



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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FRONT COVER

No. 32678 at Bodiam on a  
bright March day  
(Ian Scarlett)

BACK COVER

Robertsbridge to  
Northbridge Street prior to  
track laying (Harrier  
Productions)

# Tenterden Terrier

## Contents

Editorial	3
Lineside News	4
Commercial	4
Motive Power	7
Rolling Stock	9
Ways and Works	10
Groups & Associates	12
Letter to the Editor	22
300 Club	22
HRA Management Seminar	23
May Gala Weekend	24
Branch Line Memories in Miniature	26
Drafting or Draughting? for a J94	29
Vintage Tickets	32
Obituary	33
How We Benefit from Restricted Funds	34
1744 And all that	35
Gricer's Mark I Musings	38
A Day at Northiam Signal Box	41



# Editorial

## The Volunteer Spirit

Readers may be aware of a Heritage Railway Association seminar held on 20th March to address the issues of 'competence' and 'governance' on preserved lines like our own. The K&ESR was of course represented and further details are to be found elsewhere in this issue of the *Terrier*. The general tone of the gathering may perhaps make some people wonder if the heritage railway movement has now evolved to a point where professionalism, however that may be defined, is about to undermine the volunteer basis on which we have so long depended. We would argue that this is not so – volunteering and high standards

are not mutually exclusive concepts. Heritage railways cannot exist without volunteers, and volunteers, as we have so often proved, can rise to the greatest of challenges. Two excellent examples in recent times are the group which has brought No. 4253 to the Railway and are restoring that impressive locomotive and 6619 Ltd. whose valiant efforts are presently working to secure GWR No. 6619 for the Kent & East Sussex. The volunteer spirit is to be cherished, celebrated and encouraged. Long may it thrive.

\*\*\*\*\*

Duncan Buchanan retired from the post of Assistant Editor of the *Tenterden Terrier* after the Spring 2012 issue. We would like to take this opportunity of thanking him for his many years of hard work for our house journal.

Nick Pallant



*A foretaste of the future. Visiting No. 4247 during the May Gala (Phil Edwards)*

# Lineside News

## COMMERCIAL

### Chairman

The Charitable sector has been under pressure to improve the skills base of Trustees, not only from the Charity Commission, but also from Her Majesty's Revenue and Customs (HMRC).

What does this mean for our Railway, which of course is an educational charity? The Charity Commission believe that effective Trustee Boards need a range of people with a good mix of skills. No argument there then! We welcome all those who have professional qualifications relevant to the Railway, but therein lies a stumbling block. Many skilled people do not want their work to overlap with their leisure activities. So, for example, we do not have a Solicitor or a Surveyor. Many other Trusts have such skills readily available for advice, which in turn reduces legal costs and improves efficiency.

HMRC actually goes a little further in the Finance Act 2010. It requires that all Trustees, and prospective Trustees, sign a declaration which basically states that they are fit and proper persons. This is a legal document which underlines the importance that HMRC attaches to the provenance of Trustees.

Your Railway is under pressure from other sources of course. Derek Dunlavy's article about the HRA seminar underlines the need for Trustees to understand, amongst other things, their legal duties. Our Trustees are elected from the Membership and it is unfair to expect them to be up to speed with all aspects of their duties. So we are now working on providing support and information aimed at giving Trustees as much relevant information as possible. They can then make decisions knowing that they have fulfilled their legal obligations. We must all understand that times have changed and that the "good old days" when a wing and a prayer was enough, will never return! Legislation has seen to that.

I hope that this piece hasn't put anyone off from wanting to be a Trustee! The rewards of seeing the Railway go from strength to strength are huge.

### General Manager

The poor economic climate and dreadful weather so far this year have caused us to make a gloomy start, with only our 40s event performing. We have been immune to recession

over the last couple of years and eventually it had to hit us, but this has been compounded with not only poor weather but weather forecasts of poor weather on average days which also has a detrimental effect on performance.

The snow wiped out the first week of Thomas™ and we have consistently under performed since. No doubt the weather will improve as soon as the drought is officially over, as ironically it is since the imposition of the hose-pipe ban that weather has been poor.

There are going to be a couple of staff changes in the next couple of months and in particular I would like to thank Lynda Manktelow for her contribution to the accounts department for the past six years. Dave Tibbatts is also retiring from permanent duty. His contribution to the Railway has been huge both as an employee and also as a volunteer in areas away from the Catering Dept. More will be written about him.

It was interesting to see No. 4247 at the gala as a glimpse of the future. I hope it breaking a spring after two days work at the Gala isn't a similar view!!

There is always plenty of activity around the Railway whether we are operating or not. We continue planning for the works in field 51a at Rolvenden, policies get reviewed and changed to accommodate fresh legislation etc etc. The update to the booking office software at Tenterden has meant transactions are considerably faster and our Gift Aid income line still looks good despite a drop in passenger numbers so a big thank you to our booking clerks for that. Investment in IT becomes ever increasingly important in an increasingly competitive environment as we also use it for electronic marketing.

You will read elsewhere about Pullman car *Aries* and we will shortly be launching an appeal for funds to help restore that vehicle. We will also be launching an appeal to restore the L&SWR Invalid Saloon later this year.

We are also of course working on plans for 2013 - a significant year in our financial affairs with the redemption of the Bodiam Bonds.

### Finance Director

*Philip Shaw looks at how we did in 2011*

The company performed well in 2011, achieving



an overall profit of £76,278 for the year compared with a modest £3,870 in 2010. A great deal of the improvement was attributable to an exceptional result from our Santa trains, where receipts rose from £142,638 in 2010 to £201,410 in 2011. However, it is our commercial operations of catering and the shop that contributed the most to our overall profit. Colonel Stephens Railway Enterprises Ltd achieved a profit of £187,766 for the year, which means that as we only made £76,278 profit overall, our day to day train services continued to run at a loss. More importantly to our overall stability, our total net debt dropped to £203,197 compared with £487,791 at the end of 2010, boosted by an exceptional legacy of £210,000 from the estate of the late Les Lewis, a long-standing member of the company, to whom we are exceedingly grateful. This is a far cry from the desperate year of 2000, when we extended to Bodiam and our debts reached £1.3m - we were nearly bankrupt! The full accounts for 2011 will be presented for approval by the Board at their meeting on 7th July and will be posted to members in time for the AGM.

#### *And how we are doing in 2012?*

Unfortunately 2012 has not started well. With the notable exception of the 40's Weekend our main events at the time of writing (early June) have all been badly affected by poor weather, pessimistic weather forecasts and probably the weak consumer economy. Passenger numbers are well down on last year. As a result, we are having to look very closely at all items of expenditure to ensure that we produce an acceptable result. Activity in the months of July and August will be crucial to the results for the year as a whole. We shall also have to review our budgets for 2013 and beyond to see if we can recoup our ever-rising essential operating costs effectively

#### **Catering**

The introduction of the EPOS system in March was not without problems, but is gradually settling down and proving both easy to operate and of great benefit. For example, it is now much easier to take advantage of suppliers special offers as details of a virtually unlimited number of products may be stored in the system. Customers clearly also seek out the range of 'BOGOF' (Buy One Get One Free) and 'Meals Deals' now offered. The system allows for stock control, although this aspect is not currently utilised for catering items.

We have been fortunate in securing some outstanding deals with suppliers this year. Whilst

trading is clearly more challenging, it is encouraging to note that we are still gaining some significant bookings for on-train catering. These can however create problems with train capacity and sometimes necessitate alterations to stock formations.

A disruptive (and expensive) problem with the RMB became apparent in mid-June, when an electrical fault threatened to bring provision of on-train catering to a halt. The RMB is, despite the partial kitchen refurbishment in early 2011, getting very tired and a thorough overhaul cannot be deferred for much longer.

As ever, the biggest headache remains that of adequate staffing. There seems little prospect of an early resolution to this problem, with difficulties in this area having occupied considerable management time of late and necessitating long working hours by all staff, to whom we owe our grateful thanks. The position of On-train Catering Steward is currently being advertised, as Dave Tibbatts will be retiring at the end of this season. His efforts, with those of his helpers, have provided the K&ESR with a very significant source of profitable income for many years.

#### **Wealden Pullman**

After a shaky start to the season, the Wealden Pullman has resumed its normal levels of high occupancy. The early season evening services are inevitably less popular, given the cold, damp and dank atmosphere prevailing. As a result, much thought has been given to an alternative format for early season services for 2013.

We have again been pleased to welcome some new young recruits to the team, who have all subsequently proved themselves to be of outstanding ability. Their efforts have not gone unnoticed by customers either, with a surprising number of congratulatory letters received.

The big news is that we have been able to secure the acquisition, against strong interest from other railways, of a further Pullman Car for eventual inclusion within the Wealden Pullman. *Aries* was the very last Pullman Car to be constructed by the Pullman Car Company at Preston Park works, Brighton. Outshopped in 1952 as one of the Festival of Britain 'Golden Arrow' cars, it has been acquired at a very fair price from a private owner who was keen to see it restored for use at the K&ESR. Finance was provided entirely by the 'Pullman Improvement Fund', into which customer gratuities are deposited to fund improvements to the train. Whilst requiring restoration, the eventual addition of *Aries* to the formation will enable the

release of the Maunsell NBO so that all our customers may travel in a genuine Pullman Car. Sufficient funds remain available to enable a contract overhaul of underframe and running gear off the K&ESR. Further funding will be sought however, to enable restoration of the body and interior.

### Shop

The EPOS (Electronic Point of Sale) is now installed at the Tenterden and Bodiam shops and, apart from a few annoying electronic glitches that seem to plague us, appears to be working generally well. The system's use as a till has resulted in the End of Day takings being more accurate, whilst the back office software has been useful for stock control and reports, margin calculations and applying special offers. Sadly however, the EPOS has not been particularly overused so far this year due to a reduction in passenger numbers using the railway (it has been noticeable that a higher percentage of our visitors this year seem to be from the European mainland). Some days have been very quiet and the success of the special events has been variable. We achieved a satisfactory spend per head at Gala, but the 40s Weekend is never a great money spinner for us:

we are a bit away from all the action in the yard and the re-enactors, merchandise stands, barbeque, entertainment etc. We always do much better with the evacuation children during the following week: the only problem is trying to avoid getting a hernia carrying the pound coins up to the bank!

The two Dapol 00 gauge wagons for this year are now in stock: K&ESR five plank wagon No. 1 and a K&ESR box van: they are both limited to 100 models each so they shouldn't be around for too long. We also have some nice woollen K&ESR beanie hats, of which there is only a hundred, and have expanded our range of local beers in the shop by introducing six varieties of bottle beer from the Old Dairy Brewery at Rolvenden at an affordable price. For the 40s weekend, we had a range of Dad's Army mugs, socks, glass tankards, flasks and playing cards for sale, which went well and we will continue to keep in stock. The best-selling new items this year have been a range of poster greetings cards, featuring local towns and beauty spots; men's socks 'for steamy feet' and the reprint of Bradshaw's 1863 Railway Guide, as featured on the Great British Railway Journeys programme with Michael Portillo.



*Pullman Car Aries (Pat O'Connor)*



## Steam locos

**No. 3 'Bodiam' (32670):** Available for service- but has not run since gala. Next due out on the vintage train in August.

**No. 8 'Knowle' (32678):** Available for service. The air pump governor stopped working over the Bank holiday weekend which will require investigation as it means the pump runs all the time and uses all its oil supply. There is also a mysterious leak from somewhere in the cylinder block that manifests during the day as the block warms up. It is hoped that this will remain minor during the summer use and then in the winter we can remove the smokebox concrete (carefully!) to investigate more fully.

**No. 11 P class (5753):** Progress on disassembly continues with the wheels being removed from the frames. There is now a huge amount of cleaning to do to the frames. Please contact Henry Mowforth on 01580 762308 if you would like to assist in this overhaul as he is heading up the work.

**No. 14 'Charwelton':** Available for service and as popular as ever on the railway experience days.

**No. 19 'Norwegian':** Presently outside the shed so that the boiler can be lifted into the frames. Work is progressing on the boiler itself to fit the cladding ready for the lift day. Work has started on the overhaul of the steam generator. Steady progress is being maintained on this loco which will be a valuable asset to bridge the gap between the small and large locos.

**No. 21 'Wainwright' (DS238):** The inspector has examined the boiler and identified some minor items for attention. It is hoped that we will be able to get another 5 years life out of the present inner firebox before renewal is required. This is so important rather than wasting the life of such an important component. There will be many staff pleased to see the back of the seemingly endless needle gunning that has been the main work so far.

**No. 22 'Maunsell' (65):** Available for service and performing well.

**No. 23 'Holman F Stephens':** Available for service and attracting favourable comment following successful draughting modifications (see separate article).

**No. 24 'Rolvenden':** In store awaiting overhaul.

**No. 25 'Northiam':** The boiler is now complete and laid up in store. The chassis has been outside

the shed for a while for steam cleaning.

**No. 30 GWR Pannier (1638):** Available for service- having recently passed annual boiler inspection.

**6619:** Fundraising to secure this running locomotive for the K&ESR started in earnest on 6th June- with just 66 days and 19 hours set as the target to raise the purchase price. Please contact Paul Wilson on 01580 762258 if you want any information or wish to support this exciting project.

## Diesels

**GWR Railcar W20W** The two recently repaired gearboxes are now installed on the Railcar together with their new rubber mountings.

The two engines are now fitted with refurbished starter motors. Both engines have temporary wiring for starter solenoid and heavy cables for connection to the temporary booster battery for engine start. Most of the engine exhaust systems are ready barring the silencers. We will borrow a suitable silencer for initial engine run and test. Both engines have their cooling systems connected.

As part of the initial engine run, we have the chance to test the drive chain via the new fan blades, either side of but behind the radiators. We will also prove the new bearings fitted behind the radiator on the south side of the Railcar.

The timber framed body and the ongoing check of the work done to date over many years is nearly complete. New hardwood step boards and associated metalwork have been fitted below the vestibule door area and brake van door area on each side. This will make access easier and safer to those working on the Railcar. All new step boards and other items are dimensioned to design drawings thus ensuring the Railcar is within loading gauge.

Planned Working Dates - July to December 2012.

EVERY WEDNESDAY throughout the year July to December.

Also every other week on the following SUNDAYS.

July – 1st & 15th & 29th.

August – 12th & 26th.

September – 9th & 23rd.

October – 7th & 21st.

November – 4th & 18th.

December – 2nd & 16th & 30th.

**No. 40 'Ford' (BTH):** The radiator finally gave up a few weeks ago. Despite a repair bill of £9k the decision was taken to restore the original rather than fit a more modern replacement. The generosity of the Loco Trust in funding the lion's share of this cost is much appreciated.

**No. 41 'Ruston':** Presently stopped for repairs to the dynamo and much missed as yard shunter.

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

**No. 48 D9504 Class 14:** (erroneously referred to as No. 49 14029 in the Spring issue). The repairs are complete. The locomotive is now proving reliable and with the clear effect of the fully overhauled engine, more power is available for shunting and operating the train service. In service.

**Class 108 DMMU:** A exam completed. Fuel point exam completed. In service.

**Rother Valley Railway Class 03 No D2112:** This locomotive will be available for use on the Robertsbridge to Bodiam reconstruction project. The lubricating oil in the engine, gear box and final drive unit has been changed as part of necessary maintenance for the locomotive.

## Cranes

**No. 133 (10t Taylor Hubbard):** Passed annual lifting exam without problems. Due annual boiler inspection 21st June- although this has to be fitted in amongst the washouts of service locomotives.

**No 151 (36t breakdown):** The retubed boiler has been successfully hydraulically and steam tested. It is now re-installed in the crane and work is underway to re-fit all the roofing and other parts removed to allow the boiler to be dealt with. It will be used to lift the boiler into the Norwegian as soon as possible.

## Plant

**TRAMM 98211 :** In service.

**73250 07-12 Tamber** This machine is in service and performing very well. We have managed to find some time to spend carrying out a number of minor jobs on the machine, curing various minor air and oil leaks, and have managed to make significant improvements. The machine also made a visit to the Spa Valley Railway in March, to carry out tamping works on their Eridge section, where we had the opportunity to work alongside the Network Rail Uckfield Line.



*No. 32670 on goods train duties during May Gala (Paul Sayce)*



## Mark 1's

The return to traffic of [DBSO No. 75 Petros](#) is at last in sight. Interior paintwork and décor are almost complete at the time of writing, the new lino floor covering has been laid, final fitting of the fixed seating is underway and the new wheelchair ramp has been installed. Overhaul of the bogies remains to be tackled but it is hoped that *Petros* will have rejoined the 'A' set by the time the summer issue of the *Terrier* appears.

## Vintage Coaches

[Maunsell CK No. 5618 \(K&ESR No. 56\)](#)

Defects to the build rail on the south (Tenterden platform) side led to this vehicle being out of traffic during the spring. Repairs were nonetheless achieved very rapidly, albeit at the expense of progress on other vehicles. Fortunately it proved possible to remove the steel cladding without the need for repainting. The corridor floor has been renewed and fresh lino laid as part of the overall exercise.

[Maunsell BNO Brake No. 4443 \(K&ESR No. 54\)](#). With the work on *Petros* starting to wind

down it has been possible to continue moving labour back to the on-going heavy overhaul of No. 54. Further progress has been made with the exterior of the 'north' side but the 'south' side still has some way to go. The old flooring has been removed from the Headcorn end of

the vehicle exposing the underframe, which has been cleaned and painted in that area, as well as the bogie. There is a similar large hole in the floor of the Robertsbridge end saloon. The middle saloon has however been the subject of reassembly work and revarnishing of components has been underway in connection with this. Ken and Lesley Lee have been much involved with this interior work and have been joined by Bob Millford fresh from his work for the Museum repainting locomotive *Gazelle* ready for Railfest at York.

Good progress has continued to be made with rebuilding the Tenterden platform side of ['District' Coach \(K&ESR No.100\)](#) although this unavoidably slowed while Craftsman Julian Coppins was working on the build rail of CK No. 56. Julian's work on No. 100 has been thorough, highly skilled and a joy to behold. Ron Nuttman has been attending to the brake rigging on this vehicle as opportunity has permitted. [GER Brake \(K&ESR No. 81\)](#) and [L&NWR Balcony Saloon \(LMS No. ED 33, K&ESR No. 82\)](#) remain out of service and continue to await their turn in the carriage shed.

## Wagons & Vans

Wagons ['Huxford' \(K&ESR No. 153\)](#) and ['O. Edwards' \(K&ESR No. 148\)](#) have been in the shed for the renewal of brake rigging



Award winning No.3062 is second left from visiting N2 Class No.1744 (Hugh Nightingale)



components with 'Huxford' later returning for the installation of a new floor.

**LMS Motor Vehicle Van. No. 37011 (K&ESR No. 175)** A substantial amount of wood panelling has been removed at one end of the vehicle, as part of an overhaul which is being undertaken by the owning group TREATS. Needle gunning of the steel frame work is underway. The replacement wood is now cut/profiled and being painted prior to fitting.

### Assistance to Other Groups

In addition to their usual routine diesel

maintenance work (and repairing the van mentioned above) TREATS have been provided with shed accommodation for maintenance and repairs to the [Rother Valley Railway's Class 03 No. D2112](#).

### Competition Success

We are delighted to announce that [SE&CR Brake Third No. 3062](#) won its class in the 2012 Eastbourne Historic Vehicle Club competition. Ken Lee, who led the restoration effort, was due to attend the presentation and give a short talk on the project on 28th June.

## WAY AND WORKS

### Permanent Way

The Permanent Way team have had an extremely hard start to the year. After the opening few weeks being spent delivering a large amount of materials to site for the planned renewal between Cranbrook Road and Tenterden, March saw the delivery of this track renewal – which went very successfully. During a very hectic week, the team managed to remove 250m of life expired rail and replace it with much newer track, to a much higher specification – once again our grateful thanks to London Underground for the donation of these materials! The completion

of this renewal has enabled the removal of the long standing speed restriction at this location, and makes for some much more 'lively' runs over this section.

We do still have one or two outstanding 'snagging' jobs on this renewal to complete; the site still needs clearing of the old materials, and once this has been done we can move on to complete the final ballasting. Slightly more concerning however, is the discovery of the failure in service of a batch of fishplates on the newly laid track. This was dealt with very well on the day, and resulted in minimal train delays

*The 'Ford' on PWay duty during the Tenterden Bank relay (Joe Roeson)*







*Above: P.Way Manager Jamie Douglas overseeing his department's volunteers. (Joe Roeson)*  
*Below: Job done (Joe Roeson)*





being caused, while ensuring the safety of passing trains – well done to the guys on the day for your efforts.

After the renewal, the team took the opportunity to have a week or two ‘taking it easy’ and recharge their batteries! But this respite didn’t last long... The team then spent a significant amount of time out at Robertsbridge preparing rails for installation, cutting them to length and drilling them for fishplates.

At the end of March, we were fortunate in having the opportunity to host Balfour Beatty Rail 08 Compact tamping machine DR73943 which came in to make use of the line as a test track whilst members of the Engineering Support team performed extensive testing to track down a particularly tricky fault. As a bonus, the K&ESR gained some free tamping! The visit of this machine, which was built in 2004, must make this one of the most modern rail vehicles to have run on the line.

During this period the team also carried out the installation of a short (6 metre) length of track outside Rolvenden Signal Box, to which a set of ‘Rail Weight’ transducers are fitted to allow the dynamic ‘weighing’ of items of rolling stock.

Most recently, the team embarked on a visit to Robertsbridge to assist RVR with laying approximately 300m of track on the marvellously prepared trackbed, over a very sunny three days in May. Also, we were delighted to see that the permanent way regulars were accompanied by a number of volunteers from other K&ESR departments, and I hope we may be able to persuade some of these guys to chip in on some of the Permanent Way works at out end of the line!

All told, the team turned out a really good job, and we have had excellent feedback from RVR offering their thanks to all concerned. I would also link to say well done and thank you to all those who came along.

## GROUPS & ASSOCIATES



*Howzat! Track being laid alongside the Robertsbridge cricket field (Mark Yonge)*





*Track being laid over bridge No. 5 at Robertsbridge (Mark Yonge)*

### **Rother Valley Railway**

We are pleased to report that all five bridges between Robertsbridge station and Northbridge Street were completed by the end of May.

**Robertsbridge Village Walk** The opportunity was then taken to invite all the villagers to walk the route of the line before track was laid and this was done at the end of April. First, local residents listened to a Rother Valley Railway Powerpoint presentation in the village hall which outlined the past, present and future of the line. They were then offered a guided tour of the route to the site of the first level crossing.

The event was a stunning success, so much so that the whole programme had to be run twice. The village hall was simply not large enough to contain all the guests and we had to hastily roster twice the amount of tour guides. Compliments were offered in plenty and several villagers commented that the view from the top of the embankment at the start of the branch was breath-taking. Years of excessive tree growth had removed the beautiful appearance of the Rother Valley looking northwards.

**Track Laying Commences** This milestone was a moving experience for RVR volunteers who have had to spend several years looking at the first half of mile of route and could only dream of track being laid one day. Well this day happened and track laying started in June from the Northbridge Street end of the line.

Thanks is offered to volunteers from both the K&ESR and RVR who turned out in Mediterranean temperatures to lay the rails and sleepers.

At the time of writing, the line has been laid from Northbridge Street to just west of bridge no. 1. The next phase will involve the complex layout of the new terminal station site. But more of that later.

### **Wittersham Road**

They say that it is sometimes better to say nothing, and let others think that you are an idiot, rather than open your mouth and remove all doubt; scarcely had I finished the last article for the Spring 2012 'Terrier' (in which I referred to the lack of snow), and what happened for the February 'Thomas'<sup>TM</sup>?..... Yes, it snowed!!





*Thomas™ meets Santa? February snowscene at Wittersham Road (Jon Middleton)*

The result was that the event looked more like a 'Santa Special', and also meant a lot of extra work for everyone in clearing snow, 'defrosting' locomotives, de-icing points (by traditional methods – no high tech heaters and rail mounted sprayers here!!). All of this extra work was carried out by volunteers to the usual high standard, ensuring that our visitors had a safe and enjoyable day, despite the rather cold and gloomy weather.

The only other problem was that more snow fell overnight on the Saturday, making Sunday a repeat performance of the early morning clearing operations!

Mention must be made of the Gala – it was nice to see the unsung work of the Permanent Way department being demonstrated to our visitors at Wittersham Road, and hopefully this will have provided some education, and maybe encouraged a few more people to consider joining them as volunteers.

Talking of volunteers, the rise in fuel prices has inevitably seen our existing volunteers having to consider reducing their hours due to the cost of travel, and this in turn often means that every aspect of running the railway, from restoration

work to actually running trains, is stretched to the limit.

There is no magic solution to this – after all, as unpaid volunteers, choices have to be made on financial matters; however, if we could each encourage just one person to become a volunteer, or persuade an existing member to come and help out, that would help the Railway considerably.

This issue of the 'Terrier' will be the 'Summer' edition – looking at the amount of rain we have had, and the length of the grass around the station, not to mention the large number of weeds which seem to populate the platform and are totally resistant to regular beheading and spraying (if only it had been constructed using tarmac!!), one wonders if a few dry sunny days might be available in the near future, if only to be able to get the strimmer out?

### **Bodiam**

Warm weather through March followed by a very, very wet April, a hot spell in May and at the time of writing this article, gales and torrential rain with hail and sleet that covered the ground added to the mix. Certainly a very



diverse weather pattern but not necessarily one conducive to getting things done, especially working outside.

Although the field that we use as a car park has a reasonable gradient the clay became water logged and the ground unusable with rain streaming off it on most days but thank goodness, for the 40s Weekend, the surface dried out and could be used. The team continues to plant a mixed variety of trees provided by members around the boundary of the field with those planted up to 10 years ago having matured and are now beginning to form a very respectable hedge.

At Bodiam we have more grass to maintain than at the Railway's other stations and with periods of warm, wet and damp weather the grass has shot up so Chris Crouch and Bill Larke have been kept busy using our two mowers every week. The weather has also brought on the formal gardens that have received attention from Pam and Sheila Stevens. John Hicks continues to maintain the hedges that form the northern boundary of the station and much of the rear boundary to the platform. At other times he cares for the traditional level crossing

gate lamps and in his 'spare' time also maintains and refurbishes the platform seats. Despite the devastation being caused by the Varroa parasitic mite 'our' bees appear to have survived the winter and the three hives are now very active. As far as we can tell they have not yet swarmed so they are probably waiting for a special event to cause maximum difficulties for us as has happened in the past!

Much hard work has been put in to present Bodiam station and its immediate surroundings as an attractive place to visit and we are very proud of the ambience that has been created. However, to maintain this hard fought for setting we always try to stop modern vehicles parking in the yard when trains are running. In addition we gave an undertaking to the local authorities when we reopened to Bodiam that we would only permit staff parking at the station and would only sell tickets to passengers who arrived on foot. we must keep to this.

During March and brought on by the warm weather, our hops started growing with a vengeance so they were heavily cut back until early May which is the traditional time when hop farmers allow the hops to grow freely with



*Construction making good progress on the Bodiam waiting shelter (Robin Dyce)*

eight vines to each group of strings. The stringing was again undertaken by Vic Grigg who, with Chris Crouch, maintains the hop garden and Station Master's garden. The hops are now about 3 metres high and on course to reach the top of the strings by the beginning of July. Chris Crouch has got his Morris Minor Traveller back from the restorers and very good it looks too in its shining cream and wood framing. No doubt it won't be long before he'll again fill it up with good farm manure to be used in the hop garden!

Towards the end of May pupils and teachers from Hawkhurst Primary School visited the station to learn about Hops and Hopping as part of their curriculum and proved to be exceptionally well behaved.

Our new waiting room is coming on slowly mainly because of the inclement weather. As the building is set back into the bank adjacent to the toilet building a substantial amount of soil, mostly clay, had to be excavated. To provide working space a larger hole than necessary just for the building was excavated and the soil set aside to later reinstate the area. The soil has now been moved back into the hole and turfed mostly by Vic Grigg. To reduce costs this soil had to be replaced by hand i.e. wheelbarrow and sweat. We've still got to form the steps between the new waiting room and toilet buildings that will give us three main pedestrian access routes from the yard to the upper grassed area. Unfortunately, because of the difference in levels and the restricted amount of horizontal space available we still have not been able to provide direct access for disabled people in wheel chairs between the two areas except by the existing vehicle ramp between the yard and car park field.

The roof now has its ply ceiling fitted and will be painted cream as with the other Railway waiting rooms. Insulation will be installed above the ceiling and then corrugated tin (wrinkly tin) to duplicate the appearance of the toilet building roof. Messrs. Christie and Attree of Eastbourne together with Malcolm Burgess and John Harding have stained black and fitted the feather edge boarding, again duplicating the adjacent toilet building. Thanks to John Liddell the main door is ready to fit and Ron Sparrow has made the window sills and sash windows for the front, yard side. As soon as the building is weather proof we will make a start on the interior panelling, fixtures and fittings.

The Cavell Van continues to attract many visitors. Although it is not formally advertised

as being open when trains are not running we do get a constant stream of visitors showing an interest. If this happens on a Tuesday or Thursday, when the Bodiam Restoration and Maintenance Team are in residence, we do try to open the van and if necessary, a member of the team will show people around.

The construction of the new waiting room has obviously taken up a great deal of time and energy but when it is not possible to work on it we still have a considerable amount of maintenance to try to keep on top of. We've recently been presented with more platform trolleys with both wooden and metal frames that when restored will greatly enhance our platform experience for visitors. Recently the front valance of the building canopy over the platform has shown signs of rot so that will have to be replaced and at the same time a water leak into the ceiling of the shop will be investigated. This may well originate from the valley formed by the reverse pitches of the main building roof and canopy roof that fall to a common gutter.

The 13th Hop Pickers Weekend to be held on 8th and 9th September will include a unique train timetable with two passenger trains each day making use of the extension to Junction Road. The event will be using the marketing 'strap line' of "Going the Extra Mile" which we hope will raise the profile of the event and attract more visitors to the Railway. Our exhibition tent will be restricted to non commercial activities such as recruiting stalls for the Kent & East Sussex Railway, Rother Valley Railway and fund raising for the 4253 project as well as displays of hopping memorabilia and artifacts. It is hoped that a bus will provide a shuttle service between the station and Bodiam Castle and discussions are being held with a view to providing a separate bus service to and from Robertsbridge station.

As always the Hop Pickers Weekend will be run mainly by volunteers and we need more to help manage the event, to man the Railway stalls as well as helping in the Hoppers kitchen, barbecue tent and beer tent as well as the many other duties required to run the event. If at all possible please volunteer to help support this event. You will receive a warm welcome and be able to participate in "Going the Extra Mile".

## Museum

Our volunteers' spring meeting, buffet and general get-together was held in early March and virtually all attended and, we are told, enjoyed themselves. We have welcomed three





*Gazelle at Railfest. L-R Pam & Sheila Stevens, Dave King, Brian Janes and Elaine Janes (Via Brian Janes)*

new volunteers, both as attendants and as help in the archive. However this new blood has unfortunately been offset by illness and we are struggling to keep the Museum open on operating days - only one day closed so far but even that is one too many for visitors on that day.

Despite ambitious plans since we passed pre-qualification for Museum Accreditation things have slowed up somewhat. This is entirely due to an over-the-top workload. Other events at the Museum have certainly attained a pace of their own.

The premier event is surely that *Gazelle*, so beautifully painted by Bob Milford in 'Ashford' Southern Green with black and white lining and mid brown frames, left for her short visit to RAILFEST at the National Railway Museum York after a rather hectic day on Monday 16th April (believe it or not a sunny day). She arrived at York, via lorry repairs in the West Midlands, next day. She really did look splendid, and was wrapped in bubble wrap and canvas to keep her that way on her trip. The NRM sent us several congratulatory notes to pass on to the team and we can be justly proud of our continuing custodianship. *Gazelle* was joined at York by one of our pump trolleys (according to

the old BBC programme 'Record Breakers' a world record holder) which travelled up separately after performing at Northiam during the Gala. Both will be back by the time you read this for you to see again.

RAILFEST attendance was strictly speaking a Marketing rather than Museum event and having a free show stand at RAILFEST was a first rate publicity opportunity. What is more we did all nine days of the event (often in the rain) with an entirely volunteer crew. Congratulations to all 28 volunteers who took part. It was particularly good to be able to meet some of our Northern dwelling members whom we otherwise only occasionally see in deepest darkest South West Kent (and East Sussex).

The BUDA velocipede trolley together with a slide show presentation of *Gazelle's* departure took the locomotive's place when she was away, to compensate visitors in a small way for her temporary absence. The Museum itself looks pretty spruce; the new passes exhibit is very impressive already and well worth seeing. With much effort several volunteers put up the running-in boards for Bere Alston (change for the Callington Branch), Tenterden Town (taken from the Archive Store) and Northiam, on the walls of the 'main hall'. This adds considerably

more interest to this area - that is if our visitors manage to look up, of course. 'Imagineear' audio guide markers were very neatly and quickly made by John Liddell for the expected flood of interest. The Museum section was well received and is a good supplement to the Museum's facilities. Unfortunately sales were only just starting to pick up as the *Terrier* went to press and are rarely seen!! Never mind....

The Cavell Van which is in the care of the Museum re-opened for the season on 24th March and is well visited. Indeed we have had coach parties visiting Bodiam specially to see it. As a nationally recognised memorial it opens up our appeal to a wider world than that of simple railway interest. Indeed its popularity means that it may need some freshening up of its décor in the near future. Remember its appeal fund is still open...

In April we were able to acquire (and afford!) at auction some important exhibits. The first and most obviously impressive of our acquisitions was the nameplate DENNIS from the Snailbeach District Railways, one of very few artefacts surviving from that interesting line. It is already on display. The plate, which celebrates the then chairman's surname, comes from an 0-6-0T built by W G Bagnall in 1906 (Works No 1797) which had something of the same air as the Welshpool and Llanfair locomotives. Dennis was for much of her career the only working locomotive but by 1923 was set aside for repairs. This was the year of Stephens' takeover and he gave her the number 1, but with the acquisition of three further locomotives she was destined never to work again. Hopes of resurrecting her continued during the period of Stephens' active management but then Austen disposed of her remains in 1937. Eric Tonks, however, was recording the SDR's history in the late 1940s and discovered a nameplate 'amongst the ashes of the forge' and acquired it. Although it did not come direct from his estate we believe this is the plate we have.

Our other purchases come from the Sheppey Light. Two of the stations graced with Stephens' buildings and proper lighting were the obscure Sheerness East and Minster-on-Sea. We have acquired named, light glass panes from these stations. They are in standard SE&CR blue lettering on glass that was clipped into the lamp. Sheerness East probably dates from the line's earliest days but Minster-on-Sea was only so named from June 1907 (to avoid confusion with Minster (Thanet) that was until 1899 on a rival line) and the lettering style is different, adding

further interest. Miraculous survivors, for the line closed in January 1950, found in her attic by a lady at Wateringbury. They are being mounted at present and will appear close to Sheppey exhibit in the near future, when the necessary electrics have been fitted.

The London Transport Museum fulfilled their promise of the donation of some Weston Clevedon & Portishead carriage items in late May. These came from WC&P coach No 7 that LT acquired many years ago (see 'A Question of Attribution' Tenterden Terrier 94 Summer 2004) and is currently being fully restored as a Metropolitan Railway 'Jubilee' for running on the underground next year. They have had to discard most WC&P features and, feeling we are a better place to display these features, have given us the guard's end doors, grab handles and some interior decoration samples. These are planned to be properly exhibited as part of next winter's work programme. This donation is a great vote of confidence in us by a most important national transport museum and a great tribute to our work.

Other donations and loans include single line tokens for Bodiam -Northiam and Shepherdswell -Tilmanstone Colliery; sundry timetables, tickets and other ephemera from several of the Colonel's lines. Two of the timetables from the WC&P are already on display and should be joined by a 1913 K&ESR Byelaws poster by the time you read this.

Like the Railway we have seen a drop in visitor numbers although daily numbers are extremely variable. We have been doing a lot of work on the exhibits in the museum so repay the efforts of volunteers by paying us a visit, or better still join our team. We may be displaying the past but we are building for the future.

### Ashford Area Group

We recently visited the Steam Festival at Maldegem in Belgium. We could not fail to be impressed by the visiting P8 Class 4-6-0 64.169 which had brought in a mainline special from Brussels the previous day. Equally impressive, for the quality of the restoration, was *Yvonne* the newly out shopped Saint Leonard No.947 of 1893. This was our seventh such trip overseas and a credit to Keith Mapley for the faultless planning.

Our next trip, to the Cappy Froissy Dompierre steam gala on 30th September is sold out. To be invited on future outings email Keith Mapley at [keith@mapley.fsworld.co.uk](mailto:keith@mapley.fsworld.co.uk)

We continue to meet at the former British Rail





*Locomotive Yvonne as seen by the Ashford Area Group (Ted Micklam)*

Staff Association Club off Beaver Road,  
Ashford at 7.30pm on the following dates:

**19th Sept** - The first meeting after the summer break.

**"TRIPLE BILL"** A Railway Video evening proceeded by an update on **"THE ROTHER VALLEY RAILWAY PROJECT"** by Mark Yonge and **"THE 4253 PROJECT"** by Bryan Atkins

**17th October - Michael Bunn**

**"THE RAILWAYS OF PARIS - part 2"**

Do not be concerned if you missed part 1, each part is informative and enjoyable on its own. This part features the terminal stations, Metro and tramways.

**21st November - David Kelso**

David is preparing a new railway presentation especially for us.

**19th December - Michael Jackson**

**"TRAINS & TRAMS by SHIP"**

Michael travelled the world by ship and recorded the trains and trams he encountered.

We are now planning our 2013 meetings. Any offers to speak or requests for subjects or visits

are most welcome.

Ted Micklam 01 233 503999. Email: [edward.micklam@tiscali.co.uk](mailto:edward.micklam@tiscali.co.uk)

### **Colonel Stephens Society**

Have you ever been turned off by an AGM invitation? If things are going well they tend to be boring – although almost without fail someone manages to prolong the affair. On the other hand, if the organisation is going through a lean spell, armchair critics seize their opportunity. The end result is an annual struggle to achieve a quorum. The Colonel Stephens Society was no exception to this rule. However, some years ago, Nigel Bird, our long-serving treasurer decided to try to break out of this syndrome by offering an incentive to attend. In 1998 he organised the society's AGM to take place on a train on the K&ESR. The problem was that speakers could barely be heard above the noise of the train - and what was going on outside was much more interesting! That did not deter us from trying again. Recent meetings have been held in other places with links to the Colonel. For example, we have had vintage bus tours of the routes of

the Shropshire & Montgomeryshire (2009), the Burry Port & Gwendraeth (2006) and inspected the trackbed from Robertsbridge to Bodiam (2010). Next year we shall explore the remains of the Ashover Light Railway in Derbyshire. These days the gatherings usually extend over a weekend and the AGM itself is held in a nearby hall rather than a moving vehicle!

But it will be very difficult to match this year's members' weekend as we now call them. It began with an open top bus tour from Porthmadog to Caernarfon. On the way we were able to see one of the Welsh Highland's Garratts power through the Aberglaslyn Pass. At Caernarfon there was a fascinating guided tour of the Gwynedd Archives which holds 38,000 Festiniog and Welsh Highland records, including many from the Colonel Stephens era. Next day the AGM was concluded within an hour, leaving time to view a magnificent 16mm scale Baldwin 4-6-0T brought along by a member, together with some RCH maps showing proposed, but never built, lines promoted by The Colonel. A variety of the Society's merchandise was also on sale.

Members then gathered at Harbour Station to watch our charter train set back into the platform for the journey to Blaenau Ffestiniog. Made up of two Bowsider bogie carriages, the 'zoo car' and van No.2, all in Stephens-era livery

of dark green and red and headed by the George England 'Palmerston' of 1864, complete with headboard, it made a pretty sight. Clearly the word had got out that a 'special' was out on the line, judging by the number of photographers.

Back in Porthmadog, we gathered at Boston Lodge for a guided tour of the works – a real privilege. Among the many fascinating vehicles seen was the former Metropolitan Railway carriage which once worked on the Weston Clevedon & Portishead Railway, being restored to its Metropolitan Railway condition for the LT 150 celebrations next year. As if that was not enough excitement for one weekend, on the final day we took the WHR's morning service train to Caernarfon and back, running through the street at Porthmadog and over the flat crossing with the standard gauge Cambrian line. Some of us alighted at Waun Fawr for a Sunday lunch. Others left the train at Dinas to enjoy the beer festival, while the true enthusiasts stayed on board for the full journey. Everyone was picked up on the return trip. Each evening members gathered in Spooner's Bar at Harbour station or in one of many other hostelrys in the town.

We are now regularly getting more than 50 members to attend, so we seem to have managed to sugar the pill of the traditional AGM.



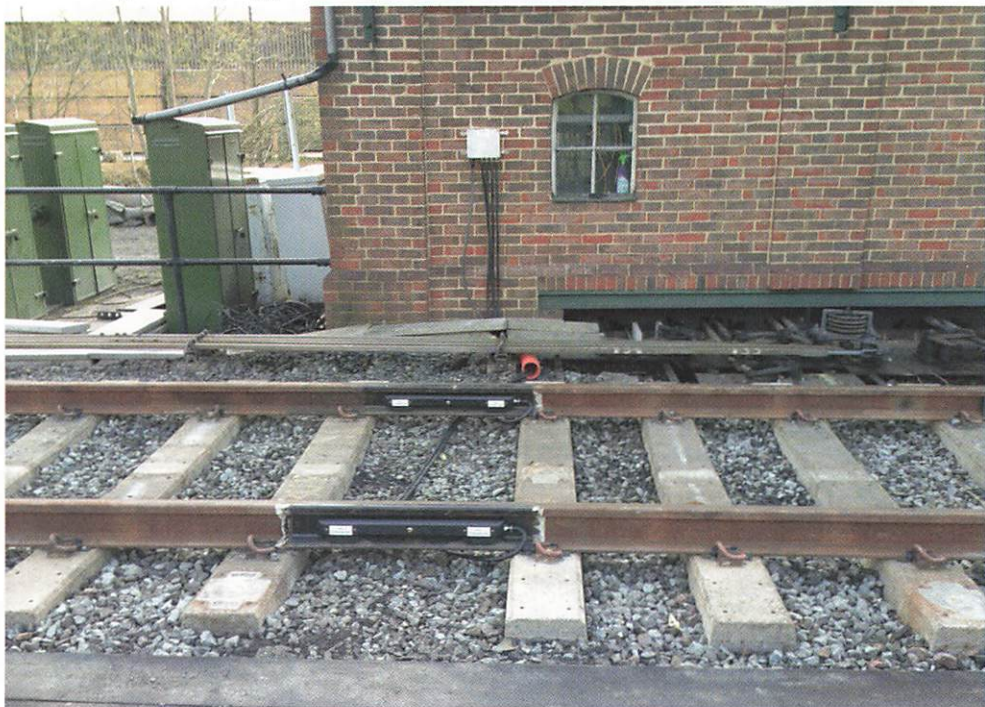
*Welsh Highland Beyer Garrett in the streets of Porthmadog (Ross Shimmon)*





*Above: Ken Lee (left) receives a cheque on behalf of the K&ESR from the Eastbourne Historic Vehicle Club in respect of Carriage No. 3062's competition success. (Lesley Lee)*

*Below: Rolling stock weighing gear recently installed outside Rolvenden signal box. (Avery Weightronix)*



# Letters to the Editor

Sir – I greatly appreciated the article ‘One Day in June 1936’ by the late John Miller in *Tenterden Terrier* 117, Spring 2012. It is especially satisfying that the K&ESR staff portrayed in the interesting photographs have been identified. The pictures are credited to Mr. W E Minnion “about whom we know nothing”. However, by coincidence I recently received for review a copy of ‘Wheeller’s Day August 8th 1935’, compiled by Peter Liddell and published by the Welsh Highland Railway Heritage Group in 2011. It consists of an analysis of a series of photographs taken on one day (another coincidence) on the WHR. They were taken during a fortnight’s railway holiday by Hubert Wheeler and his friend W E (Bill) Minnion – surely the same man. He was, according to Liddell, born in 1912, worked in insurance, latterly for Commercial Union. During WW2 he served in the army, posted to home defence searchlight batteries. He died in 1994. He had a long-standing interest in photographing railways, using a Voigtlander Perkeo 3x4 folding model which took 127 films in 16 shot rolls. Some of

his pictures appear alongside Wheeler’s in the book. A photograph of both Wheeler and Minnion is also included and is reproduced, with permission, here. It shows Minnion on the right in a “Blaenau slate quarry entrance” on August 7th 1935.

Ross Shimmon  
Editor, ‘The Colonel’



## KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

### January 2012

1st	Ray Crampin	No. 543	£70.00
2nd	Mrs V J Partner	No. 279	£50.00
3rd	Paul Hutchinson	No. 496	£45.00
4th	Mark Justice	No. 352	£30.00
5th	Kent Evenden	No. 379	£25.00
6th	Doug Ramsden	No. 269	£20.00
7th	John Liddell	No. 333	£15.00
8th	John Townsend	No. 589	£10.00

### March 2012

1st	Mike Dawes	No. 687	£80.00
2nd	L J Flisher	No. 106	£70.00
3rd	Heather Drewry	No. 377	£60.00
4th	R Dunn	No. 460	£40.00
5th	Mrs S R Adlington	No. 375	£35.00
6th	Rosemary Geary	No. 372	£30.00
7th	L J Flisher	No. 106	£25.00
8th	Roger Diamond	No. 295	£20.00
9th	R S Pannell	No. 564	£15.00
10th	Colin Avey	No. 118	£10.00

### February 2012

1st	A W Dixon	No. 164	£70.00
2nd	Mr E Stockdale	No. 067	£50.00
3rd	Swales Parry	No. 572	£45.00
4th	Mrs J M Jones	No. 567	£30.00
5th	Bob Clifford	No. 016	£25.00
6th	Mrs Bridget Bennett	No. 194	£20.00
7th	Keith D Brown	No. 177	£15.00
8th	Susan Gordon	No. 092	£10.00

### April 2012

1st	L A Scott	No. 087	£70.00
2nd	Nigal Franklin	No. 062	£50.00
3rd	R Lukehurst	No. 100	£45.00
4th	Paul Vidler	No. 370	£30.00
5th	Graham Williams	No. 458	£25.00
6th	Mrs M Colwell	No. 128	£20.00
7th	Doug Ramsden	No. 269	£15.00
8th	A J York	No. 187	£10.00

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



# HRA Management Seminar

*On the 20th March Derek Dunlavy, Safety Director, together with Graham Baldwin, General Manager, attended a very useful seminar on the management of heritage railways. The meeting was arranged by the HRA at the request of Her Majesty's Railway Inspectorate because the HMRI was concerned about the general level of competence in the heritage railway 'industry'. Derek now gives details of this important gathering.*

The keynote address was given by Ian Prosser who is the Chief Inspector of Railways who did not mince his words. He highlighted the large number of Improvement Notices issued in the last year to Railways following incidents and was disappointed in the attitude displayed by the railways concerned when confronted with them. He pointed out that a simple change in the regulations would put heritage railways in the same league as main line railways, this would involve each railway applying for safety certification, in his opinion this would involve railways closing for three years.

The rest of the day was spent in a series of talks on what the requirements were, how they can be implemented and what to do when things go wrong.

To my mind it was an excellent opportunity to look at where we are at the moment and how we can improve.

The Railways and other Guided Transport Regulation (ROGS) completely changed the rules for Heritage Railways. Previously before a railway could carry passengers, an Act of Parliament or a Light Railway Order was needed. The railway was inspected by HMRI and when they were satisfied, the railway could be opened. This was how we opened the railway in stages to Bodiam.

Light railway orders were replaced by Transport and Works Orders for new railways in the 1990's but these appear only to be needed if statutory powers are required to cross roads or to compulsory purchase land.

Rather than an HMRI inspection, ROGS places the onus on the railway company to regulate itself by means of a Safety Management System (SMS). In very broad terms the SMS needs to address how the company is managed, how it addresses safety and how it risk assesses any changes before implementing them. This safety management system is not subject to external inspection unless HMRI wish to or if there is an incident.

As the K&ESR already had in place a system of Company Policies and Company Instructions, some of which covered safety, our SMS in fact is contained in 3 Policy Documents and 10 Company Instructions.

Returning to the Seminar, the points I took away as vital for our development were: -

1. It is very important for the Company to be led by Directors who understand the legal implications of being a Director of a railway company and that the board possesses the necessary skills. As our railway is unusual in that the Directors are elected by the membership, this has its difficulties.
2. Having produced a Safety Management System, it is important that it is constantly reviewed, monitored and audited so that it evolves with the railway. The Board has agreed that a Safety Review Committee should be set up to take on this duty.
3. Company Policy Documents and Company Instructions were held on the office server at Tenterden and printed off on request. These are now available on the Company web site. These are in the folder marked "staff documents". Board and Management meeting minutes are also in the folder. The folder is restricted to Volunteer and paid staff by password protection. Staff can obtain the password from their line manager.

In conclusion, the Seminar was very useful, reassured me that we were working on broadly the right lines, was well attended by most railways and it was significant that four HMRI senior inspectors attended for the whole day, gave talks, answered questions and networked.

## 2012 Annual General Meeting - Venue

Please note that the AGM this year will be held in  
**Zion Baptist Church,  
Tenterden High Street  
(nearly opposite the top of Station Road)  
during the afternoon of  
Saturday 13th October  
as previously advised.**

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



# MAY GALA WEEKEND



*Above: GWR No.4247 backs down on to the 'A' set at Bodiam (Neil Instrall)*

*Below: Pannier Tank No. 1638 with goods train at Wittersham Road (Hugh Nightingale)*







*Above: The biggest and the smallest. Marcia and guests at Tenterden Town (Hugh Nightingale)*  
*Below: N2 No.1744 setting the Vintage Train off to perfection (Hugh Nightingale)*





# Branch Line Memories in Miniature



M7 No. 30029 at Rowfant with an unidentified 600 series push pull set (Rail Archive Stephenson)

*For many of us of a 'certain age' it was particularly pleasing to hear that Hornby planned to release models of the Southern Region's Maunsell push-pull sets of the 600 – 619 series. If this non-K&ESR subject was a book the Terrier would review it so there seems no reason why we should not do the same for the model! The Editor first looks into the history of the fondly remembered, albeit short lived, prototypes.*

Although described as 'Maunsell' sets Nos. 600 – 619 were converted from ordinary hauled stock during 1959 – 60. This was of course relatively late in the steam era - five years after British Railway's Modernisation Plan and three years before the Beeching Report. 'New' push-

pull units were, however, considered necessary as the existing pre-grouping sets were becoming decidedly past their sell-by date and BR had decreed the withdrawal of all remaining wooden bodied coaches. (One thinks of the Westerham Branch set, converted long ago from two SE&CR steam rail motors, whose crimson BR paintwork had faded to a shabby pink no doubt matching its general condition.) It was therefore decided to provide new stock by converting 40 Maunsell vehicles into 20 replacement units. We should add that, although usually attributed to Maunsell, new carriage designs throughout the existence of the Southern Railway were actually the work of Lionel Lynes and his C&W design team. Former brake composites of the 1935 type were provided with a driving 'cab' (actually in





the brake van) and the accompanying vehicles were open seconds (originally thirds) of the 1930 series. Both types were to Restriction 4 (nine feet wide across the body). The sets were in two batches of 10, Nos. 600 – 609 being the subject of Head Office Order L4634 of 10th June 1959 (entered traffic by 11/59) whilst Nos. 610 were ordered under L4746 of 16th February 1960 (entered traffic by 6/60). The 'L' in the order numbers indicates that the conversion work was carried out at Lancing.

Apart from the driving controls, the brake composites gained two EPB-style windows at their outer ends, lost the Pullman type gangways from the same position and had the pressed steel duckets replaced by droplights. The narrowed body section in the brake area – a Maunsell 'trademark' – was retained. The overall effect was a slightly curious if pleasing blend of both Maunsell and Bulleid era design styles, the driving cab area showing something of a family resemblance to both a 2 EPB and an 'Thumper' demu, albeit without a route indicator between the end windows. The open seconds were through piped for the push-pull controls and also lost their gangways at the outer (locomotive) end. Toilets in both coaches were sealed up (no doubt to remove the need for maintenance, cleaning, watering-up, answering letters of complaint from passengers and putting labels on the doors saying 'out of order'). The gangway between the vehicles was retained. The sets were fitted with emu type buffers at their outer ends. It has previously been noted by writers on this subject, that despite both being Southern Railway 'standards' there was a disparity between the style of the two coaches. The driving brakes were very much members of the 'high window' CK family – as represented by our own No. 56 (SR No. 5618) - whilst the open thirds had low rectangular windows reminiscent both of the 6 PUL motor coaches and the BNO brakes. Despite this, and in our opinion, the overall effect somehow contrived to be reasonably harmonious.

The conversions were to Diagram No. 2023 for the open second (originally diagram 2005, seating 56) and Diagram 2407 for the driving brakes (originally 2403, seating 12 first class in two compartments and 32 second class in four compartments). They were a considerable improvement on their predecessors and the gangway between the coaches allowed conductor guard working.

Set details were as follows:

Set No.	Driving Brake	Open Second	To Traffic	Withdrawn	
600	6693	1338	11.59	12.63	
601	6687	1351	11.59	12.63	
602	6681	1318	11.59	12.63	
603	6675	1320	11.59	10.64	
604	6676	1360	11.59	11.64	
605	6677	1349	11.59	12.63	
606	6678	1328	11.59	11.64	
607	6682	1343	11.59	9.61	
608	6689	1330	11.59	10.64	
609	6694	1353	11.59	10.64	
610	6679	1317	9.60	10.64	
611	6680	1323*	1.60	5.64	*Preserved
612	6683	1356	1.60	5.64	
613	6688	1347	1.60	11.64	
614	6690	1354	1.60	10.64	
615	6691	1341	1.60	11.64	
616	6695	1359	1.60	10.64	
617	6696	1361	1.60	11.64	
618	6697*	1342	1.60	6.63	*Preserved
619	6699*	1331	1.60	6.63	*Preserved

Allocations in the first instance were 600/7/16-19 to the Central Section, 608/9/12-15 to the South Western and 610/11 to the South Eastern. By June 1960 set 603 had moved to the South Western and 609 to the South Eastern. In the autumn of 1961 611 moved on to the South Western and was replaced by 614. The South Eastern examples worked on the branches to Allhallows, Westerham and Hawkhurst. Film of 609 working the Hawkhurst line is to be found on Youtube and 610 was the last push pull unit to work the Westerham branch before a D1 and Q1 took over for the final rites. Elsewhere on the Southern the sets were to be found at work on the Lymington, Swanage, Seaton and Yeovil Town branches as well as between Tunbridge Wells and Oxted, Three Bridges and East Grinstead and also on the Horsham Brighton/Guildford services. Motive power was either an ex LSWR M7 or an ex SE&CR H Class. The withdrawal of the sets began in 1963 and last went in November the following year. This brought traditional Southern push pull working to an end, although the concept was to be modernised and re-emerge as the TC units (plus classes 33/1 and 73) with the Bournemouth electrification in 1967.

None of the sets were preserved at the time of withdrawal. The fledgling heritage railway movement had little money and other things to think about. Two of the driving brakes however went to Chipmans for their weed spraying train and together with an open second were later

acquired for the Swanage Railway which also has another non push-pull



open second. None of these vehicles has yet been restored. One thinks of them operating with the Swanage M7 in the shadow of Corfe Castle and, wistfully, of the Bluebell's H Class propelling a set up Freshfield bank, into the Spa Valley platform at Eridge or past Cranbrook Road during a Spring Gala.

In the meanwhile we have Hornby's new models. These come in two versions. Catalogue No. R3087 features set 600 and long-framed M7 No. 30029 whilst R4534 is the coaches alone and represents hallowed set 610 of Westerham fame. The individual coach numbers are, of course, correct. The coaches would look nice with an H class and it is perhaps significant that the annual 'wish list' poll organised by the modelling press shows a demand for such a ready to run model. Hornby please note! All these models are to the very high standards currently being achieved and the M7 contains a degree of detailing which a couple of decades ago would have only been associated with the most skilled of scratch builders. M7's are far from new in the

manufacturer's range and the present high quality version on offer with set 600 is the end product of several decades of development. Although requiring new tooling, the coaches obviously benefit from Hornby's earlier essays into Maunsell vehicles. Being personally familiar with the K&ESR's examples of the *genre* the Editor can confirm that the degree of accuracy is very high. Neither locomotive nor set comes with era-accurate weathering and it is up to the individual what, if anything, he or she wishes to do about this (personally I won't be bothering). RRP is around £200 for the full set of loco plus coaches but you only get what you pay for. Savings can be made by shopping around on the internet. Overall verdict – delicious. Buy, as I have, and enjoy, but you had best move fast, rumour has it that demand is likely to be high.

Sources: *Maunsell's SR Steam Carriage Stock*, David Gould, Oakwood Press; *An Illustrated History of Southern Coaches*, Mike King, OPC; Southern E Group, Swanage Railway and Vintage Carriages Trust websites.



4mm scale No.30029 and set 600 in Hornby publicity montage (All colour photos courtesy of Hornby)



# Drafting or Draughting? for a J94

*Following the success of 'Armstrong' drafting on the USA Loco No. 65, the J94 owning group agreed to a trial modification of loco 23. Chris Greatley describes how the initial results were disappointing and puzzling but success was eventually achieved.*

Terrier No 113 (2010) explained the background, starting with the poor steaming of loco 65, the NRM symposium 'Modern Steam' in 2006, and Dr Koopman's book which provided a window on the many experiments to improve combustion. The technicalities of modifying and testing loco 65 were reported in detail and this sequel deals with the modification and testing of the J94 loco No.23. It highlights the pitfalls encountered and explains the difficulties which result from the J94 smokebox design. Hopefully, it will also widen the understanding of the 'black art' of draughting and optimising combustion.

From the start the modification for the J94 loco was not going to be a straightforward repeat of that used on loco 65. Compromises were necessary driven by the extremely short smokebox and the main steam supply elbow which emerges from the boiler under the chimney. In fact the elbow became the major governing factor in the redesign.

Armstrong's design 'rules' required the blast nozzle to be below the boiler centreline. However, this was not possible without providing a long guide tube to the chimney to clear the steam elbow. A guide tube would need to have restricted diameter to clear the elbow and thus would 'choke' the chimney to some extent. Also the engineering investment would be significant as it would need to be securely fixed for service yet removable for washouts. Hence the decision to break with the Armstrong logic, retain the existing blastpipe, thus positioning the nozzle slightly above the boiler centreline.

With the J94 grate area 2.5 square feet smaller than the USA, the volume of flue gas would be reduced and the principal dimensions used on 65 could be retained.

Conveniently, the multi-ported nozzle casting used on 65 has the same discharge area as the original J94 single orifice and that enabled a straight swap to the six petal orifice with only minor modification.

The main steam elbow struck again, it prevented

a brake ejector exhaust 'snail shell' from being fitted and the bellmouth chimney entry casting had to be cut away to provide clearance from the elbow. Gradually the arrangement became less and less like the '65' design as can be seen by comparing the G A Drawings for both locos.

With planning starting in early 2010 a quick installation was envisaged but demand for the loco delayed each stage of progress. The baseline tests were delayed to November 2010 and although the parts were manufactured in early 2011 the installation was not completed until September with final testing in November 2011. How time just slipped away!

## Testing Times!

The pre-modification or 'baseline' test was completed in the first snow of November 2010, picturesque and exciting but getting home at the end of the day was even more exciting! Thanks are due to everyone who turned out that day, crew, guard, signalmen etc, particularly, as the day went on there was increasing doubt over how we would get home and the weather forced the second test run to be abandoned!

The post modification test in October 2011 was initially very encouraging, outbound to Bodiam along the Rother valley with low exhaust pressure (~2psi), the draughting was superb, the fire bright, the smoke grey, and the firehole door was clinking away with the exhaust beats. It steamed well and at times the injector was needed just to keep the safety valves quiet.

On the return it didn't seem quite as good but still more than adequate for the task, however, disappointment on the climb to Tenterden, it steamed no better than before modification. Also, every time it was fired cinders were dancing around in the draft of the firehole, some even hopping out on to the footplate, this proved to be an indication of what was to come.

The smokebox vacuum was really not much different to pre-modification and late in the climb the blastpipe pressure indication was lost. At Tenterden the smokebox door was opened to investigate and this revealed the ash distribution over the smokebox floor was most unusual. The





The chimney liner was removed but the bellmouth entry casting retained as a 'petticoat' suspended under the chimney. This formed an annular gap between the casting and the chimney bottom allowing flue gases to exit both inside and outside the petticoat. The liner is now destined for USA loco DS238.

Re-testing showed the extent of de-tuning immediately, the blower test generated only 30% of the vacuum raised when the liner was in place. The fire was not as bright outboard as on the first test but boiler pressure was maintained with ease. Leaving Rolvenden for Tenterden the boiler made pressure against the demand even with the reduced smokebox vacuum.

No coal was added beyond the 'wet cutting' but the boiler pressure stayed on the 'red line' until Cranbrook Road crossing where we stopped to operate the crossing gates. Instantly the safeties lifted. Previous tests had not been stopped there and about 5 minutes elapsed crossing the road. No further coal was added but we arrived into the station with the injectors on and the pressure only 30psi off the red line. It was a good demonstration of improvement given the enforced stop and no firing above the 'wet cutting'. Had coal been added at the crossing

the safety valves would have been lifted for some time at Tenterden.

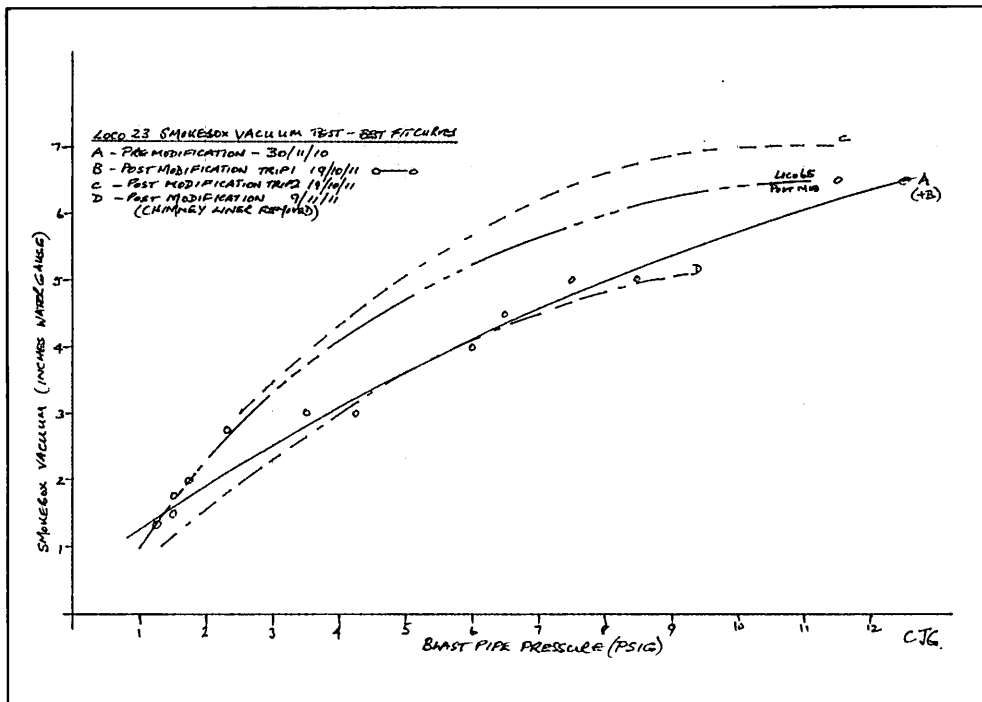
Inspection of the smokebox revealed only slight scouring in the front left hand corner, no 'dancing' cinders were evident, and no blocked tubes were found. Service use since then has produced only favourable comment.

### In Summary

The vacuum and exhaust pressure were monitored with the gauge arrangement used previously. Plainly the differences between the J94 and loco 65 prevent direct comparison of the results, however, curves for each of the loco 23 tests are presented in the graph together with those for loco 65 post modification.

Best fit curves are used to 'smooth out' the variations caused by normal boiler and engine operation. Adjustment of the blower, admission of secondary air, regulator opening, notching up the engine, and the thickness of the fire all have effects on the smokebox vacuum. The graphs give a reasonable overview without getting too bogged down in detail.

Interesting to see, prior to modification, peak vacuums for the J94 similar to those for 65 after modification. For the J94 after modification, at low exhaust pressure (~2psi) the vacuum had



obviously improved and was increasing substantially however, it was not continued at the higher exhaust pressures. In fact there was so little difference from the baseline that it was not feasible to plot them separately. Increased firebed thickness produced higher smokebox vacuums than 65 post mod confirming that the fire had been too thin late in the first run, but still the steaming was lacklustre. Interestingly after de-tuning, the vacuums were actually lower than the baseline and despite the vacuum tailing right off at the higher blast pressures the steaming was much improved.

Clearly the turbulence and reverse flow negated the benefit of the higher vacuums generated by the full Armstrong system proving that smokebox vacuum alone is not the final arbiter of improved steaming. Indeed the chimney design has the potential to produce vacuums which exceed the optimum fireside conditions. In that respect we are in good company! De Gruyer (1934) optimising chimney design for 2C2 locos in the Dutch East Indies was reportedly forced to down-grade his chimney design to make it workable.

We have certainly demonstrated the pitfalls when altering draughting and the need to monitor the outcome closely before making any changes permanent.

### **The Wider Perspective**

The modifications to 65 and 23 were devised to increase steam generation by extracting more heat from the coal and that has been successfully achieved. We now benefit from reduced coal consumption and that means less cost to the Company and less work shoveling for the firemen.

Before modification it was the custom to fill the boiler and build up the fire whilst at Rolvenden in anticipation of the demands of the climb to Tenterden. Now there is less demand for that

approach and "little and often" can be used for both firing and feeding water to the boiler. This has the benefit of improving control, minimizing temperature variations in the fire and in the boiler structure and reduces the risk of water carry over with the steam. The effort and the cost of the modifications has been worthwhile and the difficulties experienced with the J94 certainly expanded our knowledge of draughting (or is it drafting? given its' US birthplace). It was certainly fortunate that we had immediate success with the USA loco and were not faced with the J94 experience right at the start.

Now the acknowledgements: Once again thanks are due to Adrian and Henry for crewing and subsequent discussions, thanks also to Henry for the excellent fabrication and machining work. On a sad note I have to record the passing early last year of Mick Stoneham our pattern maker who produced the castings, in particular the excellent 'Armstrong' nozzles. A sad loss indeed and our condolences go to his family. Finally, I must thank George Armstrong posthumously for his experimentation way back in 1929 and for the way his detailed findings were made available for anyone to use. Without his engineering paper these improvements would not have been possible.

## **Vintage Tickets**

We have a large number of pre-1954 Kent & East Sussex Railway tickets which are duplicates to our main archive collection. We would very much like to swap these for tickets on some of the other Colonel Stephens lines for which our collections are not so extensive. If anybody has tickets for exchange in any of the following railways, perhaps they would get in touch with Philip Shaw on [shawmalthouse@aol.com](mailto:shawmalthouse@aol.com) with details.

East Kent Light Railway

Weston, Clevedon & Portishead Light Railway

Shropshire & Montgomeryshire Light Railway

Hundred of Manhood & Selsey Tramway

Rye & Camber Tramway

Hawkhurst branch

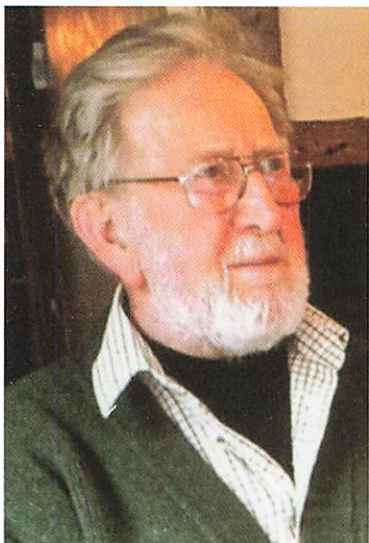
Bere Alston & Callington Light Railway

North Devon & Cornwall Junction Light Railway



## OBITUARY

### Roger Crawford



It is with much regret that we have to announce the death of James (Roger) Crawford on 14th April 2012, one of our early and long-standing members after a long illness. He was 80 years of age. Roger was Secretary to the Kent & East Sussex Railway Association, the organisation that pre-dated the Tenterden Railway Company Limited (now the Kent & East Sussex Railway Company Limited) which was formed in 1971 to purchase the line and which has subsequently run it. Roger was closely involved in the negotiations to purchase the line, involving contact with the late Barbara Castle, the then Minister of Transport, who was antagonistic to the re-opening proposals, and the Right Hon William Deedes MP, who did much to secure our future. He produced a regular newsletter called the *Volunteer Times* which was displayed in the mess coach to keep regular volunteers up to date with the protracted and immensely difficult negotiations to purchase the line. He became member number three when the new company was formed.

Roger and his wife Penny were well known in Tenterden, where they ran the Children's Shop in the High Street for many years from 1968. He retired from active work on the Railway soon after the company was formed and the family subsequently moved to a cottage in Hemsted Forest, where he became involved with forestry, a skill in which he was well versed as he had worked for the Forestry Commission in his post-graduate days. Our sympathy goes to Penny and his two sons, Anthony and Richard in their sad loss.

PDS



Robertsbridge Station, spring 2012 (Harrier Productions)

# How we benefit from restricted funds

Many members have given generously to various appeals for funds over the years, but there has been some (justified) criticism that we have not provided sufficient information to members as to how much has been collected and how it has been spent. In future, the annual accounts will provide a detailed analysis, project by project, commencing with the 2011 accounts, which will be published shortly. The table below shows projects where we either had unspent cash in hand at the beginning of 2011, how much was received during the year (including gift aid where appropriate), how much was paid out during the year and the balance remaining at the end of 2011. The donor's wishes in each case have been or will be fully respected. Once donated money has been paid to the Company it cannot be refunded, but if the donor wishes to transfer his or her money from one to another suitable project, providing that this has not already been spent or committed, the Board will favourably consider a transfer.

Most funds are for specific projects, but others can be less so. For example, accumulated Pullman tips, which the staff never retain personally, are allocated to desirable Pullman projects put forward by the Catering Manager and his team. In 2012 the opportunity was taken to purchase Pullman car *Aries* which will be an

immensely valuable asset for our Pullman services in the longer term, but which we would not have been able to afford from our general resources. Museum expenditure, excluding premises rent and utilities but including the purchase of artefacts, is funded entirely from donations of cash and chattels. This has enabled us to build up a collection of national importance unrivalled in its particular area of specialisation

We are a heritage charity providing valuable recreational and educational facilities for the community. We will have "good" years and "bad" years, but overall we cannot expect to make much money from our day to day train services. We are therefore dependent on the generosity of our members to enhance our resources. Money put into projects within restricted funds is a very good way of doing this.

Philip Shaw

	Cash balance 01.01.11	Cash spent Cash received	Cash Capital expenditure	Other expenses	balance 31.12.11
Funded expenditure	1,500	18,387	0	-18,176	1,711
Ashford brake	2,574	781	-3,355	0	0
Bodiam waiting room	603	4,000	-3,247	0	1,356
Pullman tips	16,871	6,878	0	-1,247	22,502
GWR railcar	5,865	1,642	-5,156	0	2,351
Cavell van	0	10,989	-7,339	-1,833	1,817
Marcia	2,616	1,200	0	-456	3,360
Balcony saloon	0	1,635	0	0	1,635
Kit Kat van	3,604	0	0	0	3,604
C & W extension	10,489	7,411	-17,900	0	0
Museum expenses & artefacts	0	4,000	0	-654	3,346
Museum- Miller legacy	0	40,000	0	0	40,000
Norwegian	0	11,424	-11,424	0	0
Rolvenden carriage shed	0	4,929	-4,929	0	0
Small projects	0	1,400	-1,400	0	0
TOTALS	44,122	114,676	-54,750	-22,366	81,682



# 1744 AND ALL THAT

*The Spring Gala of the Kent & East Sussex Railway has become noted for interesting visiting locomotives and the Bank Holiday weekend of 5th to 7th May 2012 proved to be no exception. Much interest was aroused by the presence of Great Western 2-8-0T No. 4247 – a foretaste of things to come with sister locomotive No. 4253. Many people were however also impressed by the powerful and attractively liveried Great Northern Railway N2 Class 0-6-2T No. 1744. Nick Pallant outlines the history of class N2.*



*No 1744 as 69523 in her BR days (Rail Archive Stephenson)*

In 1907 HA Ivatt introduced his N1 class tank to work the Great Northern Railway's commuter traffic. This design was an 0-6-2T with condensing gear and suitable profile for working on the Metropolitan Railway widened lines. In 1919 the Great Northern required further suburban tanks and Gresley (who had succeeded Ivatt) considered a number of options before deciding on an improved 0-6-2T. The new design was based on the N1, but featured larger diameter cylinders, piston valves, a superheated boiler, and a greater water capacity. The piston valves were positioned above the cylinders, requiring a high-pitched boiler. This combined with a short chimney to keep the locomotive within the Metropolitan loading gauge, gave the N2s a powerful appearance. 107 locomotives were built between 1920 and 1929 initially for suburban services in the Kings Cross area and later for similar services around Edinburgh, Glasgow and Dundee.

There were four main variants of N2. N2/1 was used to describe Nos. 1606-15, the first (Doncaster built) batch of 1920/21 and the North British Locomotive Co. batch Nos. 1721-70, which of course included the now preserved example. All these were built with condensers, right-hand drive, a short chimney, and small (7.5in diameter) axlebox journals. Following problems with the condensers (water would surge from the tanks through the pipes to the blastpipe and into the cylinders causing various damage) the condensing drain pipe was widened. This did not solve the problem so baffle plates were fitted to the tanks providing only a partial solution. A number of N2/1s were moved to Scotland in 1927-28, and had their condensers removed. Some of these returned to the London area in 1931, and the condensers were refitted. After an experiment in 1922 with No. 1736, Wakefield No. 7 mechanical lubricators supplying the axle boxes became

standard from 1926 and were also used for cylinder and steam chest lubrication.

The N2/2s, built by Beyer, Peacock in 1925, were numbered 2583-94 and featured left-hand drive and a tall chimney, but no condensers. Hulburd No. 6 mechanical lubricators were fitted for the axleboxes, and a Detroit sight feed lubricator for the cylinders and steam chest. In 1932 they had GE-style (Great Eastern) condensing gear and short chimneys fitted, when they moved from Scotland to the London area.

The N2/2s were quickly followed by the first batch of N2/3 locomotives. These were built at Doncaster in 1925 and were numbered 892-7. These were similar to the N2/2s, but featured improved axleboxes with 8.25in diameter journals. The axlebox springs were mounted with cast steel hangers. Despite much steadier running, Gresley rejected the recommendation to fit it to the N2/1's and N2/2's on cost grounds. The axleboxes were lubricated with a Wakefield No. 7 mechanical lubricator, whilst a Wakefield Eureka D sight feed lubricator served the cylinders and steam chests. Condensing gear was never fitted.

The N2/4s were built in two batches in 1928 and 1929, by Hawthorn, Leslie & Co. (Nos. 2662-81) and the Yorkshire Engine Co. (Nos. 2682-4). The N2s fitted with condensing gear were still experiencing water surge problems, so in 1927 it was decided to try the GE-type of condensing gear as used on the N7's. This new arrangement failed to solve the problem, and extra baffle plates were fitted from February 1929. An eventual cure was to drill some holes in the vertical pipe in the tank, so that the only water forced out of the tank was a small quantity through the air vent behind the cab. All N2s with the GE arrangement were modified.

The N2/4s also had a deeper ashpan, enabling a damper door at the back. Most of the earlier N2s would eventually be fitted with this feature. The N2/4s were also fitted with Wakefield No. 7 mechanical lubricators for both axlebox lubrication, and cylinder/steam-chest lubrication. Dry sanders were fitted, unlike the steam sanders fitted to earlier N2s.

A second batch of N2/3 locomotives were built between 1928 and 1929 by the Yorkshire Engine Co, and numbered Nos. 2685-90. These were actually the same as the N2/4s except condensing gear was not fitted. It was decided to class them as N2/3s instead of introducing a new sub-classification. Originally allocated to

Scotland, four moved to the GN Section in 1931-32 and had GE-style condensing gear and short chimneys fitted. Although these four locomotives were identical to the N2/4s, they were not re-classified until 1939.

The N2s boilers were very similar to those used on the N1 class, except they were fitted with a twin tube superheater. In 1944, the Southern Area fitted an 18-element Robinson superheater to No. 4756. and subsequently converted all their N2s between 1944 and 1950. The Scottish Area changed superheaters according to boiler availability, and only eight received 18-element superheaters. Both the Schmidt and Robinson 18-element types were fitted, and two switched back to the original twin tube type.

The first N2s were put to work on the Kings Cross Metropolitan workings and were an immediate success. Rapid housing developments in the North London area led to Kings Cross having forty N2s allocated by 1925. As well as suburban services, the Kings Cross N2s also hauled most of the empty coach workings for the main line expresses.

After trials in 1924 in the Glasgow area, twelve new N2s were ordered for the Scottish Area. These were initially allocated to Dundee, St. Margaret's, and Eastfield. In addition to commuter trains, St. Margaret's N2s also worked transfer goods workings. Construction of standard N7's in 1927 displaced many of the Kings Cross N2s to Scotland. Dunfermline, Haymarket, and North Berwick all acquired N2s for the first time.

The Scottish N2s performed their duties well but were never popular with either fitters or crews and acquired nicknames such as "Metropolitans" or "Bulldogs". In 1928 they were discovered to displace the track in the North Berwick area, and a speed limit of 40mph was applied to that line. This was followed by a derailment of No. 2690 near Gartmore in October 1929. Thereafter N2s were banned from a number of Scottish branch lines. As the V1's became available, twenty-eight N2s were permanently moved back to London.

N2s were tried in West Riding in 1926 and permanently allocated to Bradford and Ardsley in 1931. Their high-pitched boilers made them top-heavy and this was accentuated by the many sharp curves in the area. From September 1937 to August 1939, the streamlined 'West Riding Limited' was hauled between Bradford Exchange and Leeds Central stations by a pair of N2s. The main leg between





*Northiam resident Ben Godfrey had every reason to visit the K&ESR and see No.1744 – it was designed by his illustrious grandfather, Sir Nigel Gresley. Mr Godfrey, a Vice-President of the locomotive's owners The Gresley Society, was accompanied by his son and daughter James and Nina with grandchildren Ben, Lilly and Christopher (K&ESR)*

Leeds and Kings Cross was hauled by an A4 Pacific! By 1945, all the West Riding N2s had returned to London or moved to Nottingham. Only three N2's ever served in the North East, this being for a brief period during 1931-33. The entire class became British Railways property. They were capable of a fair turn of speed and Brian Janes recalls seeing an N2 capably hauling 'The Elizabethan' through the North London suburbs after the Pacific hauling that train had failed.

Brief technical details are as follows:

Cylinders (x2): (inside) 19x26in. Stephenson motion. 8in piston valves

Pressure: 170psi. Heating Surface: total of 1205 sq. ft. Grate Area: 19 sq. ft.

Wheels: Coupled: - 5ft 8in: Trailing - 3ft 8in

Tractive Effort:19,945lb

Engine Weight:70 tons 5cwt

Preserved No. 1744 spent most of her life working North London suburban services. Following the end of steam at Kings Cross shed

on 20th May 1962, she was transferred to New England shed, Peterborough, finally condemned on 16 September 1962 and sent to Doncaster for scrapping in February 1963. The Gresley Society purchased her for £900 the following September and arranged storage at Harworth colliery. A move to the Keighley and Worth Valley Railway took place in February 1965 and, restored as LNER No. 4744, she first steamed in July of that year. The locomotive later achieved fame as the 'Scotch Express' in the iconic 1970 film of *The Railway Children*. In 1975 a move was made, this time to the Great Central Railway at Loughborough where three General Overhauls have been undertaken. The BR number 69523 was carried from 1987 to June 2009 when the GNR number 1744 came back into use. The sole surviving N2, No. 1744 has visited many heritage railways and also taken part in 'Steam on the Met' in 1994.

*Adapted and abridged from the on-line LNER Encyclopaedia <http://www.lner.info/locos/N/n2.shtml> with the permission of Richard Marsden. Additional information from the Mid Hants Railway website has also been included.*

# GRICER'S MARK I MUSINGS

While contemplating how best to precis the current state of affairs on the Railway, Gricer could not help recalling the words of former US Defence Secretary, Donald Rumsfeld: "...as we know, there are known knowns; there are things we know we know. We also know there are known unknowns; that is to say we know there are some things we do not know. But there are also unknown unknowns – the ones we don't know we don't know." Which, Gricer presumes, is another way of saying, "We live in uncertain times." Why use five words when forty-nine will do the trick?

It's no great secret that in certain respects 2012 and 2013 will be times of uncertainty for the Kent & East Sussex Railway. What effect will the Olympics have on trade? Similarly, the credit crunch and the price of petrol. Likewise, how many of the Bodiam bonds will we have to repay next year? Yes, we have a goodly share of known unknowns. At least, to a degree, we are able to plan for them. But it's the unknown unknowns that are the real headache. How, for example, could we have ever foreseen, let alone planned for, a threatened fuel tanker drivers strike greatly impacting on Easter trade? Likewise a sharp cold snap in an otherwise mild winter hitting us square-on over February half-term, and the Thomas the Tank Engine event. And let's not dwell on a thoroughly wet spring. There are undoubtedly more unknown unknowns yet to come, so we can only do our best to ensure that the Railway is as robust as possible. And be upbeat and positive about it.

## Nothing for Something.

"Volunteer: *noun*. Somebody who works without being paid." Gricer doubts there is a volunteer among us who would take issue with that definition. However, he observes that there have been not wholly unreasonable rumblings about the *cost* of volunteering, and what appears to be a lack of recognition of this. Or perhaps, more accurately, lack of action about it.

The fact is that many of us have lengthy journeys to reach the Railway. Some of us spend hundreds of pounds each year in doing so, clocking up thousands of miles in the process. Of course, volunteering being, well, voluntary, nobody is forced to do it. And, arguably, incurring some sort of cost is part of the deal.

In a perfect world, it would be nice to think that the Railway would reimburse expenses; but we don't live in a perfect world. Car-sharing has been suggested. Sound in theory, but more often than not unworkable in practice. So Gricer wonders

whether there are small ways of acknowledging – rewarding, if you prefer – the financial sacrifices many volunteers make. He was especially interested to learn of a scheme run at Amberley Museum & Heritage Centre in West Sussex. Here is an organisation that, like our Railway, comprises many departments, (including a railway department); it also relies almost exclusively on volunteers to run it.

Gricer does not know whether travel expenses are reimbursed there, but he does know that members who clock up forty hours volunteering in one year are awarded free volunteer membership the next. What a nice little gesture. (And yes, Gricer is aware that Kent & East Sussex volunteers already get half-price membership.) Undeniably, such a move would cost us around £5,000 a year in lost membership income. But Gricer wonders whether the cost might be rather more if volunteers start to leave through feeling under-valued.

This train, (sorry), of thought then set Gricer pondering over volunteer benefits in general, and in the shop in particular. There, volunteers receive a 10% discount; not what Gricer would consider the epitome of generosity. Might we make it 20%, or even 25% - because we'd still turn a profit. It's a benefit that wouldn't actually *cost* the Railway anything to implement. Would this increase takings because on-line retailers' prices will no longer be so attractive? *(There is a stipulation on the amount of benefits we can give members if we reclaim Gift Aid and we are about on the limit. We understand however that there might be no issue with increasing discount on, for example, books as part of a promotional campaign and that this is actually under consideration - Ed.)*

Free membership, greater shop discount... the average benefit might only be £20 or £30 a year. And while that doesn't make much of a dent in a £400 petrol bill, Gricer believes it's the thought that counts. After all, it's the little things that make life big.

## Turn Right for Candyfloss.

In Gricer's experience, a regular source of disappointment (not complaint, you understand – disappointment), for visitors boarding trains at Tenterden is tickets. Or, more accurately, the substitution of traditional, Edmondson cardboard tickets with new cinema-style, computerised tickets. He understands that in theory "souvenir" Edmondson tickets are available with the cinema tickets – but it isn't quite the same is it? Not least because Gricer observes they do not always reflect the actual journey bought by the passenger.



He recognises, nevertheless, that the computer system has its advantages: for example, he understands it was almost worth its weight in gold in sorting out pre-booked passengers over the snowy 2010 Santa season. There are probably other benefits, too. So, Gricer wonders, would it not be possible to resume the issue of "proper" tickets to everybody, while retaining the computerised system for end-of-day accounting, Gift Aid and credit card transactions? That way, we have fewer disappointed visitors while retaining all the perceived benefits of the new system.

The downside of this idea, Gricer admits, is that it is yet another task for our booking clerks. Work out the fare. Consider Gift Aid. Guide book, sir? Which one would you like? (There's two; yes, I can tell you the difference.) Audio-visual guide, sir? That's £3.50. Here's how it works... *And an Edmondson ticket too?*

So Gricer would like to suggest this: might we possibly go back to having booking clerks being just that - booking clerks. You can buy a guide book in the shop, at any staffed station and also on many trains. As for the audio visual guides... while he understands they are particularly effective in the museum, his experience (and that of several colleagues), thus far this season suggests visitors would prefer to interact with the on-board train crew. Most have a thorough knowledge of the line, and invariably have their own little gem or anecdote that they will happily share. With good reason do we have a fine reputation for interacting with visitors.

Gricer is sure that in having booking clerks being, well, booking clerks, there will be another benefit to our visitors: shorter queues at the booking office. Or, failing that, if we really must explore every last retailing opportunity Gricer proposes the following: a candyfloss stall in the Carriage and Wagon Works; soft ice cream sold at all signal boxes; and a gift shop in Sewage Works siding. And goodness: surely all guards could be equipped with a chip fryer. (Stop me and fry one: it could catch on...)

### Keeping up Appearances

The issue of cinema-style tickets tapers nicely into Gricer's next little observation. Quite rightly, we set great store in maintaining our heritage railway image. In many instances, we do our utmost to keep the 21st century at bay; therefore, and not unreasonably, staff are discouraged from wearing high visibility clothing at stations unless it is required to perform their duties. (Although in mitigation, Gricer would just like to say that occasionally it is easier to wear it than carry it.)

So far, so good. Yet Gricer is troubled by instances where we unnecessarily abandon other parts of

our heritage. Yes, Edmondson tickets, again. It's bad enough that modern day business and health and safety requirements dictate that, sadly, we have to ditch much of the old way of doing things. Let's not compound that by ridding ourselves of things that we don't have to. Superfluous high visibility clothing, not good. Cinema tickets, fine? On the subject of which, has any ticket inspector seen a series of tickets more than 3ft long? That's Gricer's record, verified with some hilarity by a group of passengers during May.

### Special Events and Weather (we like it or not).

It seems that whenever Gricer makes mention of special events, he invariably feels obliged to pass comment on the weather. This time is no different: after all, when we all half-froze to death with Thomas™ the Tank Engine in February, how could Gricer not mention it? He wonders whether it was the coldest day on which we have ever operated. As Gricer drove to Tenterden, the mercury hit -10.5, and it didn't seem to warm up much during the day either. So let's hear it for all volunteers and staff who shivered in their timbers to deliver our customary top-notch product. Considering the nature of the event, most were working in the open air; but in true theatrical fashion, the show went on.

The weather did us no favours at the May gala either; certainly the Saturday could have been better, and Gricer was not the only volunteer to observe that it was actually warmer for the Santa Specials in December. Even so, it was a gala that did not disappoint, and the fact that something like five hundred visitors turned up on the first day, (traditionally favoured by the enthusiasts), in less-than-kind weather, is tribute indeed to the reputation of our galas – and the gala committee.

How comfortable and majestic visiting locos nos. 1744 and 4247 looked on our Railway. And how they must have raised hopes that similar motive power will one day find a permanent home on the Kent & East Sussex.

### Brick Walls.

Most volunteers will know that, just occasionally, you hit a metaphoric brick wall and have to step back, take a break and gather your thoughts. This happened to Gricer during March, while working in the shop. A gentleman walked in and asked if it was in order to take animals on the train, to which Gricer's awfully knowledgeable shop colleague responded it was, upon purchase of a dog ticket. Ah, replied gentleman. He had two parrots. They were very tame and extremely well-trained. Would that be in order? Wisely, awfully knowledgeable shop colleague felt he would have to refer to the station master. The terribly helpful station master said it was fine by him (later helpfully quoting the

relevant section of the Railway's Conditions of Carriage), providing the guard had no objection. Which, apparently, he did not; and thus was a fine time had by all. Gricer, meanwhile, shuffled away in search of a darkened room.

### **We did it again...**

"We come here every year. It's always the best one." Overheard: one re-enactor speaking to another. Yes, the 1940s weekend was yet again another spectacular success, its organisers delivering another superlative product. Inevitably, it was impossible not to make comparisons with last year's event when we had the Battle of Britain fly-past, yet to Gricer 2012 felt every bit as good. The atmosphere and set-up at Bodiam was better than ever, and what a joy it was to see Tenterden station heaving with visitors. It really is the people that make this event. Even the weather, at long last, was fine.

### **Horses for Courses.**

With ever-increasing competition for the leisure pound, visitor attractions are continuously having to go the extra mile to win business. It strikes Gricer there are different ways of doing this, eventually producing a diverse and thriving leisure industry. Thank goodness, he ponders: how dull life would be if we all did the same thing. Nonetheless, it must be very tempting to adopt a

one-size-fits-all approach: "They're doing it, so we must do it." Admittedly, this can and does work: we have "borrowed" ideas, and they have worked rather well. Likewise, other heritage lines are sure to have used some of ours. In other instances, the concept does not hold water. Thus, while an all-inclusive cross-Solent ferry and train ticket would probably increase business on the Isle of Wight Railway, it wouldn't be too successful on the Kent & East Sussex.

Which makes Gricer muse that it really cannot be a good thing for anywhere to introduce new ideas and practices merely because they work well somewhere else. Or because there is a feeling of "missing out." The best ideas, he suggests, are the really novel ones – and they come but infrequently. Notwithstanding that, the Kent & East Sussex Railway has led the way time and again. We blazed a trail and led the way with the Pullman dining experience. We led the way with our Santa Specials. We are pretty much market-leaders with our Thomas™ the Tank Engine events. And now it looks as if there is the possibility of achieving something remarkable with loco No.4253.

Therefore, let us strive to continue to be somewhere special. Let us do what we have always done. Let us lead, and not be led. But above all, let us innovate, not replicate.



*No. 32678 on photo charter duty on 24th March 2012 (Ian Scarlett)*



# A Day at Northiam Signal Box

*Signalling is probably the 'Marmite' of railways. You either love it or, like the Editor, regard it in the same functional way as traffic lights. Some authors, such as Adrian Vaughan, have made it fascinating and now our own Roger Temple tries his hand within the context of the K&ESR.*

Northiam box is only switched in on days when trains cross there, which in effect means just Sundays when the Pullman lunch train is running, days when we're running a three train service, and occasional Galas and other special events. This means we need to have just enough Signalmen passed out to cover the duties, but not so many that we wouldn't get enough turns there to maintain our competence.

I'd only worked one turn in Northiam box on a Sunday lunch service, and on that occasion I'd had a very capable learner with me, so I never touched a lever all day. So it was quite a treat to turn up at Northiam on an August Sunday, knowing that I'd have the box to myself all day. When I got there, I found my Crossing Keeper for the day, Dave Blackman, had already unlocked the level crossing gates and opened up the box for me. I had ample time to check the Fortnightly Operating Notice and confirm it was a Sunday lunch service with all three trains steam hauled, and make the other checks required on taking up duty. There was nothing new in the Occurrence Book since my last visit, and no new notices in the red folder of Operating Notices.

Having made these initial checks, I phoned Richard Smith, the Signalman at Wittersham Road, to ask him to give me a long plunge on his block instrument to enable me to switch the box in. The switching in process at Northiam is much more complicated than the opening procedure at Tenterden, and requires the Signalman at the adjacent box to give you a long plunge while you press the Block Normal Release button on the block shelf. This gives you the Releases Available light on the box diagram. If you get this wrong, you lock the whole job up and have to call the S & T to



*Roger Temple at work in Northiam signalbox (via Roger Temple)*

come and sort it out. This doesn't make you very popular so you only ever do it once, if you're wise! This time we got it right and I was free to carry out the rest of the switching in procedure.

We have a three position King Lever in Northiam box, so you put it into the mid position before putting the two Up signals back to Danger, then put it in the reverse position before putting the two Down signals back. You then put the closing switch in and press the Block Normal Release button to get the Box

Open light on the box diagram. This is the second tricky bit - if you take your finger off the Block Normal Release before the Box Open light comes on, you'll lock the job up and, once again, have to call S & T. Again my luck held, and I was free to go to the block instrument (Tyers No.9 Key Token, first introduced in 1912), Call Attention, and send 5 - 5 - 5 (Box Opening).

On Richard's acknowledgment (by repetition), I called attention again before sending 16 beats consecutively (Testing Bells and Instruments), making sure to hold the plunger down on the last beat long enough for Richard to withdraw a token. You know he's got a token out when the galvanometer needle on the block instrument flickers a second time. While he's testing his section signal, I have time to move a key token up into the slot where I can withdraw it when he gives me the release, which he does by holding his plunger down on the last beat of his acknowledgment of the 16 bells. I get the token out, check that I have a release on the section signal, which I waste by reversing the signal lever (it doesn't actually come off, because it requires the level crossing gates to be open before it will clear). Then I put the token back and give Richard a ding to let him know I've finished. I also test the One Train Working staff for the Bodiam section, and waste the release on my down section signal.

I was just finishing this off when the direct line telephone from the Ticket Office rang. It was Dave to let me know the Station Master would be leaving at lunchtime owing to family commitments, so he (Dave) would be staying down that end to cover the ticket office as well as the gates. Not a bad thing for him, as it was already drizzling, and the weather got a lot worse later. I then had an idle moment to make my first pot of tea of the day. I was able to enjoy this at reasonable leisure as the first train (the "A" set) was late. At Northiam, you don't know when it leaves Tenterden, but you do know when it leaves Rolvenden, as that is when the Wittersham Signalman offers the train on. It was about ten minutes late off Rolvenden.

I wait until I get the Train Entering Section signal from Wittersham before getting the Bodiam staff out and clearing all four signals (the Down Outer and Inner Homes and Starter and Advance Starter). This is one of the few times on a Sunday when I can clear the road all the way for a Down train. Actually

the Down Outer Home doesn't come off straightaway when I pull the lever, as it's approach controlled, activated by a treadle about 250 yards in rear of the signal. Also, the Down Inner Home won't come off until the signal lever in the ground frame at the gates has been reversed. Once I've cleared the road, I have to watch the box diagram until the Train Approaching treadle (about 1900 yards away) lights up, when I have to give one ring on the gate bell to tell Dave to open the gates.

The train eventually arrived twelve minutes late, with Pannier No. 1638 hauling five Mark Is. Great importance is attached in the training of Drivers on K&ESR to the skill of stopping in exactly the right place - especially important in the Down direction at Northiam, where the steam engines generally take water. This requires highly focused attention on the Driver's part so I don't distract the Driver Jamie Douglas as he runs in, but walk up the ramp and watch out for the Guard's handsignal that the train is complete. This is particularly important, as the Pullman empties follow the "A" set down, and I can give Train Out of Section while the engine is taking water. Guard Mick Leech does his stuff, so I turn round, collect the Wittersham token from the Driver and give him the Bodiam Staff before returning to the box to put the Down Inner Home signal back, change the points for the Pullman empties, put the token in the instrument and give Train Out of Section. Only a few seconds after acknowledging the Train Out of Section, Richard gives Call Attention and offers on the Pullman empties (2 - 2 1), so I know the empties have left Rolvenden, not quite as late as the "A" set.

While I'm doing this, they've finished taking water and are off, having clipped a minute off the five minute station time allowed. I watch the train, paying particular attention to door handles and that the wheels are going round (locked wheels can cause serious damage to both the tyres and the track). If there's anything wrong, I must stop the train on my section signal round the corner so it can be sorted out. Luckily, I don't have to stop any trains today. When I get the In Section for the Pullman empties, it's only running five minutes late, so I start to make my first important decision of the day - whether to run the engine over to take water before the "A" set comes back or to make it wait until the "A" set has come up. I prefer to run it across before the "A" set comes back, as this means it's done and back on the train before



people want to cross to platform 2. I should explain at this point that the Pullman passengers usually access platform 2 by means of the foot crossing between the box and the platform ends. The wicket gates to and from the foot crossing must be locked and the gate lock lever in the box reversed before any trains can be signalled over the foot crossing. The wicket gates are usually locked until we need to get passengers across. Generally the Pullman staff prefer not to let the passengers across until the "B" set has gone down at 12.20, but occasionally passengers may ask for access to the train before then (for example to deliver birthday cakes and decorations before the guest of honour arrives). It's much easier to do this if the engine has taken water and gone back on the train before the "A" set goes up at 11 55. As the Pullman empties are booked to arrive at 11.43, there's time to do this without delaying the "A" set if the empties arrive on time or are only a few minutes late.

While I was mulling this over, I had a visitor - Gerald Beck, the Assistant Signalling Inspector responsible for monitoring our competence. He's worked the Sunday turn at Northiam many times in the past, so understood fully what I was up to. As the train approached the Down Inner Home, I went over to platform 2, got the Guard's tip the train was complete (absolutely vital on this move, as I would have to offer the up "A" set before I'd seen the Pullman's tail lamp), noted the arrival time as only three minutes late and calculated there was just enough time to get the Pullman engine over before the "A" set came up (bearing in mind the "A" set had been 11 minutes late going down). I then collected the token and asked the Driver (one of our visitors from the North Yorkshire Moors) if he wanted to take water straightaway. He did, so I went back to the box, put the Home signals back, changed the points at each end, and cleared the Down Loop Starter. While I was waiting for him to move, I put the token back in the instrument, gave Train Out of Section for the empties and offered the "A" set, so I had the token and the release on the up section signal in good time. Meanwhile, I maintained the Up Outer Home at Danger, as the Pullman engine would occupy the signal section between the Up Outer and Inner Home signals on its way from and back to platform 2.

The points at the Tenterden end of the station are within the overlap of the Up platform Starters (the safety margin we have to maintain

in case an engine over-runs the signal). If you're signalling a movement past the Up Inner Home, the points at the Tenterden end have to be set for the road set at the Bodiam end, regardless of whether the movement is intended to pass the Up Starters or not. This meant that, as soon as the engine had come to a stand at the water column, I had to set the points at the Tenterden end for the Loop, even though the next booked movement was up the Main. I also cleared the Down Main Starter for the engine when it was ready to proceed.

The Pullman engine took longer than I'd bargained for, and was only just pulling away from the water column when the "A" set appeared on the Train Approaching treadle about 900 yards from the box, having recovered all the lost time, so it had to wait on the Outer Home till the Pullman engine was safely back on its train. Then I had to change the points at both ends before I could clear the Up Inner Home and the two Starters for the "A" set. Incidentally, all the points at Northiam are motorised, so very easy to pull, but you have to wait for the Normal or Reverse indication to come up on the block shelf before you can clear the signal.

After all this, I was somewhat mortified to find that I had delayed the "A" set by six minutes. On this occasion, it would have been better to make the Pullman engine wait till the "A" set had come up.

Once the "A" set had gone and I'd put all the signals back, I was able to make Gerald a pot of tea and ask his advice on a couple of finer points of the Northiam working. He meanwhile was busy checking things in the box and making notes. Glyn, the Pullman Conductor, came over to confirm that he would like to bring the Pullman passengers across as soon as the "B" set had gone down.

The "B" set eventually arrived eleven minutes late (I was quite pleased, as this meant the delay to the "A" set hadn't delayed the "B" set), with Fireman Matt Hyner driving the black Yank under tuition from Driver Charlie Masterson, hauling an interesting rake of coaches: the Maunsell CK, the SECR four-wheeler, the Birdcage bogie, the Great Eastern brake, the District four-wheeler, the Family Saloon and the Woolwich coach. With three brakes to choose from, I had to look for the Guard to emerge from the rear of the train and signal that the train had arrived complete before I exchanged tokens (and the usual

banter!) with Charlie. After putting the Down Platform Starter back behind the "B" set, I unlocked the wicket gates and went down to open them for the Pullman passengers, who'd been sheltering in the station buildings at the other end of the platform as it was drizzling steadily.

Gerald was leaving the box at about 12.40 when Glyn signalled to me that all the Pullman passengers were on board, so I could close the wicket gates. I was glad I had good time to do this, as the bolt on the Platform 2 gate was very difficult to engage in the bottle lock.

I offered the "B" set to Wittersham at the booked Bodiam departure time, and, with all the Pullman passengers safely aboard, was able to clear all four Up signals straightaway. The "B" set had recovered all but two minutes of the lost time during the run round at Bodiam (on a Sunday most trains are allowed twenty minutes at Bodiam, and they only need ten to run round). As soon as it was safely in the platform, I put the two Home signals back, changed the Bodiam end points, and processed the One Train Working staff through the instrument before clearing the two starting signals for the Pullman, which left at 13.04, just as the "B" set was pulling out in the other direction. You have to go onto the foot crossing to give the staff to the Driver, and not forget to give Wittersham the In Section for the up train when you come back.

Once I'd put all the signals back behind both trains, it was time for lunch, as this is the longest gap at Northiam on this timetable. It was raining heavily by now. The next move was the only proper "Down in first" crossing move of the day. The 13.15 Tenterden was booked to arrive at 13.47 and wait for the Up Pullman to cross. The Pullman was booked to arrive at 13.50 and depart at 13.52, but we generally try to give it a non-stop run through Platform 2. On this occasion the "A" set was running a bit late. I'd cleared the Down Home signals to bring it into the platform, but it had only just hit the Train Approaching treadle (nearly a mile and a quarter from the box) when the Pullman hit the Up Train Approaching treadle at 13.47. The normal rule when trains are approaching a crossing place is that you don't clear a signal if the next signal is at Danger until the train is nearly at a stand, but we have an exemption from this rule on the Up Outer Home at

Northiam, so I'd already cleared this signal, but had no choice but to hold the Pullman on the Up Inner Home, which I couldn't clear while the points at the Tenterden end (which are within the overlap of the Up Starters) were set for the Main Line.

The "A" set arrived in No.1 platform at 13.51, but the Guard was a bit slow in leaving the brake, so I had to look for him. This was vital, because I could not send the Pullman up to Wittersham till I'd established the down train had arrived complete (I know with the continuous automatic brake on passenger trains it's most unlikely they'd have left any vehicles behind in the block section but in railway work you allow for the unexpected – never assume anything.)

Having confirmed the down train was complete, I collected the token off the Driver and returned to the box, where I put the Down Home signals back, reversed the points at the Tenterden end (I didn't have to change the points at the Bodiam end, which were set for the Loop when the Pullman went down), put the token in the instrument, gave Out of Section for the Down train and offered the Pullman (I learned the hard way five years ago not to clear the Up Inner Home signal till I'd got the token out). Then I cleared the Up Inner Home and both Starters, and gave Dave the gate bell as soon as the Pullman hit "B" track circuit (the one protecting the points), which in normal road traffic conditions gives the Crossing Keeper enough time to open the gates and clear the Platform Starter before the train stops at it.

Then I went down to exchange tokens. The Pullman Driver was clearly very keen not to stop in the platform, for he approached very slowly indeed, and he was still half-way up the platform when Dave cleared the Starters, so he didn't have to stop. Meanwhile I was back in the box to put the Up Inner Home signal back, change the Bodiam end points, put the Bodiam staff through the instrument and clear the Down Starters for the "A" set. Just time to give Wittersham the In Section for the Pullman before the "A" set started off and I gave him the staff as he passed the box.

All this was duly observed by Tony Pratt, one of the two roster clerks, who had dropped in to see me at half past one - cue for another pot of tea. He left at about quarter past two, just before the "A" set came back at half past. From then till five past four it's all go at Northiam on this timetable. The "A" set crosses the "B" set at





*Sunday Lunch Pullman at Northiam platform 2 (Roger Temple)*

Wittersham and the Down Pullman at Rolvenden, so the Pullman follows the "B" set down. When the "B" set arrived I exchanged tokens with the Driver as quickly as possible before returning to the box where I gave Out of Section once the train had passed the box and I'd seen the tail lamp. I put the Down Home signals back, set the road for the loop at the Tenterden end, put the token in the instrument and gave Out of Section to Wittersham. He offered the Pullman straight away.

The rain had virtually stopped by the time the Pullman arrived in Platform 2 at 15.18 (nine minutes late). I was on the platform to collect the token and check whether the Driver wanted to run round straightaway (they generally do, as they get lunch in Diana when they've finished the run-round). He did, but I hadn't seen the Guard, so I had to go and look for him before I went back to the box to clear the Down Loop Starter for the run round, put the token in the instrument and give Out of Section.

By the time I had got the engine into Platform 1 clear of the foot crossing, the Pullman passengers were coming off, so I unlocked the wicket gates and opened them while the engine was taking water. As soon as they'd stopped

taking water, I gave Dave three rings on the gate bell while the engine moved up the platform. Now there's another finer point about the working at Northiam - when you want to bring the engine back onto the train at the Tenterden end, you have to close the wicket gates for the foot crossing and lock them before you can clear the Down shunt signal, as the wicket gates are within the overlap of the Down platform Starters. I then went down to do this with some trepidation, and again I had difficulty in getting the bolt of the Platform 2 gate into the bottle lock. Then back to the box to change the points at the Tenterden end and clear the Down shunt.

Once the engine was back on the train and clear of the points, I changed the points and unlocked the wicket gates, as there was now quite a crowd of Pullman passengers waiting to cross. The next move was the "B" set, due to come up at 15.40. I cleared the Up Outer Home for it, using the exemption from the normal instruction, but, based on long experience, kept my options open on the Up Inner Home till the last possible moment. If you clear it too soon, and Pullman passengers want to cross before the "B" set comes up, you have to put the Inner Home back and wait two



minutes before you can unlock the wicket gates. I usually wait till the up train hits the Train Approaching treadle before closing the wicket gates. As you don't know where the Up train is until it hits the Approach treadle, you really can't close the wicket gates any sooner.

Again I struggled with the bolt on the Platform 2 wicket gate, resulting in the "B" set stopping on the Inner Home. Once I'd got the "B" set on its way, I phoned Nick Wellington to report the problem. When he hears my voice on the phone, he usually says "What have you broken this time?" The last of the Pullman passengers came across at ten to four, so I had enough time to get the troublesome bottle lock engaged before the "A" set came down, fourteen minutes late. Apparently they'd been having trouble with the brakes dragging, so the Guard had to go down the train pulling the strings.

I got the Guard's tip the train was complete, before exchanging the Wittersham Road token for the Bodiam staff and going back to the box to put the token in the instrument, give Train Out of Section for the Down and offer the Pullman empties. The Pullman Driver collected the token, and I pulled off in both directions, both trains leaving at 16.17.

David Brown and Doug Ramsden of the S & T came down to look at the wicket gate, which

had dropped out of alignment due to a loose hinge. As I didn't need it for the rest of the day, they decided to come back during the week to fix it properly. All that remained now was to offer the last Up train, and pull off all the way through. Once this had passed, I had a quick sweep-up while waiting for the Out of Section from Wittersham. When I got this, I immediately sent the Switching Out bell signal to Wittersham, getting a token out on the last beat of his acknowledgement, to enable me to switch out the box. Once this was safely accomplished, I phoned Richard at Wittersham so that he could test the block before I booked off duty at the end of another enjoyable day at Northiam.

*If you think you'd enjoy doing this sort of work and would like to join the next Signaller Training course we'd like to hear from you as soon as possible, so that you can get some taster days in this year before committing yourself. Please contact Tony Ramsey, the Assistant Signalling Inspector who looks after trainees and Crossing Keepers. His email address is ant.ramsey@gmail.com . If some of what you've read sounds daunting, don't worry - we usually start complete beginners off at Tenterden Town, which is much simpler, and you'll be very thoroughly trained before you're let loose in a box on your own!*



Robertsbridge – the once and future junction (Harrier Productions)



## 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 continues to be increasingly important. So please try to follow the guidelines set out below.

### Content

The Tenterden Terrier will continue to be 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 (Word 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. Do not embed photos within text. Submit photos separately

### 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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