



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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**FRONT COVER**

No. 32678, *Knowle*, stands at  
Northiam during the Terrier  
Trust's autumn charter on  
23rd October 2010 (Ian  
Scarlett)

**BACK COVER**

No. 32678 with Birdcage  
during Terrier Trust's autumn  
charter on 23rd October  
2010 (Ian Scarlett)

# Tenterden Terrier

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# Editorial

## A Cliché Free Zone?

Transport anniversaries seem to come in batches and within the relatively recent past we have had various railway 150ths and bus company centenaries. Over recent years the heritage railway movement has joined in with a number of half centuries and in 2011 it's our turn – it's fifty years since British Railways closed what was left of the Kent & East Sussex Railway and a number of mainly youthful railway enthusiasts thought that they would do something about it. (As your editor was amongst the earlier recruits this makes him feel just a little aged). We will be marking this milestone throughout the year both

on the Railway and in the pages of this journal. Hopefully we can achieve this without falling back on all the well-worn clichés that get an outing on these occasions. What we will certainly have done by the time you read this is to have got the season off to an appropriate start with the Junction Road Weekend – an event which we intend to cover fully in the July issue of the Terrier.

For the record, although many members will be aware, Norman Brice stood down as company Chairman at the November 2010 Board meeting, Geoff Crouch being elected in his place. Geoff's first action was to pay tribute to Norman's outstanding contribution to the K&ESR. Geoff has contributed to Lineside News and for those who would like to know a little more about him he features in the 'People in Profile' interview elsewhere in this issue.

Nick Pallant



(Jo Robsen)

# Lineside News

Compiled by Duncan Buchanan

## COMMERCIAL

### Chairman

I have worked as part of the Permanent Way team since 1994 and continue to enjoy every single day I spend out on the track. It was a sad day for me when I had to give up the role of P.Way Manager, but the Railway has a solid replacement in Jamie Douglas, I know he will do a great job and wish him well for the future.

So why would anyone want to be Chairman? I have been wondering about that too.

No, seriously, I want to steer the ship in a slightly different direction. We must keep a tight control on expenditure this year, and the Board and I shall do just that. But my main interest for a number of years has been the subject of Volunteering. The K&ESR was created by Volunteers, nurtured for many years by Volunteers, and even today would cease to exist without them.

Over the years, and as layers of management/supervision were introduced, the Volunteers have felt further and further away from the decision making process. Many feel that it is no longer their Railway anymore.

We used to be answerable only to ourselves. Now we have legislation which covers Rail Safety, Health and Safety, Finance, Employment, Environmental Health, Planning, Building Regs', Children & Vulnerable Adults. We pay VAT & PAYE. We benefit from Gift Aid and our charitable status. We are no longer answerable to ourselves and need a management team which will ensure that we comply with the law. But it is our Railway.

This is a direct quote from my address to the Volunteers Meeting (Feb' 12th 2011). Hopefully it is self explanatory.

"I want everyone to have direct access to the Board.

To start the ball rolling, I have been visiting sites up and down the line listening to those who want to talk to me. I have found that people want to be able to ask why we did this, or why we didn't do that. During the coming year, and for as long as I am Chairman, I shall be at Tenterden on two Saturdays per month during the running season. If anyone has any questions, please find me. Dates and times will be notified in due course.

I shall also be travelling to all other sites by train thus reaching as many of our troops as possible.

If I can't answer a question straightaway, I will write it down in my trusty notebook and get back to you within 72 hours.

You can also contact me by Email ([chair@kesr.org.uk](mailto:chair@kesr.org.uk)) and of course by letter c/o Tenterden Station."

### General Manager

The atrocious weather conditions in December meant we lost one whole day's trading and two Saturday night Pullmans. Snow disrupted many visitors attempts to get here not only on the first weekend of December but on the last weekend too, and those who did make it scuttled off promptly, so on-site spend was also diminished.

Not only did the weather disrupt income, it has an impact on expenditure too. In addition to extra fuel costs to keep buildings and marquees warm, we spent more on winter grit, and have a lot of tarmac repairs to do at Tenterden. It also meant the Tuesday Group could not get the new lighting installed at Wittersham Road, but you will be able to see the completed lamp posts as we start 2011.

This Christmas we sent an electronic Christmas card to our ever expanding customer database and are adding category targeted e-mails to our marketing campaigns for 2011.

We hope the arrival of the new Toy Museum at Northiam will add to our visitors as a trip on K&ESR can be a really good BIG DAY OUT to Northiam and Bodiam.

We have also created a poster for Tenterden (Tenterden The Beautiful) having adapted and "K&ESR'd" an old postcard. For 2011 we aim to do the same for Northiam and Bodiam.

Pre-bookings for 2011 are quite encouraging. We already have bookings for the gala, forties weekend etc. All that remains to be seen is what economic and weather conditions are thrown at us this year!

### Shop

The income in the shop during 2010 ended up 3.5 per cent down on the 2009 figure. This was due largely to the Gala, Hoppers, Santas and Thomas™ (except the July anniversary event)

not coming up to expectations, although income on ordinary running days was generally good. Santos (never traditionally a high revenue earner for the shop), in particular, were very poor due to the bad weather. The ever-increasing competitiveness of online shopping was perhaps a factor in a 15 per cent reduction in shop sales on the internet. It is getting harder to compete with the likes of Amazon, except with books only generally available through us. The Bodiam shop/refreshment outlet once again did well in 2010, earning £17,351 gross, and for the 2011 season it will reopen on 19 March for the Junction Road weekend.

2011 has so far seen the issue of two new Dapol 00 gauge wagons: a reissue of the Huxford wagon (last produced in 2004) and an Arnell five plank wagon, which formerly ran on the Selsey Tramway. These made a spectacular start in the online shop; producing a record week of sales after Graham Sivyer had emailed all previous online buyers of the wagons. A number of new bespoke K&ESR products have been ordered for this year, including large hand-held nylon flags which we hope will be popular with children. A booklet by Nick Pallant outlining the storey of the K&ESR during the preservation era is also due out this year.

### Catering

The end of season was marred by some disappointing trading, although this was almost



*Winter Pullman, December 2010 (Andre Freeman)*

entirely due to the Arctic weather conditions prevailing. The 18th December saw blizzard conditions kill off most of the trade, whilst the following day saw all services cancelled. We must however record our thanks to all those staff who struggled in to keep the doors open and our customers provided for. Given this disappointing end to the season, it was some consolation that our overall trading was very close to budget, assisted by healthy incomes from Northiam Tea Rooms and Bodiam Shop. Our pre-booked on-train catering packages have again proved popular, with an overall increase in meals served of 8 per cent. The lunchtime Fish & Chip option, now in its third year, saw an increase of 71 per cent compared to 2009.

The closed season has seen the customary deep cleaning and maintenance activities undertaken. Station Catering Supervisor Susan Symons has brightened up the Station Refreshment Rooms considerably, whilst on train catering has not been forgotten with improvements to RMB No.59 undertaken during its spell in the C&W Department for external repainting. These works have not been without some trauma, given the age and generally 'tired' condition of the vehicle. The intended replacement of life expired floor covering inevitably found considerable other works were required. However the vehicle now sports a new kitchen floor with non-slip covering, new cupboards, handwash sink and heater, fridge freezer, shelving and many of the kitchen walls clad in stainless steel. Together with improvements to the lighting, the counter area is now considerably brighter and easier to clean. All these improvements have been funded by gratuities received.

Improvements in the Station Refreshment Rooms relate predominately to the menu offered, with freshly made baguettes and Panini making an appearance. The latter has been an aspiration for some time, although the previously poor electricity supply prevented progress. The core menu offered will retain the favourites, supplemented with at least one daily special.

As always, we shall be very pleased to receive offers of assistance with delivery of our catering services. Contact André Freeman at Tenterden Station in the first instance.

### Wealden Pullman

It is very disappointing to report that we were forced to cancel two of our December programme of Pullman trains. Despite significant

efforts, we suffered considerable frost damage to the plumbing within the train, hardly surprising given that a temperature of minus 12°C was recorded. We even found that bottles of wine stored within the train had frozen and pushed out their corks. All booked customers were personally advised by our Chef of the situation, with only one expressing an adverse comment. We were however able to operate a most successful New Years Eve event, which always ensures that the next few years are sold out by January 2nd. These trains are also very popular with staff, who enjoy a full cooked breakfast in the small hours of the morning!

Our scheduled trains have continued to run to capacity, but charter business has been very thin: corporate entertainment has virtually disappeared in this challenging economic climate. As a result, we have ended the season four per cent below budget.

We have however been able to add a 'Valentines Dinner' this year. This is normally precluded by a Thomas™ event, stock overhaul or track maintenance. A most welcome boost to finances at this otherwise quiet time of year.

Please do consider lending a hand with the operation of the 'Wealden Pullman'. We always have opportunities front and back of house, so there's something for everyone. It's also great fun too! Meg Gooch (meg@kesr.org.uk or 01580 765155) will be pleased to receive your call and can arrange a viewing of the train and informal chat.

## Operating

A huge thank you must firstly go to everyone who helped with the Santa Specials. They were particularly challenging whilst the South East, well most of the UK, experienced a spell of rather snowy weather.

Thanks are also due to all who helped at the recent depot maintenance weekend. The depot at Rolvenden is now looking a lot smarter and organised ready for the start of the 2011 season.

Christopher Stuchbury has been busying himself in the shed repainting the oil bottles and sign writing engine numbers on them.

Several Permanent Way trains have run in the early part of the year with a number of them being steam hauled due to the unavailability of class 5 diesels. This has resulted in some rather early starts for our regular steam raiser Harry Watson and Kalmar driver Jack Ticehurst.

Thank you to everyone who has helped ensure the P Way are ready for their March renewal.

Engine cleaners are benefiting from a fortnightly email dubbed Running Shed News. This email contains information about events on the railway, what shunting is taking place and any other useful info we can think of. We are hoping to expand this to all motive power and traffic grades in due course.

Rachel Smith has recently passed to operate Tenterden Town box and Matt Green has been passed to drive the Ford.

The 2011 working timetable was published in



*Winter Panorama at Bodiam (Robin Dyce)*

2010! It may have been the 31st December as the publication date, but yes it was out before the start of the New Year. This is the first time this has happened in some years now and an achievement we wish to repeat! There are a few changes to its design this year. First of all the Calendar of Service has been written in the style of a FON/STN entry for each days service and is now the first port of call for the days service. The FON will still be produced on a fortnightly basis to advise of additions, cancellations and alterations to the calendar of service as well as latest Ops notices and P Way and signalling alterations. The other change lies in the timetable pack where the two train service with Sunday lunch has reverted to Working Timetable No 22. Hopefully this should prove to be a really useful document and one people will want to use. Any thoughts suggestions or queries do please get in touch, we like ideas!

Work is well in hand with preparations for the

Gala and this should be a really good event, with lots to see and do.

An expanding railway? Whilst working out some rather interesting facts about the Railway, you may like to know that numbers recorded on the basic railway safety database has increased by 25 per cent and 28 per cent in the Operating Department since April 2007. This is really good for the railway but not always necessarily good for you. So can we apologise if we don't always reply as quickly as you may like. It's not through choice, honest, normally it's because we are busy people. Everybody's efforts are appreciated. Obviously we'd like you all to be here seven days a week, but we appreciate that can't be the case and even if you only volunteer for an hour a year, you are making a valuable contribution which should be commended, so well done and thank you for your efforts. I hope to see you all in 2011! Let's hope it's a good one!

## MOTIVE POWER

### Steam Locomotives

**No 3 'Bodiam' (32670):** Available for service. Running well with no problems. Due to be repainted in BR black livery after the May Gala.

**No 8 'Knowle' (32678):** Out of service for annual boiler inspection. Remedial work identified last year has been carried out, including re-riveting around the fire door ring. A new cab floor is also being fitted. The visual inspection has been carried out with a steam test to follow after Thomas™ weekends. The air receivers have also been inspected at this exam.

**No 11 'P Class':** Out of service for annual boiler exam. The ROD livery is certainly different to the detailed and attractive SE&CR one, which has attracted comment. However, it did look good paired with the Cavell van. The 10 yearly ticket runs out in October this year, so 2011 will be the last opportunity to see the P class for a while.

**No 14 'Charwelton':** Recently passed annual boiler inspection. It was necessary to remove the cab to attend to a couple of minor leaks on the safety valve mounting plate which delayed getting the loco back into service somewhat. Whilst these leaks were not significant, any build up of water under the lagging can cause rapid corrosion, so it had to be dealt with

**No 19 'Norwegian' (376):** Tender: Wheels, complete with new tyres, returned from South Devon Railway. Wheelsets being degreased,

cleaned and painted in turn, as and when volunteer labour available.

Engine: Ancillary items

Vacuum brake ejector overhauled and assembled. Steam manifold overhaul in progress.

Pony Truck: Completely reassembled and ready to fit to chassis.

Frames: Fitting of overhauled axleboxes to driving wheel horns nearly completed. Painting of main frames progressing.

Cylinders: Fitting of new valve bobbins in progress. Manufacture of new piston heads completed and heads fitted to piston rods. Piston and valve rings being sourced. Valve guides being overhauled. New coasting valves of a stronger type made and fitted – the originals were inclined to disintegrate in service.

Compressed Air System: Overhauled air reservoirs fitted to chassis.

Boiler: No change, apart from a successful hydraulic pressure test to check for any problems before booking a boiler inspection and test by the insurance company surveyor.

**No 21 'Wainwright' (DS238):** In store awaiting overhaul

**No 22 'Maunsell' (65):** During the winter the loco was jacked up and all the spring gear removed. For some time it has been sitting down at the back end by well over an inch.

Various pins and links were renewed/refurbished and with two brand new springs in place the loco now sits much more level.

**No 23 'Holman F Stephens':** Available for service. Due boiler washout after Thomas™.

**No 24 'Rolvenden':** In store awaiting overhaul. Until the Norwegian is out of the shed this cannot commence.

**No 25 'Northiam':** The boiler is now re-tubed and ready to be removed from the frames. This will be done at the same time as 19's boiler is lifted off the wagon, so that it can be inverted ready to assess any work that may be required on the foundation ring area.

The smokebox door sealing ring has been renewed.

Various cab fittings are being overhauled.

**No 30 GWR Pannier (1638):** Minor frost damage was suffered by the injector water valves, distorting the body slightly and making the valves almost impossible to operate. Repairs have been carried out, but they may require more work at washout. This, along with annual boiler inspection, falls due after the May Gala.

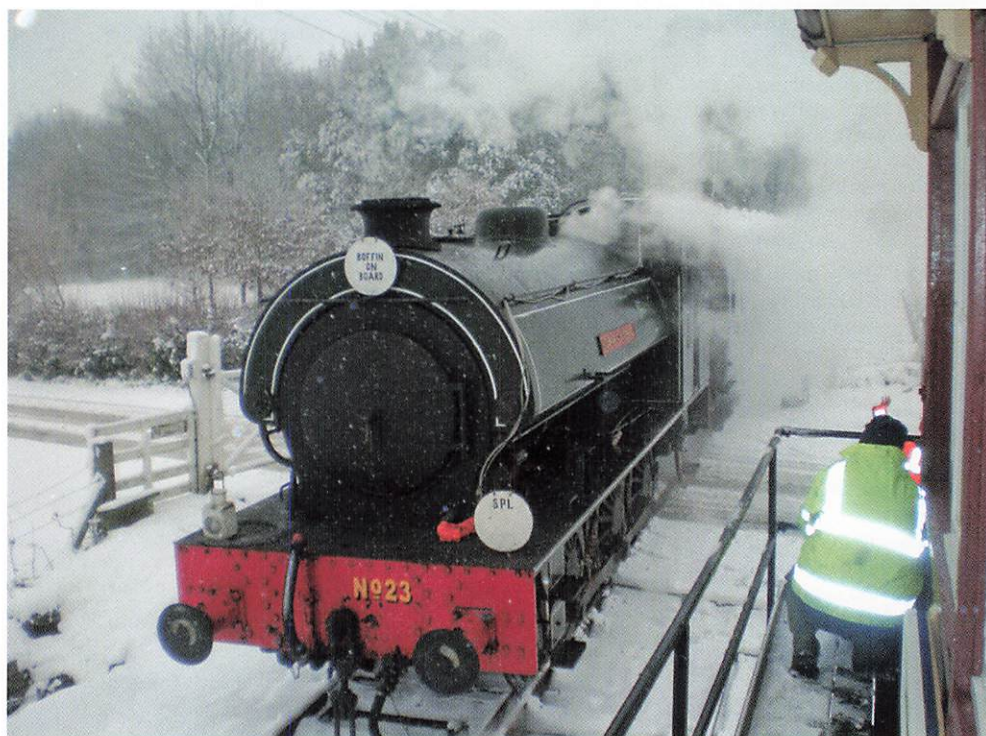
## Diesel Locomotives

**No. 20 (GWR Railcar):** The Railcar, at the time of writing, is not inside the carriage shed and has been outside for some six months. This was mainly due to the carriage shed extension which then caused a backlog of essential maintenance for rolling stock currently in service. Consequently, this has impacted seriously on Railcar progress and ultimately its completion date.

On a brighter note, the eight shock absorbers belonging to the bogies have returned from overhaul. These control the lateral movement of the bogie bolster, essential to the control of the serious side sway problem so apparent in the early years of railcar operation on the Great Western Railway. The side sway was also apparent when the Railcar was in use during the early years of preservation before restoration had started. A lively ride indeed!

The fitting of new safety glass to the saloon sliding top lights is now complete. The fitting of top light corner glass is underway. These window sub assemblies will be stored and fitted later when body work resumes next year.

We have almost resolved the issue of locating



*No. 23 on test run at Wittersham Road at the height of winter (Humphrey Atkinson)*

imperial size pipe for the railcar control air system. The 300 ft of ½ inch pipe has arrived and by the time of reading the 200 ft of 5/8 inch pipe will also be in stock. Use of imperial size pipe will enable all existing connectors and air operated devices to be re-used without adaptors.

The header tank on the second engine radiator developed a serious leak and due to its age and very poor condition it could not be repaired. Rolvenden Locomotive Department stepped in and we are very pleased and wish to record a thank you to Henry Mowforth for his expertise and skill in the design and manufacture of a new replica stainless steel header tank. The radiator and new header tank will be fitted onto the Railcar later this year.

**No 40 'Ford' (BTH):** The air receivers have recently passed their bi-annual exam. Available for service, but using a fair bit of water due to a leak on one cylinder head.

**No 41 (Ruston):** Available for service.

**No 44 'Dover Castle' (Class 08):** The major overhaul will restart once outstanding maintenance on vehicles in service has been completed.

**No 46 (D2023 Class 03):** In service.

**No 47 (D2024 Class 03):** The locomotive is now on display at Bodiam. Not in service.

**No 49 (Class 14 D9504):** A serious service

problem has occurred with the engine. Some of the seals for the cylinder liners have failed and are leaking. The decision is for the engine to be sent to a specialist repairer for Paxman engines. This locomotive is a recent purchase by TREATS and a full evaluation of the condition of engine will then be made. We will then decide, with their advice and the relevant costs available, how to proceed and then get the locomotive back in service. Not in service.

**Class 108 DMMU:** The major "B" exam is complete. All carriage door locks have been examined and refitted back onto both vehicles. In service.

### **Cranes**

**No 133 (10T Taylor-Hubbard):** Passed annual lifting inspection and proof load test. The back of the cab, absent for very many years, is now being re-fitted

**No 151 (36T brakedown):** Annual boiler exam underway. As soon as this is complete, the crane will be used for the boiler lifts, then the boiler will be drained and dried for storage until the next use.

### **Plant**

**TRAMM 98211:** At time of writing repairs to gearbox underway, back in service soon. In use by the Permanent Way department. In service.

**07 Tamper (73250):** The tamper continues to do valuable work during the closed season. In service.

## ROLLING STOCK

### **Carriage Shed Extension**

Phase one of the extension project is now almost complete – the external timber cladding at the 'Headcorn' end remains to be finished off - and the new shed is in use and full of vehicles. The old wall at the 'Headcorn' end of the original shed is being removed and Paul Rand has done a great job in installing a plastic strip curtain between the old and new buildings which, among other things, will prevent the shed heater from trying to warm up twice the area it is intended to do. We have recently been fortunate in receiving a donation of workshop equipment and some of this has found a home in the new premises. Amongst the items received were some purpose built pit covers which have proved most useful. Overall the additional covered space has proved most welcome by allowing more work to be carried out in a reasonable degree of comfort rather than out in whatever the winter weather cares

to throw at the yard. As the *Terrier* went to press an official opening ceremony for the shed extension was planned for Friday 4th March.

### **Mark 1's**

The overhaul of **DBSO No. 75 Petros** continues. Interior redecoration has commenced with the repainting of the main saloon ceiling. Insulation board is being fitted between the outer skin and the interior panelling. Reconstruction of the doors is now largely complete and a few remaining jobs on the exterior cladding are underway.

As one of the K&ESR's most intensively used vehicles, it has always been difficult to get **RMB No. 59** (Restaurant Miniature Buffet) released from traffic for any serious work. The period between Christmas and the February Thomas™ event however provided such an opportunity and the RMB has been in the shed for a much needed repaint. It now looks quite splendid and should help to present a more



*Newly painted RMB No. 59 stands at Tenterden during a rain shower (Nick Pallant)*

uniform appearance to the 'A' set. Winter maintenance was undertaken at the same time. Thanks are due to Catering Manager Andre Freeman for his work on the vehicle's electrical system, Meg Gooch for applying her magic to the paintwork, signwriting and lining and 'trolley man' Dave Tibbatts for generally helping to get No. 59 ready for release to traffic ready for the first Thomas™ weekend.

### **Vintage Coaches**

**Maunsell BNO Brake No. 4443 (K&ESR No. 54)** Work has been temporarily suspended whilst the repainting of No. 59 has been in progress. The shed extension at least enabled No. 54 to be stored under cover once the new building became available.

**LC&DR 'Ashford' Brake, SE&CR No. 3062 (K&ESR No. 98)** The seating has been discussed with our usual upholstery contractor. The roof canvas has now been fitted and given 14 coats of paint and the exterior is being sanded and prepared for painting. An order for the paint is about to be placed. Footboard timber has been purchased and will be fitted in the near future. Final fitting of the doors is in hand.

### **Wagons**

Following a recent shunting incident, which

remains under investigation at the time of writing, crane match wagon DS70003 (K&ESR No. 134) and Sothorn Railway eight plank wagon 'O. Edwards' (K&ESR No. 148) required attention from C&W department. This put various other work in hand back by one week but at least the shed extension again proved to be a boon, allowing repairs to be made under cover.

### **People**

**The Carriage & Wagon staff meal** was held in the Tenterden Town refreshment rooms on Sunday 23rd January. 'Other halves' were also present at this most enjoyable occasion and were duly thanked by Engineering Manager Paul Wilson for letting their spouses out on a regular basis to help run the department.

Stalwart long serving Volunteer John Millward has announced that with, to put it delicately, the 'passage of time', he has decided to call it a day. John's woodworking skills, unfailing courtesy and good humour have always been much appreciated. Thank you John, your contribution will long be remembered. John has promised to keep in touch and we look forward to him calling in for a natter.

### Signals and Telegraph

Another pole inspection was completed in September.

A few poles have had to be scraped clean of loose wood up to 18 inches below ground level. Then a preservative mixture was applied above and below ground level. Two or three coats were needed at most places.

The pole hole gang have also been in action. First we put up three new poles in between Wittersham and Northiam. One of these was to replace a pole that got knocked down by flail operations in early October 2010.

The gang has also been at Bodiam digging in the last heavy concrete pieces that will have a crank sitting on a metal plate for the facing point lock on the siding point. On the same day a concrete retaining wall was put up near Northiam to hold back loco ash from another pole.

Andre Freeman has taken a couple of days out from his catering duties to assist in various places for pole work and line repairs.

### Permanent Way

Since the last report in late November, the department has been very busy. During late November we took the opportunity to install some track drainage through one of the cuttings in the Cranbrook Road area to try and dry out the formation.

Early December was largely taken up by trying to keep the railway moving during the heaviest snow the K&ESR has had to contend with for many years. We managed to keep the railway operational for almost all advertised services, however concerns over the condition of the roads in the area unfortunately led to the cancellation of services for one day. Also during December we took delivery of a further 75 panels of track from London Underground, for which we are most grateful. We would like to extend our deepest thanks to those involved with procuring this valuable resource.

The first six weekends of 2011 have been equally hectic. We started the year by spending time tidying the yard at Wittersham Road which, although very much a work in progress, access has been improved. Also we have been working hard to deliver materials to site for our planned track renewal in early March, where we are replacing 300m of worn out track. This has involved the delivery of some 500 sleepers, 40 lengths of rail, 1000 rail bearing pads and 2000

clips and insulators. These materials were delivered to site mainly by engineers train, and has given rise to some of the most 'genuine' steam worked engineers trains we have needed for a long time, owing to the non availability of large enough diesel traction. Some rather unusual photo opportunities have presented themselves with both the 10 ton steam crane and a steam loco being in action side by side.

Also, the start of 2011 saw Jamie Douglas being appointed as Geoff Crouch's successor in the role of Permanent Way Manager following Geoff's appointment as Chairman. We wish Geoff well in his new role, and have been glad to see him still volunteering in the department!

### Tuesday Group

The past four months (since the last report), the Group have worked on the large project to install new platform lighting at Wittersham Road Station. This dedicated Group worked through strong winds, heavy rain, thick clay, mud and heavy snow and the project has now been completed with the recent switch on!

All the pea shingle had to be removed from the platform surface before we could commence. A trench had to be dug the length of the platform, plus the distance from the Signal Box to the



Tuesday Group laying cable for new Wittersham Road platform lights (Graham Hopker)



*New platform lights installed on Wittersham Road platform (Graham Hopker)*

platform slope. Digger Man – Matt Stubbs – came along in mid October and spent one whole day with the Group – we finished up with a long trench one foot wide and some eighteen inches deep.

During subsequent weeks piping was laid, junction boxes positioned, cabling installed, the trench backfilled and the pea shingle wheelbarrowed back onto the platform surface. The new lamps were fitted and wired up by ‘Sparks’ Brown. The completed project has certainly improved the appearance of Wittersham Road Station as the photograph shows. Whilst doing

this work the opportunity was taken to include provision for future signalling requirements at Wittersham Road.

Thanks go to Jon Middleton, the Station Agent, for his help. He was, at times, stuck to the clay like the rest of us.

### **Gardening Group**

At the end of September the Board decided that a Memorial Garden was needed at the Railway. Each year we find little groups of ashes and flowers left around the gardens of the various stations and so it was decided that a designated site was required. Following a meeting at Northiam, it was agreed that a small area on the Newenden side of the station would be suitable as access was easy from the main road.

During October winter pansies were planted in some of the tubs and around the gardens at Tenterden. End of year tidying was started. Doug Ramsden kindly donated wallflowers, Mr and Mrs Steve Sparkes from Lyminge donated a bag of perennial plants and Peter Thorogood gave two shrubs which have been distributed about the gardens. The conifer at the far end of the station was trimmed to raise the canopy to allow more light to reach the plants underneath.

In between some time was spent at Wittersham



*Platform lanterns awaiting installation (Humphrey Atkinson)*



*Removal of sycamore tree, which has caused extensive problems for the Pullman set (Peter Thorogood)*

Road helping move earth back into the trench for the platform lighting, move plants and then help put the planters back in place.

November brought an interesting project. The supply of a silk flower wreath to sit on the coffin in the Cavell Van and four small flower arrangements for each corner of the shelves.

Also during November Carolien van Dongen very kindly left a large bag of bulbs which she had brought over from Holland. These included tulips, crocus, anemones and agapanthus. All the bulbs were planted during November around Tenterden in tubs and the gardens. We hope to have a better than usual display come the Spring!

At the end of November the snow arrived and so gardening was not on the agenda. However, help was required at Wittersham Road so this time I was able to help the Tuesday Group for a change.

During December little gardening could be done so plans were started for the Memorial Garden. The area of the garden was measured and wood ordered for the fencing.

The New Year brought a new volunteer gardener to Tenterden – Jan LeLean. Jan lives in Tenterden and will be working on the station

gardens. As she lives close by she will be able to choose when to work. Jan has already made an impression on the gardens.

A start has been made on the Memorial Garden in that the trees have been trimmed and the grass raked. The grass will need a lot of attention but with time no doubt we will bring it to a reasonable standard. A sleeper wall has to be built but this cannot be started until the sleepers are available which will be in March. From then on it is hoped to complete all the works planned.

### **Forestry and Conservation**

Great news in late October; we had two new volunteers join our group bringing the number since July up to four. During the month of November/December 2010 we have been carrying out extensive clearance work near Hexden Bridge removing large willow trees which were in poor condition due to trunk rot. As these trees were overhanging the telegraph wires we needed the help of our tree contractor, who carefully cut back the crowns which enabled us to safely fell the trees. One tree was so rotten it could not be climbed so we had to fell it into the farmer's field away from the wires. This was possible as we had received the

landowner's kind permission. During January 2011 we started work clearing the fence line from the Tenterden up home signal, down towards Cranbrook Road crossing. This is to enable our fencing contractor to erect approximately 250 meters of new fencing with concrete posts. The old fence was supported by wooden posts which were in very poor condition and had started to collapse. It is hoped this work will be completed by early April.

On the 30th January 2011 with the help of our tree contractor we felled the Sycamore tree

situated on Tenterden platform next to the Pullman siding. The tree which has been previously pollarded was causing damage to the Pullman coaches due to the sticky residue which came from the leaves of the tree, plus the tree had several areas of rotting limbs. The Council gave us permission to fell the tree provided that we plant a suitable replacement tree. It is hoped that this will be done soon.

If you would like to join our expanding group please contact Peter Thorogood on 01580 761219.

## GROUPS & ASSOCIATES

### CFBS News – Philip Pacey

As predicted, the final total of 137,555 passengers in 2010 broke all previous records – the total for 2009 was 136, 370 (including 6,755 during the Fête de la Vapeur). The 'Trains du Père Noël' were not well supported, due at least in part to bad weather. On the 4th and 5th December, trains started at St Valery Ville rather than on the quay, where work was well under way (see below). On the 18th and 19th the trains ran from Le Crotoy in the same conditions of heavy snow as experienced by Santa Specials in much of Britain.

Work on relaying and extending the track on the quay at St Valery and installing a turntable began on 6th November with the ceremonial removal by the little green Corpet 0-4-0 of the 'fourgon billetterie', the van which has been used as a ticket office for 25 years. Work has progressed, but is running behind schedule. The weather hasn't helped, but there have been other unforeseen problems such as the discovery of telephone cables, unmarked on maps, where the turntable is to be installed.

Charter trains in March, and regular timetabled trains in April, are likely to start and finish at St Valery Ville. The new combined (trains and boats) ticket office, which is to be built by the local authority, will probably not be ready until at least mid April. Meanwhile work is also being undertaken on a 'grand évitement' (siding) at St Valery Canal.

Following the arrival in March 2010 of diesel loco Tm 2/2 No. 2, two more diesel locos have been acquired, also from Switzerland but in this case from the CF Rhétiques de Landquart (RhB). Built in 1957 and 1965 by RACO/RhB (two of a series of 12), nos. 15 and 21 arrived on 16th November. Both are in good condition. (In case you are wondering, T stands for 'Tracteur', m for 'motorisation diesel', and 2/2 represents

the number of axles and motors). The Naval diesel is being renovated, but its return to service is not regarded as a matter of urgency. The new acquisitions will relieve Nos. 351 and 352, which have been struggling. 352 is to be fitted with a new engine, to the distress of some purists who would prefer to see (and hear!) it maintained in its original form, but this is not irreversible. Both 351 and 352 will now be treated more as 'heritage' items than as workhorses. A start has been made on renovating the engine of the Verney railcar ex-BA X212.

As I write (at the beginning of February) preparations for the new season seem not to be quite as advanced as usual, at least as regards publication of the timetable and updating of the web site. This is perhaps understandable in the circumstances. One date which is certain for 2011 is the 'Grand fête des 40 ans du CFBS' – the 40th anniversary of the CFBS – on 10th July. Maybe I'll see you there. For further information and breaking news, visit the CFBS website at [www.cfbs.eu](http://www.cfbs.eu).

### Rother Valley Railway

Much is happening at the western end of the railway.

### Bridges to the East of Robertsbridge Station

As has been previously reported, all the flood relief bridges between Robertsbridge station and Northbridge Street will have to be replaced by new structures. Fortunately a generous supporter bought a quantity of single track bridge spans that were taken out of the main line between Headcorn and Staplehurst a few years ago. As these are in good condition it is anticipated that some of these will be used on the replacement bridges.

Currently a bridge engineer John Sreeves is working on the new bridge designs. He designed



*Bridge No. 1 outside Robertsbridge. Note concrete prop to allow for failed invert (Mark Yonge)*

the replacement bridges for the Welsh Highland Railway and has kindly offered his help to the Rother Valley Railway project.

#### **Appointment of Environmental and Land Stability Consultants**

A consultant who works for Complete Land Management, will be accurately assessing the environmental impact, particularly on the embankment land at Robertsbridge and later on, the whole route to Bodiam. In addition, J C White Geomatics Ltd. will be assessing the embankment land and that which leads up to both sides of the A21 by-pass for stability and load bearing.

#### **Appointment of Highway Traffic Consultant**

As all readers are aware, the crossing of the A21 has always been a major issue in regard to the completion of the railway to Robertsbridge. With this in mind a firm of consultants, Mott MacDonald, has been retained to look at the impact of traffic on all three level crossing sites.

#### **Draft Level Crossing Designs**

At the time of writing, draft level crossing designs are kindly being drawn up by Stuart McNair, another volunteer engineer from the Welsh Highland Railway construction company.

#### **Other Works**

In addition to the above, there has been clearance for surveying purposes on the Robertsbridge embankment land and Junction Road by Russell Norman.

Finally, we would like to extend our gratitude to all those mentioned in this report who are giving their support either free of charge or at low rates of engagement. They have significantly enabled the scheme to move forward.

#### **Museum**

The Museum had 5272 visitors in 2010, 338 up on 2009 and admission takings were £7054.50, up £400 on the previous year. Quite a good result.

We are using the earnings from selling second-hand books and magazines to improve the environmental conditions in the storage area upstairs. Dave Stubbs has fully enclosed the area by building an insulated wall enclosing the handrail along the mezzanine. During February, it is planned to build an insulated ceiling inside the curved corrugated sheeting. A new emergency exit door has had to be made as rot had set into the old one. John Doody has been painting this before fixing in position.

A Museum sub-committee of the board has been formed to oversee the application on behalf of the Museum to become 'accredited'. This means it will be formally recognised and reaches the standards set by the Museum & Archives Council. Members are Philip Shaw, Brian Janes, Les Darbyshire, David Swan, Peter Southgate and John Miller.

Latest acquisitions include:-

Nameplate *Pioneer* from Great Western Railway No 2197 (Burry Port & Gwendreath Valley Railway No 8) on loan from Dick Beckett

Collection of Welsh Highland Railway tickets (unused) printed by Bell Punch Company, London for use in guards hand-held ticket racks

Lead typeface recovered from the site of the printing hut on Rolvenden platform in the 1960s and '70s. The print shop was in use approximately from 1904 to 1939. Donated by Brian Hart

An 'O' gauge model of the Great Western railcar No 20 in original livery

Thanks are due to Bob Milford (of the C&W department) for conservation work and painting of various items from the displays including the four track gauges, oilcans and P.Way ratchet drill.

The annual Museum spring-clean day will take place on Saturday 12th March from 10am and the Museum opens on Saturday 19th March.

### **Bodiam**

For Bodiam this is the quietest time of the year when we see few potential passengers and even fewer trains, which gives us a chance to get on with those outstanding jobs. However, this winter has been very, very cold, substantially reducing the amount of work that can be achieved in the open so restoration and maintenance has been concentrated on what can be achieved inside. It is worth commenting that this is the first winter when members of the team couldn't on occasion get to Bodiam due to the snow and ice.

In the last *Terrier* we had just sent the replica coffin of the Unknown British Warrior off to North Wales to be fitted out with iron bands, plaque and sword by the same Caernarfon company that made the originals in 1920. The complete and satisfyingly accurate coffin duly arrived back at Bodiam where it was placed on the catafalque in the Cavell Van and moved to Tenterden in time for the formal unveiling. After a time on display at Tenterden the van was

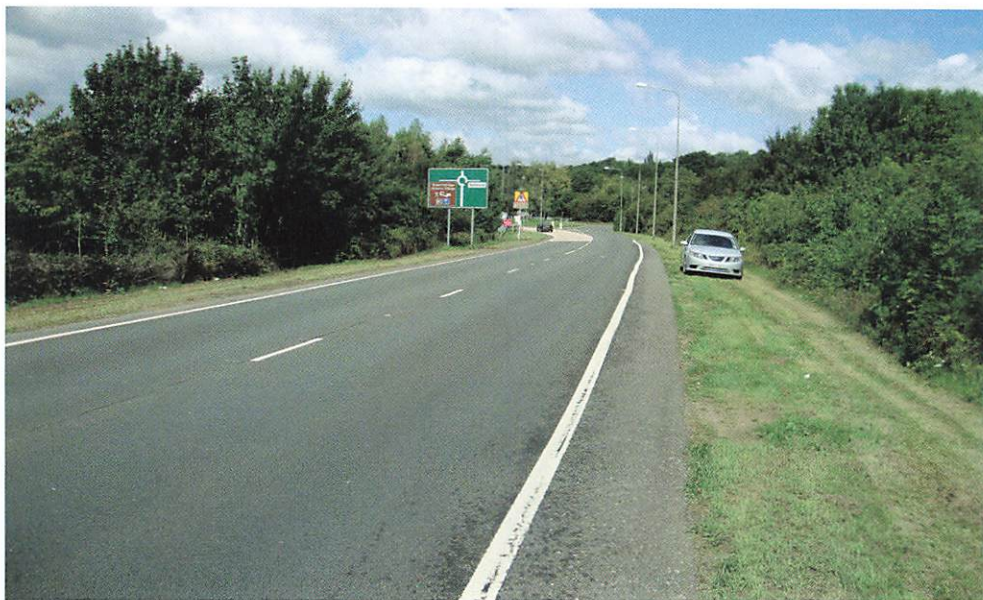
returned to Bodiam platform siding for completion of minor tasks and new steps to be built giving visitor access from the yard side. For the coming season and beyond, the Cavell Van will be placed adjacent to the existing green PMV with the goods train and 03 locomotive on the Robertsbridge side.

For our Christmas lunch, which this year was held at the 'Castle' Public House at Bodiam, we again joined with colleagues from Northiam station. Thanks were due to Peter Walker for again arranging a very good meal.

In common with other areas Bodiam station has been very, very cold during November and December with the result that a pipe in the roof of the toilet block, over the gents, burst. Readers will remember that last year a pipe burst over the ladies end of the toilets that brought all the ceiling down. That was satisfactorily repaired with extra thick insulation and lagging being added and I'm happy to say that it withstood this year's cold and we are now re-lagging the pipes throughout the roof and laying thick insulation. For those that are not aware of the details there are heaters in the toilet block that have been on all winter but the roof is a single skin of corrugated iron so the roof space gets very cold indeed, even with the loft hatch left open.

If we continue to get colder and colder winters then the roof is going to need insulating so if anybody would like to sponsor this work, or has a lot of insulation panels they do not want, then please contact Station Agent John Miller via Tenterden station or give the Restoration and Maintenance team a ring at Bodiam station (01580 831713) any Tuesday or Thursday. (Core time 10am - 4pm)

The seven lamp columns at Bodiam are different to those at the other stations and match the heritage style of yesteryear consisting of a square wooden post with an external 'gas pipe' up to a metal framed lantern that reproduces the appearance of the original acetylene lamps and the acetylene gas supply pipe now provides a duct for the electricity supply. One of the columns developed quite a lean but didn't fall over and on removal the base of the post was found to be very rotten and consequently is being replaced. The stability of the other columns has been checked and found to be satisfactory and a programme of repainting all the posts and lanterns has been started. Historic note: The acetylene generator was sited in what is now the kitchen at the west end of the station building.



*Site of prospective A21 level crossing (Mark Yonge)*

On the gardening front and after the Hop Pickers Weekend the hops were taken down and burnt to kill off any diseases and stop them spreading. The new hop poles have bedded in very well but the straining wires will be tightened before the start of the season.

Thanks to Chris Crouch's Morris Minor Traveller of 1965 vintage, seemingly tons of well rotted horse manure has arrived and has been spread between the hop plants as well as on the new Station Master's garden which is settling down well and we will be looking for a bumper season of vegetables and fruit. Two new larger compost bins have been constructed to replace the old ones while general maintenance has continued keeping the grass and hedges under control and flower gardens cleared of dead plants. Although digging has been very difficult as the ground has been frozen hard a number of native species tree saplings have been grown by members of the team and planted around the curtilage of the station site that in time will provide shade and shelter not only to the hops and car park area but will add to the environment of the station.

Having been rubbed down and repainted the large wheeled traditional design platform trolley has been returned to the platform while a single wheeled SE&CR trolley (1-0-0 ?) is being totally restored to its former self for eventual display at Tenterden. Over the years Bodiam station has become a depository of old station and platform

trolleys some of which await restoration and others, in reasonable condition, are in store. It is intended to display as many of these stored trolleys as possible at our other stations but they will require to be secured to stop them being stolen or used for late night 'amusement'.

Of late and due to the big station site clear up mentioned in the last *Terrier*, it has been almost impossible to get into our grounded PMV store so a second round of clearing has been carried out and new shelving and storage area provided within. This has made a huge difference to the day to day work as we can now find materials that previously have been inaccessible or just plain forgotten about.

At the time of writing the shop has been emptied and the floor given two coats of black stain ready for the new season. The waiting room is also due for a complete clean before the season starts. The yard entrance has been asphalted by Ashford Tarmac and very good it looks too; far safer for everybody that uses the area and it does not form puddles.

This year the Hop Pickers Weekend will be held on 10th and 11th September and as always we desperately need volunteers to help in all areas. If you are interested in helping then please put an entry in your diary to keep the dates free.

#### **Sussex Area Group**

Two members have sadly passed on during the last year. Graham Briggs passed away in early

January which means that the February lecture slot, when Graham would often show his slides of trips around the country chasing his favourite engines – the Bullied West Country class, has fallen vacant. He was also a regular Booking Clerk at Northiam where his immense knowledge of the Railway, and railway matters in general, was often of use for passengers. Graham's regular travelling companion, Roy, has been asked to fill the vacant slot as a tribute to Graham.

The complete programme of meetings for the rest of the year is given below. Ian Gledhill's talk on Lisbon, last year, will be followed this

year by a talk on Milan. However with his recent TV exposure with Michael Portillo his fee may have gone up! Thanks for organising the programme must go to Clive, who manages to produce a varied set of excellent speakers each year.

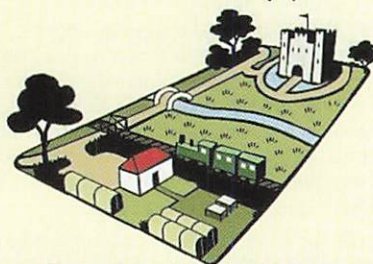
The group's accounts show a very good year in 2010 with takings up by 25 per cent. To offset the recent VAT increase the stock of the group was increased deliberately. The group has yet to make a donation to a railway cause and would welcome suggestions. These could include the Loco Trust or a further GWR railcar donation.

12th April 2011	Modern Industrial	Nick Kelly
10th May	From N America to Sheffield Park	Nigel Menzies
14th June	Film Archives	Keith Carter
12th July	Trams of Milan	Ian Gledhill
13th September	Lines of inspiration	Tim Lawrence
11th October	Switzerland – the Bits you haven't seen	Brian Boddy & Peter Williams
8th November	Pot Pourri of Narrow Gauge	John Bishop
13th December	Steam in the snow	John Jones

Meetings held in Westham Village Hall, Pevensey, at 7.30pm, contact Tim Lawrence 01323-845108.

# BODIAM NURSERY

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Excellent range of Acers

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## 2011 Annual General Meeting

Please note that the K&ESR AGM this year will again be held in

**Northiam Village Hall**

during the afternoon of

**Saturday 8th October.**

As last year, it is intended to run a members only carriage as part of the 13.15 departure from Tenterden together with a classic coach link (if all goes to plan, something a bit different) from the station to the Village Hall and similar return services. Nominations for election to the Board will close at 14:00 on 16th July 2011. The necessary nomination forms can be obtained from the Company Secretary.

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



*Mick Hoad preparing to sell tickets at Bodiam to assist the article that follows (Robin Dyce)*

# TICKETS PLEASE!

*Roger Allin, Chief Booking Clerk, reports on passenger numbers for 2010.*

By way of background, let me explain that passenger data is compiled from the Blackbaud computer system using Patrons Edge software in use at Tenterden booking office. The manual returns of tickets sold at Northiam and Bodiam booking offices, as well as the returns of tickets sold by travelling ticket inspectors, are input into Patrons Edge each week by my deputy, John Harding, and so provide a complete and up-to-date record of passenger information to the General Manager. He in turn utilises several spreadsheets which analyse the data and provide management information as required.

Table 1 below shows that passenger numbers during 2010 have shown an overall increase of 4.7% over the previous year, which of course is good news – but it could have been so much

better if only the weather hadn't intervened. At either end of the year, there were problems – snow fell a few days before the first Thomas™ weekend in February and that deterred some prospective visitors.

But the snow and ice throughout December had an even greater impact, resulting in the cancellation of a complete day of Santa trains, as well as two Saturday evening Pullmans. It confirms how the weather can play such an important part in the fortunes of our business.

There were, though, some excellent successes during the sunshine of the summer – the July Thomas™ 65th anniversary weekend attracted 3300 visitors in total. This was an exceptional result, particularly as there were some doubters who thought an event over the first weekend of the school holidays was a poor idea, as many families would be setting off on their summer

**Table 1 – Monthly passenger figures**

	2009			2010		
	Days	Trains	Passengers	Days	Trains	Passengers
January						
February	8	48	6807	8	48	6044
March	4	20	1146	4	28	1293
April	18	94	5988	19	100	7228
May	23	128	10385	22	128	10849
June	17	85	6059	19	111	8338
July	23	121	9361	25	129	12878
August	31	159	17019	31	155	17480
September	20	113	11470	19	107	9884
October	14	67	4924	15	70	5097
November	1	5	99	1	1	55
December	17	94	12314	15	91	10515
Total	176	934	85572	178	968	89661
Pullmans & Charters		39	2270		30	1699
Lunches		22	1483		22	1447
Fish & Chip specials		10	584		15	736
Grand Total			89909			93543

**Table 2 – passenger starting points**

		2009	2010
Passengers starting their journey from	Tenterden	76163	80227
	Northiam	4060	3333
	Bodiam	5349	6101

break. However, its runaway triumph, good as it was, may have had a detrimental effect on the September Thomas™ event just 8 weeks later, when passenger numbers were down 25% on the previous year.

Back to the good news and another spectacular success was the 1940's weekend, with visitor

**Table 3 – event figures**

	2009	2010
February Thomas	5687	4466
Branch Line weekend	611	526
Kent Big Day Out	383	420
Grandparents weekend	704	1280
Gala	2414	1962
1940's weekend	1292	2122
CAMRA Beer festival	555	556
Diesel gala	-	643
1970's weekend	-	748
Thomas 65th anniversary	-	3300
Hoppers weekend	1345	1032
Pensioners treat	1489	1488
September Thomas	5276	3911
Santa specials	10770	9168

numbers up a staggering 65% on the previous year. Other events in the calendar couldn't hope to achieve such a result but they all played their part in providing a variety of interest for our visitors. Table 3 below compares the performance of individual events over the last 2 years.

August is, as always, our busiest month, as trains operate every day. It is pleasing to report that after several years of decline, passenger numbers in August have increased over the last two years (from 14716 in 2008 to 17480 in 2010). This can be put down to the 'kids go free' promotion, which was also used at other selected times during the year (it will be changed to 'kids for a quid' in 2011). Everyone likes a bargain and this kind of canny marketing maximises income because extra families visit the railway and hopefully come back again – and there's nothing better for staff to see than a well-loaded train setting off on its journey.

Finally, I would like to take this opportunity to thank the loyal band of booking clerks – they do a tremendous job, not only selling tickets, but also helping the passengers in many other ways, from answering questions on the engines in service, to the more mundane (but essential), where the toilets are. As they are likely to be the first person the passenger meets on arrival at the railway, if the booking clerk gets it right, it can get the visitor's experience of the Railway off to a great start. Please do get in touch if you are interested in joining the team.



*(Ian Scarlett)*



# Cavell Van Launch

*Admiral The Lord Boyce, Lord Warden of the Cinque Ports (centre) at the rededication of the Cavell Van. Norman Brice to his right (left in photo) (John Liddell)*

The morning of Wednesday 10th November 2010 saw the Dedication Ceremony at Tenterden Town Station for the Cavell Van, commemorating the completion of a £37,000 restoration project for this unique railway van. The history of the Cavell Van itself and the crucial role it played in the repatriation to Britain of the bodies of three heroes of the Great War is very ably described in Brian Janes' booklet *The Unknown Warrior and the Cavell Van* (available from the Tenterden Station shop and website) and this brief article focuses on the Dedication Ceremony.

The date for the Dedication Ceremony was obvious: 90 years to the day when the Cavell Van conveyed the coffin of the Unknown Warrior, amid deep mourning, from Dover Docks to London Victoria Station.

But with the grant (without which the project could never have been completed) only being offered by the Heritage Lottery Fund in April 2010, this left just 7 months to organise and manage two projects, for as well as the Van restoration, with the coffin, catafalque and

information panels, the Dedication Ceremony was itself a major logistical exercise.

The principal purposes of the Dedication Ceremony were three-fold: to mark the completion of a high-quality restoration project on an important railway artefact; to honour the memories of the three heroes carried, and through the Unknown Warrior by extension to all those who died for King and Country in that and later conflicts (as the Lord Warden said, in only one year since 1945 has no British serviceman died in action); and to thank all those who had contributed to the restoration project.

The guest list naturally reflected those three purposes. The K&ESR was honoured that Admiral the Lord Boyce GCB OBE DL, Lord Warden of the Cinque Ports and Constable of Dover Castle, kindly agreed to be the Guest of Honour. Lord Boyce had generously agreed to be the Sponsor of our cash appeal and, as a retired Chief of the Defence Staff (the highest appointment in the British Armed Forces) who more fitting to give the keynote speech with its

theme of "Service and Sacrifice" in recognition of the Unknown Warrior and the one million British and Empire service dead from the Great War. Also reflecting the commemoration of the Great War losses were the Ladies' Standard and members of the Royal British Legion (Tenterden Branch) and other former servicemen, including one veteran from Kohima. The Civic Community was represented by the Worshipful Mayors of Ashford and Tenterden, who both had also actively supported our Heritage Lottery Fund grant application. Reminding everybody that we were completing work on the Cavell Van was the presence of two members of the Executive Committee of the Royal London Hospital League of Nurses (where Edith Cavell originally trained) with one lady appearing in the 1900 nurses' uniform Edith Cavell would have worn, adding a very poignant appearance to the day. The K&ESR was also pleased to welcome a relative of Captain Charles Fryatt.

The list of guests without whom the restoration work could not have been completed is long but pride of place has to be given to the Heritage Lottery Fund, whose far-sighted and imaginative decision to award a grant of £27,000 was critical in enabling the restoration project to be completed at all: and the K&ESR repaid that confidence by completing the work in full, on time and within budget. Homewood School was represented by the four students who researched and designed the information panels, together with the school staff involved;

Paul Ramsden, now of Rampart Engineering who undertook the restoration work on the Van's body and running gear, was welcomed back to Tenterden; Pamela Smith and family from Brunswick Ironworks of Caernarfon, who manufactured the metalwork for the coffin and who most generously donated the ceremonial sword; members of the Bodiam gang strayed across the County boundary into Kent; together with John Miller who rescued the Cavell Van from oblivion and who generously donated it to the K&ESR, thus enabling the funding package to be assembled. Very many volunteers gave most generously of their time and skills and whilst it may be invidious to mention any names, the contribution of Robin Dyce in designing and master-minding the construction of the coffin cannot pass unrecorded. (And those hoping the author would be stopped by the police driving to and from Wales with a massive coffin visible in his car were disappointed as he returned unscathed.)

As planning for the Ceremony progressed, an idea began to germinate of replicating the historic photograph of the Cavell Van standing in Dover Marine Station with its military Guard of Honour standing with bowed heads and arms reversed. Our considerable gratitude goes to Colonel Crispin Champion (ret'd), President of the Queens Own Buffs Association and the re-enactors from the Queens Own Royal West Kent Living History Group who recreated in such detail that famous photograph. All four services were represented (Royal Navy, Royal Marines, Royal Air Force and Army) with exact period uniforms and they even had to learn the order "reverse arms" that very morning. Thanks also to Sergeant Guild of the Princess of Wales Royal Regiment, our bugler for the "Last Post".

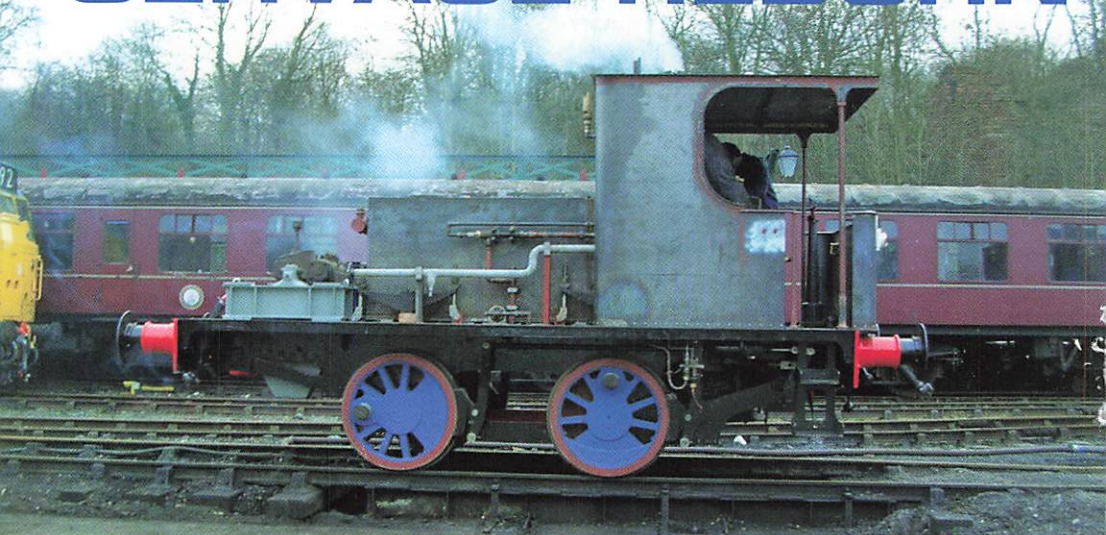
In conclusion, thanks also to volunteer the Rev John Emmott for conducting the Dedication Service and to the staff of the K&ESR whose quiet support and assistance was essential to the restoration of this national treasure.

*Norman Brice*



*(John Liddell)*

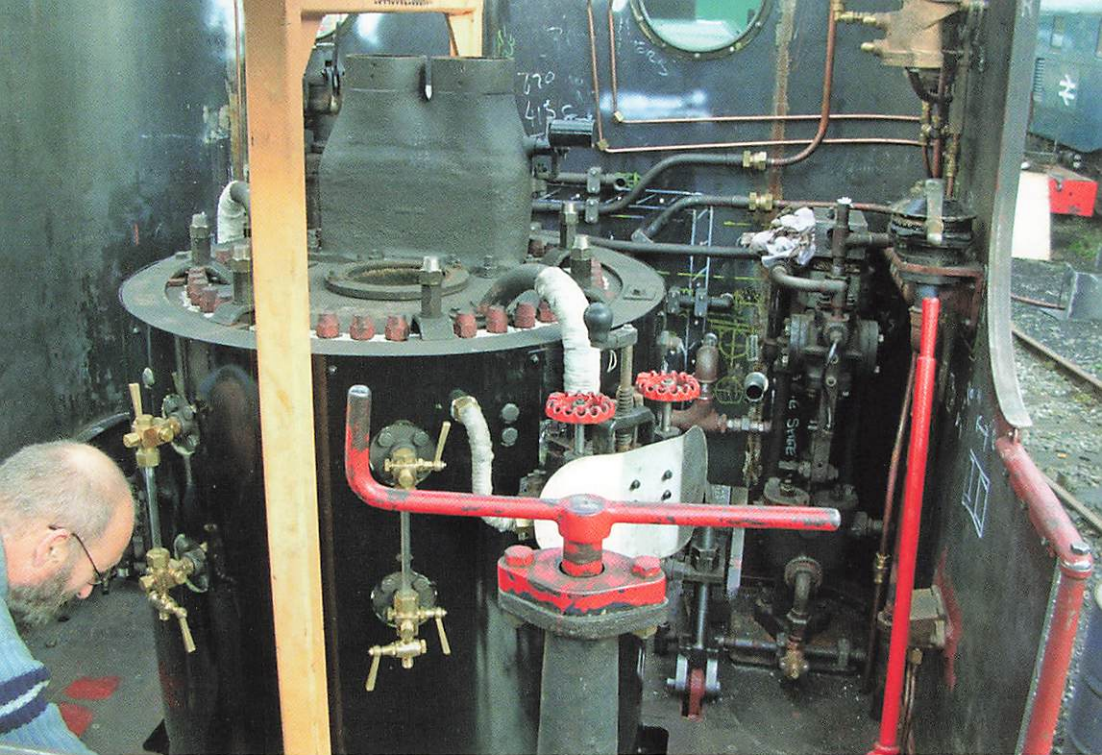
# GERVASE REBORN



*Above: Gervase steams again on 3rd January 2011. K&ESR Trustee Derek Dunlavy who was at the previous steaming in 1965 was present for the occasion. (Mike Hart)*

*Below: Gervase part assembled at Elsecar (Mike Hart)*





*Above: Gervase, Sentinel rebuild of a Manning Wardle saddle tank, was in 1962 the first loco acquired by the fledgling Kent & East Sussex Railway Preservation Society. Thanks to Mike Hart, she is now under restoration at the Elsecar Railway. Here we see her boiler; newly restored, in the cab (Mike Hart)*

*Below: Elsecar, Gervase Group, Volunteers; Jonathan and Martin with Mike Hart on the right hand side (via Mike Hart)*



# PEOPLE IN PROFILE

## - Geoff Crouch

*Members will be aware that Geoff Crouch succeeded Norman Brice as K&ESR Chairman at the November 2010 Board meeting. The Editor talks to the eighth occupant of the 'hot seat' since the Company was created in 1971.*

*Ed - Have you been a railway enthusiast since boyhood or was it something that came to you in adult life?*

Geoff - From the age of three until I was 16, I spent my school holidays in Fairford, Gloucestershire with my Grandparents. This happened to be the end of the line for the Fairford Branch (originally The East Gloucestershire Railway). The line was closed in 1962 and is now an industrial site. I spent many happy days at the Station site, with one eye open for the local law, who, when they weren't looking for sheep rustlers, 'protected' the derelict site from trespassers. The fascination for 'the railway' started then.

*Ed. - How did you come to be interested in railway preservation and the Kent & East Sussex Railway in particular?*

Geoff - When my work in the retail trade moved me to Aylesbury in 1986, my free time was scarce. Commuting to the Great Roundabout (a.k.a. Milton Keynes) was both time consuming and tiring. But one winter's afternoon I drove my (long suffering) family to Quainton Rd, just to see what was there. It was the next station up the line from Aylesbury - then a terminus. I had looked at it on the map and wondered what would remain. It was sad to see the one remaining B.R. running line two feet away from the down platform. That told me that B.R. had no intention of helping the preservation society. There were basically two sidings, one either side of the B.R. line. I asked a bloke what was happening to the site and before I knew it I had bought ten shares and was a member of their P.Way team. The winter was as bad as I have ever known and we spent a lot of time drinking tea. Bad habits...Just as I got used to Quainton (and it got used to me),



*Chairman Geoff Crouch (Lewis Brockway)*

my work took me to Leicester. On another Sunday day out, I passed Quorn and Woodhouse station. Climbing through the hedge and down the steep slope I found myself trackside. It was there that I returned to consume many a summers lunch on the island platform. But I couldn't stand Leicester and just as soon as I could, I looked for a way out....I ended up in Cranbrook, self employed and with all of my friends left far behind.

*Ed. - Why did you choose to work for the K&ESR's P. Way department?*

Geoff - I didn't. P.Way chose me in the guise of Brian Muston and the late Pete Hemsley. My first contact with the K&ESR was another Sunday drive (my wife doesn't let me out on Sundays anymore!). I drove past the then still largely unrestored Bodiam station in 1994 - a nice summer's day I recall. On the platform were a certain Mr Miller and his gang, reclining in deck chairs, having their lunch break. I had a chat with him and he pointed me in the direction of Wittersham Road station. I eventually found it and was greeted by Pete Hemsley the Sunday Supervisor. He introduced me to the rest of the crew, who were very welcoming (with tea). He explained what they were

doing and I was signed up on the spot. Pete is much missed by all of the P.Way team.

*Ed. - It must have been quite a challenge when Brian Muston resigned and you took over as P. Way manager. What do you especially feel you achieved over those ten years.*

Geoff - I was able to significantly change my management style, literally overnight, to manage an all Volunteer crew. At work I tell my staff to do something (politely). As P.Way Manager I asked for volunteers for each job to start with, until I had enough confidence to ask individuals to do a specific job. Not that the individuals needed managing themselves *per se*. They were all proficient and diligent in their work. The budgeting and the finance side came naturally to me, no different to running a shop. Others will judge my achievements. I set out with a plan to replace all of the rotting wooden sleepers which were taking up 90 per cent of our time to replace each year. Concrete sleepers give decades of use and will be there long after I have gone. Many relays have taken place since June 2000, and the standards that the team has achieved have improved year upon year. I think that my biggest achievements were twofold. Firstly I was lucky enough to retain the confidence of the Volunteers and secondly I enjoyed myself, and still do. If the Manager's job had actually felt like it was a job, then I would have left a long time ago. I never got involved in the politics of the Railway. I just got on with my work. That is why P.Way is based at Witt Road. No politics there. This is my hobby, and the day I stop looking forward to going to the Railway because it feels like a second job, well, you know.....

*Ed. - Since you joined the Board you have shown a particular interest in Volunteers; why was that and would you like to say more about that aspect?*

Geoff - My interest follows straight on from my work with the P.Way team. Each one is a character in his own right and has his own area of expertise. By setting achievable goals each one gets a great sense of satisfaction from his or her work. I cannot stress enough the importance of making Volunteers want to come back

time and time again. It is their hobby. They give their time freely to something that they love. We cannot provide for their every want, but we must cater for their every need. The Volunteers are the key to the continued survival and future success of our Railway. We have something that they want and they have something that we need. It is a perfect match.

*Ed. - It must have been quite a difficult decision to decide that you wanted to take on the challenge of being Chairman. Would you like to say anything about that?*

Geoff - The decision was based on a desire to steer us in a slightly different direction, without taking my eye off of the Financial Tiller. It all relates to our staff, our people. That's why I have changed the Board Agenda heading from 'Human Resources' to 'Staff Matters'. Why? The clue is in the words. 'Staff' and 'Matters'. They are the reason that we are here, the reason that we survived the bad times and they are the hope for the future. We are only in charge of the Railway for a brief time, and if the truth be told, we hold it in trust for the next bunch that come along. We have to get it right, not just financially, but we must ensure that there are enough motivated people available to keep things running. In my time as Director for Volunteering I have heard many detrimental comments about the Board. I published many of them in my Board report following the membership survey. Every Member should feel able to approach Trustees. So I have set up an E-Mail address ([chair@kesr.org.uk](mailto:chair@kesr.org.uk)) and I can be contacted through that medium. I will also be having monthly 'Ask the Chairman' sessions at Tenterden (to start with) and will be travelling the length of the line during the running season to give everyone the opportunity to ask me anything they like. If I don't know the answer to a question, then I will reply within 72 hours. I will not answer any questions which relate to personnel issues. The website will show who our Trustees are. It is all about openness and transparency. The stock phrases which include "Ivory Tower", "Elite", "Aloof" and the like, must become a thing of the past.

# Letters to the Editor

Sir

Congratulations to the railway on the publication of Brian Janes excellent booklet regarding the Cavell Van. I found it a most interesting and informative read.

In it Brian refers to the "deeply muffled" peal rung on the bells of St. Mary's church in Dover at the time Edith Cavell's body returned. Your readers may be interested in the attached photograph I took of the board commemorating this peal, which now hangs in the ringing chamber of St. Mary's, Dover. I apologise for the quality of the pictures; the board, which has a shiny surface, hangs in a dark corner of the ringing room and is difficult to photograph without a flash, but with a flash reflection becomes a problem! Nevertheless the details are legible.

On 10<sup>th</sup> November, 2010, a further peal was rung at St. Mary's to commemorate the 90<sup>th</sup> anniversary of the return of the Unknown Warrior. This peal, which was rung half muffled, commenced at 2.00 p.m. and took three hours and six minutes (three hours and three minutes for the original peal) and so was being rung during the rededication ceremony at Tenterden; the same method, Grandsire

Triples, was rung yesterday.

Incidentally, several of the band ringing the peal have read the booklet and were fully aware of the events taking place at Tenterden.

Headcorn

David Manger

Sir

Many thanks to Tony Davies for confirming the claim of the late John Baker (BR and K&ESR driver) that he had worked a special over the line after dark.

Regarding speedy 'H' class 0-4-0T locos John recalled a St Leonards depot 'H' powered the afternoon school train. Water was taken at Robertsbridge on the outward journey in order to return light engine non-stop to Crowhurst to take up evening duties on the Bexhill West branch. There was competition among crews to see how quickly this could be done. In John's words "The H's could really fly". Apparently there were some very fast times recorded.

Bexhill-on-Sea

Peter Carey

Sir,

I thoroughly enjoyed the item about 4mm scale layout 'Acol' in Tenterden Terrier No. 114. I was fascinated to see this evocative rendering operating in the carriage shed at Tenterden. If memory serves correctly this is the first occasion for many years on which the Terrier has carried a railway modelling article. I believe that the last such article was written by the late Paul Sutton.

There are other layouts which portray Colonel Stephens lines and the K&ESR in particular. Could we have some articles in the Terrier which feature these? When calling at the Railway I have sometimes spoken with your Volunteers and am aware that a number of them enjoy the miniature side of the hobby in addition to working in '12 inches to the foot scale'. I am sure that many other members also appreciate the world of railway modelling and that further features would not be inappropriate.

Tenterden

Nicholas Cannon



Plaque in St. Mary's Church, Dover (David Manger)

# Developing the Railway

By Ian Legg

Over the many years of preservation the Railway has gone through various phases of development. When those early pioneers took on the line in the 1960s facilities were virtually non-existent after BR's scorched earth policy in the run up to closure. Initially therefore volunteers managed with little more than hand tools and there were only rudimentary facilities for the public. The second phase saw development of basic amenities: a shed at Rolvenden, Signal Box, toilets, buffet and carriage shed to name a few. These have done us well, but as the railway has grown from only operating a short 1½ mile line to the current 10 miles to Bodiam, with the very real prospect that in a few years Tenterden will be connected to Robertsbridge, the need to enhance our infrastructure is clear.

What has not changed over the years is our ability to make a profit of sufficient size to fund significant developments! The bond issue has been written about elsewhere, but the bond repayment plus mortgage debt means our ability to borrow for investment is limited. Grants and lottery funds are difficult to obtain and often require a hefty chunk of match funding. This is where members can come in. Help in kind and donations.

The Board recognised that the railway needed a planned list of projects for this third phase of the line's development. Developments needed to be scoped and prioritised with the recognition that extension to Robertsbridge would place new demands. Accordingly, in the best railway tradition, a committee was formed with membership drawn from the Board, managers and other members with key skills.

The first task was to identify all the projects that were to be considered. They needed to be realistic and confer benefits to the Railway. However, small schemes within the capability of being funded from the normal departmental maintenance budgets were not considered. Then a scoring matrix was developed to allow the schemes to be assessed on various criteria. These were both financial and non-financial. Financial factors were: capital cost (i.e. one off), new costs, any cost savings, increased income, grant availability. Non-financial benefits assessed were: volunteer effort saved, membership support, meeting our heritage and conservation objectives, meeting our

educational charity objectives, overall business fit (e.g. Robertsbridge critical). Staff and volunteers were invited to comment on the schemes and to rank their preferences. This then allowed a clear priority list to be presented to the board, and was duly approved.

The schemes, in order, are:

- 1 Carriage works extension
- 2 Stock storage shed
- 3 Running shed
- 4 Tenterden Museum
- 5 Volunteer facilities
- 6 Cranbrook Road level crossing
- 7 Commercial offices
- 8 Shop
- 9 Buffet
- 10 Rolvenden Level Crossing

Subsequently, schemes have been proposed for a small museum at Bodiam and an educational facility at Northiam, which are currently being evaluated.

The carriage shed extension was identified as a high priority due to the constraints the old facilities had in terms of the regular examinations of our existing fleet, heavy maintenance needs and a number of volunteer-led restoration projects all requiring shed space. It was considered by the board that phase 1 (a basic shell) was affordable with member contributions. Currently, due to income being hit during the Santa season by the poor weather, phase 2 (fit out) is not affordable without further member contributions. To date we have received £21k of funding towards the phase 1 £140k cost. To finish the job requires a further £45k and the appeal remains open.

The next project on the list is the stock storage shed. This is planned to go in the field at Rolvenden between the sewage works and the woodyard. The concept is that this will offer undercover storage for four roads of five Mark 1 coach lengths. The shed would not be completely enclosed; cladding will not reach the ground, allowing air to circulate so vehicles can dry out. The Rother Valley Railway Trust have suggested they may make a donation to fund this project. They also recognise that keeping

our carriages under cover will reduce maintenance costs and increase the interval between overhauls, which will be of increasing importance when we operate a longer railway. This project will also offer a significant increase in siding space. The exact position and design will be subject to a detailed ground condition survey and we will need to obtain planning permission before work can start.

Third on the list is a running shed at Rolvenden. This will again provide for the necessary expansion of operations to enable working to Robertsbridge. The requirement is to store eight tank engines on two roads undercover. Associated with the shed are improved facilities located in the field next to the loco works. These include: a new coal storage and loading area; unloading siding so rolling stock can be moved on and off road vehicles without having to use Wittersham Road; better stores organisation; messing / training facilities. It is likely that this development would be implemented in phases as some items are achievable at comparatively low cost.

The Tenterden Museum is currently located in a building which is not ideal for storage of historical documents and artefacts. It has limited space and no educational or study

facilities. A re-developed Museum could be eligible for a grant and would significantly enhance the Railway's objective of being the recognised National Light Railway Museum.

It may be a trite comment, but it really is true: there would be no Railway without volunteers. We therefore need to continue to attract and retain staff. Gone are the days when staff were happy (!) to slum it in an old coach, washing in cold water and using the pub as a messroom (oh nostalgia – it's not what it used to be...). Now people expect to be warm, well fed, dry, clean and trained. There are a few volunteers who would find it difficult to contribute to the level they do without cheap overnight accommodation. A priority is therefore to improve the standard of volunteer (and paid staff) facilities.

The K&ESR is noted for a number of things, one of which is the number of level crossings! Whilst these add to the charm of a country branch line, to the average passenger and operating staff they are a nuisance. They slow down the overall journey, require more coal to be shovelled (and bought), extra effort is needed from guards to climb down and up again. Crossing keepers are needed on the busiest days to keep trains on time, staff who

*Interior of the new carriage shed extension prior to demolition of old shed end wall (Robin Dyce)*



could perhaps be used doing other more productive jobs. For an extended run to Robertsbridge it is clear the passenger's journey is too long at the current average line speed. Speeding the end-end trip up will require automation of at least two and possibly three level crossings. This would also allow more round trips using the existing fleet. Cranbrook Road would give the most advantage in terms of time and coal consumption. Rolvenden would be advantageous due to road speed and not having to stop in sight of the platform. Northiam is likely to become the main passing place when running through to Robertsbridge and the road is a difficult one to work with manual gates.

An often overlooked area of the Railway is its administration. In this day and age – “health and safety”, financial, employment and other legal requirements placed on a business, especially a railway undertaking, all require suitable attention. We have also expanded over the last few years into online and ‘phone sales, both for the core product but also new developments such as Railway Experience courses, which require back office support. The current admin block, Soweto to its inhabitants, is made out of second hand mobile classrooms and has been in place for nearly 20 years! These are now time expired, leak and do not meet our needs.

Tenterden has a good buffet in the former Maidstone Bus Station building, extended at the back three years ago. However, it does not provide enough seating space on busy days (marqueses are added for Thomas™ events for instance) and if we were able to offer a function room the catering offer could be expanded. Likewise the shop is situated in the old parcels office / waiting room in the 1905 station building and lacks capacity to offer a wide stock range. Development of these facilities would be a commercial proposition, the capital costs paid for by increased future revenue.

As an educational charity we need to provide a suitable classroom. In the modern learning world just providing worksheets and a round trip is not enough. A proposal is currently being worked up for a facility at Northiam.

So – grand plans, what will it cost? The cost of the schemes is estimated at between £3.5m and £8m, of which £100k has already been spent on the Carriage works. This leaves the Railway needing to find £3m of funding above the £400k that may be needed to redeem the Bodiam

bonds. For comparison, the Ffestiniog recently outlined its development plan, with a £6m price tag. That of course is also a former Colonel Stephens line – and narrow gauge too!

How will this money be raised? Member contributions are an important source of funds, but appeals have historically not raised significant sums – about £25k each time; useful but not enough! Lottery funds and other grants are a source we have had success with in the past – the Cavell Van is a good example from last year. They do not provide the full cost though. Commercial borrowing is possible where a scheme generates additional income. The challenge for the development committee is to work up schemes that can be funded.

Apart from looking at funding, the development committee's role is to:

- continue to refine the priority order of the schemes as circumstances change;
- ensure the schemes are consistent with the overall objectives of the Railway;
- validate the business case of each project;
- check there is a clear specification and project plan for each scheme.

The committee then recommends to the board whether a development should proceed.

There are some things the committee is not set up to do. These include:

- consideration of rolling stock;
- small scale “within budget” schemes;
- delivery of approved developments.

A *Terrier* article would not be complete without an appeal. I have two. Firstly volunteers are needed. The committee would welcome help from members with suitable skills in the area of project planning, civil engineering and fundraising. Secondly sources of funds. Remember the Railway in your will, make Gift Aid donations, fund raise, and seek corporate sponsorship.

Please contact the General Manager or myself if you have any comments, offers of assistance or money!

The Railway has come a long way over the last 50 years since closure. The developments outlined in this article will provide a Railway fit for the next 50.

# GRICER'S MARK I MUSINGS

In last summer's *Terrier*, Gricer made some tongue-in-cheek observations about climate change. And how, having had an extremely good run of favourable weather for our winter events, it was inevitable that sooner or later the elements would strike to our detriment.

Little did Gricer realise how prophetic that statement was. In traditional foot-in-mouth fashion, he didn't entirely appreciate that a "snow-in" would happen quite so quickly; and least of all that it would happen before Christmas rather than after – the more traditional time for the worst of the winter weather. However, we were finally beaten in December with the loss of an entire day's Santa Specials and two evening Pullman services. As far as Gricer recalls, it is the first time *ever* that a day's trains have been cancelled due to the weather. That indeed we managed to run trains at all on some of the remaining days is a tribute to the sterling effort and dedication of everybody.

In light, then, of what has happened thus far this winter, Gricer thinks it advisable to refrain from making further meteorological predictions. Oh all right then. Just one: 2011, barbecue summer.

## What a Mess(room).

In recent months, several colleagues have shared thoughts with Gricer about the state of the staff mess room at Tenterden. He has heard not a few flowery descriptions, (some of which are best not printed here), that have caused him to ponder the issue. This initially took him back to the root basics of the matter: that the mess room doesn't get in a "state" all by itself. ('Nuff said?) And that he is certain the Catering Department must be heartily sick of undertaking what must seem like the equivalent of an industrial-strength deep clean at all too frequent intervals. (Thank-you, chaps.)

Notwithstanding how we use or abuse it, Gricer feels he is echoing the sentiments of many colleagues by stating that the facilities are wholly inadequate. (Hands up all those who have eaten lunch on the footplate / in the brake van / in the booking office / in the shop stockroom...) It isn't unusual to have to sit outside and eat because the mess room is full to overflowing. Which is fine on a balmy summer's day, but not so good in a raging blizzard in

December. Nor is this a situation confined merely to special event days when inevitably there are more staff on duty. To put it into context, and ladies, you will just have to take Gricer's word for this, the staff mess room is little bigger than the gents toilet.

It's hardly the most comfortable of places, either. Just need a quick five minutes peace and quiet? Want to escape the madding crowds, briefly? Sadly, there's nowhere. Now, Gricer isn't advocating chintz curtains and a temple to feng shui, but somewhere just a shade more comfortable would be welcome.

So what's to do? Gricer really doesn't know the answer – even if he were to be given a blank cheque with which to undertake improvements. Acute shortage of space would appear to be the main difficulty – given that the mess room ideally needs to be near the buffet.

The fact is that in recent years we have, quite rightly, spent huge sums on improving the visitor experience. (Indeed, there is probably still much that we would like to do). We have spent money on infrastructure; and on facilities for our rolling stock. Might it not, then, now be time to invest a little in the railway's greatest asset – its staff? A question of "physician, heal thyself," if you like.

## True Uniqueness

What a tremendous piece of publicity for the railway the television coverage of the dedication of the Cavell Van was. It made Gricer think what a truly unique piece of not just railway, but national, history we now own.

'Unique' is, perhaps, one of the more misused words in our language. After all, almost every heritage railway has some form of unique item of rolling stock, (our own Ford diesel being one such example). But in the Cavell Van, we really do have something special in that it is unique in its *social* history – and in a very big way. (We are fortunate that those members who fought and worked so hard to save it recognised this.)

As "nuts and bolts" and technical history are plumbed in ever-greater depths to find something that has not been said before, it is the social history that is drawing more and more attention in the world of heritage railways and publishing. And here, at the Kent & East Sussex, we have something to whose social

history almost every person in Britain is able to relate. It's also worth mentioning that this aspect does not specifically apply to the Cavell Van's Unknown Warrior role. Gricer understands that at one time, it may well still be the case, trainee nurses were always taught about Edith Cavell before they had so much as learned to bandage a sore thumb.

The Cavell Van is a tremendous find, and is sure to be a terrific asset to the railway. Gricer's only slight concern is that it will be left somewhere out of sight and out of mind. It must continue to be afforded the high profile it deserves. After the huge amount of work put into its rescue and restoration, it's the least we can do.

### Spot the Difference

Things are stirring down the line. For a start, we have a new station; well, it has always been there, but in recent times seems to have been slowly buried in an ever-encroaching mass of brambles and undergrowth. So, what a delight to see that Wittersham Road is now being afforded some long-overdue TLC. The results have slowly manifested themselves over the course of the last twelve months until, by the end of last season, it was looking the best it has for many years.

Its remoteness and relative sparseness of service mean that it will never be a busy place. However, that merely adds to its charm. In fact, Gricer considers it to be our line's most delightful station. The view from the road approaching from Wittersham really is one of the finest on the railway. And the station building and booking hall ooze character. Meanwhile, Gricer has observed that life at Northiam is starting to buzz once more. After the extension to Bodiam opened, there have been occasions when this station has appeared to be almost abandoned. No longer. Several times last year, Gricer noted that more passengers were joining the train at Northiam than Bodiam, (something he hasn't seen for many years). But then, wasn't that the way it was always meant to be? With the imminent opening of the toy museum in the old mill adjacent to the station, Gricer is hopeful that Northiam's future is as rosy as it has ever been.

On the subject of spotting the difference, Gricer has also noticed how, slowly, our advertising flyers and posters are changing. The period artwork excellently captures the atmosphere of the railway. (How about adapting some for sale as postcards?) Gricer is a great admirer, too, of

the large billboards at Northiam and Rolvenden stations that face the A28. They are usually used to advertise our special events, but he was especially keen on the sign at Northiam: "Discover the Pulling Power of Steam," which so much seemed to sum up all that we do on the railway. Indeed, he was rather sad when it was replaced – even if it did induce a little giggle when once, while on duty, he slowly glided over the level crossing. In the diesel multiple unit.

### Look Around You

The last two or three years have seen much sadness with the loss, not infrequently the untimely loss, of many good friends of the Railway. This has highlighted the topicality of the work being undertaken to ensure that there is some form of enduring memorial by which they might be remembered.

Gricer considers that its provision is right and proper – be it by means of a book of remembrance, memorial garden or otherwise. Whatever form it may eventually take, he believes we would all do well also to remember the tribute to Sir Christopher Wren in St. Paul's Cathedral. A simple inscription on a tablet, it merely reads, (in Latin): "Reader, if you seek his memorial, look around you."

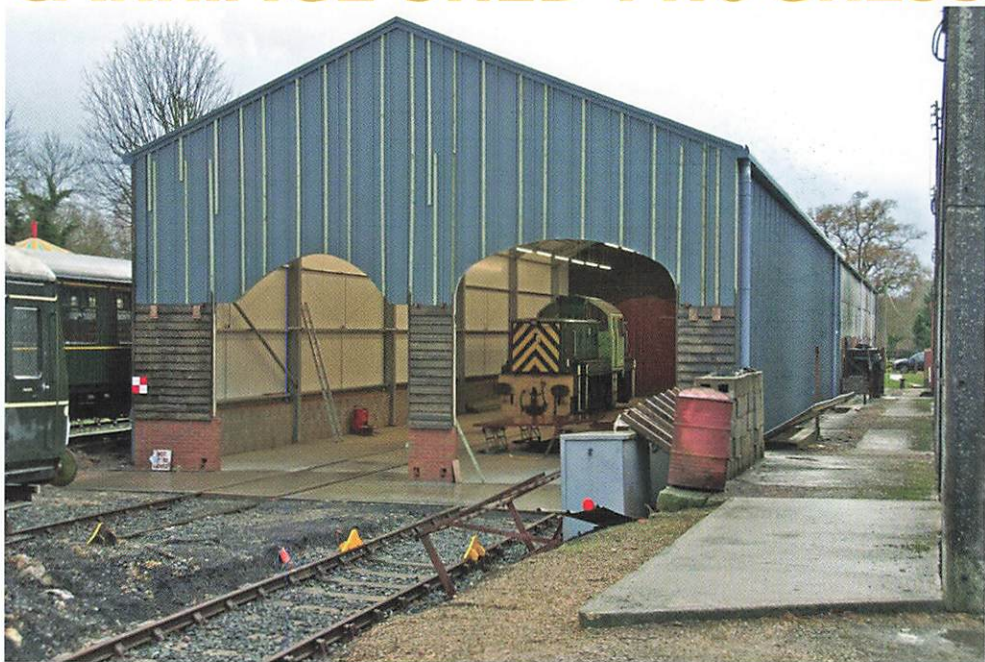
As we look around us today on the preserved Kent & East Sussex Railway there surely cannot be, for members and friends past, any finer tribute.

### And finally...

To end on a more cheery note, a true story that happened many years ago when Gricer was working a train to Wittersham Road. As it drifted across the level crossing into Rolvenden station, he noticed a solitary, elderly lady waiting on the platform. Simply watching the world pass by, she exchanged pleasantries with Gricer. As the train edged out of the platform, she proffered a cheery wave... then removed her dentures, rinsed them round in a fire bucket hanging on the wall, and put them back in again.

You couldn't make it up...

# CARRIAGE SHED PROGRESS



*Carriage shed extension prior to cladding and completion of aperture to No. 2 Road. (Robin Dyce)*



*New shed doors (Robin Dyce)*



Left to right: Project Manager Tim Hockney with former Maidstone Group Committee members Doug Barrow, David Felton (Treasurer), Dave Tibbatts (Chairman), Martin Keable and Peter Coombes (Lewis Brockway).



A cheque for £4639.41 which was the remaining money left in the former Maidstone Area Groups' project fund was handed over to the Project Manager for the Carriage and Wagon extension on Saturday 28th January 2011. The photograph was taken, appropriately, inside the new building. Over the 31 years the Maidstone Area Group was in existence, the sum of money raised has totalled £61,053, all going towards 54 projects/items for the Railway, the largest amount being £17,000 which went towards the construction of the Carriage and Wagon pit now inside the new extension (Doug Barrow)

# Colonel Stephens' Railway Museum Organisation

One of the many major achievements of the Kent and East Sussex Railway in its fifty year existence has been the proper academic study of Colonel Stephens, the man and his railways. With minimal resources a small group of individuals led by John Miller and Philip Shaw have accumulated recollections, archives and hardware, often on loan from sympathetic individuals, and created a museum that has become widely recognised as a centre of excellence.

Of course funds are, as with all parts of the railway, in short supply. To obtain access to grant funds the Museum requires to be officially accredited by the Museums, Libraries and Archives Council (due to be transferred to Arts Council England on 1st April). It has made fair progress towards this status and has thereby obtained small grants from County sources, but access to national grants, perhaps even for a new building to replace the present largely unsuitable rented building, requires it to pass the full standards.

The principal obstacle was identified by the Museum Development Officer for Kent about three years ago who advised that the collection was insufficiently protected from the ability of the parent body, the Kent & East Sussex Railway Company, to dispose of it. This is of course qualified by the limitations on the Company as a registered charity but this was insufficient to meet the requisite conditions because the Accreditation submission must pledge and demonstrate a 'strong presumption against disposal' which would be policed by Government.

The possibility was investigated, in detail, of establishing a separate trust to hold the collection whilst any Museum building, present or future, could remain in the direct care of the Company. To establish such a trust is complicated by the need for it to become a separate registered charity. However, current guidelines require a turnover in excess of £5000 per year before it can even be considered, and there were other problems.

Further the trust would require its own officers and accounts. This has been thought to be too complex and vulnerable to any changes in both trust and Railway.

During 2010 we had meetings, including one with the new Museums Development Officer for Kent, to try and resolve this problem and substantial progress was made in potentially simplifying the process. It was concluded that a solution might lie in the creation by the Company Board of a semi-autonomous committee that had virtually full control of the Collection, its funding and care. Although it was accepted that ultimately the Company Board had the power to abolish any committee, however potentially autonomous, the Museums Officer felt that the fact that the parent body was itself an educational charity with, admittedly more limited, constraints on the disposal of assets would be sufficient to meet Accreditation criteria. This view has been provisionally endorsed by the Regional Museums Accreditation Officer.

The creation of a committee on these lines required some changes. Although it is probably not widely realised, there has long been an ambiguity about the ownership both of the collection assets and the separate funds generated by the Museum team, further complicated by concerns about keeping the collection together in any adverse conditions. The title to assets, unless they are clearly shown as loans, recorded in the Museum's excellent records (see 'The Colonel Stephens Museum goes digital' in *Tenterden Terrier* 111), is now to be openly placed in the care of the Company. However they, and future assets and funding, are to be ring fenced and placed under the control of a Museum Committee. The assets and finances of the Museum will, from 2011, unambiguously come within Company accounts. Income will become restricted funds under the control of the Committee.

The K&ESR Board at its November meeting therefore created the new Museum Committee with the following minute

*A Museum Committee shall be established to oversee and manage the Colonel Stephens Railway Museum Collection and the finances of the Collection.*

*The Committee shall consist of*

*Two Directors (Trustees), one of whom shall be Chairman*

### *The Company Curator*

*Two nominees of the Museum volunteers (listed as such by the Curator)*

*One nominee of the Colonel Stephens Society*

*Other Directors (Trustees) and Officers may attend meetings by invitation but shall not have a vote.*

*The Museums Curatorial Advisor may attend as of right but may not vote.*

*The Committee's quorum shall be three. Any members not present at a meeting shall be entitled to vote.*

*The Committee shall have absolute discretion to decide on the acquisition and disposal of items in the Museum Collection, using such resources as might be available to them. They may accept donations for the Collection and/or donations for the sole purpose of maintaining and funding the Museum Collection. Items entered on the Museum's Acquisitions Register may only be disposed of, or loaned, with the unanimous agreement of the Museum Committee, and must then be handled under the guidelines issued from time to time by the Museums, Libraries and Archives Council and the Heritage Railways Association.*

*The finances and accounts of the Museum Collection shall be conducted within the normal arrangements of the Company.*

*The Committee shall report significant developments, acquisitions or disposals as they occur and otherwise at least annually.*

The Railway Directors for this year are Philip Shaw and Brian Janes. The Colonel Stephens

Society has nominated their Chairman, Les Darbyshire and volunteer nominees for the next three years are Peter Southgate and David Swan.

So we now therefore have a new organisation whose primary purpose is to safeguard the Museum collection from virtually all external circumstances. Further it is now well placed to enhance the collection and obtain the necessary funds that it can control.

The Committee had its first meeting early in 2011 and it is working on the documents necessary for seeking accreditation; the most important of which is a Forward Plan containing a statement of the purpose of the Museum; its key aims; and specific objectives for the medium term. With luck and a fair wind, and if the Accreditation body's reorganisation is smooth, official accreditation might be achieved this year.

Then we can go for further funding and work to consolidate and expand the collection and, now that it is safeguarded, seek further donations of archive material and artefacts. If a building with suitable atmospheric controls can be achieved, the National Railway Museum might well be persuaded to loan us the K&ESR horse bus to sit alongside their Gazelle, restored with her passenger cab and an authentic livery. Something to look forward to and show what a small museum, built with love and affection, can achieve. With luck and support from members we can achieve an even more outstanding, nationally recognised museum of excellence.

*Brian Janes*

## **KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS**

### **September 2010**

1st Andre Freeman	No. 399	£80.00
2nd Clive Norman	No. 390	£60.00
3rd David Barrows	No. 444	£50.00
4th Mark Justice	No. 352	£30.00
5th Karen Lloyd	No. 149	£20.00
6th Norman Brice	No. 154	£15.00
7th R Bennett	No. 482	£10.00

### **November 2010**

1st J Green	No. 448	£60.00
2nd Miss S Stevens	No. 464	£40.00
3rd Brian Remnant	No. 246	£30.00
4th D J Haynes	No. 055	£25.00
5th Peter Hubbard	No. 254	£20.00
6th J R Crawford	No. 527	£10.00

### **October 2010**

1st Alan Dawes	No. 009	£60.00
2nd Cathy Roberts	No. 020	£40.00
3rd D K L Morgan	No. 058	£30.00
4th Bob Clifford	No. 285	£25.00
5th J R Crawford	No. 525	£20.00
6th James Veitch	No. 617	£10.00

### **December 2010**

1st Chris Garman	No. 006	£100.00
2nd Tom White	No. 032	£100.00
3rd Nigel Thomas	No. 362	£100.00
4th Colin Avey	No. 117	£100.00
5th Sue Woods	No. 342	£80.00
6th Alan Dawes	No. 009	£70.00
7th D A S Vear	No. 090	£60.00
8th R Bennett	No. 482	£50.00
9th Mrs D Bradley	No. 361	£40.00
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*A Fairlie locomotive brings a train into Tan-Y-Bwlch, Festiniog Railway, during August 1963 (Paul Mier)*

# 1961: A Key Year for Railway Preservation

## The year of 1961

With the celebration of our establishment as a Preservation Society 50 years ago this coming April, it seems worth looking at the world in which it was created and the state of Railway Preservation movement at that time. Here are a few random facts from the year:

- Tottenham Hotspur was the great football sensation and took both the League and Cup double for the first time in the century.
- There were 10m cars in the country (one third of today's numbers).
- The 1 millionth Morris Minor was sold.
- The superb and unbelievable Mini Cooper and Jaguar E type were the debuting models of the year.
- Average annual salary was £1,006.
- Private Eye was first published and satire became a watchword.
- The average house price was £2770.
- John F Kennedy was voted US President and the outgoing President, Dwight D Eisenhower, previously a very senior military commander, warned of the growing power of the military industrial complex.
- Diana Spencer, later Princess of Wales, was born.
- Yuri Gagarin became the first human in space.

As our preservation pioneers were all young at the time, it is also worth reflecting that the top popular song hits of the year were Elvis Presley's 'Wooden Heart' and 'His Latest Flame' and Billy Fury's 'Halfway to Paradise'. Other top sellers were the perhaps now

forgotten artists Helen Shapiro, Eden Kane and John Leyton. Nothing really spectacular that year from 1960's top sellers Cliff Richard or the independent Shadows' with their immortal 'Apache'; and Johnny Kidd was already forgotten. The Beatles phenomenon was still two years away and the lads were still performing in a squalid Liverpool club, The Cavern.

### Railway Closures

Everybody knew that British Railways was in financial trouble and their 1955 modernisation plan, although very patchy, was still struggling along and foresaw the ultimate demise of steam coming only when the newest engines wore out sometime in the late 1980s. Dr Beeching was still a top chemist, unknown outside the small world of leading industrialists. The system looked basically as it had done since Edwardian times with all the traditional trimmings, millions of wagons, sidings, station buildings, although often decrepit, were designed to, and still, kept passengers out of the weather and the double arrowed symbol and the unfriendly military style 24 hour clock were still 3-4 years in the future.

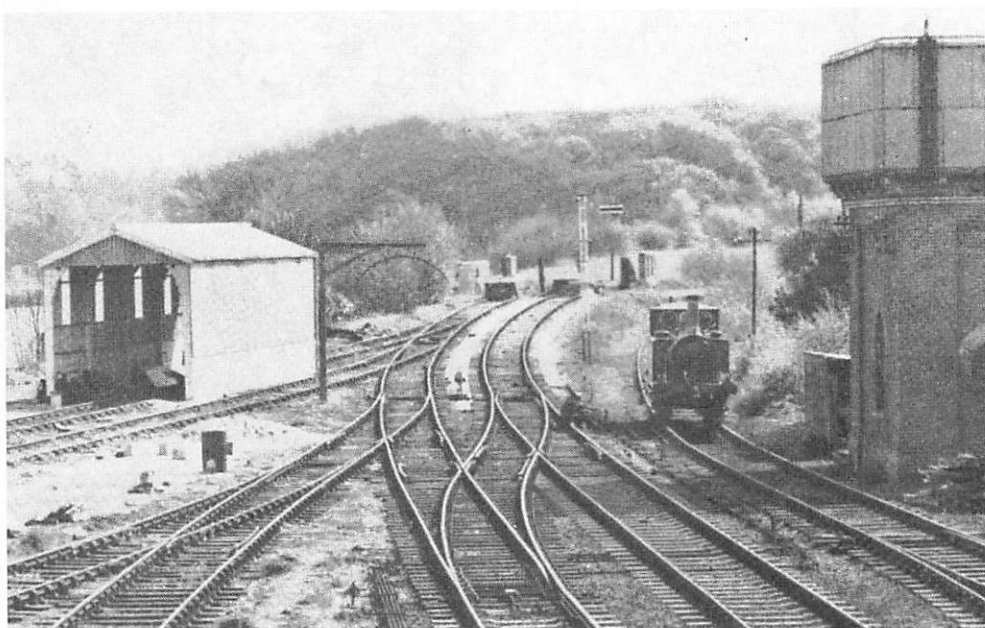
At its peak, in 1950, British Railways system was around 21,000 miles (34,000 km) and 6,000 stations. Closures of un-remunerative lines had been ongoing throughout the 20th century. Numbers increased in the 1950s, as the Branch

line Committee of British Railways (See 'Closure' in *Tenterden Terrier* 109) did its snail-like work and also looked for non-contentious duplicated lines as candidates for closure. Under these procedures, approximately 3,000 miles (4,800 km) of line had already been closed between nationalisation and the publication of Beeching's report in 1963. Serious closure had started before Beeching but, in the almost hysterical climate surrounding publication, the closure process was accelerated despite often vicious local political opposition.

Nevertheless, the country as a whole seemed indifferent, for the new motor car owning class was in the ascendant with such incentives as the motorway system inaugurated by the Preston bypass, opened in December 1958, followed by the more significant M1 in December 1959. In the face of this the railway system, had by 1975, shrunk to 12,000 miles (19,000 km) of track and 2,000 stations, roughly its present size. From this reduction the preservation, later labelled Heritage Railway, movement was to carve out a growing empire; but in 1961 this was pie in the sky.

### Railway Preservation

The preservation movement had started in the late 1940s and 50s, simply as a reaction against centralisation of decision making and the growth of a perceived uncaring bureaucracy.



*Overview of southern end of Sheffield Park yard, Bluebell Railway, c 1961 (Bluebell News)*

Year	Total length closed
1950	150 miles (240 km)
1951	275 miles (443 km)
1952	300 miles (480 km)
1953	275 miles (443 km)
1954 to 1957	500 miles (800 km)
1958	150 miles (240 km)
1959	350 miles (560 km)
1960	175 miles (282 km)
1961	150 miles (240 km)
1962	780 miles (1,260 km)
<b>Beeching report published</b>	
1963	324 miles (521 km)
1964	1,058 miles (1,703 km)
1965	600 miles (970 km)
1966	750 miles (1,210 km)
1967	300 miles (480 km)
1968	400 miles (640 km)
1969	250 miles (400 km)
1970	275 miles (443 km)
1971	23 miles (37 km)
1972	50 miles (80 km)

This was coupled with a certain nostalgia for the past that fought against the iconoclastic mood of the nation who had lived through two world wars and poverty which was so unimaginably bad that today's official definition of poverty would be a joke.

Starting with Tom Rolt and his colleagues' heroic and successful efforts to save the Talylllyn, inaugurated in Birmingham in 1950, the movement had grown very slowly. It centred on the fringe world of the last vestiges of the narrow gauge, particularly in Wales. By the mid-fifties only the Festiniog and the Welshpool and Llanfair were showing signs of real life, and these were under fierce attack from the still struggling Talylllyn supporters for spreading volunteer and other available resources too thin. After all, how many people out there would be silly enough or affluent enough to work without wages? It was an unprecedented situation and support was bound to be very limited.

Bigger challenges loomed. Those of us who have been involved in both narrow and standard gauge preservation know all about the sheer difference in the size of the two tasks. From track to locos everything was far more daunting

(although a 'modern' Welsh Highland Garrett is far heavier than a Terrier). Some may baulk, but dreamers being dreamers they make things happen and fortunately for us all, practical men usually then get involved and keep the thing going.

The first, and almost overlooked, pioneers in preserving large railways were the Light Railway Transport League which had been conserving street tramcars throughout the 1950s and found their permanent base at Crich in 1960. By 1959 the Bluebell dreamers had formed a society and they had the luck to take British Railways and the Ministry of Transport by surprise, secured a lease and transfer order with comparative ease and opened on 7 August 1960. Even then they were beaten to it by a group from Leeds University who got together in January and opened the, then goods only, Middleton Railway in June.

There was some activity behind the scenes on a broader front too, with focus on saving items from a complete railway rather than running railways. In 1958 a Railway Preservation Society was formed to coordinate railway preservation through area groups; the first of these the West Midland Group formed in 1959; followed by Scotland in 1961 and then London. This particular concept was a failure,



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*Tenterden Town station building, June 1962 (Ross Shimon)*

but these groups broadened their horizons slightly and succeeded. The West Midland formed the long-lived Chasewater in 1960; the Scottish RPS ultimately establishing itself at Bo'ness (with a Strathspey breakaway); and London ended up as the Buckinghamshire Railway Centre (Quainton Road). The Great Western being the Great Western there emerged a similarly focused, but independent, Great Western Society which finally got underway in 1961. This burgeoning interest in some form of co-operation did however have results in the formation of a Railway Preservation Association (now part of the Heritage Railways Association) in September 1961.

That was the limited reality of 1961 that our pioneers faced. There were other independent railways, of course, notably the Isle of Man, the Derwent Valley Light, the Snowdon Mountain, the Ravenglass and Eskdale, and the Fairbourne, but these had been long independent and probably considered themselves above railway preservation as such. However, the urge to preserve railways was on the cusp of momentous change, and as affluence rose and the traditional railway disappeared, the next ten years was to see a huge surge and flow out into the movement we know today.

*Brian Janes*

## ***Kent & East Sussex Railway Preservation Society***

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**TENTERDEN TOWN STATION,  
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# BOOK REVIEWS

*The Rye & Camber Tramway, revised edition written and published by Peter A. Harding, price £3.50 plus 50p. post and packing from the author at "Mossgiel," Bagshot Road, Knaphill, Woking, Surrey. 32 pages with 57 monochrome photographs plus diagrams. GU21 2SG. ISBN 978 0 9552403 6 2.*

This is an updated version of the booklet which Peter Harding published back in 1985. It follows the same format, but now includes more photographs, including seven which have not been published before. The cream coloured card cover retains the excellent drawing of *Victoria* and the two carriages approaching Rye Tramway Station in 1914, based on a photograph taken by the late H. L. Hopwood in July, 1914, but the drawing of Golf Links station on the rear is omitted to make room for a list of the 20 other titles now available in this useful series of railway histories.

The booklet describes how the 1½ mile long 3 ft. gauge Rye & Camber Tramway was to be the first line that Holman Stephens would build in his chosen career of constructing and managing railways "of economical construction." First being discussed in January, 1895, the Tramway was opened to traffic just 6 months later on 13th July, providing a useful service conveying golfers to the new Golf Links that had opened the previous year. It was also used by the residents of Rye Harbour Village to get to Rye via a rowing boat ferry across the River Rother at the southern terminus and it became very popular with holidaymakers and day trippers wishing to spend a day on the sands at Camber. By 1897, the Company owned just two Bagnall 2-4-0T steam locomotives, *Camber* and *Victoria*, plus two carriages and a few open wagons. On its 13th birthday, 13th July, 1908, the Tramway was extended half a mile to a new terminus on land reclaimed from the sea closer to the best part of the sands and, in 1924, a 4-wheel petrol tractor was introduced, which would soon replace the steam locomotives on all but the busiest days. From 1900, Rye Golf Club paid a subsidy to the Tramway to ensure that it provided an all year service, but when this was not forthcoming at the end of 1925, the line operated only over Easter and during the summer months from then on. Following a major reconstruction of the Golf Course in 1938, the Tramway's Camber Sands station was re-sited via a 29 chain diversion some 9½

chains closer to Camber village, but it still remained "in the middle of nowhere." The new station was to be open for just the one season as the Tramway closed to the public the day after the Second World War was declared in September, 1939. During 1943, The Admiralty requisitioned the line between Rye and the intermediate station of Golf Links in connection with the construction of a 1,000 ft. jetty opposite Rye harbour, but when the Tramway was handed back to its rightful owners after the hostilities, the infrastructure and rolling stock were found to be in too poor a condition, the track was ripped up in 1947 and the Company was dissolved on 7th February, 1949.

In Peter Harding's revised booklet, the previous 14 chapters have been reduced to 12 and the text has been amended throughout to record more correctly the information that has become available in the intervening years. The location map is presented in a simpler, clearer form and the station diagrams are more accurately portrayed than the first time round. Of great interest are the two previously unpublished photographs and brief description of the short-lived re-sited Camber Sands station.

This booklet is highly recommended to anyone wanting to learn just the basic history of this sadly missed Tramway and even if you have the original edition of this booklet, with all the amended details, this new version would be a valuable addition to your library.

LAC

*Southern Electric - A New History, Volumes 1 & 2 by David Brown, published by Capital Transport, price £25 each Volume. ISBN 978 185414 340 2*

These books celebrate the achievements of the Southern Railway and its predecessor, the LSWR, in building the only comprehensive electrification system this country has produced. The story is taken through to 1983, mainly because it appears, this was the year that the last 4SUB, a train the author considers the quintessential Southern unit, was withdrawn. A personal choice, but by then the Southern's pre-war plans were virtually all implemented, though Tonbridge-Hastings had to wait till 1986 and Ashford-Ore and Uckfield which are still waiting.

The system was by 1983 in a form recognisable to the pioneers led by that far sighted and economically minded general manager, Sir Herbert Walker. Even the failures are touched on and interesting, and the author's commentary on Stephens' Southern Heights Light Railway in Volume 1 is particularly well balanced. This reviewer was particularly taken by the author's informed speculation that the Hastings line restriction problems might have been overcome by electric-locomotive hauled steam stock if WW2 had not caused further electrification schemes to be suspended.

When the schemes were revived, the author rightly criticises the 'dyed-in-the-wool conservatism' of the engineering departments of the Southern Region in the first 25 years of nationalisation. As a Kent-born commuter this reviewer felt the effects of this; for rolling stock of this period culminated in the mechanically reliable, but otherwise terminally foul, 4VEP units that were inflicted on long-distance Kent and other commuters for 40 years. As the author points out, they had the interior ambience of an inner suburban 4SUB but with thin and hard seats, though he doesn't mention the draughts! Thank God for the non-Southern origin BR Mark 1s, in the form of the 4 CEPs, which trains in their original, and even in their modified, form permitted many civilised journeys, however pedestrian their styling.

The author somewhat naturally devotes 300 of the about 500 pages to rolling stock and its operation and coverage is comprehensive. In some respects the actual building of the electrified routes get very little more treatment than in the late G T Moody's more concise 'Southern Electric'. However he presents more background detail and rightly points to the relatively little understood importance of the construction of the National Grid from 1933, together with other power transmission technologies, in the cost-effective creation of the long distance routes

Being a modern history, beautifully produced by Capital Transport, it contains many exceptional photos from official sources, the late R C Riley and other well known names. Volume two is also blessed with some nice clear line maps drawn by Gordon Rushton.

A fine detailed history of the greatest of all third rail networks and by today's standards excellent value.

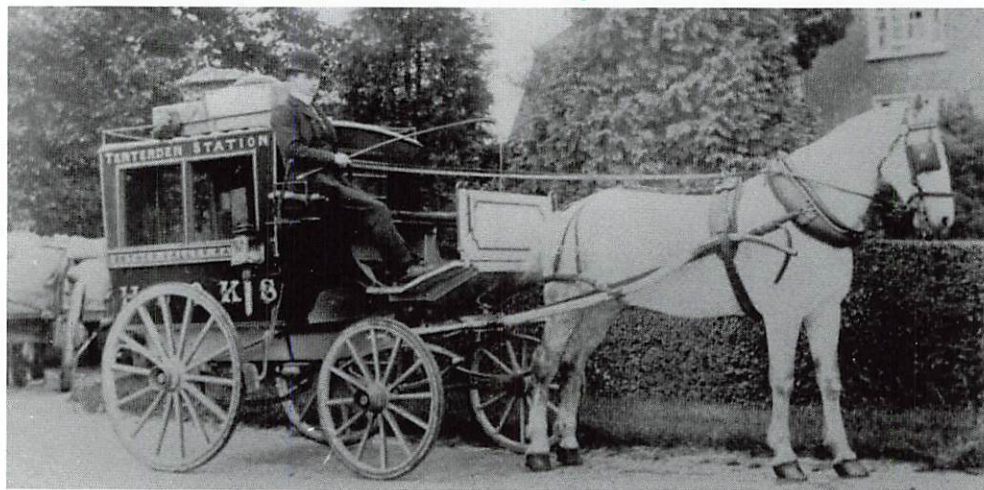
*Southern Coaches in Colour, by Michael Welch, published by Noodle Books, price £15.95. ISBN 978 1 906419 45 5*

As it says on the cover this book is in colour, although British Railways, rather than Southern, green predominates. Unfortunately it is the rather drab unlined BR green not the far more attractive Southern versions lined with chrome yellow. The overall effect is, however, leavened by many photos of great pre-grouping carriages painted in the garish, if often horribly faded, BR Carmine (red). However much this detracts from our otherwise beautifully restored Birdcage, it considerably brightens up the pages of this book. The much better balanced maroon and cream that graced later mainline coaches is in little evidence, although it was a much commoner colour on the Southern in the 1950s than many think. Initially most steam Mark 1's and indeed many Southern coaches, including our own NBOs, carried it with distinction throughout Kent. Kent does in fact comprise a large part of this book, for pre-grouping coaches lingered on in this part of the world till 1960/61 nearly as long as they did in that repository of ancient stock, the Isle of Wight.

The coaches the K&ESR has rescued are well represented in this book; not least by our restored birdcage in a faded Longmoor blue, and the now derelict LSWR invalid saloon. Further to our collective, if understandable with our limited resources, shame the last page of the book shows no less than three coaches that we bought but subsequently dismantled. And, let us face it, most of the, often very attractive, coaches featured did not even survive their BR days. To a coach aficionado such as me many interesting coaches are shown. The SE&CR ex railmotor coaches on the Hoo Branch, and the so called 'gate stock' built for use with tiny L&SWR locos in the same role, are notable inclusions serving a useful purpose 40 years after their locomotive units had gone.. Look too for the fascinating oddities of all companies, and the green Royal Mail coaches and ex Hastings Pullman freshly painted as No.182 (and sister to our own two) which ventured onto our line on the final special in 1961.

Like many of this burgeoning publishing house's products the price is on the high side but the collection of so many colour photographs from the early BR period is an achievement worth rewarding with a purchase.

# Road Transport of the Kent and East Sussex Railway – part one



*The horse bus in 1903 when new and with Rother Valley Railway on the waistline. The vehicle is pictured just above Spring Cottage in Station Road (Col. Stephens Historical Rail Archive)*

*John Miller outlines the history of road transport allied to the railway's operations.*

Between 1900 and 1948 the railway operated several road vehicles, four were horse drawn and at least three were motorised. Unfortunately, very little is recorded in the railway archives about any of these vehicles so much of my information comes from several meetings with William Holman Austen who died in 1981. he was born in 1900 and was the son of William Henry Austen, the last General Manager of the line before nationalisation.

I feel the observations of Austen junior are reliable because he was virtually brought up with the railway in his background all his life. His father had worked for Colonel Stephens since 1892 and in the 1930's he was employed by his father on making inspections and maintenance of the line. The facts are also confirmed by the annual reports of the K&ESR.

## **William Hook & Son**

All four horse drawn vehicles came into railway ownership from Hook & Son so it is worth giving an outline of this firm. Hooks had been trading as hauliers and china and glass merchants since at least 1894. The china and glass shop is believed to have occupied N<sup>o</sup> 90 High Street (now "Bourbon Rose"). Next door was a

passageway giving cart access to the yard behind, which included the stables and vehicle shelters. Some of these buildings have since been demolished but the stable block remains and now houses the Town Museum at the top of Station Road. Later the passage way was filled in with a shop, (now N<sup>o</sup> 88A "The Toy Shop").

The stables shared their facilities with the horses for the town fire engine – until about 1970 the fire station occupied half the width of Station Road by the Vine Inn. The outline of the fire station roof may still be seen on the side wall of "Pizzazz", N<sup>o</sup> 80 High Street.

Hooks had provided a horse drawn omnibus under contract to the railway from the opening of Tenterden Town station on 16<sup>th</sup> March 1903. The bus provided a taxi service in the local area and also delivered luggage sent "in advance". This contract started as the previous contract with R&J Bennett to meet trains at, what is now, Rolvenden station ceased. Incidentally, before the railway came, Station Road was known as Brewhouse Lane owing to the brewery which formerly occupied the site of the coach park in Station Road.

All went well until 1916 when William Hook & Son announced that they would cease trading. I have been unable to establish the reason for this, in spite of local enquiries. As no buyer for the

business could be found, Colonel Stephens stepped in and bought the haulage side of the business but not the china and glass shop.

Although Stephens had personally paid for the haulage business the assets appeared on the railway's books as from 1916. The Railway thus became the proud possessor of a horse omnibus, a small covered van and two drays, one a general purpose vehicle similar to a farm cart and the other not unlike a coal merchants dray, plus at least two drivers and three horses!

### The Horse Omnibus

The horse 'bus was built towards the end of 1902 by W.J.Mercer at their Tenterden Carriage Works, then situated at what is today Danemore, off Golden Square. It was delivered new to William Hook & Son early in 1903. It was nominally a six seater with room for three on the drivers seat. Luggage could be carried on the roof. There is no record of its early livery but in later years it was (and is) painted in green and cream.

The regular driver of the horse omnibus was Mr Frank Clark. He was born in 1889 and probably became the driver in 1908 at the age of 19. He became railway staff in 1916 and is believed to have left in 1924 when the horse bus was retired.

He then ran a greengrocery shop in Ashford Road, Tenterden. He was photographed playing the part of the driver of the horse bus, complete with bowler hat and three pretty girls, when the bus was exhibited at Euston Station in April 1954.

The horse bus was retired from service in 1924 and mothballed in the stables in what is now the centre ground floor room of Tenterden Museum. It continued to appear on the K&ESR books until about 1932, though not used.

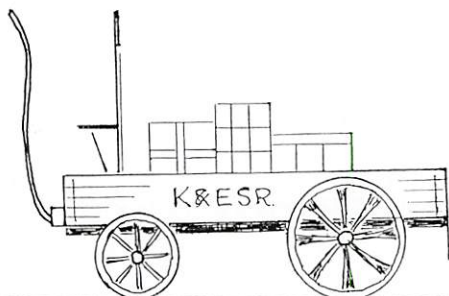
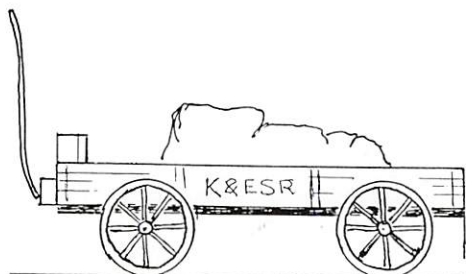
In 1948, following nationalisation, all the previous railways had to declare what valuable or historic artefacts they possessed. W.H.Austen made a return giving the horse bus and the stored locomotive nameplates as the company's only such assets and the horse bus became a national treasure!

Today the horse bus is part of the National Collection and is on display at the National Railway Museum, York. It was given a total rebuild in the 1990s and is now in fine condition with a fresh coat of paint.

Originally the bus carried the lettering "Tenterden Station" above the windows, "Rother Valley Railway" at the waistline and "Hooks" in large letters on the lower panel. In 1904 the



*Probably a Railway owned cart in Tenterden Town yard (Col. Stephens Historical Rail Archive)*



waistline lettering was changed to "Kent & East Sussex Ry" and in 1916 "Hooks" was painted out and the lower panel left blank.

Among the well known people carried in the horse omnibus were Dame Ellen Terry, the actress. Arthur Taunt, the Tenterden Station agent was always at pains to make sure the actress was delivered safely home to Smallhythe Place on her arrival at Tenterden from London. In our archives we have a greetings card from Dame Ellen to Arthur Taunt in recognition of his help. When the Tennant family lived at Great Maytham Hall at Rolvenden the omnibus was used to convey their guests to and from the station, among them Arthur Balfour, Conservative Prime Minister 1902-1905.

#### The covered van

William Austen gave quite a good description of the small covered van though I forgot to ask whether the cover was canvas or a hard fixed type. He didn't know the details of its age or maker. (I know nothing about horse drawn cart construction so my sketches are only intended to give a general impression of their appearance). The regular driver of the van was a Mr Tom Beech who sometimes took charge of the drays. I have no record of his years of service but he seems to have been known to other railway employees in the 1930's so I think he and the van continued in service until about 1932.

#### The four-wheeled drays

My sketches of the two drays are based only on William Austen's descriptions. I had the feeling that the simple cart with equal sized wheels was the older of the two and although both are listed in the company's account, one had been disposed of by early 1919. Unfortunately, the K&ESR records do not distinguish between vehicles, merely listing them as horse carts.

The dray resembling a coal merchant's cart (assuming I have identified the correct vehicle) lasted with the covered van until about 1932. It is a great pity that no confirmed photographs are

known to survive of the horse carts. As a postscript, when what is now the entrance to Rogersmead, but then a coal yard, was being tidied up ready for the railway opening in 1974, parts of the horse carts were found forming the backs of the coal bays.

#### The horses

As already stated, the K&ESR became owners of three horses in 1916 but this was reduced to two by 1920. One more horse was disposed of (or died) in 1928 and the remaining horse had gone by 1932. I know nothing of their breed or names!

And so the age of the horse was over for the K&ESR. In part two I shall detail what is known about the railway's motor-lorries, the first of which arrived in 1936.

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## 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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