved out of the shed for brief periods in connection with the extension works. While the



End of the RVR section of the track at Udiam Farm
(Robin Dyce)

body and underframe were separated the opportunity was taken to clean up the sole bars and apply protective paint.

L&NWR Balcony Saloon (K&ESR No. 82) also remains out of service awaiting completion of work to other vehicles and/or the extra space which will be available on completion of the shed extension project.

LC&DR 'Ashford' Brake, SE&CR No. 3062

(K&ESR No. 98) continues to make haste slowly, the vehicle interior now being largely scumbled or painted as appropriate. The seat frames have been constructed and installed and we have a quotation for the upholstery from our usual supplier. Fitting the roof canvas, exterior painting in SE&CR livery and various odds and ends remain to be completed before the 'Ashford Brake' can join the Vintage Train.

WAY AND WORKS

Permanent Way

We have done some interesting work over the last few months. Large numbers of 30 ft track panels (of flat bottomed rail) in an almost new condition have arrived at both Wittersham Road and Northiam. Since we have paid only for the transport of the panels the Railway has acquired the materials for an excellent price. We have broken the panels down into rails, sleepers and fittings. The rails will be welded into longer lengths and when complete the entire stock will be used in our next two relays from Cranbrook Road Level Crossing, up the hill towards the Home Signal at Tenterden. This will give a vastly improved ride quality over the section. Our thanks go to Balfour Beatty for the very generous donation of the track materials.

The Millstream culvert, which is situated half way between Cranbrook Rd Level Crossing and Rolvenden Station, needed our urgent attention in September. One of the wing walls had been undermined by the scouring effect of the water. We stopped the water from entering the culvert and dredged the bottom of the pool before laying redundant concrete sleepers on the floor. These will prevent future scour. We then used more sleepers under the wing wall followed by sand-bags filled with dry mixed concrete.

Two new appointments in the department; congratulations to Jamie Douglas appointed as Assistant P. Way Manager and also to Paul Hutchinson our Bridge Supervisor. Paul is working closely with our Bridge Consultant, Graham Bessant, to ensure that our bridges and culverts are maintained to the highest standard. Graham works for London Transport and inspects hundreds of bridges each year giving detailed assessments for each site. We have received reports for Hexden and Rother Bridges and by the time you read this Newmill

will also have been inspected.

Tuesday Gang

At the beginning of June we spent a day working with Chris, Tenterden's maintenance chap, repairing holes in the concrete of the rear car park at Tenterden as many trip hazards were appearing.

A concrete ramp was also constructed for disabled use at the entrance to the new Information Kiosk.

A final top coat was given to the doors and to the new side door of the Meeting Room.

The main work during the summer has been the preparation and repainting of both level crossing gates at Northiam. This has now been completed and, at present, they look very smart in brilliant white.

We replaced a window frame and broken window in Cranbrook Road Crossing Keeper's hut.

Recently, attention has turned to the south face of Northiam Station building which has suffered badly with sun, wind and rain damage. We managed to locally source a supplier for some new mouldings which we had made in hardwood - hopefully this will be money well spent.

The ongoing work repairing platform seats has continued.

At the beginning of September we welcomed Iain Davidson to the Tuesday Group of tea drinkers - cake and biscuit consumers.

Forestry and Conservation

On July 4th we carried out essential clearance work on the approach to Rother Bridge Northiam side, this was to improve the

sighting to the crossing. On the 18th July the group started work down from Tenterden Station crossing. This work involved cutting down scrub and bramble to improve the view of the trains coming up the bank, and clearing along the fence line to enable new fencing to be erected. The old original fence is non-existent in places and in other areas flat on the ground. In all approximately 210 metres of fence will be erected in late October, early November. We had four visits to this area and during this time we had a new volunteer join us who has been a great help to improve our output of work.

On one of our week day visits on the 4th August some members of the group carried out tree pruning work to several trees in Rolvenden Station, next to Rother Valley Timber. This was to stop branches touching the lineside telegraph wires and also to lift low limbs away from the trains.

Two other weekday visits on the 19th and 23rd August were to an area from Northiam crossing towards Cysters Curve. Clearance work involved cutting down mainly willows to clear limbs touching telephone wires on one side of the track and clearing the fence line on

the other. Further work is still required in this area when we will be burning all the arisings and carrying out further clearance work.

On the 30th September we had a visit from a Unimog Road/Rail vehicle, to flail areas of the trackside running from Northiam to Bodiam to clear foliage from the telegraph wires. We also flailed Bodiam headshunt as this had become very overgrown due to the old railway stock being previously stored there and on 1st October we carried out flailing from Rolvenden to Rother Bridge, again mainly to help clear branches and trees growing under and behind the telegraph wires. We also managed to cut back areas of bramble to the fence line. Using this machine does help us greatly as we obviously do not have sufficient personnel to keep areas of the railway clear.

We still urgently need new volunteers, for Sundays or one of our week day special work parties. Please contact Peter Thorogood on 01580 761219.

Gardening

June and July were very dry, hot months and without regular gardening staff the pots, tubs and flower beds suffered from a lack of water.



Avondale Unimog flail at work between Northiam and Bodiam (Robin Dyce)

However, the watering system on the station building at Tenterden worked well and kept the hanging baskets in bloom. At Tenterden Chris, Lynne and team watered some of the pots when they could fit it into their busy days and a big 'thank you' to them for their efforts. Despite the almost desert like conditions, the gardens at Tenterden managed to put on a good display throughout the busiest months of June, July and August.

On 3rd August Andrew, Maria and their son Christopher came as new volunteers to help with the gardening but it soon became apparent that they had more to offer the railway so they have moved to helping Chris with station maintenance. Maria will continue to help out with the gardens when possible.

Also on 3rd August I met Jon and Sarah Middleton at Wittersham Road Station as they were new volunteers and were interested in looking after the gardens of a station. They are now installed at Wittersham Road as Station Agent and have taken on the care of the gardens and platform planters. In the short time they have been with us they have

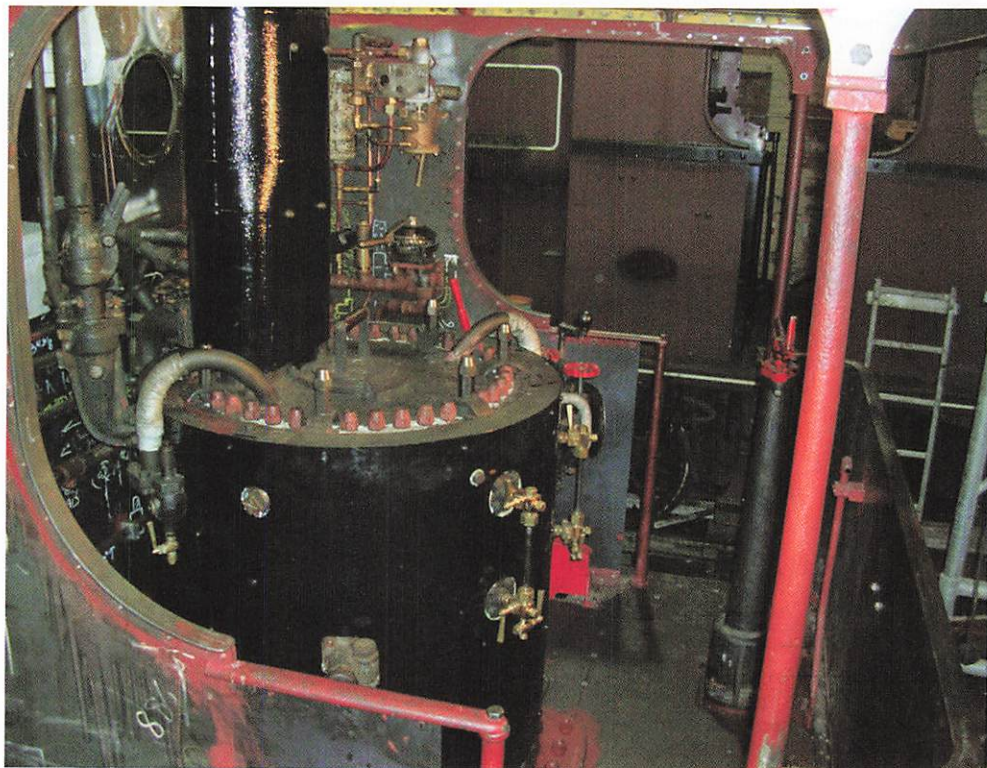
made a huge difference to the station and grounds.

Caroline van Dongen returned to the railway for several weeks during the school holidays and worked extremely hard at Tenterden keeping the flower beds tidy.

The troughs on the Pullman Dock were replanted in August as the bedding plants had not been able to survive the exceptionally hot dry weather. It is hoped to have new deeper troughs for next year which will not need watering twice a day.

Unfortunately this summer I have been unable to get to Rolvenden Station so the little garden and field have been rather neglected. Also following the sad death of Stan Kemp, the grass was not strimmed around the trees and shrubs. It is planned to do this during October.

We always need volunteer gardeners so if you like working on your own in the garden and would like to look after the gardens at the railway please contact me – Veronica Hopker on 01303 862811.



Boiler to Gervase re-installed at Elsecar during October 2010 (Mike Hart)

CFBS News – Philip Pacey

A new era for the CFBS may have been ushered in by the arrival of three 'autorails' in September. They have been placed 'at the disposition' of the CFBS by the SNCF. They comprise X212, X213, and X214, built by Verney in 1950-51 and modernised by the SNCF in 1983-84, three of several, some of which ran on the Blanc-Argent railway until 2005. Since then they have been stored by the SNCF at Romorantin pending a decision as to their future. A fourth one, X211, in better condition than the others, remains on the Blanc-Argent and has been given to the SABA, the association which runs the Train du Bas-Berry on a section of the original Blanc-Argent line.

Of the three given to the CFBS, one is in fairly good condition, another in less good condition, and the third in poor condition – the CFBS expects to get two serviceable railcars out of the three. Let's hope that they will be in service sooner rather than later – maybe offering services earlier in the day, maybe extending the season at one or both ends, maybe providing additional services on the Cayeux line, maybe even providing commuter services and connecting with SNCF trains at Noyelles! And let's hope that their success will be such as to stimulate restoration of the CFBS's 'own' historic railcars rather than a reason for postponing it.

2009's final total of 136,370 passenger journeys is going to be hard to surpass. However, the 2010 season started well and at the end of June the railway had continued to be busy, thanks at least in part to good weather. It has sometimes been necessary to add extra coaches to the 10.45 departure from Le Crotoy, and train manoeuvres at St Valery have been made complicated by the length of the trains (the maximum is 10 carriages). 1,946 tickets were sold on Whit Sunday (Pentecôte). By high summer the weather had been too good for too long – the drought which in much of England came to a sudden end with the arrival of the school holidays was further prolonged in France, with sparks from the engines starting lineside fires. Perhaps the K&ESR experienced the same conditions? (Living in Lancashire, I wouldn't know).

My wife and I visited St Valery for a few days at the end of April. We shared a gîte overlooking the canal lock, just around the corner from the CFBS depot, with a Danish and a French

couple. It fell to Gill and myself to act as hosts and guides to our Danish friends, so I wasn't able to spend as much time as on previous visits on and around the railway. But we were ideally placed for keeping an eye on activities at the depot, visible through a curtain of trees. I took especial pleasure in watching Guylain, the *chef du depot*, watering the vegetable garden that I had helped to dig over the previous April.

In the days following our arrival on Saturday 24th April, it seemed to me that more passengers might have been carried had more trains been scheduled early in the season. In particular, the absence of any scheduled trains on Fridays as well as Mondays felt like a missed opportunity. Bring on those autorails! Services comprised a single morning train, the 10.45 departure from Le Crotoy to St Valery, and then simultaneous departures at 3.00 and 5.00 from Le Crotoy and St Valery, crossing at Noyelles. The trains were being hauled by the Buffaud 0-6-2T and the ex-Breton 2-6-0T E-322, with the Buffaud stationed at Le Crotoy and E-322 at St Valery. The CFBS avoids scheduling the E-322, its largest engine, on the Le Crotoy line with its tight curves. On the morning of Tuesday 27th April, while Corpet 2-6-0T No.1 was being prepared at St Valery instead of E-332, the Buffaud, on the 10.45 from Le Crotoy, was losing time and when it finally appeared, ground to a halt beside the depot at St Valery Canal, apparently unable to go any further. Pressure had been lost due to a leaking steam brake and possibly other leaks as well. A diesel loco was attached to the front of the train to take it on to St Valery if necessary, but in the meantime pressure was regained and the Buffaud finally completed the journey 'under its own steam', arriving on the quay approximately 20 minutes late. The Buffaud subsequently carried on, but was switched with the Corpet at Noyelles so that it finished at St Valery, ready to receive attention at the depot on the following day.

An unfamiliar blue and yellow diesel locomotive was in action at the depot. This had recently been acquired, arriving on 4th March. It is TM 2/2 no.2, from the MOB (Montreux-Oberland Bernois) railway in Switzerland, built by KHD in Germany in 1953. It worked on three different railways before going to the MOB in 1983. It has a Deutz engine, weighs 17.5 tons, boasts 115 hp, and has a maximum speed of 30 km/h. It is said to be easy to drive, and is already a popular alternative to the other

diesels which are suffering from wear and tear.

Inside the depot, the Cail was being fitted with new springs and a new pony truck. It has subsequently returned to the fray. The little Corpet 0-4-0T was on shed. On Friday 30th April it hauled a short special train for a group – the only train on the network that day. The Haine St Pierre was stripped down, inside the depot, and the Pinguely, also stripped down, was standing outside. The HSP's boiler has been sent to an external contractor to be re-tubed, and it is hoped that this loco will return to service before the end of the season. The Pinguely's boiler has gone to the same contractor to be examined. However, the Pinguely does not have the same priority as the larger, more powerful engines, and is not expected to return to service for several years. Work was continuing, as always seems to be the case, on various carriages, including D523, the vehicle destined to be the 'fourgon cuisine' – the kitchen car – on the dining train.

Filming has taken place at several locations, including the stations at Le Crottoy, Cayeux, and Noyelles, and near to Lanchères, and with some scenes being filmed after dark, for a television adaptation of Marcel Proust's *A la recherche du temps perdu*, a production by Nina Companez for France-Télévision.

It is expected that the rails on the quay will be

replaced this winter – they are in very poor condition – and that at the same time the track will be extended towards the tourist information office, to accommodate longer trains, and a turntable will be installed. The van from which tickets have been sold for so many years will disappear, and instead tickets for both the railway and for boat trips will be sold from a new building. This is a railway which is constantly working to shape its own future, but which also cherishes its history. The 40th anniversary of the CFBS will be celebrated next year on Sunday 10th July. A date for your diary – and mine.

Rother Valley Railway

We are pleased to report that the Rother Valley Railway has reached the site of Junction Road Halt on the B2244 after an absence of passenger trains for a period of 56 years.

This was achieved on the 9th July and was marked by a garden party to which trustees of the Rother Valley Railway Heritage Trust, the Kent & East Sussex Railway, neighbours and individuals who had donated funds to the rebuilding of this section of line, were invited.

This event was marked by the Vicar of Bodiam who led prayers for the success of the aims of the Rother Valley Railway in taking the Railway to Robertsbridge. Our thanks go to Jamie Douglas and his crew who provided an on track



Fugglez led by Colin Batt (Robin Dyce)

tamper which demonstrated to guests an aspect of track laying not often witnessed by the general public. It was felt that this would be a more appropriate attraction as the event was to celebrate line construction, not a normal locomotive in steam.

Earlier in the week, Gardner Crawley, Chairman of the Rother Valley Railway Heritage Trust, met the Right Hon. Greg Barker MP, member for the East Sussex constituency at the temporary terminus, who pledged full support for the company's aims. Appropriately as the Minister with responsibility for climate change, he could not be better placed to mark the government's credentials in regard to supporting alternative forms of transport. He has pledged full support for our aims.

In the meantime, the Robertsbridge station site has undergone a tidying up exercise and welcomes all visitors on Sundays and Bank Holidays between the hours of 9.00am and 5.00pm.

Wittersham Road

I would like to introduce myself; my name is Jon Middleton, and I am the new Station Agent.

I joined the railway as a volunteer, together with my wife Sarah, in August this year.

Initially, we were 'just going to do a little gardening', But it soon became clear that one thing was going to lead to another (we have since been told that this is usually the case!!), and it was not long before I applied for the post of Station Agent and was duly appointed.

We have carried out a lot of tidying up, and I have nearly had to have a strimmer/brushcutter and hedgetrimmer surgically removed from my hand (the bank at the back of the platform was more akin to a mix of Australian outback and rain forest).

From the comments received from K&ESR staff, our efforts have been appreciated, and our desire to get Wittersham Road 'back on the map' are welcome, and are succeeding.

We are both hoping to be at the station most weekends, and during special events, and look forward to meeting everyone as they pass through, and always welcome any suggestions for further improvement.

I have researched the history of the rail-mounted gun which was at the station in WW2, and am pleased to let you know that my efforts have been converted into an education poster which will appear on the station at a later date.

I am also in contact with a past volunteer (Jo Roesen), who now lives in Brussels – he was at the station when it was constructed, and has sent me much information and photos of that time; when time permits, I hope to write a small history article which may make it into print in the *Terrier*.

Bodiam

Bodiam station suffered an enormous loss when Peter Kynvin died on 11th June. He undertook his last duties on Sunday 23rd May and is much missed by all his colleagues and our condolences go to his wife Carol and children. An obituary is to be found elsewhere in this journal.

Continuing the story started in the summer edition of the *Terrier*, our PMV vehicle was returned to the platform siding where, with the agreement of the Bodiam Catering supervisor, Ron Sparrow has cleared out all the old catering equipment and furniture and has installed 230v power and lighting and the vehicle now forms a much needed paint shop. Storage has also been provided for longer lengths of wood destined to be used in the short term.

Also an on-going story, Bill Larke has now completed painting the new ceiling in the ladies toilet and has started on painting the toilet lobby. Chris Crouch and John Hicks have been keeping the grass and hedges in trim whilst Vic Grigg has tended our Hop garden, which is looking better than ever. We were grateful when Forestry and Conservation Manager, Peter Thorogood with Keith Jones undertook some trimming work on trees in the station area and, at the same time, lifted the base of some of the willows in the grassed picnic area so there are fewer low branches, improving conditions for visitors.

The Station Master's garden has been moved and has become a 'raised garden' filled with a considerable amount of manure, grass cuttings and new top soil. Because of the late change the garden has only been used to grow a few beans, tomatoes and strawberries but next year it will have matured and we will expand our choice of flowers, fruit and vegetables. We have enjoyed sampling our produce at lunchtimes as well as having the lowest possible 'Carbon Footprint'!

John Harding has almost single handedly cleaned off and de-rusted the station side level crossing gate and it now looks resplendent in a new coat of white paint. John Liddell has concentrated on the restoration of platform trollies as well as the construction of a replica of

the 'Unknown Warrior's' coffin whilst Ken Christie, John Attree and Matthew Burrows have continued with the replacement of rotten fence runners and posts around the cattle dock. We welcome David Jones to the Bodiam Restoration and Maintenance team, which now has 15 members at full strength.

Our restoration work was interrupted early in August when a very large marquee was erected for four days in the yard outside the station building as part of a wedding celebration held onsite. Nevertheless we opened an old entrance leading to the cattle dock that enabled us, with some remedial measures, to get our cars and tools off the highway.

Latterly the group has taken on the construction of the replica coffin for the 'Unknown Warrior' that will be the centre point of a display in the 'Cavell Van' - SECR PMV (Passenger Luggage Van) No.132. This has required a huge amount of investigation, by John Miller, Brian Janes and others into historical documents to determine the size and shape of the coffin as well as the colour and fittings used. It was found that the original coffin was built of 2 inch thick solid oak taken from Hampton Court and wrapped in iron bands. Although it was quickly decided that we could not afford the luxury of 2 inch solid oak we nevertheless have produced an oak coffin which is the likeness of the original. A major problem revealed by the old photographs was that the coffin had curved ends and sides. However, after some head scratching, a suitable method of construction was employed and the result is satisfyingly accurate. At the time of writing the coffin is in Caernarfon, North Wales, where the company that fitted the original iron bands in 1920 are doing the same to our coffin.

Once the Cavell Van is delivered to Bodiam we will be taking on the job of fitting it out which includes the construction of the catafalque for the coffin to rest on, installation of electricity for the new overhead lighting track, heater and monitor screen as well as fitting various cupboards and an altar in which the whole team will have an input.

The Bodiam team is grateful for the help given so far by the Carriage and Wagon department and Boris Perkins in providing specialist help and inspiration for the Cavell Van project.

In many ways the most important project for the Bodiam team this summer has been a start to clearing the site and buildings of unwanted clutter and debris, some accumulated prior to the reopening of the station. This problem is not

unique to Bodiam and examples of 'magpie' and 'maybe one day' syndrome are prevalent on all railways, both heritage and main line.

Museum

This has been a good year for the Museum. To the end of September, with only 15 more opening days to the end of the season, visitors are up 244 on the same period last year. This represents an increase in admission income of £386.00, or £6496.00 in total for the period. Sales of second-hand books and magazines have also boomed.

New acquisitions include:

Two documents relating to the Shropshire and Montgomeryshire Railway from Mr Andy Doran of Welling i.e. Light Railway Order 1909 and Amendment Order 1910.

A locally produced poster with the wording "Last train 1892 - 1961, R.I.P." marking the closure of the Hawkhurst branch in June 1961.

A small booklet of locomotive boiler drawings made at Eastleigh Works drawing office and dated 1st January 1924. The booklet was formerly owned by Mr A.B. MacLeod of Isle of Wight fame and later Stores Superintendent, Southern Railway. Both these last two items were donated by Mr Edward Baldwin of Rolvenden Layne.

A selection of items relating to the Festiniog and Welsh Highland Heritage Group. Firstly, a timetable poster, 'The Wonderland of Wales', showing both railways connections with the Great western and London, Midland and Scottish and dated July 1928. Secondly, a selection of WHR tickets and copies of handbills and parcel stamps.

The Museum closed on 31st October for the Winter season and re-opens March 2011.

Ashford Area Group

At this time of year we take stock of how our meetings have been received so that the programme for next year can reflect the successes. Most years we have at least one pleasant surprise when the presentation far exceeds all expectation. So far this year we have had two; Graham Ludgate and Bill Davies. The latter's stories had us laughing long after Bill was speeding home on HS1. Let us know your favourite speaker or suggest a new one for next year.

Our meetings this period are:

17th November - Scottish Railways in the 50's and 60's - David Kelso. Brilliant, enhanced



The Carriage Shed extension takes shape during w/c 18/10/10 (Lewis Brockway)

railway photography from a specialist in the Scottish Railways of the period.

15th December - Railways of Paris; Part 1 - Michael Bunn. Michael's knowledge of the railways of France is the stuff of legend. Here he concentrates on introducing us to the railways in and around Paris. You will not want to go back to the farm!

19th January 2011 - Brian Stephenson - Archive Railway Pictures of the South East and "Great Railway Photographers" (A selection of scanned plate negatives by renowned railway photographers of the past). Brian will also share with us some of his outstanding images.

16th February - Kim Winter (Mosley Railway Trust) - Narrow Gauge Railways of the First

World War. This will include some film from the archives of the Imperial War Museum. Also hear about the War Office Locomotive Society, preserving a WW1 Hunslet locomotive.

16th March - then every third Wednesday of the month until 20th July.

You do not have to be an Ashford area resident or a member to join us at our indoor meetings. These commence at 7.30pm, at the Railway Club, Bath Meadow, off Beaver Road, Ashford TN23 7RR.

If you enjoy railways and have a passport; reserve 5th June 2011 and wait for further instructions! (Subject to availability)

Ted Micklam Tel: 01233 503999

Letters to the Editor

Dear Sir,

As a postscript to Tom Burnham's interesting article on horse-bus services in the last edition, there was one other R&J Bennett service which should be mentioned.

At the opening of the Rother Valley Railway for passengers on 2nd April 1900, a contract began with Bennett & Co to provide a connecting service between Tenterden (now Rolvenden but then the terminus of the railway), and the town centre.

As the accompanying advertisement shows, the centre was represented by the Post Office

situated in what is now an antique shop between the Vine and the Nat-West Bank.

The K&ESR horse-bus, now at the NRM in York, is not the vehicle which was used on this service as erroneously quoted by many authorities, including the NRM!

The contract was terminated following the opening of Tenterden Town station in March 1903.

Yours etc

Tenterden

John Miller

ROTHER VALLEY RAILWAY.

An Omnibus will leave Post Office, Tenterden, on Week Days **15 MINUTES** before the advertised time for the departure of the trains. Returning on arrival of all trains.

COMMENCING MONDAY, APRIL 2nd, 1900.

R. & J. BENNETT & Co.,
Proprietors.

W. THORNDON, Printer, Tenterden.

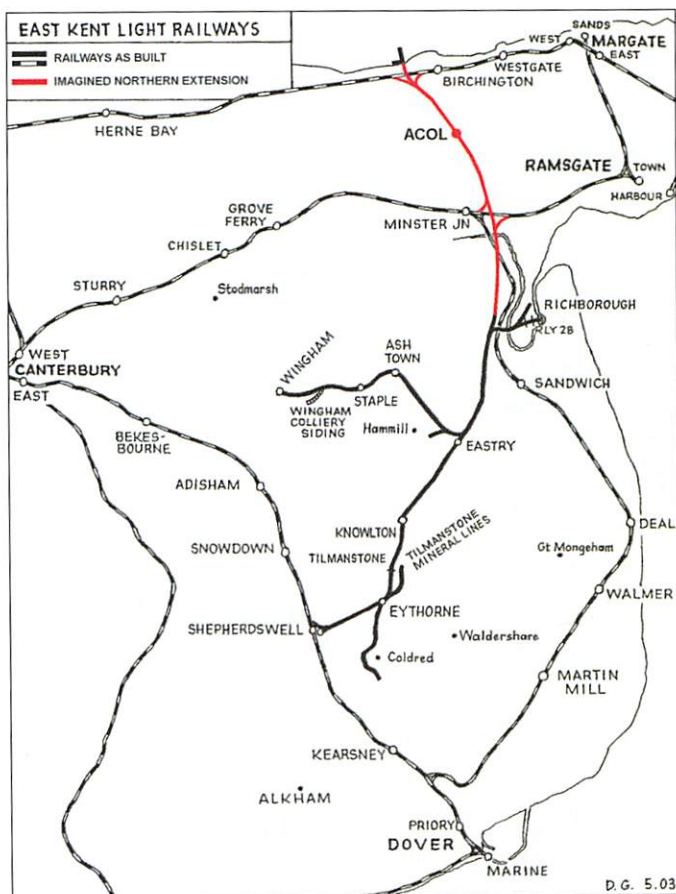
Acol

A delightful 4mm/1ft 16.5mm Colonel Stephens style layout described by its creator, K&ESR Volunteer Jez Laming

Working on the premise that Lieutenant Colonel Stephens fulfilled his plan to extend the East Kent Light Railway to the north Kent coast coal export harbour at Birchington, this layout (my first) depicts a fictional country station serving the remote village of Acol – a real location and neighbouring village to Manston. (Incidentally, I've also been involved in the restoration of the Bullied Pacific named after the nearby airfield from a very early age). This northern arm, an extension of the Richborough/Sandwich Road branch, proved so successful that the EKR system flourished, continuing to serve the area well into the 'Big Four' era - hence the mixture of both EKR and Southern Railway stock.

The layout started out as a freelance idea drawing inspiration from the many Southern Railway branch-lines of the pre-nationalisation era. (And for those of us of a 'certain age' hallowed memories of a later era - Ed.) This slowly morphed into the idea as detailed above. As a project to occupy the time between jobs and due to space constraints at home, the layout originally measured just 8ft x 18in with one four road traverser and a headshunt in front of the engineering/warehouse building. It was never intended to be a travelling showpiece, but with invites to at least two shows within the first 12 months, this proved totally inadequate for exhibition purposes so I have since added another 4 ft to its length including a second traverser.

Since the layout's inception, it has gone through a number of design and technical modifications including working signals from the excellent



MSE range, and the gradual replacement of the Ready-to-Run stock with more prototypical examples including a '00 Works' of Hastings Adams Radial tank (No.5), a selection of four wheeled coaches (adapted from a number of Ratio GWR coach kits ten eight plank Tilmanstone Colliery coal wagons with transfers commissioned from Steam & Things - these were running before the K&ESR's full size one appeared alongside their five plank 00 version! Other locos currently in 'the works' are an 01 class (No.6), a K&ESR 2-4-0T (No.2 Northiam) this loco being well travelled, appearing on the EKR during the 1920s, and the K&ESR steam railmotor, as an example of the type of vehicle the Colonel might have deployed on the EKR



Detail of the station yard area of the layout (Jez Laming)



View of the warehouse and sidings (Nick Pallant)

had the section portrayed been a reality. As well as these ongoing projects I currently run various other locos including an ever growing stud of differently livered LB&SCR Terriers, a re-sprayed Dean Goods 0-6-0 (a photograph of which appeared in *Tenterden Terrier* No. 112 Summer 2010) and a suitably re-sprayed and renumbered L&YR 0-4-0T Pug. Although this is far from prototypical I believe it gives a fair representation of the many small tank locos which ran on the EKR. Another loco I would like to run is an Ilfracombe Goods 0-6-0, although these kits are as rare as hens teeth.

The *Terrier* Editor, who seems much taken with Acol, has paid me the compliment of saying that he considers the layout an excellent example of how to get a lot into a small space. Something which had not occurred to me until the Editor pointed it out, is that Acol looks something like Rolvenden might have appeared had the current heritage era track layout existed during the 1930's, albeit with an EKR, rather than

K&ESR, style platform on the other side.

Any modeller will tell you a layout is never finished and this one is no exception. I'm always finding things to tweak. I hope I have, without indulging in 'twee' dereliction, done the spirit of Colonel Stephens' railways justice. If not, I'm always open to suggestions!

The layout appeared in the carriage shed at Tenterden during the K&ESR's 2010 Spring Gala attracting much favourable comment. It's subsequent outing was to the Erith Model Railway Club Bexleyheath show on 18th/19th September and Acol is also booked for the Wimbledon MRC show on 27th/28th November. For the future, if there are any interested Exhibition Managers out there, please contact me via the Editor.

This article was adapted from an item which originally appeared in The Colonel, journal of the Colonel Stephens Society, with the kind permission of the Editor, Ross Shimmmon.



View of the station area with K&ESR No 3 on a mixed train (Nick Pallant)

BOOK REVIEWS

The Unknown Warrior and the Cavell Van. Brian Jones. K&ESR, 32 pages. Price £4. Available online at <http://www.kesr.org.uk/acatalog/K&ESR.html>

Why the fuss about the Cavell van, a perfectly ordinary PMV wagon to most eyes?

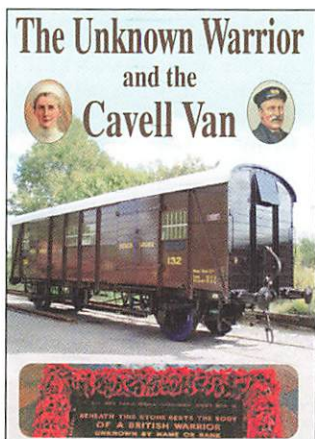
Well this booklet seeks to focus our attention on the past events that have helped bring to fruition a long deferred

project to restore the most historic item on the railway, indeed probably the only one that would command national attention.

The van itself is of significant railway interest in that it is the prototype of 1500 or so vans that to those of us of a certain age were such a feature of railway life in the South. Their introduction had been a revolution against the old aesthetics that the vehicles for carrying passenger luggage and perishables should match the coaches with which they ran, but this was soon forgotten. What mattered to the Southern Railway was that they should be value for money and Maunsell's team from the S&ECR delivered. Of course no other railway followed their example, which perhaps demonstrates why the Southern's Sir Herbert Walker was the shrewdest of all General Managers - would that the railway had his likes today.

But of course the van itself is not really what makes it so iconic. It has earned its place by playing its part in three events after the catastrophic WW1 which even today have burned themselves into parts of our national consciousness. Ninety years ago, to quote the author:

'Empires had fallen and the world had changed for ever....Millions were bereaved, often without any access to the normal outlets of funeral ceremonies or even access to a simple grave, for distressingly high numbers of



casualties had no known grave or specific identity ... a national focus was needed.... The first sign of this came with the campaign for the repatriation of the remains of Nurse Edith Cavell in May 1919; the second Captain Edward Fryatt the following July; and the culmination was the inauguration on 11 November 1920, the national memorial day, of the permanent Whitehall Cenotaph and its accompanying interment of the remains of an Unknown Warrior in Westminster Abbey.

No short review of this kind can do justice to the fascinating tales of these national martyrs and icons, and I must leave you to read the booklet for an incisive glimpse of these. Suffice to say that the 'Special Van', as it was then known, was used to convey their remains from Dover to London amidst scenes of mass national interest and mourning. Such was the impact on the railwaymen of the time that the van and its brethren became known for many years as Cavell vans.

The author notes that when asked at short notice to write this booklet he anticipated a straightforward task based on secondary and tertiary sources, only to be disappointed at the variation between accounts of the principal events and the thinness of material on the particulars of the journeys. However he understates his own role in uncovering the use of the van, in particular to convey the Unknown Warrior's remains. This revelation itself must cause the NRM in particular to wonder at their refusal to accept the van when its future was in the balance some years ago.

With the use of more primary research the author has produced a concise account of the events of 90 years ago, as they concerned a humble van and its contents. In places, particularly in quoting some contemporary accounts from 'The Times', it reduced this, perhaps overemotional, reviewer to near tears.

The booklet, produced in a style familiar to some since the author is a former Editor of the *Tenterden Terrier*, contains many revealing and previously unpublished photos including one of the Warrior's beautiful coffin, a replica of which now blesses the exhibits in the van itself. Not without the odd very minor error this booklet does its job in placing a railway vehicle of national importance in its proper context and praising its near miraculous rescue by us. It should have its place on every member's bookshelf.

CS

Junction Road Weekend –Travel Rights

Plans are, of course, well in hand for the Junction Road Weekend in March 2011. With this in mind, the K&ESR Board has decided to allow, on this occasion, equality of travel rights between Rother Valley and Kent & East Sussex Railway members. Free travel will be available on production of a valid Grade Card and travel at a discount on production of a current membership card, for either Railway.



KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2010

1st	Jeremy Nelson	No. 425	£60.00
2nd	Joyce Davies	No. 477	£40.00
3rd	Max Dunstone	No. 299	£30.00
4th	Kevin McArdell	No. 457	£25.00
5th	John Pearson	No. 206	£20.00
6th	D A S Vear	No. 356	£10.00

July 2010

1st	Brian Heyes	No. 151	£60.00
2nd	Bob Clifford	No. 016	£40.00
3rd	Mrs J E Sime	No. 522	£30.00
4th	Meg Gooch	No. 238	£25.00
5th	John Anthony	No. 532	£20.00
6th	Mark Justice	No. 352	£10.00

June 2010

1st	Peter Landon	No. 323	£80.00
2nd	Michael Webb	No. 260	£60.00
3rd	Ross Shimmon	No. 088	£50.00
4th	R Lukehurst	No. 217	£30.00
5th	Nigel Thomas	No. 362	£20.00
6th	J W Charman	No. 162	£15.00
7th	Ray Crampin	No. 543	£10.00

August 2010

1st	G A Aldridge	No. 147	£60.00
2nd	B P Germain	No. 139	£40.00
3rd	Tim Spafford	No. 517	£30.00
4th	Ross Shimmon	No. 221	£25.00
5th	Mike Webb	No. 260	£20.00
6th	Keith Howell	No. 533	£10.00

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

DIESEL GALA



Above: Jon Edwards collects the token and releases the Bodiam staff at Northiam during the diesel Gala (Colin Avey)

Below: Visiting class 27, D5401, at Wittersham Road (Alan Harmer)





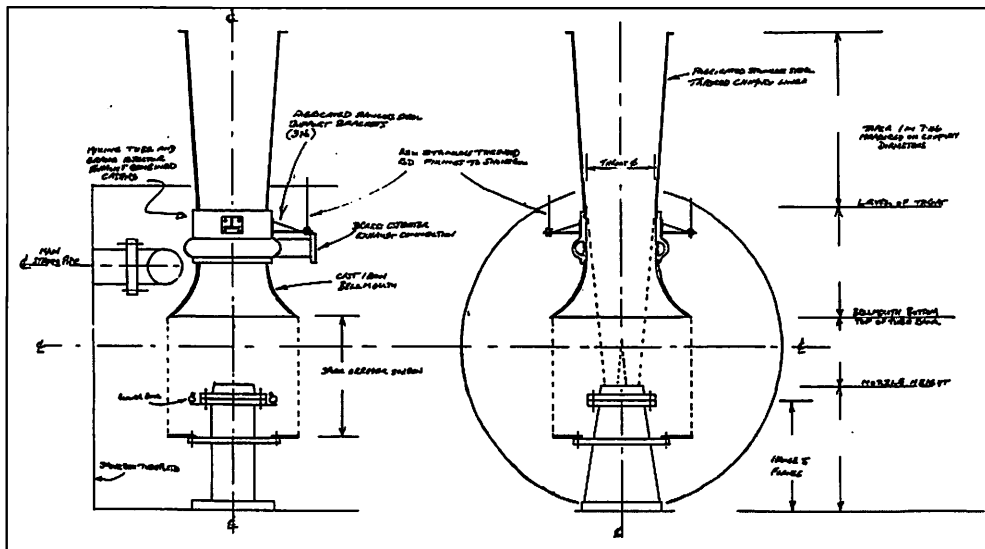
Above: 'Ford' diesel and in house Class 33 in Tenterden headshunt (Hugh Nightingale)

Below: Class 03 with Birdcage in classic light railway style at Tenterden Town (Colin Avey)



American π (Pi)

In April 2010 K&ESR USA tank No.65 emerged from Rolvenden loco works with permanent modification to the blast pipe and chimney completed. The changes were primarily intended to improve the boiler steam generation but had the added objective of improving the combustion of the coal and thus reducing coal consumption. A day hauling a five coach service train demonstrated that the 44 per cent improvement in drafting established with the temporary test equipment during the 2009 season had been maintained by the permanent installation. Chris Greatley explains the engineering of this project..



General Arrangement of new blastpipe (Chris Greatley)

The impetus for these changes came from the frequent occasions when No. 65 had stopped on Tenterden bank having 'run out of breath' or just made it into the station with barely 100 psi boiler pressure (operating maximum of 210 psi). The decision was made to seek an improvement during the final stages of the major overhaul at its completion in December 2007.

It is interesting how, sometimes, a number of events come together. This was certainly the case for No. 65 when, quite unrelated, in December 2006, a Symposium on 'Modern Steam' was held at the National Railway Museum in York. Lawrence Donaldson and I attended for the K&ESR. One presentation considered the potential for improvements to combustion on locos in preservation by redesigning the drafting arrangements. That lecture by J J G Koopmans presented some quite complex information based on his then recent PhD thesis. There was far too much information to rationalise in the 30 minute presentation but plainly there was potential

relevance to the poorer performing locos at Rolvenden.

Then in June 2008, totally unexpected, a book giving the lions share of Dr Koopmans thesis appeared at Rolvenden as a loan. 480 pages gave details and extracts from tests of locomotive drafting carried out in different countries between 1855 and 1985. These included limited experiments carried out by Koopmans in Holland for his thesis. The book proved to be a mine of information and many hours were spent sifting out the fundamentals. This was a significant task as each experimenter approached the issues from a different angle, some using scale test rigs, others using full size rolling tests and almost all showed a bias towards proving preconceived ideas.

Developments into Improved Drafting

Serious developments appear to have started with the Adams vortex in the 1880's. After that various configurations were tried to break up the edge of the steam jet using projections into

a circular nozzle. Later, the nozzles were divided to form multiple jets and many well known names appeared during this period of intense interest - Goodfellow, Kylala and Chapelon with his Kylchap arrangement. Geisl produced the characteristic slot shaped tapered chimney and many other variations and names appeared. In 1899 in the USA Don Sweney demonstrated improved drafting with a circular nozzle with radial slots. The 1920's saw George Armstrong develop the Sweney nozzle into a jet with six radial petal shaped orifices. At about the same time, Chapelon had concluded combustion efficiency could be increased between 5 and 15 per cent by improved drafting and thus a reduction in coal consumption could be reasonably expected.

Reviewing all the multiple orifice work highlighted the relative simplicity of the Armstrong arrangement. His paper published in 1930 contained dimensions of his modifications to large freight locos complete with tables and graphs of test results which he plainly intended others to use. Despite being successful in America his arrangement did not appear to 'cross the pond' to the UK. All multiple orifices divide the exhaust steam into a number of individual jets which serve to increase the peripheral surface area of the volume of steam being exhausted and create vacuum pockets between the individual jets. These contain smoke and gases and thus improve the drafting. Each of the multi orifice variants had its' disciples proclaiming the efficiency benefits of one particular design over all others. It is impossible to know which was actually the most efficient.

Principal Considerations

A number of basic principles were sifted from Dr Koopmans book which were used in the successful re-design of No. 65's smokebox internals.

The blast nozzle

Smokebox vacuum is created by entrainment of the smoke/gases at the periphery of the steam jet. This was demonstrated by sampling across the diameter of a chimney which had a circular blast orifice (nozzle) beneath it. The highest concentration of particulate matter was found within two inches of the edge of the chimney with the central area virtually devoid of particulate, just steam.

Entrainment is improved if the periphery of the steam jet is increased for a given steam volume. It follows that the effectiveness of plain circular

blast nozzles is limited and several methods to increase the periphery have been used including using double circular blast pipes and many highly efficient multiple orifice configurations.

The steam jet expands with an included angle of $2 \times \tan^{-1} 0.1 = 11.4$ degrees

The height of the blast nozzle can affect the areas on the fire grate which burn most vigorously. Many workers concluded that the top of the nozzle should not be higher than the smokebox centre line.

The Chimney

The benefits of taper chimneys over parallel and the value of correct proportions were established and it was clear that chimney dimensions are as important as the blast orifice. Sizing of the chimney is based on the exhaust nozzle and the grate area, and the following observations can be made.

The expanding steam jet must contact and fill the chimney before the chimney top preferably at the 'throat'. The chimney then confines the expanding mix of steam and smoke.

The chimney should be tapered, and a taper of a two inch increase in diameter for 12 inch in length was arrived at by many. Extending the chimney down into the smokebox increases its effective length and performance. The lower section should be parallel and is classed as a mixing chamber, the upper tapered section is described as a 'diffuser'.

The performance of a chimney can be improved by providing a lead in. A straight lead in (skirt) provides some improvement over having just an open entry, but a bell shaped lead in is the best performer. Bell shaped lead-ins are common on most UK locos but not on our shunters, the J94's are similar to the USA tanks in having only a hole cut in the smokebox for the smoke to escape.

Petticoat pipes

Some workers held the opinion that multiple petticoat pipes used to draw smoke from several points vertically up the height of the smokebox would increase the performance. However, the stability of these assemblies was often inadequate and many abandoned the complex arrangement as impractical in the harsh environment of the smokebox. Armstrong elected for simplicity by using only a bell mouth entry to the chimney.

Loco No. 65

The original blast nozzle was a curious design

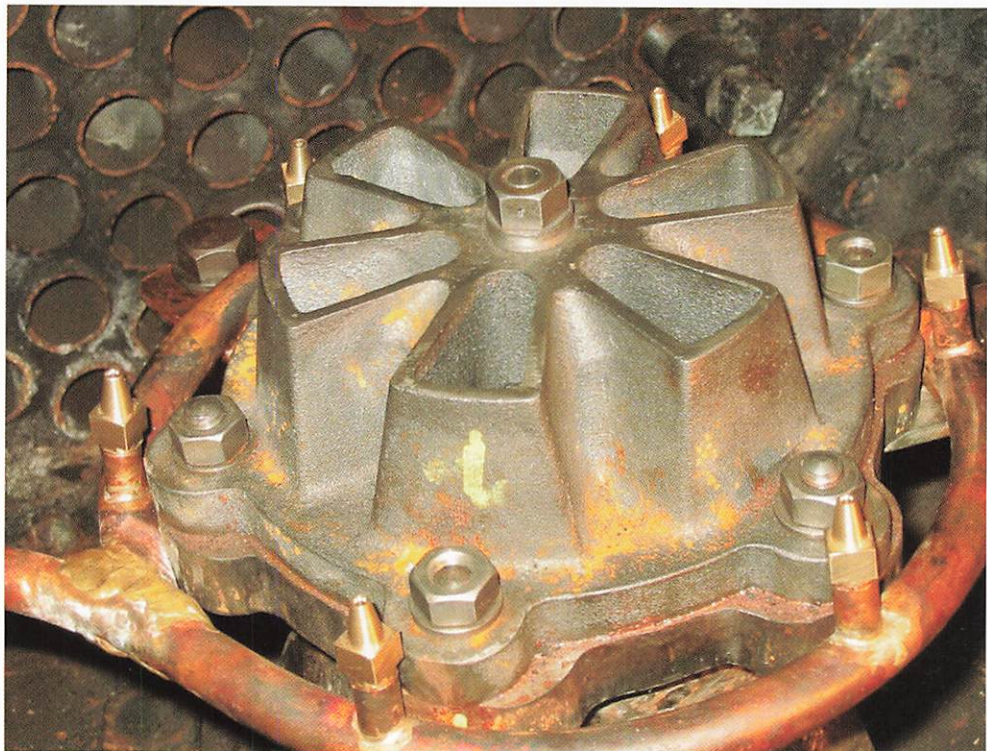
with a very long (four inch long) steeply divergent opening above the minimum diameter of the orifice. Above it, the chimney sat on a hole cut in the top of the smokebox. Plainly none of the research carried out in the years before its' manufacture had been employed and it is little wonder that its boiler efficiency was limited. However, the expectation of short term wartime use as a shunter did not warrant great finesse in front end design.

The Armstrong design for No. 65

Of all the multi-orifice blast pipe arrangements George Armstrong's was the most attractive because it was uncomplicated and would be robust in service, but by far the biggest attraction, it was 'adjustable'. The adjustment took the form of circular disks which could be fitted over the central area thus restricting the effective area of the petal openings. This would both increase the blast pressure and the size of the vacuum pockets in the centre area, giving an opportunity to 'tune' it up should the initial design fail to reach expectation. Restricting the exhaust in that way of course would increase the back pressure on the engine. Armstrong's tests

resulted in a chimney diameter of 22 inches matched with a 12 inch diameter 'six petal' nozzle. Thus the central area was large enough to experiment with disks from 2.75 to 5 inches in diameter. Plainly massive dimensions compared to Loco 65. He reported a 50 per cent increase in smokebox vacuum and 40 per cent increase in steam generation for his optimum arrangement. His huge freight locos had plenty of room in the smokebox but it still required moving the chimney forward and increasing its diameter. By contrast we needed to retain the external appearance of No. 65's chimney and to shoehorn our design into a very restricted space with the internal extension of the chimney giving adequate access for maintenance. The design for No. 65 resulted in a six inch diameter nozzle which plainly limited the size of any subsequent adjustment disks. In the event, the performance of the nozzle as cast reached expectation so no discs were required.

A mix of calculation and scale drawing was used to establish the effective diameter of the nozzle across the 'petals' - the central area has no opening. The resultant total cross sectional area for the six petals was close to that of the original



New blastpipe arrangement installed in the locomotive smokebox (Paul Wilson)

circular nozzle to ensure similar back pressure on the engine. However, scaling down the dimensions compressed the jets in the nozzle with the attendant risk that the reduced area for development of vacuum pockets would impair the overall efficiency. Clearly there was a balance to be struck in the design. If the benefit was too small the experiment would be wasted effort but increasing smokebox vacuum too much could result in the fire being pulled to pieces. *(Dare one mention the words 'Bulleid Pacific' in this context - Ed.).*

The formation of the petal shapes is quite complex but a photograph in Armstrong's paper was sufficiently detailed to allow a drawing to be prepared to our size. The remainder of the design and layout was straightforward, though some care was needed at each stage as scaling areas and diameters does not produce the same result!

Clearance was given for limited expenditure to run a proving test, the overriding condition was that any changes would be immediately reversible. Plainly the system had to be demonstrated before committing to the

manufacture of the patterns and castings. A number of 'short life' fabrications were made at Rolvenden. The six petal nozzle was too complex to be fabricated but our pattern maker rose to the challenge and produced a beautiful cast interpretation of the nozzle drawing.

Included in the design was an engineered exhaust for the brake ejector in the form of a 'snail shell' expansion chamber and discharge. This method has been widely used on main line locos but a new design was required for our application. This detail was incorporated into the mixing chamber casting for the chimney and proved to be a considerable improvement on the previous 'open pipe' discharge into the chimney.

Whilst the drafting improvements focussed on the 'front end' a review of the firebox end and the primary air supply to the fire was carried out. A short and shallow brick arch had been fitted in preservation to improve combustion but this tended to make firing to the front quite difficult due to the very limited height above the grate. Whilst the modifications in the smokebox were proceeding, the firebox end received



The complete installation within the engine (Paul Wilson)

attention with the front of the grate lowered slightly giving a slight slope to the front and the angle and length of the brick arch were both increased. Thus firing to the front of the box and the flow of combustion gases within the firebox would both be improved. The supply of primary air to the ashpan was also increased.

Testing the Modifications

In order to measure any improvement the loco had been fitted with a water manometer to measure typical smokebox vacuum values prior to the changes. For later tests an additional tapping allowed the steam pressure in the blast pipe to be measured. Several test runs of the temporary modifications were made using a five coach train with an experienced driver and fireman team to ensure inadequacies in firing did not adversely affect the results.

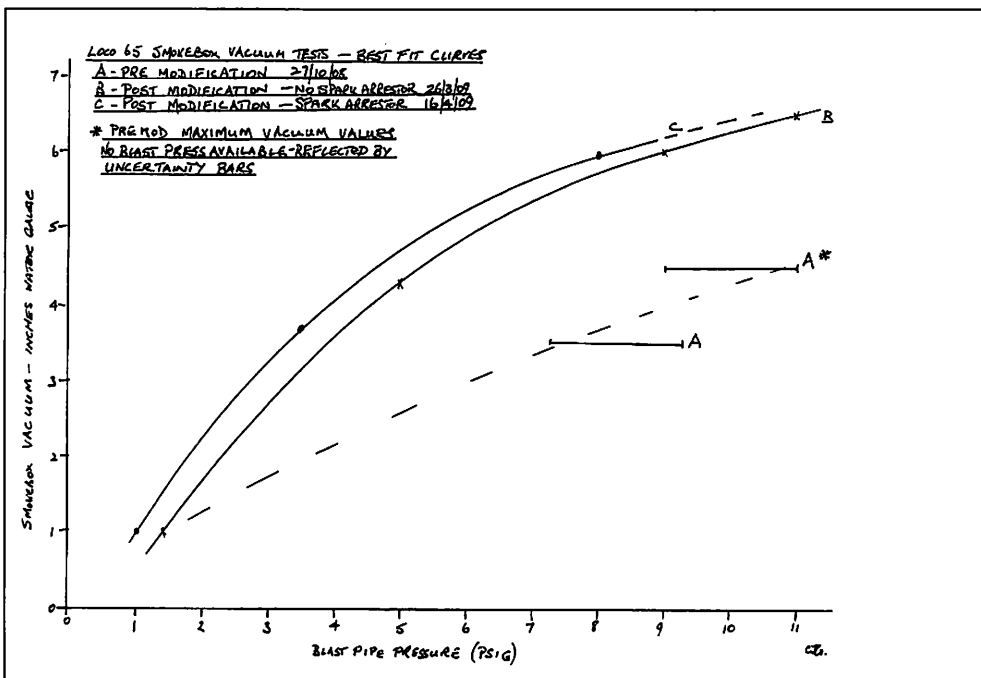
The accompanying figure shows the comparison between the pre and post modification results. It is noted that the pre mod vacuum values have been plotted using a best estimate of blast pipe pressure whilst the later tests are plotted against the measured steam pressure. Light engine to Tenterden and on the flat along the Rother valley vacuum values were similar to the pre-mod test at around two inches water gauge

(WG) although a reduction in smoke indicated better combustion. . Loaded tests showed an improvement in maximum smokebox vacuum on the climb into Tenterden from 4.5 inches WG to 6.5inches WG, some 44 per cent improvement.

Direct comparison with Armstrong's work is not relevant due to the difference in locos and his use of a one hour test at steady conditions on a rolling road. Our high power periods are really quite short duration and all our tests were conducted 'in-service'. As a result the loco and boiler had only just settled into an equilibrium when suddenly the test was over as we reached the top of the Tenterden bank.

However, it demonstrated the dynamics of the pressure systems. There is a delay of many seconds between regulator adjustment and the blast pressure reaching its new equilibrium and a further delay before the smokebox vacuum settles out.

Steam generation was significantly increased and now allowed boiler feed water to be applied whenever required throughout the climb to Tenterden. Indeed, boiler feed was often necessary to silence the safety valves. Inside the firebox, the changes to the brick arch and



Results from Loco 65 improved drafting modification (Chris Greatley)

primary air supply has altered the pattern of coal burn on the grate, now the centre and back of the fire tended to burn out preferentially rather than the front corners.

The improvement in combustion means that care is needed to prevent 'over firing' on the later part of the climb otherwise a lot of steam is lost through the 'safeties' whilst in Tenterden station (with the accompanying noise). No doubt firing skills will be adjusted to the new characteristics as more firing turns are clocked up. The quantity of coal remaining after two trips to Bodiam leads to the judgement that between three and four hundredweight less coal is being consumed each day. Broadly speaking that reflects between seven and ten per cent saving on fuel.

Summing up

It is perhaps appropriate that our USA loco now has a blast system with its' roots in the US. The improvement in steam generation and coal saving matched expectation and this success justifies the effort and cost of this modification. Savings on coal for the 2009 service alone are estimated to be in excess of £1000.

Much of the initial cost lies in pattern making for the castings but as we have two similar locos that expense will be defrayed when the second loco is overhauled. Coal costs will no doubt continue to rise and the investment will soon be repaid in full.

The possibility exists that owners of other USA tank locos may show interest in our design and the castings and there is potential to employ

selected castings on other locos in the Rolvenden stable.

Acknowledgements are of course appropriate, Adrian Landi started the ball rolling with the tapered chimney liner way back in 2007. He was an enthusiastic supporter of improvement and his procuring the loan of Koopmans' book initiated the redesign. Adrian undertook the firebox end of the project as his 'baby' and fabricated most of the temporary test installation. My contribution was just the 'words and music' whilst Engineering Manager Paul Wilson carried the project through the management decision process and encouraged investment in the experiment. Nick Young spent many hours machining, not one, but two, blastpipes, both for the temporary and final installation (and retained his sense of humour!) Several volunteers have worked on the scheme and my thanks are extended to everyone who had a hand in the project however small.

Thanks also to Henry Mowforth and Adrian for shovelling the tons of coal on the test runs, I know they enjoyed the challenge and the personal competition to get the best out of the engine. Finally, I have to recognise the talents of our contract pattern maker who made the superbly detailed castings possible, without his skills our Armstrong nozzle would not have been born.

The experience and knowledge gained in the fundamentals of locomotive drafting has been valuable and I am hopeful that this serves as an insight into just one area of the work undertaken at Rolvenden.



No 65 tested for new drafting arrangements (N. Pallant)

GRICER'S MARK I MUSINGS

Those who make it to the end of these articles, (thank-you, both), may have noticed something strange. This time last year, Gricer had clocked up twenty-three years service as a volunteer. July 2010 saw that tick over to twenty-four years. And now, four months later, twenty-five. This is not a case of Gricer putting forward his clocks rather too much, merely one of losing track of time – one of the first signs, Gricer understands. The Company Secretary informs him that this year is indeed his twenty-fifth: which only makes Gricer mindful of the huge number of volunteers whose years of service make him seem like a mere newcomer. It must, surely, speak volumes about the 'community' we have here on the railway; which only makes Gricer wonder whether.

There's something in the Water.

Let's face it: the Locomotive Department has been saying it for years. But no, it was a conversation with colleagues that set Gricer's thoughts wandering. One made the observation that once new volunteers have completed six months with us, they become 'hooked'; it's a hobby for life. It seems to have a ring of truth about it. Gricer can recall very few new volunteers who have fallen by the wayside. There are bound to be some who do, for various reasons; but rough and ready research on Gricer's part reveals that even those who he has traditionally referred to as the 'youngsters' have been part of the railway for rather a long time. They, too, are now mentoring a second generation of younger members – terrific. But perhaps they should be warned: after six months, there's no escape. You'll be addicted. It's probably just as well we don't award pocket watches for ten years service: we'd need rather a lot. Long may it continue.

The Electric Railway.

Electric multiple units on the Kent & East Sussex? No, Gricer refers to the tremendous buzz that has pervaded the railway this season. Earlier this year, in one of his blogs, (accessible via the railway's website), the General Manager stated that we were getting "better and better at running major events." If the 'sold out' signs at the Thomas™ 65th birthday celebrations are anything to go by, it would be hard to disagree. Admittedly, it's a strong brand, but customers seek more than that. They need the confidence that we can deliver. The fact that all trains across two days were fully booked before the weekend even started, demonstrates the trust that people have in us. And did we repay that trust? We did.



Nos 3 and 32678 stand opposite Wittersham Road signalbox (Jon Middleton)

Big time - by creating an electric atmosphere.

But it goes considerably beyond Thomas™. The winter may have been harsh – and the summer had its moments – but Gricer has observed a sense that come hell or high water we were going to do things well and enjoy ourselves. Despite his earlier reservations, the beer festival deserves special mention. The Seventies weekend (*decade that is – not the clientele – Ed.*) was positively pulsating: a tremendous Abba tribute band, and everybody entering into the spirit of the occasion. (*No they didn't, the lights stayed on and no-one went on strike – Ed.*) The Chief Station Master dressed as a hippie with shoulder-length hair, (or was it a hippie with shoulder-length hair dressed as the Chief Station Master, Gricer isn't entirely sure), a brilliantly sunny weekend, and crowds of visitors determined to relive the period. All produced an atmosphere worthy of bottling.

Gricer is, nevertheless, mindful that none of this happens of its own accord. It takes a huge amount of effort on the part of many people, (see how many staff and volunteers are on duty during a Thomas™ weekend). And that effort – planning, fine-tuning and so on starts months in advance. But, as the General Manager suggested, it does make our special events particularly good.

The Reason Why.

It was during an all too brief, peaceful respite from the crowds during the Thomas™ birthday event in July, that Gricer took the weight off his feet and passed the time of day with a colleague. "I don't know," Gricer mused. "What would the Colonel make of all this?"

"He'd probably be horrified," replied colleague, as Duck came into sight. He pondered a little,

before continuing, "That so many people do all this for free."

An interesting point. Why *do* we do it? It isn't an easy question to answer. Try it. Cliches are not allowed, so forget, "to make a difference" or, "it's my hobby." Our paid staff presumably do it to earn a living; that's fair enough. That aside, do we all do it to rake in money hand-over-fist for the railway? Gricer prefers to hope that it is more a case of simply doing a good job while simultaneously taking a little time to enjoy ourselves. From a personal viewpoint, he has done his best to answer the question elsewhere in this magazine. To which, with the benefit of hindsight, he might also add "sharing an interest with a group of pleasant, like-minded people."

The question "why" might also be extended to "why not?" Of all our members, there is still a huge proportion that does not volunteer. Strip out the usual suspects, such as too busy; work commitments; family commitments; not enough time.... They're issues for most volunteers. So: why not?

And the winner is...

Actually, in the matter of the railway's colour scheme / livery / image policy vote, there is no winner nor, Gricer hopes, loser. The membership has voted to pursue the rural light railway image. Which, judging by the way the vote was divided, is going to disappoint a significant number who preferred to keep the Rolvenden site in Southern livery. It reminds Gricer of the reader feedback page in the Saturday edition of *The Times* where the page's writer, tongue-in-cheek, has set up an adjudicatory body where grievances may be aired. She calls it OFFPlease – the Office of you can please some of the People some of the Time etc... In other words, you just can't win. Now, bearing in mind that rumblings about colour schemes, image and livery may continue for some little while, Gricer would, in similar vein, like to propose the Railway establishes an Office for Feelings about Livery, or OFFAL. Being an expert in talking tripe, Gricer puts himself forward as quasi-chairman.

Seriously, though, Gricer makes these observations – in no special order.

The Southern Railway colour scheme did not look at all unpleasant at Rolvenden.

In just what colour *are* the remainder of our station buildings painted?

The Kent & East Sussex was never absorbed into the Southern.

If the Colonel could have obtained sufficient

quantities of Blossom Pink with a hint of Moroccan Sahara at a bargain price, then his buildings would have been painted that colour.

We live in a democracy.

The membership has voted.

Finally, just one point worthy of thought: if we were to ask visitors as they left Tenterden in what colour the various station buildings were painted, how many would remember?

Big Boys' Toys.

Or playing trains. Gricer is well aware that these expressions, rightly, do not curry favour among working members. He uses them merely to illustrate a point made by a colleague. Gricer was remarking how sad it was that there was such a low turnout for the Diesel Gala in June. With which comment a colleague agreed, before adding that while money and passenger numbers are important, we occasionally, "need time to play trains," and put ourselves first. Gricer concurs. The Diesel Gala was certainly interesting for staff to work. What a change it made to blow away the cobwebs and give some of our more unusual motive power an airing. The trouble is, that through under-utilisation, the cobwebs were more literal than metaphoric. Gricer shudders to think what kind of arachnid monster might have been lurking in the engine compartment of the Ford diesel awaiting unwary enginemen.

To Gricer it seems faintly absurd that in the Ford alone, we have *the* oldest working diesel electric loco in the *world*. And how do we celebrate that? We mothball it in a siding for what seems like 364 days each year. Now, Gricer professes that he is no expert in timetabling; he also acknowledges that some of our locos will not take too much of a pounding. But surely it isn't beyond the realms of possibility to find a path on ordinary working weekends to run the occasional diesel-hauled demonstration freight train, or even light engine, in addition to the scheduled services. Gricer is sure there would be little difficulty in finding crews. It provides interest for our visitors, and it adds variety for our staff while at the same time providing valuable footplate experience. Nor can he imagine it would be too costly; we could even hitch a passenger coach onto one of our more powerful diesels – it needn't appear in the public timetable.

Nobody would be forced to use it, but what a talking point it would be. While at the same time allowing the diesel enthusiasts among our volunteers, (and there are many), to enjoy themselves. Which, after all, is what it's all about. Isn't it?

From the Chair

An abridged version of the Chairman's address to the 2010 AGM

This year, I have the pleasant duty of telling you that in 2009, thanks to everyone's hard work and enthusiasm, we achieved a cash generation in excess of £100,000.

One small cloud is the redemption of the Bodiam Bonds, Bond-holders will have from 1st June 2013 until 1st December 2013 to claim their capital. A Bearer Bond has no named holder – possession is proof of ownership. The problem is calculating how much capital might be redeemed and we have no exact way of determining this. Interest payments are about £25,000 a year, derived from a capital holding of about £300,000 - the assumed base level for redemption. Added to that must be a sum from people who do not claim interest but intend to redeem capital. We might reasonably add in a further £50,000 - £100,000 to cover those, thus totalling a probable minimum £350,000 and a prudent maximum assumption of £400,000. Also to be added into the cash equation is about £150,000 of working capital - money we need in the bank at the end of December 2012 to take us through the first six months of 2013 where we always make a loss, being a highly seasonal business. Thus, our cash need at 31 December 2012 is around £550,000.

By the end of 2010, we estimate, we will have generated a cash surplus of a further £60,000. But all this and more will all have been spent on the carriage shed extension – overall cost £140,000 less donations of £20,000. We therefore anticipate having some £270,000 in the bank - some £280,000 less than the £550,000 needed in December 2012. However, another major 'known unknown' is the amount of cash we can generate in 2011 - 12. By way of perspective, we have in the last 10 years repaid more than £800,000 of borrowings. However, a prudent assumption of generating not less than £25,000 in each of these two years produces a cash balance of £320,000 – a shortfall of £230,000.

One way of saving money, regularly advocated by some, is to sack all paid staff – theoretically generating more than half a million pounds a year. But the reality is that

we would not have a railway to operate. I dealt with this issue in the July 2008 edition of the *Terrier* and the basic facts are unchanged. We employ staff because we do not have sufficient volunteers and they perform duties volunteers are unwilling or unqualified to undertake. In this respect we are no different from comparisons with other similar heritage railways. In 2010 we are budgeting for 30.2% of turnover. In 2011 an increased turnover with the same staffing levels brings the ratio down to 29% - not a massive change but a change in the right direction.

We could generate more income with volunteers. Staff have to do turns normally done by volunteers. In addition, our staff are not well paid and are working more than their contract hours. Criticising the wage bill is negative. The Finance Committee and Board are taking steps to ensure that we can obtain bank funding to cover whatever the gap in funding may be. A bank loan of a further £230,000 is well within our ability to borrow and repay, bearing in mind we will have taken £500,000 off the debts. Trustees could have frozen all investments and hoarded cash. However, we considered it essential for the future security of our business to purchase the Pannier Tank. This absorbed £200,000 set aside for the Bonds. Stopping investment altogether would have led to a deterioration in product quality and risked falling revenue. Also we have a list of infrastructure projects which are deemed essential for both the development of our business and to eventually run services to Robertsbridge. The carriage shed is the first piece of that jigsaw.

It made sense to build the shed extension now and borrow to repay the bonds later, rather than the other way round. Either way, a bank loan would be necessary and as I said the Finance Committee is actively investigating alternative sources. We already have an offer in principle from Natwest but we are looking for competitive offerings elsewhere. The more profit we make, the less we may need to borrow.

Carriage Shed Extension

FULL STEAM AHEAD

I'm delighted to announce that construction of the extension to the Tenterden carriage shed started on 27th September. The extension will double the covered maintenance space available at the site and is vital to providing sufficient, high quality rolling stock for current services.

By mid November, the major ground-works will be complete, the steel frame erected, and the shell will be largely watertight with the roof and cladding nearing completion. At this point, K&ESR will once again rely on its Volunteers and there will be opportunities to help with the relaying of No. 3 road, concreting, path and brick laying, painting, and fixing the weatherboarding.

It has taken the considerable efforts, commitment and charity of many members, Volunteers and staff to get to this stage, and I

would like to extend sincere thanks to them all. But of course, there is much more to do. I would be pleased to hear from any member who wants to get involved and who is skilled with a hammer, paint brush, trowel or shovel.

Following the generosity of members, the appeal has already raised £20,705. However, with the whole project likely to cost £200,000 we need more members to chip in whatever they can afford, and appeal envelopes are still available from the Railway to make this easier.

With your continued support, we hope to have the shed that staff and Volunteers deserve, and the Railway needs, bang on time on 16th January.

Tim Hockney
Project Manager (Volunteer)
tim@kesr.org.uk



Ground works nearing completion for the Carriage Shed extension at Tenterden (Lewis Brockway)

Raise money for Kent and East Sussex Railway with easyfundraising

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Do you shop online with retailers like
Amazon, Argos, M&S, John Lewis, eBay and Toys R Us?

Did you know that just three members of another heritage railway raised £10,000 by using fundraising websites? Did you know you could be raising money for the K&ESR every time you do? Just remember to

log on to <http://www.easyfundraising.org.uk/causes/kesr>

whenever you shop online – it's a shopping website listing over 2000 well known retailers. When you buy something, each retailer gives Kent & East Sussex Railway a free donation! It's as easy as that - you shop, we raise funds! It's free and your shopping won't cost you a penny more. **easyfundraising** give you lots of voucher codes too so you can actually save money. To get started click on this link: <http://www.easyfundraising.org.uk/causes/kesr> then click the green sign up button. We really need your help with this so please **sign up** today.

Raise money for Kent and East Sussex Railway just by searching the web!

easysearch
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<http://kesr.easysearch.org.uk> is a search engine with a difference. EVERY TIME you use it to search the web, you'll raise half a penny for the K&ESR. It's doesn't sound like much, but the pennies soon mount up and you could raise around £20 a year just by searching. Give it a try today and make easysearch your homepage! TIP: Use easysearch at work too and ask your colleagues to do the same.



The Cavell Van at Wittersham Road during the morning of its return from Rampart C&W, Derby (Brian Janes)

TENTERDEN STUDENTS WIN CHANNEL 4 CONTEST

History students from Homewood School and Sixth Form Centre in Tenterden have won this year's 'Schools Digital Challenge' competition, in association with Channel 4.

Students, Tarn Hall, Jack Tate, Samantha Foreman and Charlotte Earl-Sayers, beat thousands of other schools to win the competition for their digital project about the history associated with the Cavell Van which is currently being restored by the Kent & East Sussex Railway in Tenterden.

Their interpretation work was recognised as outstanding and the four students were invited to join other finalists at the annual British Interactive Media Association Challenge at Channel 4 where they were subsequently declared winners for their work on the project.

The annual award is a competition for students aged 11 – 18, which is held in partnership with Channel 4 and other key industry organisations including Sky and Microsoft as part of a drive to inspire young people to get involved in the digital industry.

“The students’ brief was to devise a digital solution that provided real practical benefits for their community,” said Principal History Teacher Lesley Munro.

“The students gave a passionate and articulate presentation on their ideas to senior figures from industry, academia and government. They spoke about how their concept would be used to help

educate visitors to the railway about the history associated with the Cavell Van which will be on display again when the restoration is complete in November 2010.” said Lesley.

The students’ work will be used in the final interpretation display at the railway to inform visitors of the key historical figures associated with the Cavell Van which carried the bodies of Nurse Edith Cavell and Captain Fryatt who were shot as spies by the Germans and also the Unknown Warrior who represents all the young men lost in World War One.

The winning pupils are looking forward to taking up their prize which includes a tour of Sky studios.

Seaman Captain Charles Fryatt. As master of the *Brussels*, Fryatt attained popular acclaim in March 1915 when, heading for Rotterdam, his vessel attempted to ram U-boat U33 instead of stopping, as ordered. Forcing it to dive, Fryatt thus made good his escape. The following year, however, bound for Tilbury, his ship was surrounded by destroyers and boarded. Fryatt was charged with attempting to ram U33; he was shot after a show trial.

Van No.132’s most poignant duty though came in November 1920 when it conveyed the remains of the war’s highest profile casualty – The Unknown Warrior. Since then, it has led a varied life, most recently arriving on the Kent & East Sussex Railway.

OBITUARIES

Peter George Kynvin

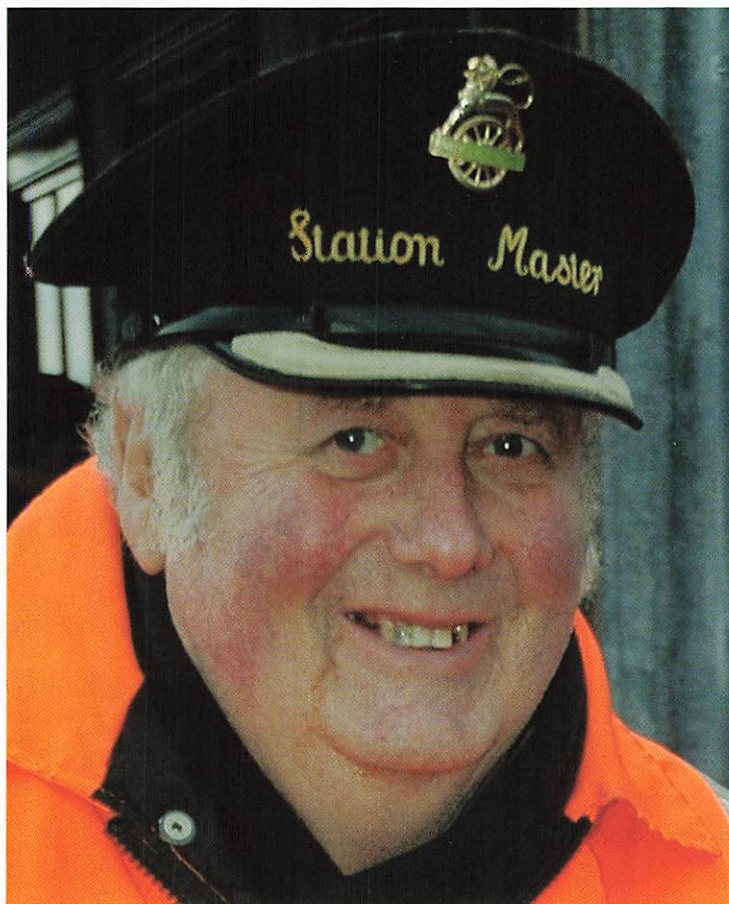
Peter was born in Streatham, South London, on 1st July 1940. When he left school he started work as a telegram boy in central London and later graduated to postman. Whilst working for the Post Office he joined the Special Constabulary and as a keen cricketer played for the Specials team.

In 1979, he moved with his family; wife Carol and children Edwina, William and Michael to East Sussex. They settled in Brede in a house in which he was still living at the time of his death. He continued working as a postman in Sussex based at Rye. Following retirement he joined the staff at Bodiam Castle.

For some years, until his death, he served as a Councillor with Brede Parish Council. He also became a driver for the 'out-of-hours' emergency doctor service which sometimes meant little sleep at night. At Bodiam Castle he had regular duty in December playing the part of Father Christmas in one of the towers – a part for which he needed little make-up and even less padding.

When his paid employment at the Castle came to an end he continued as a volunteer.

In 1999, he joined the K&ESR and initially volunteered as a travelling ticket inspector. When Bodiam Station opened in 2000 he trained as a rostered Station Master, a job for which he was ideally suited. When the treadle bell sounded, his public address



announcement became all too familiar, "good afternoon everyone. The train will arrive in three minutes. We hope you have had a very enjoyable day" !

Peter began to feel unwell in late spring and was admitted to the Conquest Hospital, Hastings, for investigations. Eventually, he refused further treatment and returned home to be cared for by his family. He died at home on 11th June a few days short of his 70th Birthday. The funeral and burial was at Brede Parish Church. We send our condolences to Peter's family.

EJRM

Tom Grimwood



Thomas Grimwood was born on the 9th August 1924 at Scadbury Park in Chislehurst, Kent.

On leaving School in 1938 Tom became an apprentice watchmaker and in 1941, at the age of 17 ½, volunteered to the Royal Air Force. He did his 'square-bashing' at Skegness before being posted to Mildenhall airbase in Suffolk where he served as an instruments mechanic, at first on Short Sterlings and then on Lancaster bombers.

He served with 267 and 15 squadrons for five years until June 1945. He was then sent overseas for further service in the Far East. Landing at Bombay, Tom travelled by train for four days on wooden seats to Calcutta then to Chittagong and from there to Akyab Island and on to Rangoon. At Rangoon he joined a squadron of Dakotas and was assigned to help drop supplies to the 8th Army in Burma. Whilst Tom was there peace with Japan was declared and he witnessed the signing of the peace treaty. He then went on to Singapore and saw the release of prisoners of war from the infamous Changi jail.

Tom served a further two years on Yorks (the square fuselaged derivative of the Lancaster) and Sunderland flying boats operating from Changi. This was where Earl Mountbatten of Burma was commander in chief of SEAC and Tom often worked on the C-in-C's personal York aircraft. Tom had many stories about his time in the RAF of how some of the planes

were so badly damaged that they used to repair one by using parts from others. He would also tell of how Lord Mountbatten would turn up at the air strip with crates of beer, roll his sleeves up and help repair the damage – just the sort of 'mucking in' that typifies the greatest leaders.

At the end of the war in 1947 Tom was demobbed and returned home to marry Audrey who he had met during their school days. They settled down in the Chislehurst area and had two children, Michael and Trevor. After working for the instrument makers Stanleys in New Eltham he joined the Central Electricity Generating Board in 1958 at the then new Power Station at Belvedere. He retired in 1985 when the power station closed and moved to Staplehurst, Kent to be near his sons, their wives and grandchildren.

It wasn't long before Tom was bitten by the bug and joined his son Michael on the K&ESR firstly at Rolvenden on the diesel Locomotives and then at Tenterden. Tom became involved with the Tenterden Railway Equipment And Traction Co Ltd where he was very instrumental in the procurement and restoration of the D.M.U which he loved. He always had many a tale to tell of his adventures at railway scrap yards and depots. One tale was of a visit to Stamford to collect radiator elements for the class 14. At his arrival at the location he quickly discovered that it was an undertaker and found himself amongst a pile of coffins!.

Tom passed away after a very short illness in the Heart of Kent Hospice surrounded by his much loved family on the 18th May 2010. Tom will be dearly missed by many of the friends he made from the railway and his family.

MG

Tom Grimwood in front of a Dakota used by Lord Mountbatten (Grimwood family)



PEOPLE IN PROFILE

In recent issues we have featured a free-wheeling column by a 'long serving Volunteer' who has written under the name of 'Gricer'. It's become an open secret that this scribe is in fact Chris Fautley, writer, K&ESR Travelling Ticket Inspector and Gift Shop Assistant. The Editor now takes the opportunity to ask Chris about his 25 year association with the Railway.

Ed. – Perhaps we could start by asking what attracted you to joining the K&ESR and then becoming a Volunteer?

It seems like an age ago and in some ways it is. It was 1985 and I still have my old grade card dating back to then. Of course it's been renewed quite a lot since then.

Quite what attracted me to the Railway is hard to say, and coincidentally this is something that Gricer had planned on addressing in this issue's column. I guess there had always been a latent interest slumbering deep down inside me; at that time, I had just started commuting to London where I worked in the Head Office of a large bank. That entailed a long commute, (from Battle), and it was probably that that finally sparked the interest. I found the whole of railway operation rather interesting: the trackwork, signalling, pathing and so on. With the passage of time, I could literally tell where we were with my eyes shut, (and be assured, they often were), just from the noise of the track and pointwork. Minor deviations from the regular route always aroused extra interest. Then there was the added bonus that my office was built over Cannon Street Station, and by happy good fortune my two immediate bosses were great rail enthusiasts; my senior manager was fanatical about anything 'public transport.'

A chance visit to Tenterden sealed the future. At the time, I had never seen a moving steam locomotive in my life! (*You are making me feel very old!* – Ed.) The flame was well and truly ignited (no pun intended) and anyhow, riding up and down all day on a steam train through beautiful countryside seemed rather a pleasant way of spending the day. That, and I suppose if I'm honest, it's being a part of attempting to recreate values and a way of life that have now, sadly, vanished. These days the draw for me is not just that, but being able to escape the pressures and hassles of everyday life. Even more importantly, it's the good company. I've got to

know a huge number of really nice people. And of course, you get to meet some very pleasant people on the trains. It's thoroughly enjoyable – although enjoyable in a leaving-you-cream-crackered-at-the-end-of-the-day kind of way.

Ed. - You joined the Railway at a very significant point. We were still running to Wittersham Road – well Hexden Bridge actually – but the advance to Northiam was coming over the horizon. What changes and improvements do you think you have seen over the past 25 years?

I could write forever about how we have become more commercialised, a leading visitor attraction and so on. But that has been well documented elsewhere. I remember when I first reported for duty, the cry went up, "Oh no! Not another ticket inspector!" I think, then, ticket inspectors were regarded with a slight degree of derision as doing nothing but riding up and down the line all day. There were also rather a lot of us: it was quite something not to have two rostered on each train, and often you put your name down for turns and did not get them. A roster clerk's dream now! For anybody who thinks otherwise, it's jolly hard work – not least because you are on your feet all day long. On really busy days, when perhaps not all booking offices are manned or we have a lot of late-comers board the train at Tenterden, I have barely been able to walk the entire length of the train by the time it reaches Bodiam. Many ticket inspectors will tell you there have been days when they have banked several hundred pounds, so I think we probably do quite a useful job! *Ed. – Protecting the revenue, to quote an ex-Chairman's catch phrase.*

Back in the old days, there were far fewer people keeping the railway running. As I recall, staff parked behind the Portakabins at Tenterden; there was always plenty of room. The buffet was in *Theodora* which was unrestored and at the back of the platform. Even so, there was something rather cosy and homely about it. The shop layout was entirely different – we've pretty much rotated it through ninety degrees since then. They certainly felt like pioneering times. As you say, trains ran to Wittersham Road and usually on to Hexden Bridge from there. The loco would run round at Wittersham, and then propel the carriages to Hexden Bridge. The guard's brake van, (invariably *Petros*), would therefore be at the front of the train while the loco propelled. The guard would open the door

across the gangway in *Petros*, this enabling him to look out ahead and be the eyes and ears of the footplate crew. He displayed a green flag out of the side window in order that they could see all was well. On arrival at Hexden Bridge, the loco then hauled us back from whence we had come. Some people used to say that during late autumn and spring, when the trees were not in leaf, you could see the traffic going across the level crossing at Northiam from Hexden. I can't say I ever did; maybe I was looking in the wrong place. Northiam, of course, seemed like a distant dream. Bodiam: crumbs, *where was that?* And Junction Road – that was somewhere lost in history.

Mentioning *Petros* in those days also evokes 'happy' memories. Then, ticket inspectors were

responsible for cleaning the train before start of service. At that time, *Petros* was fitted with some sort of industrial-type carpet, and we were provided with the latest technology with which to clean it. A stiff-bristled broom. All this did was stir up huge clouds of dust, which invariably redistributed themselves all over the floor again – not to mention the unfortunate sweeper-upper.

Service patterns have changed too. Only on high days and holidays did we run a two-train service. The first was invariably at 12.00, or in the low season 2.00. We ran midweek during June, July and August, (only), and the Railway pretty much shut down between Christmas and Easter. We didn't even open for the Easter school holidays,



Chris Faultley (Nick Pallant)

(except for the Easter weekend), and we certainly didn't run at half term. It's all so different now. Another interesting point is how our passenger loadings have changed. Even after we had arrived at Northiam in 1990, there used to be a joke that there were invariably more staff than passengers on the first train of the day. Only, it wasn't exactly a joke: it was often true. The trouble was, unless you were an ardent rambler, there was little reason to stay at either Northiam or Wittersham. So, you would catch the first train, (then 11.00), and still be back at Tenterden in time for an early lunch. Which did not exactly make it a 'family day out' on a steam railway.

Now, however, the first train is extremely busy. People make a day of railway and Bodiam Castle combined, and to do it effectively you really need to be on the 10.40 or 11.45 service. The latter is often diesel, thus the 10.40 has become extremely popular. The provision of first class accommodation has also proved high in the popularity stakes. We certainly didn't have it in the old days, and at £1 a pop it's an absolute bargain. People are very disappointed when we do not offer it – and of course, we lose money as a result.

Ed. - You seem very happy and settled as TTI and shop person – at least since I've known you. Have you ever been tempted to 'spread your wings' at all? Not that there is anything wrong with your choice of work – all contributions are invaluable.

Actually, I did a good few years in the tearoom at Northiam. They were extremely happy times, with a great bunch of people. In those days, the station was self-financing and maintained by the Friends of Northiam; they paid for everything down there – maintenance and so on – by keeping a percentage of the tearoom takings. It worked really well. However, with the opening of the extension to Bodiam, things became extremely quiet at Northiam, and I offered my services to the shop at Tenterden. It's a wonderfully happy atmosphere there. Yes, I have considered other jobs, but frankly I'm perfectly happy with the split between shop and ticket inspector. I was going to say that they are both high-profile roles – which they are. But then as far as I am concerned, every job on the railway is high profile and important, be it performed by a volunteer or paid staff. I must confess there are a few people who always seem to be about the site expressing an opinion but not actually doing anything! I may be doing them an injustice, because my 'day' is Saturday and they may contribute at other times. If their physical

contribution to the railway is as energetic as the exercising of their vocal chords, then that's a result.

Now that we have revealed that you are 'Gricer' and that you are a professional journalist, is there anything that that you would like to say about your move from banking to writing?

It often brings a smile to my face that I moved from one loathed profession, banker, to another – journalist. Actually, I consider myself more a writer than journalist. After seventeen years service, I was becoming increasingly disillusioned, and the opportunity arose whereby I was able to pursue a long-held ambition to write. Thus, the bank and I parted company in 1995. I had always wanted to write, and indeed in my spare time had forged useful contacts with both Granada TV and London Weekend Television. The signs were good. I have always believed that life is too short for regrets, and I knew I would never get another opportunity like this, so I thought I would give it a go. If it didn't work out within two years, I would have to re-think. It did, albeit as newspaper, magazine and now book writing.

Ed. - Please tell us something on your new book project? Also, have you ever thought about doing any railway books?

The book idea had been lurking at the back of my mind for many years: I had just been too busy to pursue it. However, earlier this year I finally got round to pitching it to a publisher and, as a result, *Discovering London's Docklands* is scheduled for publication by Shire Osprey next summer. I haven't written any railway books, (although I have done several railway articles about the Kent & East Sussex), nor do I have any plans so to do. As you well know yourself, it's an enormously specialised subject, requiring a good deal of research, and with only a limited market. I'm sure you will agree that the rewards for such projects are simply not great enough and that you need another source of income. *Docklands*, we are hoping, will do rather better as it has a wider audience. Even so, I have the greatest respect for railway authors; I am sure an awful lot of their work is a labour of love – you only have to look at the quality of books in the shop to appreciate that. Having said that, I had contemplated writing a *Through the Carriage Window* style of book covering the Kent & East Sussex. The trouble is, that too is an extremely limited market. Nevertheless, I'm open to offers!

Ed. – We look forward to it. I can assure you it will get a review in the 'Tenterden Terrier' - which journal thanks you for taking the time to talk to us.

Annual General Meeting 2010

AGM's seem like Christmas – the older I get the less I enjoy them and, worse, they seem to arrive at ever-shorter intervals. Nevertheless, the organisation of the 2010 meeting ran much more smoothly than your ever-pessimistic Editor and Company Secretary feared. As members will be aware, the event was this time held in Northiam Village Hall, the first time we have had an AGM in East Sussex for a good number of years. In the event, the members' reserved accommodation on the 3.15 ex-Tenterden was in place, the Routemaster providing the station-to-meeting bus link duly arrived, the acoustics were good and the PA system worked. It was a fine sunny afternoon and about 75 members turned up to have their votes added to the largest number of proxy (i.e. postal) votes received during my time as Company Secretary. In addition to the routine business a particular highlight was a talk by Mike Hart for the Rother Valley Railway regarding the very positive progress in extending towards Robertsbridge.

The approval of the 2009 Accounts & Annual Report plus the re-appointment of the Auditors all received their customary overwhelming majorities and the results of the election to the Board were as follows:

Dick Beckett 215 votes (elected)
Graham Bridge 197 votes
Brian Janes 242 votes (elected)
Ian Legg 244 votes (elected)
Stuart Phillips 244 votes (elected)

NP

Heritage & Image Consultation Vote

The Editor presents the results

Many thanks to everyone who took the time and trouble to vote on the consultation paper enclosed with the Summer issue of the *Tenterden Terrier*. The result was:

Option A - K&ESR as an Independent Light Railway in the Style of 1900 – 1947 494

Option B - A Journey Through Time 271

The results were reported to the Board at its meeting on 4th September 2010 and the Heritage & Image Policy will now be formulated on the basis of option 'A' having been successful.

We had 765 votes and this was most gratifying. I can say with reasonable certainty that this was the best 'turn out' we have had for any election or consultation exercise in the 49 year history of the K&ESR in preservation. It shows you really do care about *our* Railway.

VINTAGE SURPRISES

Tony Davies looks back half a century and more at Enthusiasts Specials and train working on the South Eastern Section of the Southern as well as reminiscences of the K&ESR during its last years under British Railways.

Perusing the railway press recently a couple of items provided surprises which set the 'little grey cells' to work!

The first surprise came from the April 2010 issue of *Back Track* – a photograph of L1 4-4-0 No.31786 at Robertsbridge, 11th June 1961. There is no train and, unless I am mistaken, the engine is carrying a tail lamp. What would an L1 4-4-0 be doing sitting in the sidings at Robertsbridge on a Sunday afternoon? What is the story behind that photograph? Well, June 11th 1961 was a Sunday to remember, and the day of the LCGB 'South Eastern Limited' railtour, run to mark the last day of steam on the South Eastern line through Tonbridge etc. (*Well, not quite – but whom besides a few far-*

sighted people could have imagined the heritage scene that we have today – Ed.') That special train had run down from London via a North Kent route to Paddock Wood, then up to Hawkhurst and on to Tonbridge. Here the London train engines, which had detached at Paddock Wood, reappeared – or so they should have done. With typical LCGB enterprise, it had been arranged for the train engine, D1 4-4-0 No.31749, to be piloted to Robertsbridge behind an H class 0-4-4T No.31308, perhaps by coincidence the same H tank class that had been seen passing Canterbury East on the route learner at "an astronomical speed" in March 1959! On this occasion No. 31308 attained 66 mph at Stonegate, and 74 maximum on the long straight before Etchingham. Were these the highest speeds ever attained by an H Class! Perhaps, but while all this was going on something had to be done about the L1 4-4-0 that had piloted the train down from London in the morning so she had ran light, tender first,

KENT & EAST SUSSEX SPECIAL

A special excursion has been arranged for Sunday, October 18, to Bodiam, Northiam, and Tenterden, entitled "The Kent & East Sussex Special". The train will leave Victoria (12s. 6d.) 9.27 a.m. and call at Clapham Junction (12s. 6d.), Streatham Hill and Crystal Palace (12s.), Beckenham Junction and Bromley South (11s. 6d.). Return fares are shown in brackets. The train will be hauled to Robertsbridge by an "L" class 4-4-0, all of which are scheduled for early withdrawal, and thence to Tenterden by "Terrier" No. 32670 (the only surviving engine of the former K. & E.S.R.) and a "P" class 0-6-0 tank. It is expected that an optional sightseeing tour by coach will be arranged to certain places of scenic and historical interest in the area (fare about 6s.) after arrival of the special train at Bodiam (about 11.30 a.m.) or Tenterden (about 12.15 p.m.). The special train will return from Tenterden at 6.45 p.m., but will run via West Norwood and Tulse Hill to London Bridge, arriving at 9.56 p.m. It is believed that no steam passenger train has traversed this curve in the northbound direction since 1912. Passengers for Clapham Junction and Victoria will be permitted to change into ordinary service trains at some suitable connecting point without extra charge. Full details can be obtained from Mr. G. R. Lockie, 36 Harold Road, Upper Norwood, London, S.E.19.



Top and Tail Terriers approach North Bridge Street 18th October 1959 (Derek Cross via David Cross)

from Tonbridge to Robertsbridge and waited there until the evening.

It would be nice to be able to write of a good run home in the evening – but ‘problems’ on the KE&SR meant that we were an hour late away. (The ‘problems’ were undoubtedly the legendary ascent of ‘The Hill’ when Nos. 32662 and 32670, the Terriers topping-and-tailing the train, had considerable difficulty working their load from Rolvenden up to Tenterden Town – Ed.) The 14-minute booking from Robertsbridge to passing Wadhurst was exceeded by 2½ minutes, there were severe signal checks between Tonbridge and Otford but a clear road over the Mid Kent line between Beckenham Junction and St Johns, Lewisham.

I also happily recall a previous trip – ‘The Kent & East Sussex Special’ of 18th October 1959, organised by the late Mr G.R.Lockie of the Ramblers Association. It was a glorious sunny day which would be remembered through many later years with two L Class locos from/to London by more or less conventional routes. There is a photograph by the late R.C. Riley, in Rodney Lissenden’s book *Steam in England*. It was undoubtedly another memorable K&ESR day. Family and friends played a large part in our activities during the six hours or so spent at Tenterden. We ensconced ourselves with a picnic lunch in a First Class compartment, aided by some hard liquor from the buffet car (No.182, sister vehicle to K&ESR Pullmans *Theodora* and *Barbara*).

Then, after a car trip out on the marsh, we came back to Tenterden and the long line of lighted coaches as we arrived back, No.32670, standing beside DS680 on either end of the train and the bells of St Mildreds ringing out across the town.

I remember looking into the blackness down the hill towards Rolvenden and thinking of the long journey ahead (for I was en route, and overnight, to Newcastle upon Tyne!), waving goodbye to family as we steamed out of Tenterden and looking out of the window into the Kentish night from the train. Then later as we came round the curve into Robertsbridge, the dim outline of the two 4-4-0s. Although on the return run the train was nine minutes late away from Robertsbridge (8.15 p.m.), a more realistic timing of 16 minutes to pass Wadhurst was *just* kept. More memories, the engines on the curve through Tunbridge Wells Central, the smoke and clamour at the foot of Weald and finally the happy simmering of the two steam engines in the terminus at London Bridge at 10.15 pm, their day’s work done.

And so, away from the K&ESR we come to surprise No.2, in the S.L.S. ‘Journal’, March/April 2010, – a photograph of D 4-4-0 No.31577 at Canterbury East on the 12.06 Faversham to Dover local train on 15th August 1953. The train is loaded to six coaches and it is some six years from those dying days of 1959 and 1961. In August 1953 I had just finished a four-year period of living in Canterbury – an

era, when time permitted, when I was often in the vicinity of Harbledown Junction. From a glance at the summer timetable, the 12.06 from Faversham was a local train, as opposed to, for example' the 12.40 from Faversham which started back at Chatham at 12.03 p.m. And from a glance at the October 1953 Railway Magazine we find that Classes D and E were not unusual on the 11-coach, Wolverhampton' between Redhill and Brighton on a summer Saturday. However, Class D were rare in East Kent at that date – Ashford (74A) had three, Nos.31549, 31574 and 31577 – and it was an event to even find them on the Canterbury West line. The probable reason was the recent displacement by London Midland Class 4 and Class 2 tank locomotives. The appearance of a Class D on the Canterbury East line was even more unusual.

It was here that, while researching what one was up to in those days that I discovered that 15th August 1953 was a Saturday. Only the previous day I had paid my annual visit to the Kent & East Sussex, travelling from Headcorn through to Robertsbridge and then up to Tonbridge so as to get home to Gravesend. I recall that 14 minutes from Robertsbridge (start) to Wadhurst (pass) was a 'standard' timing for a Schools class on the normal eight-coach load for an off-peak up Hastings train. So the two 4-4-0s on the return KE&SR specials described earlier, would certainly have been 'shouting' as they made

their way up the Snape Valley. However, in those last years of steam on the Hastings line, there was a 'schoolboy' desire to see just how fast a Schools class could go. In those days, anything approaching 80 m.p.h. was something to be talked about for weeks afterwards. Such a chance did not come about easily however, and experience of some good running on the evening business trains led to thoughts that a better chance of recording speed down the Snape Valley lay in a Saturday afternoon. (In those days, Saturday morning work was a normality for most "City people".) So many Saturdays were spent travelling down on e.g. 1.02 p.m. from Cannon Street – never with much success though!

In my article in the spring 2005 *Tenterden Terrier* I spoke of a Standard Class 5 4-6-0 No.73096 hurtling down the hill from Wadhurst in July 2003, on a 'Steam Dreams' special train. From Wadhurst tunnel the speed was 60 m.p.h., then in the seventies well before Stonegate, and a final 76 to 77 m.p.h., past Crowhurst Bridge crossing (MP 45½). That was exciting enough. But nowadays of course, one can experience similar running *up* the hill here on a routine run in 375 emu stock. In March 2010, the driver applied brakes down the hill to Robertsbridge, then hit 77-78 and 79 through Etchingham, followed, just, by an 80. Nothing to it! *Oh yes*, and today emu drivers are booked 15 minutes from *Battle* to Wadhurst, start to stop!



The special arrives at Rolvenden (David Cross)

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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