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Tenterden Terrier



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FRONT COVER

*Martello and Birdcage at
Hexden Bridge, June 2011
(Ian Scarlett)*

BACK COVER

*Alan Brice's Wallis &
Steevens Advance Roller
steam heat testing Mark I
coaches (Nick Pallant)*

Tenterden Terrier

Contents

Editorial	3
Lineside News	4
Commercial	4
Motive Power	5
Rolling Stock	8
Ways and Works	10
Groups & Associates	12
Letters to the Editor	20
AGM 2012	21
300 Club	21
No. 6619 - Moving South Wales Coal	22
Early Days	26
Sunny Days	28
A Sentimental Journey	32
Gricer's Mark I Musings	34
Obituaries	38
Lest We Forget	40
War Department, SR Built, WWII Brake Vans	41
Commemorative Locomotives of World War I	44

Editorial

Looking Back – Looking Forward

Following the previous edition of the *Tenterden Terrier* we received a comment that it was nice to see an edition of the house journal which appeared to concentrate on 'what is' and not 'what used to be'. Well, we can only comment that this was in no way deliberate. The tone of a particular issue tends to be determined by the available material however much one may try to commission items about particular subjects. Those who liked the allegedly contemporary

feel of issue No. 118 may feel we have gone in the other direction for No. 119 – there is something of a historical and retrospective bias. We make no apology for this, there is an audience for both approaches, and in any case the article about No. 6619 and photograph below of *Gervase* look both ways by recalling the historical at the same time as looking to the future.

Apologies are offered for the slightly late appearance of this issue of the *Terrier*. There has been both much to do and a shortage of time of late. It is not too late however to wish all members of the Kent & East Sussex Railway a merry Christmas and a happy and prosperous New Year.

Nick Pallant



At Elsecar, Gervase steams for the first time since 1965 (Mike Hart)

Lineside News

COMMERCIAL

Chairman

Over the last few months we have had some disappointing figures. Lower passenger numbers, reduced customer spend and fewer Volunteers around the place. We mustn't be too downhearted though 2011 was a really good year and we would have been really lucky to have had two years like that in a row. The downturn in the economy has had a detrimental effect on both Volunteer availability and customer numbers. Our troops are finding it harder and harder to find money for fuel. They need to work to supplement pensions and their leisure time is being squeezed as family and business pressures come to the fore. The Olympics didn't do us any favours, and the Paralympics compounded this. But despite the falling numbers, we continued to serve tens of thousands of people. We mustn't worry about the people who didn't turn up, when faced with those who have. The person in front of us is the most important one. I have heard some great tales of customer satisfaction, especially from on train catering and of course the Pullman.

Our standards of customer care are the key to repeat business. Every single member of staff who speaks to a customer represents the Railway. We must be on our best behaviour in public and with the public. I can't think why anyone would choose to be "off" with people who pay for our hobby. Can you?

2013 will be an interesting year, another "comeback year" we hope, and by the end of it we will have re-paid the Bodiam Bonds! A landmark in the Railway's history. I wish all our staff a happy Christmas and a peaceful and a prosperous New Year.

General Manager

Summers are always busy times in my office but I have never been so pleased to see the end of August as this year. The Olympic period saw visitor numbers seriously down on last year and every day bar 3 we were over 100 down on the same day in 2011. Now last year was a spectacular year and we cannot realistically expect to keep on breaking records but nevertheless the downturn in July and August, with a mix of the Olympic effect, the economy and the poor weather (little rain, but not bright

and sunny), meant a bad effect on the business. By contrast in September when the sun shone we had a busy couple of weeks and met the budget for income. Kent has been well positioned by Visit Kent before and during the Olympic period and we now hope the promised legacy will materialise with lots of visitors in future years. Hopefully too there will be some benefit from the raising of the profile of volunteering.

We suffered badly in staffing terms by having so few Station Masters at Tenterden, noticeable particularly because Harry Hickmott, who had covered a lot of turns historically, was unwell. Not having an SM at Tenterden means that visitors are not welcomed in the traditional way and this has an impact on visitor impressions which may ricochet for years to come. The management team has lost Peter Thorogood, our Forestry and Conservation Manager, and Dave Tibbatts has written elsewhere about his career. Peter will be missed enormously by all of us.

This is also the time at which budgets have been set for 2013. With disproportionately escalating costs of raw materials and deteriorating infrastructure this becomes more difficult every year. Historically we have not been good at fund raising beyond our traditional income streams and we need to improve significantly in this respect. Unless we do we will struggle more and the infrastructure will fail due to lack of investment.

With that warning, surely things will be better in 2013? Advance bookings for Santa suggest that as long as don't get snowed out as in 2010 we will end 2012 reasonably. We look forward to the return of *Gervase* in May 2013 and running at Robertsbridge Junction Station in September as we "Return to Robertsbridge" (just for a weekend for now).

Catering

As feared, this seasons trading has been less than buoyant. Our customers clearly have less to spend by the time they reach our doors and it has been noticeable that many are seeking out special offers and value lines or are bringing their own refreshments. Our 'meal deal' offers have proved popular and further promotions have met with similar success. In this regard, the

recently introduced EPOS system has shown what can be achieved – a staff upselling prompt has seen an eight fold increase in sales of one line alone. Sadly these initiatives will be insufficient to redress the shortfall resulting from the lower visitor numbers this season. There is hope though that the forthcoming ‘Santa Specials’ may provide a late boost – advance bookings appeared promising by early October.

Our on-train catering packages have remained popular. The recent ‘pensioners treat’ event demonstrated what can be achieved with a competitively priced offer. We experienced some very heavy bookings which provided challenges for our on-train teams. It is hoped that the offer may be extended in future from one to two weeks, as it was impossible to accommodate all the requested bookings within the offer period.

A warm welcome is extended to Ross Beeston, who joined us as our On-train Catering Steward this year. Dave Tibbatts, who made the role his own for many years, has now retired from employment. However we are delighted that he has decided to remain ‘on the books’ in his voluntary capacity for a while yet. Dave will again be responsible for rostering of ‘Santa Trolley Dollies’ this year. This vital task is open to all and is a great way to engage with our customers. No cash handling is required, as refreshments are included within the ticket price. Around eight staff are required each day, so if you (perhaps together with members of your family) would like to help out at this busy

time, please do get in touch with Dave on 01580 765155.

Wealden Pullman

Staff have again worked hard to ensure that this, our flagship product, continues to lead the way in Pullman dining. Occupancy of scheduled Wealden Pullman services have seen a slight fall this season from 96 per cent to 93 per cent overall. Early season evening trains, which run after dusk, were less popular this year so for 2013 a number of Saturday Lunches are to be offered, enabling customers to enjoy the scenic beauty of the Rother Valley during their meal. In mid August, a small team of K&ESR Pullman volunteers travelled to Devon to remove fittings, seating and marquetry panels from newly acquired Pullman Car *Aries* for safe storage. Subsequently *Aries* was removed to Ramparts at Derby for some contract overhaul work to underframe and running gear. Grateful thanks are due to Mr. Pat O’Connor, the former owner of *Aries*, who has provided every possible assistance to the K&ESR team. Restoration fundraising aboard the Wealden Pullman has made some progress and further opportunities are being explored. Gift Aid envelopes have been provided at stations and one is included within this mailing. Please do consider making a donation if you are able, as restoration of *Aries* is entirely dependant on our ability to raise sufficient funding. In the meantime, overhaul of Maunsell NBO 54 is progressing well, such that it may soon be the Catering Manager (who is undertaking the electrical overhaul on the vehicle) holding up the return to service!

MOTIVE POWER

Steam

No.3 ‘Bodiam’ (32670): Used throughout the summer on the vintage set, 3 is now in the queue awaiting washout.

No.8 ‘Knowle’ (32678): The steam leak at the front end reported in the last “Terrier” became worse, so that 8 had to be stopped for investigation, and therefore missed the summer season running. The problem was identified to loose unions on the pipes from the globe lubricators on the sides of the smokebox that run through the smokebox floor. After a significant amount of careful work to needlegun the top of the cylinder casting a coating of Belzona was applied to offer a protective layer against further corrosion of fragile areas. The concrete has been re-applied and if all goes well 8 will be running

again over the weekend of 6/7 October.

No.11. P class. (5753): Work is slowly progressing on this overhaul using volunteer labour. This loco, so popular on RXDs, is due back in service to replace 14 in early 2019.

No.12. ‘Marcia’: Marcia has popped out on a few occasions on the “Saturday Goods” crew training exercises. Will be due annual boiler inspection in October.

No.14. Charwelton: With 8 stopped for repairs the lions share of the summer running of the vintage set fell to 14. She ran from 27th July to 27th August with only 3 days off mid way. Not bad for a loco that is normally on RXDs in the confines of Rolvenden station limits.

No.19. Norwegian. (376): The boiler is back in



Norwegian's boiler being lifted into the frames (Paul Wilson)

the frames and the final fitting of components is now underway. The overhauled air pump is refitted, sand dome on, lubricators and oil pots fitted and piped in. The new smokebox has been fully welded in position and work is underway to fabricate the new main steam pipes. The joint between the dome and boiler leaked under hydraulic test so the dome itself has been sent off for machining to restore the joint face. The "Sunbeam" steam generator has been overhauled using the Norwegian instruction manual- translated into English using Google™ which is obviously not often used for engineering terms- very amusing it was too! We have managed, via a colleague on the NYMR, to secure the services of a steam enthusiast in Norway who will do a proper translation for us. The tender is complete and awaits coupling to the finished loco in due course.

No.21 'Wainwright' (DS238): Now in the shed minus wheels. The axle journals showed signs of minor damage but this is not so bad as to require machining. Oil trays for the axlebox tops have been made to attempt a better method of horn lubrication. A section of boiler plate on the backhead has been cut out and preparation to weld in new material is underway.

No.22 'Maunsell' (65): Recently passed annual visual boiler inspection after washout. A few months ago we received a request from the Yorkshire Dales Railway to hire a steam locomotive- and they were particularly interested in 65. At the time we were not able to let 65 go as there was nothing to replace it with. The imminent arrival of 6619 (see later) would make this possible and the K&ES Locomotive Trust (owners) have agreed that it can go. Before it does we have to replace a cast steel elbow in the steam supply from the regulator to the cylinders as it has finally corroded through. The equivalent component on 21 will also be replaced as it is of similar age.

No.23 'Holman F Stephens': Running well as always. Failed recently on a train when a spring buckle came apart. It is clear that at some point in the life of the spring (away from the K&ESR) the buckle had been cut open and fitted back together with a poor quality weld that finally failed. The clack valve on the fireman's side had to be changed recently as it was leaking by badly- a common fault with these locos.

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

No.25 'Northiam': Now in the shed minus virtually everything. The wheels are out, motion

out and the front buffer beam removed. The insides of the frames have been cleaned and painted. The slide bars and brake shaft have been sent away for machining whilst the valve buckles have just been returned having been metal sprayed to build up wear. The frame stretcher is being modified to allow fitting of a hopper ashpan. Contractors will be carrying out machining of the valve port faces in situ and boring out the main cylinders. The wheelsets will be steam cleaned in due course.

No.30 GWR Pannier (1638): In service but due to be lifted to allow the axlebox lubrication pads to be changed. Mid way through 2013 1638 falls due for 10 yearly overhaul.

6619: With legal matters grinding towards a close the arrival of this locomotive draws ever closer. Fundraising still continues either via 6619 limited or the K&ESR as a joint ownership proposal has been agreed. If you would like to contribute in any way, or want further information on how to help please write c/o Tenterden Station.

Diesel

No.40 Ford (BTH): Has taken a bit of a back seat recently, as the focus has been on steam locos to keep services running. However attention will soon return to it and the last remaining bodywork items will be finished. The

engine has been run up with the newly refurbished radiator installed and all seems to work very well.

No.41 'Ruston': Back in service after repairs to the dynamo. Received an A exam and oil change recently during the annual visit of Interfleet Graduates.

Cranes

No.133 (10t Taylor Hubbard): The boiler was stripped out for annual exam and washed out by Interfleet Graduates who also carried out a full mechanical exam and service. The visual exam by the boiler inspector took place on 27th September with the steam test booked for 4th October.

No.151 (36t breakdown): All works have been finished and the crane was used to put the boiler of 19 in the frames recently. The crane will be in use again in November to lift 1638.

On Track Machines

07-12 Tamper No. 73250: We suffered a little during the summer with some spurious voltages floating around the system causing the analogue measuring systems to fluctuate. This was traced to 'back EMF' generated by the operation of various valves during work, and we have installed suppression diodes to resolve the issue. This machine is in service and now performing very well again.



No. 65 on Wittersham Road Bank, 28th August 2012 (Humphrey Atkinson)



No. 632670 on Wittersham Road Bank, 28th August 2012 (Humphrey Atkinson)

ROLLING STOCK

Mark 1's

DBSO No. 75 Petros has returned to traffic and much acclaim. A formal launch ceremony having been held on Friday 10th August 2012. Members of the late Dave Sinclair's family were present and were accompanied on the subsequent return journey to Bodiam by representatives of C&W staff. Petros has since proved popular with the public it being widely thought that the coach has carried more passengers in the past few weeks than it has done for years.

CK No. S25446 (K&ESR No. 63) has been repainted but is presently unlined and unlettered. (That should lead to one of those earnest blog postings which are such a laugh on the internet). A return to the carriage shed for the addition of these items will be required in due course.

Vintage Coaches

Maunsell CK No. 5618 (K&ESR No. 56)
This vehicle has been back in the carriage shed

again, this time for spare, flat free, wheelsets to be fitted to the 'Robertsbridge' end bogie. The opportunity was also taken to get 'Headcorn' end toilet working again as the WC's at both ends having been locked out for a considerable period. The basic problem has been that the nearly 80 year old plumbing was just not up to it any longer. C&W Supervisor Alan Brice has however succeeded in fitting modern components into the system without losing the heritage appearance. The toilet at the other end will probably be retained in its original, but unservicable, condition along the lines of the loos in the Bircage coach.

Maunsell BNO Brake No. 4443 (K&ESR No. 54). Further progress has been made to the interior of this vehicle with new flooring being fitted. The traditional Southern Railway flooring of wiggly tin covered in the famous pink sawdust and cement compound is not practical and plywood is being used instead. This may not please the purist but it has been the practice for some years on the K&ESR and at least one other heritage railway when Maunsell coaches



Above: Petros newly restored and in traffic (Nick Pallant). Below: Petros interior (Nick Pallant)



are under restoration. The brake van area is now sufficiently advanced for painting to have begun and Peter Bolton has made good progress on this aspect of the job. The colour is however the (authentic) bilious shade of green favoured by the Southern but which seems to cause comment among guards and, not surprisingly, those doing the painting.

Further progress to the Tenterden platform side of 'District' Coach (K&ESR No.100) has been temporarily suspended owing to other demands on staff time. It is very much hoped that this project will resume in the near future, GER Brake (K&ESR No. 81) and L&NWR Balcony Saloon (LMS No. ED 33, K&ESR No. 82) continue to remain out of service awaiting time, space and other resources in the carriage shed. Pullman Car Barbara (K&ESR No. 52) has received its 18 monthly examination. New pins and bushes were fitted to the draw gear at the same time.

Wagons & Vans

Welltrot No. B900427 (K&ESR No. 164, known locally as the 'Frimtrol') was in the shed for some weeks during the autumn for renewal of its timber components and repainting. Progress was greatly assisted by the annual visit from Interfleet's graduate trainees, this event now having become something of a tradition for both Interfleet and the K&ESR. The 'Frimtrol' was

ready to re-enter service for the P.Way Department's November work programme. Interfleet's graduates also did some 'outstation' C&W repairs at Rolvenden during their stay, fitting a vacuum through pipe to one of the Dogfish hoppers using parts reclaimed from a scrapped coach. During September Jon Colwell, owner of Box Van No. 503418 (K&ESR No. 138) made another of his regular visits from Lancashire and made further good progress with the on-going overhaul of this vehicle. LMS Motor Vehicle Van. No. 37011 (K&ESR No. 175). TREATS continue to make good progress with reboarding this vehicle and a substantial amount of new timber has been fitted at the 'Robertsbridge' end and given its initial coats of paint. TREATS have had to undertake this work outside the shed and, in view of the weather during the earlier part of the summer, are to be congratulated at the progress made.

Competition Prize Awarded

Ken Lee, accompanied by his wife Lesley and also by the Company Secretary, duly collected the cash prize in respect SE&CR Brake Third No. 3062 at the Eastbourne Historic Vehicle Club's meeting on 28th June 2012. The £100 awarded has been paid into the vehicle's Restricted Fund. An item about the coach, and Ken's part in its restoration, subsequently appeared in Heritage Railway.

WAY AND WORKS

Permanent Way

The team have continued their busy theme during the summer of this year. After completing the track renewal between Tenterden and Cranbrook Road, they continued their work at Robertsbridge, making further leaps forward with the track laying process to join up the existing station area with the newly laid track to Northbridge Street.

There is still significant site clearance works to be completed at the site of the March Renewal, but owing to the non-availability of both the 10T crane and the TRAMM throughout the summer, this becomes a job which we will have to try and 'shoe-horn' into this winter's works.

The team have been continuing their sterling work carrying out the routine track patrols required to ensure that the line remains safe for traffic. We have started to receive a slightly increased amount of rough ride reports from train crew, which we are currently addressing by tamping. However, this brings with it increased work as when we carry out tamping,

it's not just tamping that has to take place; we have to ensure there is enough ballast on site before and after tamping to ensure that the top profile remains good for a reasonable amount of time. If more ballast is required (which it often is) we also have to use the ballast regulator to plough the ballast out to the correct profile. On top of this, during the peak running season all of these tasks have to be carried out during evenings.

The team have also kept themselves busy preparing materials for the planned winter works, which include various works at Hexden Bridge where we have some structural works to carry out as recommended by our Civil Engineer, as well as replacing the track over the bridge. The handling of the 120 foot lengths of rail we have prepared for this job presented some interesting challenges, but the team overcame these without any trouble! The final work that will be carried out at Hexden Bridge is significant vertical and horizontal re-alignment works of both the bridge and the



Bodiam waiting shelter nearing completion (Robin Dyce)

track approaches on either side to ensure the straightest and flattest approaches possible. This will enable us to get the 10mph speed restriction over the bridge removed.

The other planned work for this winter includes the installation of French Drains through the shallow cutting to the west of Cranbrook Road Level Crossing, and the dressing off of the cutting sides to improve sighting for the User Worked Crossing at this location. These works are in preparation for the major works in this area planned for March 2013, where as well as renewing the track between Cranbrook Road Level Crossing and the top of the Wet Cutting, we are intending to install retaining walls to enable the top of the embankment to be widened, improving ballast retention and therefore track stability.

Delivery for all of the materials for this work is planned to take place during November, so there will be lots of engineers' trains running, and plenty of opportunities to get involved! We really could do with some extra volunteers getting involved in the permanent way, so if anyone is interested, please do get in touch!

Tuesday Group

Despite the very wet weather of this summer, we did not actually lose any Tuesday working. It started with 4 tons of manure being delivered to

Tenterden Station and the same day distributed all over the gardens.

We repaired the chestnut fencing at the bottom of Tenterden car park and the fence around the Picnic Area was repainted. Some rotten fence posts were repaired using concrete spurs.

There was a drainage problem with the lower car park area. A section of pipe was rodded but a drain, which was higher than the surrounding area, did not help. The solution was to build-up the ground to improve the drainage. At the same time the opportunity was taken to dig a trench for a French Drain. This work seems to have cured the problem!

The car park lights were all wired up and will be a huge asset during our winter running days.

Platform 1 and 2 signs have been installed at Northiam to assist with PA announcements at galas, etc., when platform 2 is in use.

The Tuesday Group contribution to the May Gala was to organise and run the pump trolley for the public to try out on a length of track made of point rodding in the car park at Northiam. This was the bright idea of Dave Brown, remembering the use it had in the Roy Castle television programme "Record Breakers" in the 1970s. Overall the idea was a success. However, we thought it was bit out of the way as

the public could not see it easily from platform 1. This has been addressed and the intention is, in future, to run this during different events at Tenterden and Bodiam.

A great deal of work has been put in at Northiam recently and is still ongoing with an ash path being laid between the main road, past the Memorial Garden and up to Platform 2. This has been a useful exercise in recycling. Also a large amount of gardening has taken place at Northiam with grass cutting, hedge trimming and strimming of the grass areas. Work is also ongoing around the site with repairing rotten wooden fence posts. These are repaired with concrete spurs but we are hoping, in future, to use rail off-cuts which will be more in keeping with the Colonel Stephens ethos.

As and when time permits, Tom Weston and Matthew Burrows continue the everlasting job of platform seat refurbishment.

At the end of August we spent 2 weeks at Wittersham Road putting a new coat of white paint on the fence and crossing gates to smarten up for a lucrative filming project. Whilst at the station, time was spent on clearing dense undergrowth from the bank at the rear of the platform – again an ongoing job.

It has been nice to bring the average age of the Tuesday Group down considerably with the arrival, on a regular basis, of Ron Dunn's grandson Seb who is now helping and doing a great job in his off time whilst attending a course at Sittingbourne College.

We look forward to welcoming Richard Smith back in the not too distant future after a long absence following a series of operations.

GROUPS & ASSOCIATES

Museum

Change is in the air around us as the units on the surrounding trading estate, except the one containing the museum, have been sold to the packaging company that has been renting one of them. Groves, the removers, have vacated the site and have moved elsewhere in Tenterden. This does not in any way affect our lease on Unit 1a (The John Miller Building). Henry Edwards is, as always, very supportive and continues to be our benevolent landlord.

Gazelle is back after her jaunt to Railfest at NRM York and posing for many of the railway magazines. She arrived back on Monday 26th June on a lorry at least as big as the one she left on and was eased back into position with the help of the railway fork lift, expertly driven by Paul Rand. The move took a mere half-day but we spent about a day-and-a-half, before and after, moving exhibits and making the place respectable. Given a thoroughly needed wash and brush and touched up some inevitable painting scuffs she is restored as our star exhibit, though her outing caused envious eyes to be being cast on her. We have been personally thanked by Steve Davies, the Head of the NRM, for our efforts and we can be justly proud of our continuing custodianship.

When *Gazelle* returned the opportunity was taken to make presentational changes in particular on the platform side where we cleared out much of the luggage and put in place a set of

Maidstone-made 1891 platform scales and a restored shunt signal (ex Biddenden). So it looks even more like a platform now. A new digital screen replaced the unreliable DVD/TV showing the Museum presentation whilst the viewers can now sit on genuine, if shabby, Southern Railway dining car chairs.

General tidying and reorganisation continues as resources permit. We are slowly installing LED lighting in the Museum. This solves many of the problems experienced with troublesome and short life lighting and saves electricity. It is relatively costly and requires proper installation but should save money, and time, in the medium term.

The bits and pieces left off from the Weston Cleveland & Portishead coach No. 7 that the London Transport Museum are restoring to its original Metropolitan Railway condition are being sorted, though two handrails are still 'lost' (a common museum problem we all share) in the LT store. These WC&P guard's doors and associated bits and pieces have been donated to us by that Museum and will hopefully in due course be properly displayed. To add to the planned display NRM agreed to loan a 'WC&P' coach plate and which is now on temporary display with other WC&P items.

Despite ambitious plans since we passed pre-qualification for Museum Accreditation things slowed almost to a stop over the summer. The last hurdle was however the appointment of a

'Museum Mentor' (advisor on museum conservation etc) Julian Porter, the Rother District Council Museums' Mentor, who now joins the Museum Committee team. This final piece in the jigsaw saw our submission (an enormous pile of digitalised paper) for Accreditation made in August. Now comes the hard bit; convincing the Arts Council (England) that our procedures and paperwork conform to their enhanced bureaucratic requirements.

In common with the railway our visitor numbers have dropped by slightly more than 25 per cent. Not much can be done about this but sales have only dropped 14 per cent on a historically high figure so we can at present maintain our museum spending, particularly as we have sold a variety of surplus non-relevant donations which have yielded some £2000 at public auction and on EBay. All we need now is more help to do the many tasks facing us. Now where have we heard that before....

Gardening Group

It has been a difficult year in the gardens due to the extreme weather conditions at the start of the growing season. For many weeks the plants for the tubs and hanging baskets at Tenterden sat looking very sad in the greenhouse and just did not want to grow. Eventually the temperature started to climb and suddenly the hanging baskets were put up and all the tubs and red buckets planted with bedding plants.

A great effort has been made this year to try and eradicate the invasive mares tail weed which has infested the lineside garden at Tenterden. The only way to get rid of this is continual spraying and digging as much of the roots out as possible. Unless we take this action it will spread to all the station gardens.

In the spring we had a delivery of a trailer full of farmyard manure which the Tuesday Group helped spread on all the Tenterden gardens. It was hoped that the manure would help the gardens to retain moisture during the summer months. However, with all the rain this was washed into the soil so by the time the summer came and the dry period arrived at the end of the season the flower beds still struggled due to lack of water.

Time has been spent at Northiam pruning the roses, weeding and generally tidying the picnic area and lineside gardens. The Tuesday Group (Doug Ramsden, Mark Taylor and Seb Dunn) throughout the season have kept the grass cut and strimmed the lineside areas and generally kept the station tidy.

Wittersham Road Station has been on the agenda for a tidy-up. The little garden by the station building has been weeded and the Tuesday Group spent some time strimming the bank. They plan to do more later in the year. Unfortunately the platform planters have been attacked badly by the rabbits so some work is needed to tidy these up and to plant things the rabbits will not eat.

Rolvenden was tidied in September. Unfortunately we did not have time during the season to get to this station but, hopefully, we will be able to make a few changes ready for next season.

Overall we were pleased with the condition of the gardens and tubs during the season but, because of the unusually dry conditions during August and September the gardens have faded earlier than expected. We then, of course, had a complete reverse of weather which managed to knock the heads off geraniums and roses and flatten the taller plants!! That's gardening for you!

We are still looking for willing volunteers to join us so if you have the odd hour or two to spare we can always find something for you to do.

Bodiam Group & Hop Pickers' Weekend

We have continued to construct the new waiting room which now has the roof, door and windows in place so it is weather proof, enabling us to get on with completing the inside in all weathers. Progress, although positive, has been slowed by the summer holidays and sickness but with the autumn now upon us we are back up to speed. All the interior has now been insulated and some of the ply walls have been cut to shape ready for painting. The electrics are almost all fitted and will include heritage ambient lighting as well as modern lighting tracks so that we can highlight photos and other exhibits. If anybody has a spare wooden platform or waiting room seat to donate that needs a good home then please let us know and it can have pride of place in the waiting room.

We welcome a new member to the group, Richard Brice, who is in the building trade and lives in Beckenham. Richard first joined us for the Hop Pickers Weekend where he helped on the pedestrian entry desk and subsequently he has joined the group at Bodiam station where his skills have been put to good use.

The mixed weather has resulted in a poor harvest from the Station Masters garden and in particular the tomatoes suffered from blight. The grass throughout the station site has however continued to grow and needed to be cut once a week. The

hedge opposite the station has proved to be a bigger problem than usual as it has grown very fast and quickly looks scruffy.

With the team concentrating on the new waiting room the station building and station/platform furniture is looking very tired and in places the woodwork has rotted away completely and will have to be replaced. Paint is always a problem and as with all other stations on the line needs repainting every couple of years to maintain a clean and cared - for appearance. An overwinter maintenance programme has been agreed so that we can deal with all the issues that have been identified which no doubt will grow as we find deeper seated problems.

I am delighted to report that the Group's senior member, John Liddell, is well on the way to full recovery after a major heart operation. We've ordered some special lightweight paint brushes so that he can catch up with his work when he returns to Bodiam!

The Hop Pickers' Weekend benefitted from a complete change in the weather, which over the weekend was warm and sunny. The event was advertised in all the usual places as well as in the 'Daily Mail' but unfortunately the article got the date wrong.

A big thank you to all the volunteers and staff that helped out before, during and after the weekend. All the jobs were covered and in some cases it was possible to provide relief for meal breaks or just to have a look around. Thank you to all volunteers and paid staff who helped to make the event such a success.

At this year's Hoppers' event trains ran to Junction Road for the first time. Because it was relatively untried, and with concern that trains stopping at Bodiam would take too long for passengers to board, all the 'down' trains for Junction Road passed through Bodiam station non-stop but stopped on the 'up' return service. Building on the experience gained this year, next year we hope to stop trains at Bodiam in both directions.

With the new Waiting Room just about habitable it was pressed into service for a display of some of our hopping memorabilia, artefacts and photos as well as showing a film about hopping and hoppers.

After the event we received very welcome and much appreciated donation of a 'rag rug' made specially for our Hopper's Hut by Mrs Susan Dutnall who, having seen our hut, decided that a Rag Rug was needed as many hoppers

decorated their huts with similar colorful rugs at the sides of their beds.

Visitor numbers and receipts were very good and has helped to boost end of season revenues.

Northiam

Dave Blackman was appointed Northiam Station Agent on 12th October. We wish him every success in his new position.

Ashford Area Group

We recently visited the End of Season Steam Festival at Froissy in France. Track renewal in the Channel Tunnel encouraged us to opt for a ferry crossing. Although this resulted in a longer day than originally envisaged we had an almost full coach. Weather in France was sunny and warm and many of our supporters enjoyed dining onboard "Pride of Canterbury" on the perfectly smooth crossing. The gala was no disappointment. A derailment on one service on the famous zig-zag was dealt with very efficiently by the Cappy-Froissy-Dompierre railway breakdown train and crew. The trains were very busy but there are some very scenic view points. This proves to be a popular destination and we will not rule out another visit in the future.

Our next trip; to the CFBS steam fete, will be on Sunday 28th April 2013. We will revert to the luxury double deck coach, which we expect to fill, and a Eurotunnel crossing. To be invited on future outings email Keith Mapley at keith@mapley.fsworld.co.uk

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

21st November – "SOUTH of the BORDER" B&W 50's steam - David Kelso

English steam from a Scottish photographers perspective.

19th December – "TRAINS & TRAMS by SHIP" - Michael Jackson

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

16th January 2013 – "RAILS in the ALPS - Brian Stephenson

Brilliant railway and scenic photography throughout the Alpine Region.

Meetings are then every third Wednesday in the month until June.

CFBS News

Railcars return to the Baie de Somme! The CFBS introduced the Verney X212 railcar to regular traffic on 8th July. Although this particular railcar is not native to the region, it has been painted in the red and cream livery which was such a familiar sight on the Baie de Somme in the 1950s. The railcar has been used to collect passengers from Noyelles as part of the 'Trains à la Mer' scheme with the SNCF, offering a day at the seaside on Saturdays and Sundays from 30th June to 2nd September.

Advertised railcar services are as follows: depart 8.45 from St Valery Port to Noyelles and Le Crotoy; depart 9.45 from Le Crotoy to Noyelles and St Valery Port; depart 12.30 from St Valery Ville to Cayeux. I understand that the returning railcar will leave Cayeux at 16.45, but this does not feature on the timetable.

The new boiler for the Pinguely, and the retubed boiler of the Cail, were delivered in April. The Cail is not now expected to return to service until 2013, while further progress on the Pinguely awaits funding.

A new 'bourreuse' (tamping machine) made by the Swiss firm Robel, has been acquired.

The building at St Valery Canal which provided a 'mess room' and shower facilities for staff and volunteers, and sleeping accommodation for the latter, has been undergoing thorough renovation. Meanwhile a 'mobile home' with sleeping accommodation for up to three volunteers has been parked at St Valery Canal. The ex SNCF sleeping car which is also being used to accommodate volunteers is still without electricity and water; these are to be installed before the winter.

The dates for next year's Fête de la Vapeur, initially announced for 20th and 21st April, have been confirmed as 27th and 28th April because of engineering work on the SNCF main line during the first of the two weekends. Friday 26th is designated as a day of preparation. The CFBS hopes to have seven locomotives available for service, including the Pinguely which may return to service at the Festival to mark the occasion. Guest locomotives are likely to include a Corpet 0-6-0 from the MVTS, and a Corpet 0-8-0 (in working order) and a Blanc Misseron 'Mallett' 0-4-0—0-4-0 (under restoration), from Voies Ferrées du Velay. Intriguingly, a proposal to install a temporary 600mm gauge line is also being discussed.

It is hoped that the K.& E.S.R. will bring *Marcia* and a coach. If so, *Marcia* is likely to find herself sharing the standard gauge track with a 'Sprague', a Metro train from the 1900s! As always on these occasions, steam-hauled specials will be coming to Noyelles via the main line, from Rouen and Paris. Put the dates in your diaries now!

I have been working with Geoffrey Nickson on translating material into English for the CFBS web site. You can find this at www.cfbs.eu A separate web site, devoted to the Fête de la Vapeur, can be found at www.fetevapeur.fr

Rother Valley Railway

Track Laying Continues

Following the completion of all five bridges between Robertsbridge station and Northbridge Street, track laying has started in earnest. At the time of writing the running line has been laid from Northbridge Street and is now connected to the track over-looking Station Road. This will allow for the shunting of rolling stock and relaying of the present yard which was installed some fifteen years ago.

The coming months will witness the installation of a further five point turnouts and additional track which will allow for both the storage of rolling stock and space to carry out permanent way and building works.

Planning Permission for Terminal Buildings

Planning permission has been submitted to Rother District Council to allow for the construction of a new station building, platform, 6 coach shed, locomotive shed, brick water tower and the re-installation of Hawkhurst signal box. (See plans on the following pages).

As a matter of historic interest, the new station will be built on virtually the same site as that of the original planned by Colonel Stephens but never built in 1900. This would have allowed for a through line to Pevensey by travelling to the East of the Ostrich public house and additionally avoiding the busy goods yard of the South Eastern Railway at Robertsbridge. As the planned railway to Pevensey was never built, the bay platform at Robertsbridge became the terminus for the Rother Valley Railway in perpetuity. At least the new station will have a run-round loop which the former arrangement never had. This part of our history we will be pleased not to reinstate.

As soon as we have the necessary permissions in place, a full detailed report will be featured in a future edition of the *Terrier*.



Hawkhurst Signal Box (RVR)



The site of Robertsbridge Junction Station prior to redevelopment (Harrier Productions)

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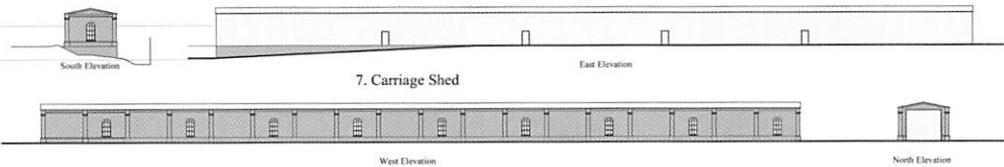
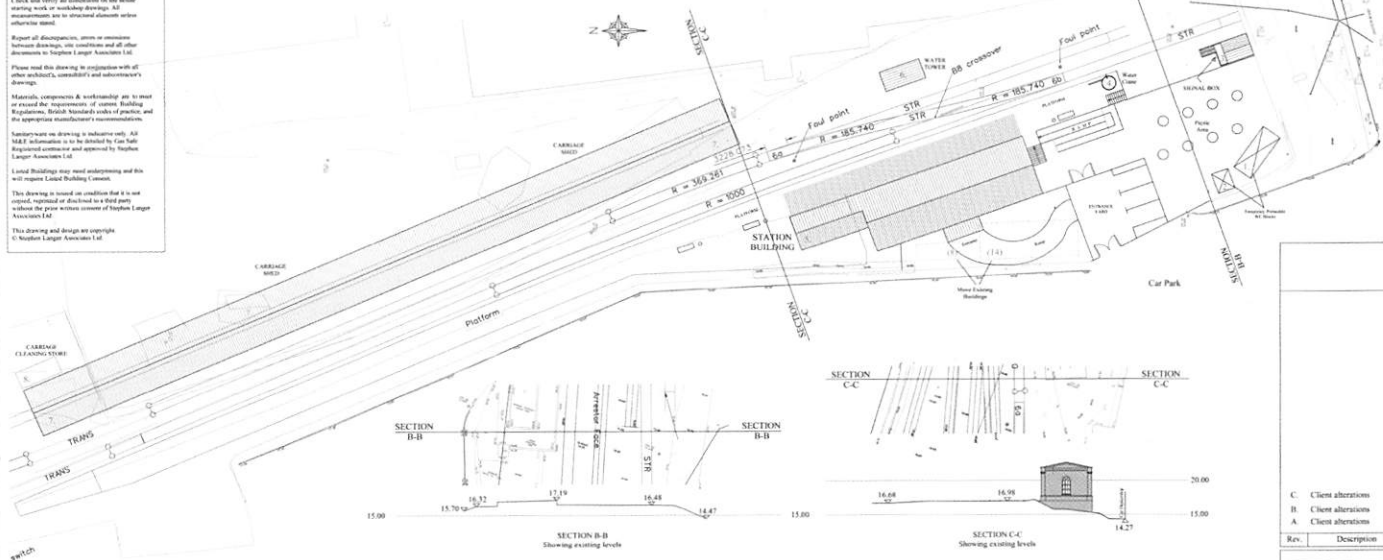
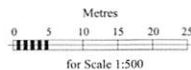
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C	Client alterations	22.5.1
B	Client alterations	3.5.12
A	Client alterations	4.4.12

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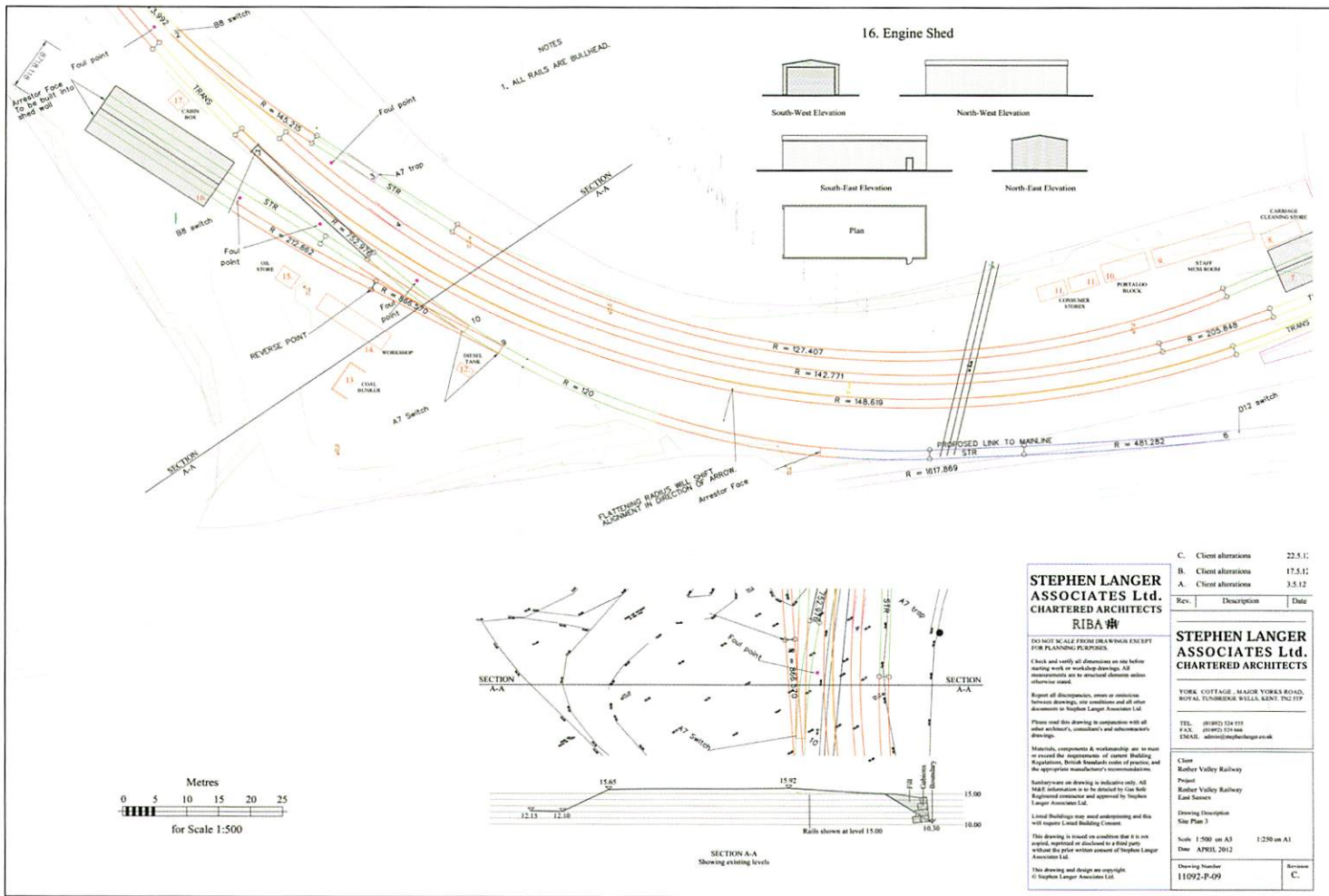
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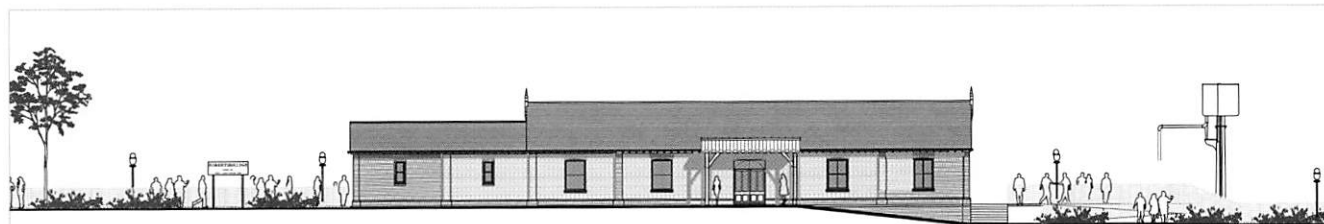
TEL: 01892 524 555
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EMAIL: info@stephenlanger.co.uk

Client
Rother Valley Railway
Project
Rother Valley Railway
East Sussex

Drawing Description
Site Plan 2
Scale: 1:500 on A3 1:250 on A1
Date: March 2012

Drawing Number
11092-P-08
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• West Elevation •

• Robertsbridge station •

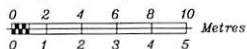
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ROTHER VALLEY RAILWAY

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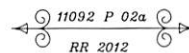
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Letters to the Editor

Sir - I refer to the reference to one of the two new Dapol 00 gauge wagons in the shop, on page 6 of *Tenderden Terrier* No. 118. The box van is not K&ESR but an "authentic" model of BR(SR) 10t. box van S45756 that was branded "To work between Tenderden & Robertsbridge only". The model has been developed from the Doug Lindsay photo on page 279 of Brian Hart's book *The Kent & East Sussex Railway*, also available from the shop. One can now model this delightful scene, where this van dwarfs Terrier 32636. Now is the time to buy the box van as I know that there are less than 100 available!!!

It will be most welcome if anyone can give more details about the life of this van and/or give details of any other BR vehicles branded for the Kent & East Sussex line. Finding more 'authentic' box vans to model for the K&ESR is very hard.

Colin Withey
(By Email)

Sir - Thank you for *Tenderden Terrier* No. 118 - another good issue with lots of interesting content.

I agree with you about the quality of the Hornby push and pull Maunsells. They are beautiful models. Your article triggered my memories of the Hayling Island branch in its last years.

I am attaching two photos I took of the use of the driving ends of set Nos. 618 and 619 which had been reformed after closure of the lines on which they had been used. No.619 (*not reproduced here - Ed.*) is shown departing Hayling coupled to the experimental and unique fibre glass all second non corridor coach S10000S and, according to my notes, our very own 32670. No. 618 is shown in the platform at Hayling with the tail lamp being removed, coupled to two BR all second non corridor coaches. Both photos taken on 18th August 1963, the last year of operation. So it is now easy to replicate a train on the Hayling Island branch in its last months. Take one Dapol/Hornby Terrier, the driving end of the push and pull set and one one BR Suburban non corridor coach in BR(S) green.

Ross Shimmom
(By Email)



Photo: Ross Shimmom

Annual General Meeting 2012

The AGM duly took place on 13th October in Zion Baptist Church, Tenterden High Street. The Accounts and Report of the Directors for 2011 were approved as was the Special Resolution allowing the Company to use email and the internet to send general meeting documents, including the bulky annual accounts, to members. As explained in the information recently sent to members there will be no immediate change to using electronic communications but the K&ESR now has the option to do this and benefit from the consequent savings on printing and postage. Please be assured that we will write to you when and if a change is to be made and that you will have the option of still being able to receive paper copies by post. One of the main events, as always, was the election to the Board. This year there were

six candidates for four vacancies, the results being as below.

Duncan Buchanan	–	163
Derek Dunlavy (Elected)	–	219
Ken Lee (Elected)	–	214
Carol Mitchell (Elected)	–	256
Hugh Nightingale	–	137
Philip Shaw (Elected)	–	271

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2012

1st	G Rimmer	No. 091	£70.00
2nd	Mr R Aynsley-Smith	No. 204	£50.00
3rd	Mr C J Alliez	No. 671	£45.00
4th	R S Pannell	No. 600	£30.00
5th	Terry Joint	No. 480	£25.00
6th	Mrs V Hopker	No. 475	£20.00
7th	D J Strivens	No. 231	£15.00
8th	Nigel Thomas	No. 558	£10.00

July 2012

1st	P W Goodhill	No. 441	£70.00
2nd	J R Crawford	No. 525	£50.00
3rd	Swales Parry	No. 572	£45.00
4th	Paul Vidler	No. 370	£30.00
5th	Max Read	No. 209	£25.00
6th	Mr E Stockdale	No. 280	£20.00
7th	C Garman	No. 006	£15.00
8th	M Keable	No. 317	£10.00

June 2012

1st	Peter Carey	No. 156	£80.00
2nd	J Bignal	No. 578	£70.00
3rd	J P & M I L Fry	No. 654	£60.00
4th	Peter Roberts	No. 077	£40.00
5th	Carol Mitchell	No. 076	£35.00
6th	D K L Morgan	No. 057	£30.00
7th	Richard Potter	No. 313	£25.00
8th	Viv Bradley	No. 068	£20.00
9th	Paul Gurley	No. 559	£15.00
10th	Brian Gooch	No. 136	£10.00

August 2012

1st	Father Kevin Gaskin	No. 054	£70.00
2nd	Mr J Bignell	No. 580	£50.00
3rd	Patrick Nairne	No. 638	£45.00
4th	Mrs M Watson	No. 463	£30.00
5th	G F Tollerfield	No. 297	£25.00
6th	J P & M I L Fry	No. 648	£20.00
7th	Kent Evenden	No. 515	£15.00
8th	Rob Nash/Chris Nixey	No. 641	£10.00

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

No. 6619 - Moving South Wales Coal

*Brian Janes welcomes a new and
important addition to our roster and
outlines its historical background*



(Photo: Ian Scarlett)

From the 1840s 0-6-0 tender, and somewhat later tank, locomotives had become the British standard for hauling and shunting goods and mineral, particularly coal, traffic. This role was to remain theirs until the end of steam. However for intensive traffic flows, both goods and passenger, of less than 20 miles, such as those found in industrial and urban districts, neither of these types was considered to be ideal for the required work.

The solution to the locomotive question was found in the 0-6-2 tank, a very compact and handy type. The wheel arrangement had been developed in 1879-81 by the Lancashire and Yorkshire Railway under William Barton Wright, at first with rebuilt locomotives and then with new designs by the Kitson Company. The trailing radial truck, which had been more fully developed from earlier, somewhat indifferent, systems by F W Webb on the London & North Western, allowed controlled side movement for the carrying wheel. This permitted a longer wheelbase and hence additional coal capacity for longer runs while still allowing the locomotives to negotiate the tight curves associated with colliery sidings or the restricted run-round areas available in urban situations.

By the time of the Grouping of 1923 the type, although coming to the end of its popularity, had become widespread and in the South Wales coalfield Kitson design had been immediately adopted and came into virtually universal use with the many small but prosperous companies. These engines lived a simple but hard life travelling up and down the Welsh valleys, chiefly between collieries and ports with shipment coal but also on passenger trains; working chimney first up the valleys then running bunker first downhill with the guiding wheels in front to increase their stability at the resultant higher speeds. Coal capacity proved sufficient for a full duty of say 9-10 hours with perhaps only one or two water stops. The London & North Western Railway, following Barton Wright's example, also embraced the type in the form of its 'Coal Tanks' for its South Wales lines where traffic flows were against the grade. Later this heavy haulage fell to larger, clumsier, locomotives although the old tanks lasted to the closure of these lines in the late 1950s. Coal traffic in South Wales was huge and the industry's peak production was 56 million tons in 1913, and there was optimism that this would return in the wake of WW1.

Needless to say the Great Western was also present in the area but, independent as ever, used the 0-6-0 saddle (later pannier) tanks almost beyond their limited capabilities. Up to 1900 London coal trains were, for instance, hauled by double headed tanks; no doubt stopping at every water column on the way. However under the progressive George Jackson Churchward it developed a range of versatile outside cylinder tank engines for this traffic. He developed the 2-6-2 and 2-8-0 outside-cylinder tanks and improved the 0-6-0 tanks. The 2-6-2 did not persist on such work for long, and production was suspended for 23 years and never reappeared in the coalfield to any extent.

When the Great Western swept the independents into its maw at Grouping it inherited a problem. Many lines had, during government control and, in expectation of being taken over, run down their stock. Replacement was urgent, but accommodating anything larger than an 0-6-2T was problematic. A break in established GWR practice therefore came about in late 1924 with the building of the "5600" class 0-6-2 tank; a design that was to prove the last of its breed in Britain. The newly-installed C B Collett listened to the plea for the retention of the inside cylinder 0-6-2 tank and so had designed at Swindon a new engine of this type, with 4ft.7½ in. wheels, using the standard No. 2 boiler, and incorporating all standard parts possible, such as pistons and valves. The provision of copper-cap chimneys on engines of this category was an unexpected and welcome surprise and another step away from the austerity of World War I. The wheels, horn blocks and valve gear were of new design, the valve gear being an adaption of that for the 18 in. by 30 in. outside cylinders to inside cylinders. A three-bar crosshead was successfully adopted for the first time to improve access to the motion.

This locomotive, arguably the only new design, rather than a development of an earlier design, produced by Collect caused initial problems. The first locomotive in steam reputedly moved a few yards and then refused to move any further. This was due to the overlong and unsupported valve spindle shaft bending under load. A makeshift change giving the spindle added support was successfully installed but in those autocratic times the sensitive Chief threatened all to secrecy. Many years later the official, and quite untrue, story was leaked that there were some residual stresses in the



The Kitson version – Lambton Tank on loan to the K&ESR (Nick Pallant)

cylinder castings which in early working and heating up expanded the castings upwards in the frame to release the stresses and made the engines 'off beat'; after 'resetting' the valves they remained correct.

In the long term the class became a successful and hard working locomotive, though the unfamiliarity of design staff left its mark. In all inside cylinder locomotives the crank axle restricts the length of journal and the bearing surface of the driving axle boxes proved too small, and with a powerful locomotive this is apt to cause trouble particularly under load or speed. The 5600 class was no exception and in an attempt to alleviate this some experiments were made on the crank arrangements and balancing. Several engines were altered to the Stroudley crank setting, having connecting and coupling cranks in phase (easily distinguished by the very large balance weights on main driving wheels) but these then became prone to fore-and-aft movement at speed.

In all, a total of 200 were built over 4 years in substitution for the older Welsh engines that were gradually withdrawn. Construction had

been pressed forward hand-in-hand with the first of the Castles, 150 at Swindon and the last fifty built by Armstrong-Whitworth at Scotswood-on-the-Tyne in 1928. This batch suffered from such noisy brakes that adjustments had to be made to quell public complaints near marshalling yards.

No more of the type were built; the massive decline in the coal export trade set in and the modernised 57XX 0-6-0T pannier tank of 1929, mostly built with government subsidy, became regarded as a flexible traffic machine more suited to the GWR's standardisation policy. The 0-6-2T nevertheless remained popular in the area for which it was designed, often monopolising individual sheds and lasting till the end of steam in South Wales.

Elsewhere there was from the first a batch in the Wolverhampton Division, mainly at Leamington, with other groups at Bristol, Swindon and Westbury. Slough also had a pair for some years for goods trains to Oxford. The 1957 Divisional distribution was: London 9; Bristol 10; Wolverhampton 29; Worcester 3; Newport 37; Neath 22; Cardiff Valleys 90.

Nine of the class survive; the Great Western Society at Didcot purchased one from BR in 1966 and eight others survive thanks to the 'miracle' of Barry. Our 'own' 6619 was built at Swindon in January 1928 and after a very brief period at Cardiff Cathays was allocated to Barry depot where it spent most of its working life. Barry shed worked passenger services to Treherbert, Neath, Merthyr and Cardiff, short distance freight work, and of course, the coal trains from the valleys. In August 1956 when Barry shed was in steep decline as a consequence of dieselisation of passenger services and Barry's eclipse as a coal port, it was transferred to Treherbert for use on the Rhonda coal trains. Ironically, while shunting scrap locomotives at Woodham's yard at Barry, it derailed, suffering minor front-end damage in

February 1963, probably leading to its withdrawal the following month and its subsequent return to the scrap yard on the wrong end of the shunt. After 11 years at Barry it was purchased for use on the North Yorkshire Moors Railway, the 64th locomotive to have left there for preservation. After a ten-year overhaul period it was returned to steam in October 1984, withdrawn for overhaul in 1994 and was returned to traffic in 2003; in recent years it has been visiting the North Norfolk and the Embsay and Bolton Abbey Railways.

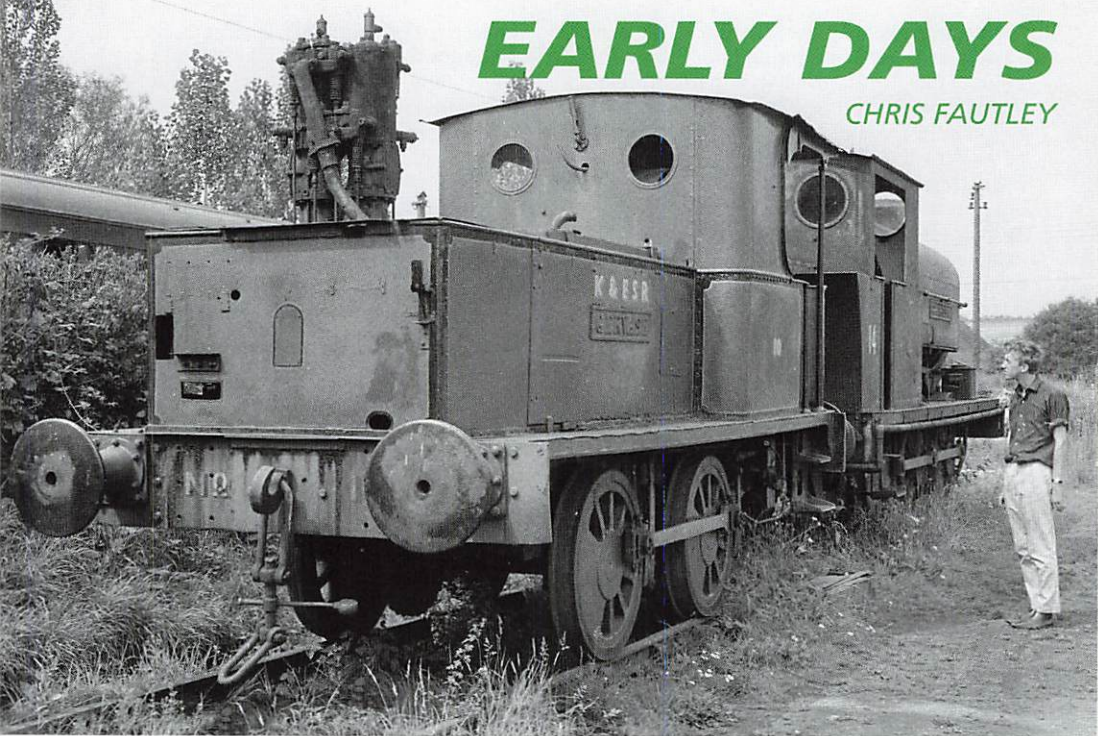
Welcome to your new permanent home, 6619 !



No. 5643 – sister to 6619 (David Ware)

EARLY DAYS

CHRIS FAUTLEY



The Editor (aged 19) with Gervase and Charwelton in Rolvenden Yard 1966 (Alan Crotty)

Early last year, the Editor canvassed several members who have been with the K&ESR since the beginning of the heritage era - the plan being to mark the fiftieth anniversary with a compilation of reminiscences from its very earliest days. Circumstances, however, meant that the finished item had to be held over until now. Here then, just in time to mark the 51st anniversary, Chris Fautley digests the memories.

The biggest difficulty faced in compiling this article has been addressing the issue of just what constitutes 'the beginning.' Carriage & Wagon volunteer Peter Carey, for example, recalls attending the first meeting of the preservation society at the Rother Valley Hotel in Northiam some time before BR finally closed the line.

It appears that early committee meetings were held in Tenterden where, initially, parish councils were also represented. The company solicitor was based in Maidstone - a gentleman who, one former member recounts, attended to the lease of Tenterden station.

He has memories of BR stipulating that the preservation society should pay their legal

costs - a condition rejected by the solicitor with the words, "Nice try."

In common with most of these early stalwarts, Kevin Blakiston's memories precede the preservation era. Family outings to Dymchurch by motor car saw the line crossed at High Halden and Biddenden. He would persuade his father to stop at the crossings to see if there was a train coming. "There never was!"

Long time Carriage & Wagon volunteer Gordon Young is descended from three generations of railwaymen, and thus was well aware of the K&ESR in pre-preservation days. However, he recalls that the real catalyst for his interest was when he came across a copy of the Railway Magazine on a WH Smith bookstall in February 1935. The K&ESR featured on the cover. As a result, one year later he and his father rode the line from Robertsbridge to Tenterden. "Our abiding impression... was of the leisurely pace of events, attuned to freight rather than passengers."

His interest kindled, Gordon made a point of

monitoring events and, having heard of the inaugural meeting of the preservation society in April 1961, attended the first AGM in July of that year. There, he signed up as a member. It's an experience Kevin Blakiston, (now a leading light in the Norwegian Locomotive Trust), also recalls, although he enrolled during a weekend visit to Tenterden.

"I caught the bus in Chatham to Maidstone and the No. 12 to Tenterden. I got to Tenterden at about 11 o'clock and met the redoubtable Robin Doust, who took my 10/6 and said that my membership card and newsletter would be in the post."

Curiously, several other members recall in precise detail how they used to get to the railway – probably because for whatever reason Tenterden has never been the easiest place to reach. Gordon Young, for example, relied on pedal power – something that only served as motivation to learn to drive and acquire a car. Peter Clark, meanwhile, one of the very earliest members, (membership No. 0027; he still has his original membership badge), has memories of motoring from Canterbury to Tenterden.

If travel arrangements are still crystal clear, so too are the early impressions of the Tenterden station site. Apparently, the railway telephone to Robertsbridge signal box worked, and the GPO version (Tenterden 43), was still connected.

Company secretary Nick Pallant recalls his first visit, coincidentally on the day of the first working party. "Some modern point levers were to be seen (all ground frames, there was no signal box).

The most striking thing was the sea of long, waving grass which covered the whole station area and fanned out from the ungated level crossing towards the cutting at the far end of the yard. The work in hand included cleaning up outside the station building, scrubbing the booking office - which was remarkably filthy - and weeding of the platform loop which for the K&ESR was remarkably well ballasted."

Kevin Blakiston also recalls the station's

homely comforts. "The facilities were basic to say the least. There was one outside tap and a small gas cooker, (two rings and a small grill / oven). The sole heating was a small circular cast iron stove in the middle of the booking hall."

He still has clear memories of the first day when he was put to work. "I was given a spade and asked to start ditch digging on the bank, as water was not running away. I think we worked our way down to the culvert opposite the end of what is now Rogersmead but was then the coal yard."

Gordon Young: "I remember on one occasion, at Tenterden Town, being handed a pot of white paint and a brush, and being invited to repaint the speed restriction signs at the level crossing." It appears that then, rather as now, level crossings were at the forefront of everybody's mind: the embryonic preservation society had a policy of keeping the track weed-free on each side of them. As the ballast comprised little more than coal dust, extracting the offending greenery must have been a relatively simple task.

"I seem to recall that I spent a lot of time counting," Kevin Blakiston adds. "We counted sleepers, rotten and good; we counted telephone poles; we counted missing keys and all sorts of things. We managed to get the pump trolley to work - lubricated with copious amounts of oil; we used to pump the length of the line to Northbridge Street and back. Our proposal at that time was to open from the Robertsbridge end - initially Robertsbridge to Bodiam."

Peter Carey is in little doubt about those early ambitions. "With hindsight, the views and hopes expressed were wildly optimistic, but we stuck to the basic idea of reopening."

At times the odds of success must have seemed almost insurmountable. Now, more than fifty years later, Robertsbridge beckons. Those vivid and aspirational dreams of the early days are very much a reality.

With grateful thanks to all those who took the trouble to share their memories.

Sunny Days

And after memories of the 1960's we move on a decade to the age of tank tops and the three day week when the K&ESR actually reopened. Jo Roesen remembers the 1970's.

Many years ago I joined the K&ESR. 1975 in fact, a hot summer, with my university finals behind me, and ahead, marriage, my first job, and a move to the continent with a British bank. When I joined the bank, they didn't tell me it was a one way ticket, with a stay that would last 36 years! I finally came back at the end of 2011. I have always photographed the work I did with the P. Way gang on the railway, and after a while came the request asking whether I would put some lines to paper, and share some of the pictures.

The first time I saw the K&ESR was in the late 1960s, when I was in the back of my father's Vauxhall Victor and he paused on some rails that crossed a lane. I was intrigued – there were no gates or other railway infrastructure, and on both sides of the crossing the rails vanished into a thick green jungle. This was the germ that grew into actual membership in 1975. I now realise that the crossing was at Wittersham Road, with the railway at the time confined to the yard at Rolvenden. It was there that I first saw Pullman Car *Barbara* and *Theodora*, parked at the road end of the yard and acting as bookshop and café.

The end of my finals led to the heady summer of 1975, when I raced down the A20 from London on my motorbike to see what I could to at Tenterden. I didn't have to hang around for very long, there was a real train waiting in the platform – two Wickhams and a dilapidated trolley in the middle, known as the Yellow Peril. These were loaded with second hand sleepers, and the job was to accompany the train to the limit of operation for unloading. Photo One shows this train at Cranbrook Road, where it has paused to allow the gates to be closed again. About 25 sleepers have been pushed in between the seats, wherever they would fit. This was quite a heavy load for the valiant little Wickhams and their antique 933cc Ford side valve engines. In order to provide extra braking power, the rearmost Wickham was also manned.

In 1975 the K&ESR had been running for a year, and the limit of operation was Willows Curve, just beyond the sewage works at Rolvenden. Up to this point the track was not too bad, but



The Wittersham Road reopening train, 5th March 1977 (Brian Stephenson)

beyond, the serious relaying work had started, and when I joined, it had reached Pope's Cottage P. Way hut a little further on. Every single sleeper had to be replaced, and there was no other ballast than the ash on which the old track had lain. The second picture shows the limit of the relaying work, with replaced sleepers in the foreground, and the old track ahead, with newer sleepers dropped in the 'cess' as far as the eye can see. Brian Muston is about to start the 'Knurdler' with which we extracted the old chair screws – the new ones, much harder to turn, went in with the T bar lying on the ground on the left.

By this time, we considered ourselves at the frontier of technology – we were mechanised with the 'Knurdler', the ferrules were made of plastic instead of wood, and the keys for the chairs were steel (although a considerable pile of oak keys was stacked up against 'Pope's Cottage' hut nearby.) It is hot – Paul Wilson, walking away from the camera, is stripped to the waist (photo 2). I recall that we had a gallon can of made up blackcurrant cordial, and this easily vanished during the day. At this point we were at least a mile from the nearest sign of human habitation, so for lunch the best option was to return to Tenterden by rail, and traipse up Station Road to the Vine pub. It was blissfully cool inside, and we would regain our strength with a Steakwich and a game of Space Invaders. Our bare torsos were frowned upon by the landlord, but he held a cunning supply of T shirts under the counter, with which we were able to avert the gaze of his female customers.

Photo 3 shows a very young Brian Muston on the telephone to Rolvenden at the end of the working day. At some point we would need the



Photo 1



Photo 2



Photo 3



Photo 4

staff to re-occupy the running line. A gang member waits on a trolley fitted with the bare minimum of essentials – a seat, and a hand brake! Wooden keys are stacked up against the sleeper built P. Way hut, there is a sheep's skull on the telephone box, and in the background we can see the reserve in case the Wickhams break down – a ganger's pump trolley.

Finally permission is given to proceed back to Rolvenden. Photo 4 shows the ritual to be followed: Engage third gear, ignition on, and make sure that the reverser is pointing in the right direction ! Then push.....

The trip to the limit of operation really intrigued me. Time to show my girl friend, and wife-to-be, what the K&ESR was like ! At the next possible opportunity, I took her down to Kent on the back of my 600cc BMW, and at Tenterden a similar P. Way train was waiting. This time the Yellow Peril was attached to Wickham No. 5, for a trip to Wittersham Road. We trundled down the line to the limit of operation, then more slowly along the recently relaid piece of track until Gazedown Wood, where the track reverted to its original state. The rotten sleepers were no issue for such a lightweight train as ours, but the vegetation was thick so that I could not really see where it was we were going to. A brief opening in the green tunnel I now know was Newmill bridge, after which the track became more undulating, and in the final curve into Wittersham Road station we had to slow right down for a sizeable dip in the track, which we negotiated easily with our short wheelbases. Finally, we negotiated a point into a siding to the right – that was all there was. Wittersham Road ! No station visible, no run round loop, just a siding and a lot of clay. I took Photo 5 to show the scene with the yellow Peril in the foreground, and behind us piles of clay, steel sleepers and a P. Way hut like the one at Pope's Cottage – I never saw it again, it must have been knocked down soon after. This was in August 1975. The photograph shows Paul Wilson and Clive Lowe getting off No. 5, and my (future) wife Hilary in the foreground, in contemporary flared jeans. Little did she know....

I haven't got a photograph of Newmill Bridge as we crossed it, but Photo 6 was taken on a walk a short time afterwards. You can see the mess it was in – the bridge beams are all askew, and the track has been taken up around it, allowing the farmer to cross the line in front without a formal crossing. The goods vehicle parked beyond is one of a pair of banana vans. It was pretty rotten, and the bodywork was eventually removed to make a flat truck. This bridge was not only

dilapidated, it was also too low, as the banks of the Newmill channel were due to be raised. In 1977 we replaced the lot with a higher bridge, made up out of elements from an ex Kent County Council Callender-Hamilton (similar to Bailey) bridge resting on new pilings.

Back at the coal face, the small P. Way team was resleepering the track in order to extend the limit of operation. This was done in small stages, until a final push through to Wittersham Road in 1977. Here, in Photo 7, we see Clive Lowe and Paul Wilson with sleeper nips 37 years ago, and both still with the railway today. It was one rotten sleeper out, and one second hand one in. A head of them a line of sleepers still to be done, which reaches over to a sleeper placed across the formation. This protected the running line from works trains (such as the Wickham parked beyond). Brian Muston, exceptionally in the now universal Hi-Viz vest, is operating the 'Knurdler' and removing the chair screws for the sleeper changing gang. The stretch of line along the trees at Gazedown Woods is one of the most beautiful on the railway, and perhaps this explains why Clive and Paul are still here today, despite the arduous labour in relaying the line with very limited means.

Despite these pioneering trips to the wilds of beyond, the K&ESR had of course been an operating railway for a year already when these pictures were taken. One of the classic early vehicles was the GWR railcar. This came to the railway in 1966, and by 1972 it had been restored to operating condition, so that it was able to form the opening train in February 1974. Photo 8 shows No. 20 at Tenterden in the summer of 1975. The crew is sitting on the platform bench waiting for the right away – nothing much has changed here, that bench is still a favourite place to sit for loco crew. The station and signal box are painted green. What the signal box did is not yet clear, as the starter signal is but a hole in the ground, covered by a bit of board. Pullman *Theodora* is parked in the yard, where it was in use as a café. The railcar lasted in traffic until 1980, when it was withdrawn with badly wasted bodywork. Latterly it was in use as a brake vehicle on service trains, and yours truly was one of several who had a driving lesson at Rolvenden. I still have a book of driving instructions, reproduced on a Roneo duplicator. The railcar had a rolling gait, caused by poor track as well as problems with the damping on board. Today a small, dedicated team has undertaken the not inconsiderable task of giving this very rare vehicle a full body overhaul, and we should soon be able to see No.20 gliding across the Rother levels again.

Photo 8

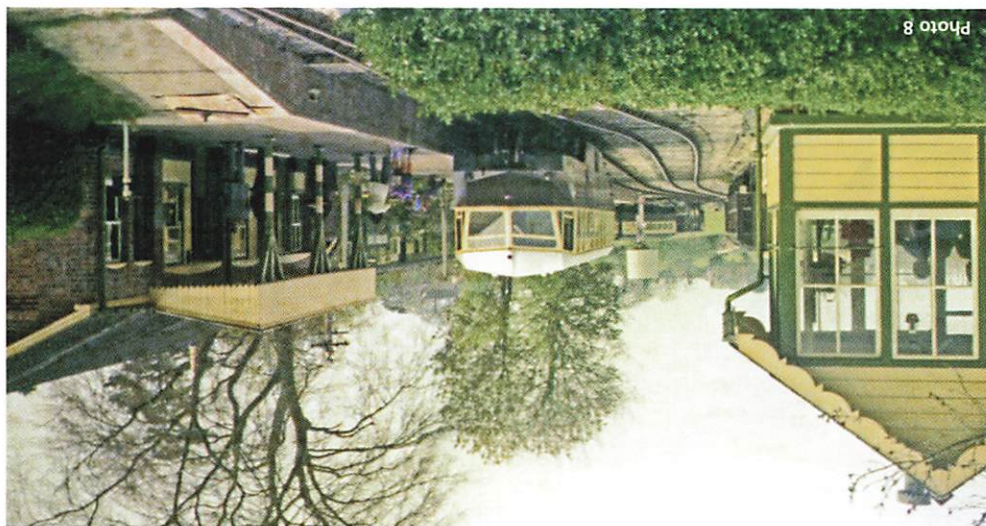


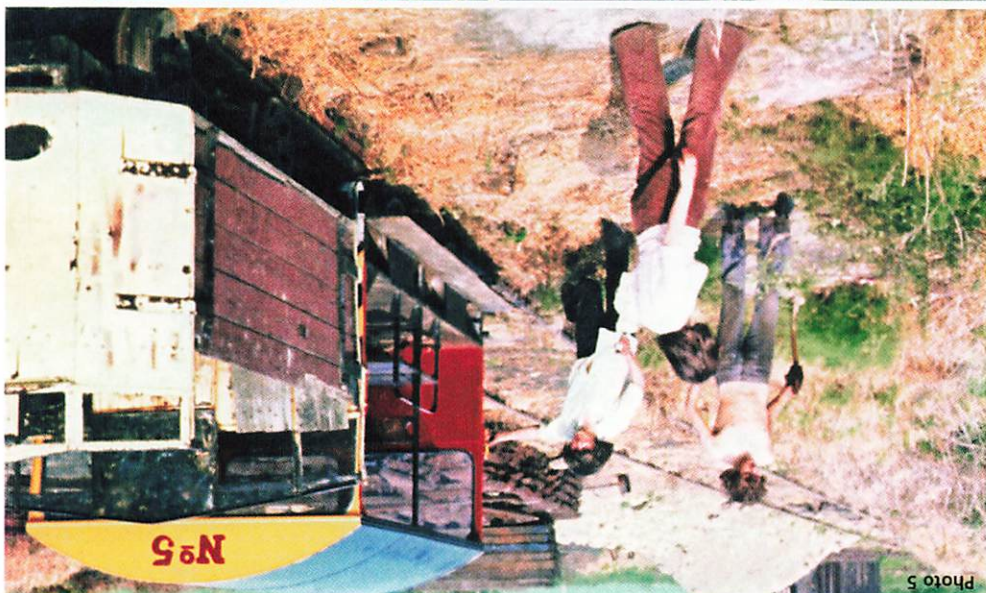
Photo 6



Photo 7



Photo 5



A SENTIMENTAL JOURNEY



Above: Bodiam, 14th June 2011 - the first of an atmospheric set recently passed to the Editor. Footplateman Chris Stuchbury chats with Guard Graham Williams (Ian Scarlett)





Above: Somewhere on the Kent-Sussex Borders (Ian Scarlett)

Below: Local train across the Levels(Ian Scarlett)



GRICER'S MARK I MUSINGS

Last year saw the best passenger figures in many years. At the time of writing, it's too early to know precisely how the numbers for 2012 will tot up, although Gricer is aware that by early-summer, figures were 30% down on last year. That may improve, but an overall fall of some kind seems inevitable.

Gricer considers that any kind of improvement on 2011 would be miraculous in the circumstances: even dye-in-the-wool optimists would probably concede that the only way, for now, is down. We might attribute that to a multitude of reasons: the recession; the price of petrol; fall in disposable income; the weather; the Olympics...

Or could some of the cause lie a little closer to home? Whisper it gently, but are our fares too expensive? Have they reached the (gauge)glass ceiling? The fact is that in 2012 the standard day rover fare increased by 11% - more than double the rate of inflation. In these straitened times, it's bad enough that our household expenses seem to be on an ever-upward spiral: for the most part, we have little option but to grin and bear it. However, nobody owes our railway a living. Nobody has to come here.

It is well-known (Gricer seems to recall it was minuted somewhere), that some commercial staff - principally volunteers - have been embarrassed at the cost of train fares. Hands up every booking clerk and ticket inspector who has witnessed a visitor baulk (or worse, walk away), at the cost. Gricer has first hand experience: earlier this year, he had to charge a medium-sized family group £68 just to travel from Northiam to Bodiam and back. The subsequent introduction of a £20 Family Saver for this journey was a welcome step in the right direction: that same group would now pay £40. It is also worth mentioning that concern about our prices is not merely restricted to volunteers: paid staff, including at least one with many years service, have also raised the issue.

Already Gricer can hear the protests: "Increased costs." Regrettably, such pleas are unlikely to make much impact on our customers. "Other heritage railways and visitor attractions charge much the same." Maybe. Maybe not. But that doesn't make it right.

Additionally, there seems to be a knock-on effect. Discretionary spend, in catering and in the shop, is falling. Gricer has no magic solution but he, and others, do wonder whether the answer is to reduce fares. You only have to see how packed out the place is on Pensioners' Treat days, (return fare £10). There are those who will say that visitors will just pocket the difference and walk away. Some inevitably will but, with two Pensioners' Treat events this year, it would appear to be rather more than anecdotal that on both occasions revenue in the Catering Department increased significantly over a normal day.

Gricer acknowledges that little is ever as black and white as it may seem, but is it worth giving it a try next year on a month's trial, perhaps? How about, "Any fare, any day, £10." It may not work at all, but at least we can say we have tried. And if it does, then perhaps we should make the offer more permanent.

Sardines, this way...

Aspirational increases in passenger numbers are fine, but it strikes Gricer that we do need to consider the small technical requirement of having the rolling stock to carry them. Or, indeed, suitable motive power to haul the rolling stock to carry them.

The Kids for a Quid promotion during the summer holidays was a good demonstration of how people will turn out when they think the price is right. Sadly, however, it seems that occasionally, for the second year running, Gricer recalls, we were unable to cope: Gricer understands that in one notable instance, there were eighteen passengers standing in the guard's brake van. Standing might be acceptable on the "big railway," (it isn't but they have a captive market), but surely not on a heritage railway. We cannot expect visitors to pay £15 and then stand like tin soldiers for fifty minutes.

Which begs the question are we using the right rolling stock? Gricer wonders whether the comparatively fragile set of vintage carriages should be used for such intensive services. (Ten shoe-horned into a compartment might have been commonplace one hundred years ago, but not today.) After all, as he has suggested previously, most of

our visitors are not much bothered what they sit in, as long as it's clean and there's a steam engine on the front of it.

It was additionally unfortunate that we did not seem to have the right motive power available this year to haul an intensive service of heavier trains. Gricer acknowledges, however, that there may well have been a very good reason for this – quite possibly beyond our control. The vintage train is indeed the right train; it is in the right place; but we need to ensure it's at the right time. And standing passengers means unhappy passengers. Which is bad news. And that travels fast.

Special Events and radical Thoughts.

Judging by the number of happy faces, the Hoppers' Weekend was one of the best - it somehow seemed entirely appropriate that proceedings were bathed in sunshine. Autumn – season of mists, golden hues and warm sunshine... this was surely how it used to be. Well, maybe not: there's probably plenty of hoppers with not-so-happy memories of having their hands torn to shreds on dew-soaked bines, or getting a drenching in an autumn storm. Be that as it may, but why shouldn't we romanticise and look at things through rose-tinted glasses once in a while?

But for Gricer there was, this year, one event that delivered outstandingly well in terms of quality. If one of the Kent & East Sussex Railway's principal objectives is to educate, then the World War I weekend scored a resounding bullseye. It's just a shame that so few people turned out to enjoy it. Maybe comparing it with the Forties Weekend people looked on at it as another 'wartime' event. Regular Forties-goers, however, will be aware that war is not the sole theme behind that occasion. So, Gricer is delighted we shall be sticking with World War I in the short term. It's hard to imagine how it can get better, but he has a hunch it will. More please.

As for Thomas the Tank Engine™, Gricer observes that that an increasing number of volunteers, himself included, have been asking, "Is it worth it?" Such thoughts were probably spurred on by falling visitor numbers and income, but also because more and more is being asked of volunteers. Nonetheless, Gricer is aware that the February event generates much needed revenue during the winter months. Anyway, the "is it worth it" question was torpedoed out of the water at the end of September by one our busiest

Thomas™ events for some years.

Was this, he wonders, a feel-good consequence of post-Olympic euphoria? Strange, too, that the Pensioners' Treat days the week before were equally busy. Or was it that both events enjoyed some of the summer's finest weather, and people were simply determined to make the most of it? Nevertheless, in terms of effort and sapping staff morale – what price that – Gricer is beginning to wonder whether we have reached the time when we need to make some serious decisions. And probably not just for this event.

All of which led him to have one of those "what if" moments. What if we abolished special events altogether? He isn't suggesting it's a good idea, (but who knows, it might be), but he can't help wondering whether, if we reverted merely to being a light railway – light railway *lite* if you like, it would necessarily mean a huge reduction in visitor numbers and income.

Such a move would be bold – either an enormous success or spectacular flop. Maybe the time is approaching when a heritage railway will try it. That said, Gricer admits it's a difficult concept with which to get to grips. It's hard to imagine life at the Kent & East Sussex without the Santa Specials – a proven income generator at an otherwise lean time of year; and the Hoppers' Weekend – part of our heritage. And let's not forget the annual gala. That may not bring in huge quantities of cash, but it does serve a far more important purpose: as a reward for everybody who works so hard on the railway. Perhaps then, in terms of special events, it's time to focus on quality, not quantity. "Leave 'em wanting more," as the old showbiz adage goes.

Trailing Points

It's always good when the efforts of staff and volunteers are recognised beyond the railway. So three cheers for the Carriage & Wagon Department, whose work on SE&CR carriage No. 3062 won Eastbourne Historic Vehicle Club's annual award for the restoration of a heritage item. However, for Gricer, a rank outsider stole No. 3062's thunder. Yes, ladies and gentlemen, let's hear it for *Petros* – our specially adapted carriage for the disabled. What an outstanding restoration and, while it will still adequately accommodate wheelchair users, there are now regular seats in it as well. This, Gricer notes,



50 Years of Membership Awards, 5th August 2012. Back row: Chairman (making presentations) left, Stephen Garrett, right. Front row: Derek Dunlavy, Dick Beckett, Mr. M. Kemp, Gordon Young, Mr. R. Summers, Mr. R. Lunn, Kevin Blakiston, Mr. J. Rodger-Mann, Mr. G. R. Croughton.

seems to have put an end to the sight of *Petros* rattling around empty most of the time when it is not being used by our less able-bodied visitors. How he will miss the old back-breaking, foot-squashing, hernia-inducing wheelchair ramp. Now you can raise and lower it with one hand. Brilliant.

As proof that membership – and thus, invariably, volunteering – doesn't have quite the devastating impact on life that many seem to fear, ("I would help, but I don't have time"), this year also saw recognition of those who have accumulated fifty years membership. To them, Gricer doffs his cap, and would like to share this comment made to him by one of them: that, while he was indeed flattered to receive the award, he hoped that those founding fathers who had been unable to complete the journey would not be forgotten. Without them the railway would not be where it is today. Gricer wonders: might we place a plaque in the garden of remembrance recording the efforts of those heritage pioneers – gone, but surely not forgotten.

Fares Fair?

During an idle moment, Gricer pondered, "What is our USP?" (Unique selling point.) It could be 'proper' Edmondson card train tickets, but we choose not to let it be (lovely illustration of them on the home page of our web site, by the way). Anyhow, it would be a NUSP – *nearly* unique selling point.

The more he considered it, the more difficult it became. He guesses that he could do a spot of rivet counting and come up with something unique, but it wouldn't exactly be a selling

point. And then he came up with this. Why do we have such disproportionate prices for those not travelling a full journey? Example: Tenterden – Bodiam return, 21 miles, £15 – or 71p per mile. Northiam – Bodiam return, seven miles, £8 – or £1.14 per mile. That's 60% more. Northiam – Bodiam single, 3.5 miles, £5.50. And pity anybody who elects to travel from Tenterden – Rolvenden return. Two miles, £6, and an eye-watering £4.50 per mile if you only want a single.

For those of us at the sharp end collecting fares, it can be almost embarrassing. If anything, in recent years the discrepancy has become even greater. Only recently, Gricer sold tickets to two ladies who were less than happy at being charged £9 each for a single from Northiam to Tenterden. He wagers they will not be returning any time soon.

So why do we do this? "Everybody else does. It's the same on any form of transport." That doesn't necessarily make it right. Gricer recalls the reason offered many years ago: that we're not in the business of carrying visitors on anything less than a round trip. Looking at the rows of empty seats on some trains, it strikes Gricer that we should be encouraging *any* sort of journey.

Therefore, perhaps we should consider fairer fares – particularly since not everybody can afford £15. Let a single be half the return. Let a half be just that. Let the fare be roughly proportionate to the distance travelled with a minimum fare, say, of £3. (And no, do we really imagine people would be riding in droves just to Rolvenden and back?) Would 75p a mile be a good starting point? That really *would* be unique.



Photo: David Ware

Mick Pierce

*John Michael Pierce 22nd April 1933
– 15th September 2012*

Mick Pierce, a well beloved and charismatic shop volunteer for about twenty five years passed away suddenly in September after a lengthy period of ill health.

Like many of us an addict of railways from early childhood, asthma prevented Mick from following his grandfather onto the footplate or onto the railways. So he did the next best thing, joined W H Smith and managed bookstalls at railway stations for his entire career. He thoroughly enjoyed this, organising the stalls at the busiest London stations at Liverpool Street, Cannon Street and Waterloo, though increasing centralisation of marketing decisions caused some heartache towards the end. Making many friends there he continued to keep in close touch with his erstwhile colleagues. A familiar figure in Tonbridge, where he lived with his wife Jean for over 50 years, not least for his continued travels round on his moped, he also graced that station bookstall with his presence. Coming to volunteer at Tenterden shop, and bringing Jean with him to become a highly valued Café volunteer, they both made a wonderful contribution.

I first came across Mick's cheery presence when I was catapulted into the position of a volunteer Shop Manager when the Railway was on its uppers in 2000. I have no doubt that his first words to me were 'Now how about a nice cup of tea', a mantra which never ceased and which heralded a good day of entertainment for both staff and customers. The shop in those days had become rather dark and dingy and our first task was to rebuild the shop to a higher standard. Mick was one of a very small team who did this setting to work with a cheery enthusiasm on a minimal budget. The resulting and continuing success of the shop never ceased to please him. He created an immense amount of goodwill with our visitors over the years and was the best of good company.

Our deepest condolences to Jean and his son Chris.

We miss you Mick.

BMJ

Peter Reginald Thorogood

8th June 1947 - 19th September 2012

Peter was a son of a butcher and was brought up and went to school in Woolwich, South East London before progressing to South London College in Lewisham.

Peter's first job was as a Young Garden Labourer for the former London County Council at the Royal Victoria Gardens in North Woolwich. At that time he used to cycle through the foot tunnel under the river Thames which connected the two Woolwich's. After gaining experience he became a gardener at Castle Woods in Eltham where he looked after the local parks, woodlands and nurseries. From there Peter obtained the position of Foreman at Abbey Wood Park. It was from here that he first met a young lady who regularly walked her dog in the park and in 1970 they married. They had two daughters, Andrea born in 1972 and Victoria in 1976.

In the early 1970's Peter was promoted to Deputy Parks Manager. During this time the huge Thamesmead Estate in Abbey Wood was being constructed and Peter was responsible for overseeing the development of all the open spaces. He was presented to Princess Anne at the Clapham Common Horse Show where he was responsible for one of the event rings. Peter also was presented to the Queen and Prince Philip during the Silver Jubilee at Thamesmead where she opened the new park facilities.

In 1981 Peter was promoted again, to become the Park Manager at Mile End Park in the East End of London where he, with the family moved to. He was also responsible for the local stadium where there were regular football matches, marching bands and helped to organise the very first public firework display in the East End of London. Peter, with the help of his wife and other Trustees, in 1990, helped to set up the Ragged School Museum in the former Dr Barnardo's home, which is still open to this day. This museum depicts how schools were in the Victorian era where today about 14,000 children each year experience a Victorian school lesson. Peter was also a member of the local historic society as well as helping with the Stepping Stone Farm for children, young people and vulnerable adults to experience and taste rural life sometimes for the first time. Following

reorganisation Peter went into the offices in Tower Hamlets Council and became the Conservation Tree Officer, sometimes known as "A Tree Hugger"

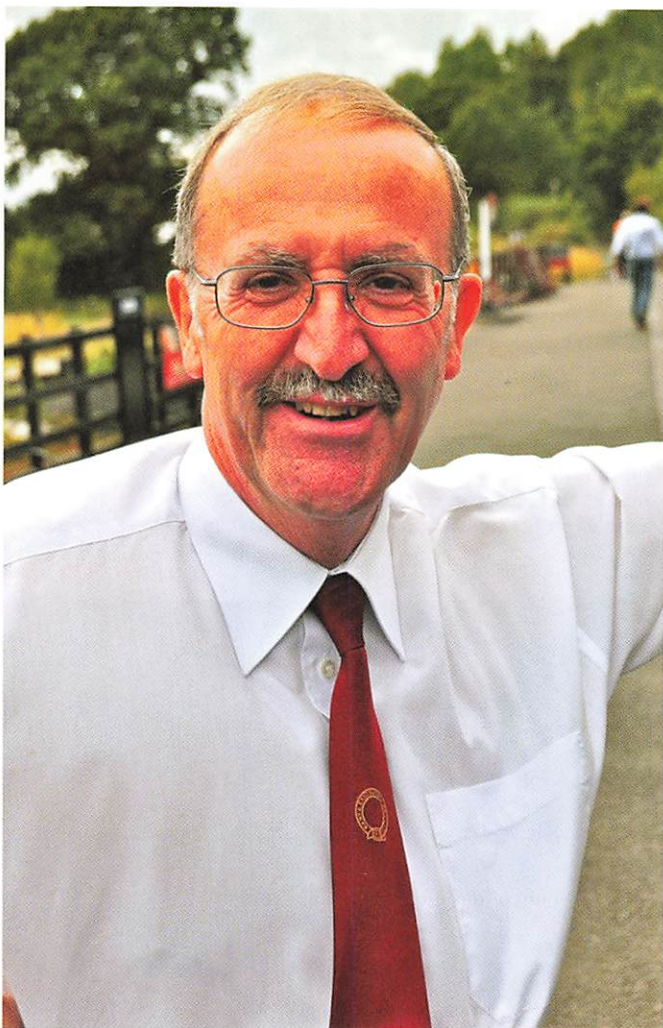
For over 25 years, Peter and his family would voluntarily staff a watering station on the Isle of Dogs for the runners taking part in the London Marathon and this year both his daughters kept to the tradition.

Peter and his family moved to Eltham in 1992 and then to Tenterden in 2008.

Peter's wife Lynn used to run the local Brownies in Poplar from the late 1980's to 2007. Peter was known as Mr Brown Owl when he helped out at events and drove their mini bus on the outings and Pack holidays.

Peter first joined the Railway, with his family in 1986 as a result of a volunteer enrolment initiative. Peter was involved in line side clearance and in the buffet, Lynn and Victoria in the shop and buffet with Lynn also becoming a Station Master and Andrea a Ticket Inspector. In 1996 Peter became the Manager of the Forestry and Conservation Department, formerly the clearance department. Peter could be seen on many occasions using his chainsaw, but only on those trees that were dangerous or obstructing the sight lines. He was also involved in clearing the vegetation and lifting the rails on the old Gravesend West branch and in 1989 spent two weeks, staying in Tenterden, while helping to construct the track panels and assisting in laying the track on the Northiam extension. Over the years Peter also helped out at the Steam and Country Fairs, as a car-parking attendant at special events, Wealden Pullman trains, Santa trains serving the Christmas Fayre, on train catering, S & T department and the BBQ for the past three years at the Hoppers Weekend.

In 2006 Peter contracted cancer of the prostate



Peter Thorogood (Via Dave Tibbatts)

that was treated successfully and it was then he decided to seek early retirement and to move to Tenterden. Then in September 2011 he was diagnosed with cancer of the salivary gland which spread to other parts of his body from which, sadly, he never recovered.

Peter's funeral took place on the 5th October at the Methodist Church Tenterden High Street where in excess of 100 family, colleagues and friends attended. After the Committal Peter was taken to Charing Crematorium. His remains will be brought back to be deposited by the railway line, amongst the flowers Peter loved, at a future date.

DT

LEST WE FORGET

Graham Bessant was walking the old track bed from Junction Road to Salehurst preparatory to starting the design of the bridges for the Rother Valley Railway extension when he stopped off at Salehurst Halt for refreshments. The church looked interesting and he found this memorial which may be of interest. It is to Private Henry Osborne No.113 7th Royal Sussex Regiment and was "erected by Directors and Staff of the Kent & East Sussex Railway upon which undertaking he was employed in the Engineering Department".

Henry Osborne was the only K&ESR casualty of either World War. In this season of remembrance and as we approach the centenary of that first terrible conflict we take a moment to honour him.



Photo: Graham Bessant



WAR DEPARTMENT, SOUTHERN RAILWAY BUILT, WORLD WAR TWO BRAKE VANS

David Lindsell takes a brief look at the history of the Ministry of Supply 'Pillbox' brake vans and outlines their careers, particularly in preservation

In July 1941 the Ministry of Supply (MoS) ordered the Southern Railway to construct a batch of twenty "Express Goods Brake Vans" to the contemporary Southern Railway 'Pillbox' design, Diagram 1579, but with the addition of air brake pipes and two vacuum cylinders which were mounted at one end of the under frame.

The MOS ordered another batch of twenty vans in December 1941 to the same design.

The first batch were built at Lancing Works and the second at Ashford during the period October, 1941 to March, 1942 and numbered WD 11002 to 11021 / 11022 to 11041 although the original WD numbers allocated to the first four vans were B1 – B4, altered to WD 11002 – 5 in March, 1942. Sixteen vans from the first batch were sent to the Middle East with the first four ending up on various Military Railways in the United Kingdom. In 1949, two vans came into British Rail ownership via the Shropshire and Montgomeryshire Railway and were numbered M 360327 and M 360328. (Believed to be numbers WD 11029 and WD 11037 of the second batch)

(Source: "An Illustrated History of Southern Wagons Volume 4" published by Oxford Publishing Company, Mike King and the NRM, York.)

Known Details Including Preserved Examples

I have produced the following number list, which includes the War Department number, the Southern Railway Private Owner number and the Army number, which was allocated in 1956 plus the BR number where appropriate.

From the first wartime batch.

B1; WD 11002; SR 1009; ARMY 49006

Used to carry the number WGM 4813. Obtained from Long Marston in dark green livery and currently used by Rocks by Rail (formerly Rutland Railway Museum) as passenger accommodation for rides along one mile of track at Cottesmore, near Oakham,

Rutland. In BR fitted van brown livery with fictitious number applied, the van is privately owned.

B2; WD 11003; SR 1010; ARMY 49022

Purchased from the Longmoor Military Railway by the Kent & East Sussex Railway in 1969, this van was restored in 1974 and again in 1982 when it carried a fictitious SR number 56495. Another overhaul was carried out during 2006 when it was painted in BR livery and given the number M 360327, which it still carries, in honour of its sister vehicle from the Shropshire & Montgomeryshire Railway. The van is currently in general use on the railway.

B3; WD 11004; SR 1011; ARMY 49020;

Currently still with the Army at Bicester numbered WGM 4802.

B4; WD 11005; SR 1012; ARMY 49000

Noted at Bridgewater in 1982. Bought from the Army in about 1992 by a private owner and based on the Mid-Hants Railway. Currently nearing completion of a thorough overhaul at Medstead Wagon Works.

WD 11006 – WD 11021 all went to the Middle East or North Africa during World War Two.

From the second wartime batch.

WD 10022; SR 1013; ARMY 49011

Noted in Ludgershall yard on 22 July 1991. Delivered from the Coventry Railway Centre in 2009 to the Chasewater Railway, Brownhills, Staffs and privately owned. Restored in 2010 and now operating in NCB blue livery and numbered 2310.

WD 11023; SR 1024; ARMY 49017

Residing at Tidworth prior to 1950 and the Shropshire and Montgomeryshire Railway until closure in 1960, this van was purchased by the West Somerset Railway from Hessay 322 Engineer Park, York in 1982. It is painted grey with black under frame and is in use as and when required on the Railway.

WD 11024; SR 1015; ARMY 49001

Bought from Long Marston in April 1992 by the Urie Locomotive Society, originally restored in 2005 in BR brown livery, the van is operational and is kept at Medstead on the Mid-Hants Railway.

WD 11025; SR 1016

No details available

WD 11026; SR 1017; ARMY 49019

At Bridgewater and tendered by BR in July 1979.

WD 11027; SR 1018; ARMY 49015

Ex RAF Chilmark in 1995 and currently preserved at the Yeovil Railway Centre and in operation during their Steam Days. In SR livery.

WD 11028; SR 1019; ARMY 49002;

No details available

WD 11029; M 360327

Saw service on the Shropshire and Montgomeryshire Railway before being taken into BR stock in 1949. Presently 'cloned' on the K&ESR (see B2/WD 11003 above).

WD 11030; SR 1030; ARMY 49012

Saw service on the Shropshire and Montgomeryshire Railway and Tidworth. Bought by the Southern Steam Trust on the Swanage Railway from MOD at OESD, Yardley Chase, Northamptonshire in 1981. It is operational and painted in BR brown and carries the fictitious number M 390329.

WD 11031; SR 1022; ARMY 49013

Noted at the Shropshire and Montgomeryshire Railway in 1960 and ex Long Marston in the mid-1980's, this van is now located on a short section of track along with a bogie warflat and palvan at the FIBUA (fighting in built up areas) Site at Liss in Hampshire.

WD 11032; SR 1023; ARMY 49014

Saw service on the Shropshire and Montgomeryshire Railway and Tidworth. Currently at the Buckinghamshire Railway Centre, Quainton Road and owned by the Quainton Railway Society since 20 March 1981. Formerly at Kington pre 1977 and bought from the OESD, Yardley Chase, Northamptonshire. Has recently been repainted in SR livery and carries the number 1023. Operational.

WD 11033; SR 1024

No details available.

WD 11034; SR 1025; ARMY 49016

For sale on the March 2011 Tender list and located at Bicester numbered WGM 4812.

WD 11035; SR 1021; ARMY 49010

Ex. Longmoor Military Railway and moved to



The K&ESR's MoS brake van on Gala duty with Marcia (Nick Pallant)

RNAD Bedenham in 1969, this van was bought by J. J. Smith and delivered to the Severn Valley Railway on the 10 July 1990. Parts from SR brake van 55577 used in its restoration therefore it now carries this number.

WD 11036 SR 1031

No details available.

WD 11037; SR 1032; ARMY 49018; M 360328

Worked at the Shropshire and Montgomeryshire Railway then in May 1949, was bought by British Railways from the MOS for service on the London Midland Region. At some stage it was returned to the MOD at Bicester. The van was purchased by two Bluebell Railway supporters from RAF Chilmark in August 1991 and delivered by road to the railway. The van was painted in SR colours and entered service and has seen regular use on the Imberhorne tip spoil trains ever since. She is now located on the Ardingly Branch Spur at Horsted Keynes and is in need of a thorough overhaul.

WD 11038; SR 1026; ARMY 49004

Purchased from Devonport Dockyard by three members of the Plym Valley Railway at Marsh Mills, Plymouth, and arriving on the railway on the 30 May 1990. The van has been cut down so that it could work through a low tunnel between the North and North yards at the Dockyard. Still in unrestored condition.

WD 11039; SR 1027

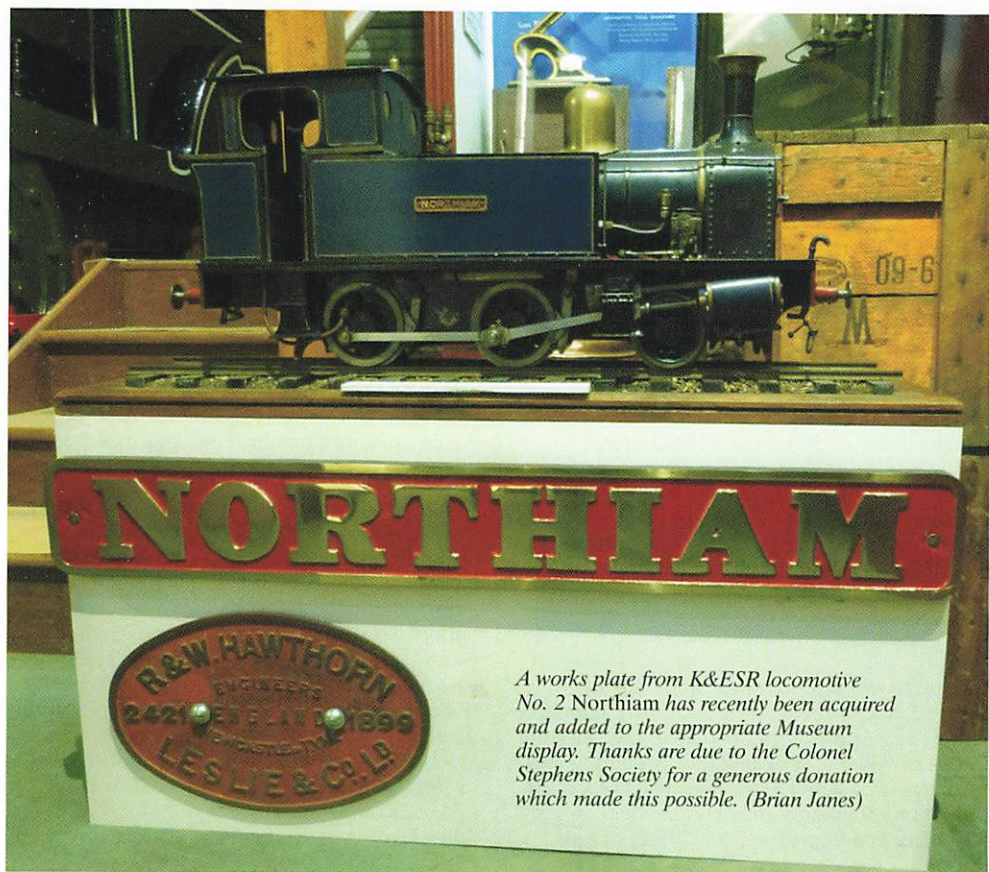
No details available.

WD 11040; SR 1028

No details available.

WD 11041; SR 1029; ARMY 49007

Noted at Horton in 1981. This van was another obtained from stock at OESD, Yardley Chase, Northamptonshire and bought by the Yorkshire Dales Museum trust based on the Embsay and Bolton Abbey Railway near Skipton in Yorkshire. In 2000 it required full replanking and repainting.



A works plate from K&ESR locomotive No. 2 Northiam has recently been acquired and added to the appropriate Museum display. Thanks are due to the Colonel Stephens Society for a generous donation which made this possible. (Brian Janes)

Commemorative Locomotives of World War 1

Brian Janes reflects on the reaction of the great railway companies to the Great War



Photo: Brian Janes

Our trip to Railfest at the National Railway Museum York, caring for *Gazelle* and the pump trolley and publicising the Railway, produced an unexpected outcome. I was

taking a break in the main museum, and unexpectedly came across a locomotive nameplate *Edith Cavell* from a long scrapped London & North Western Railway (LNWR) 'Prince of Wales' 4-6-0 locomotive. A request to Helen Ashby, the Head of Collections at the NRM, resulted in the rapid agreement to loan it to the Colonel Stephens Railway Museum and friendly cooperation in its transfer.

The plate was safely transported back to Tenterden with the help of local York member, Dave King. It is now on display in the Museum in the new Wartime exhibit slowly coming into place and is scheduled to appear in the Cavell Van at our Remembrance Day services. A very welcome, and important, side effect of our efforts taking exhibits to York.

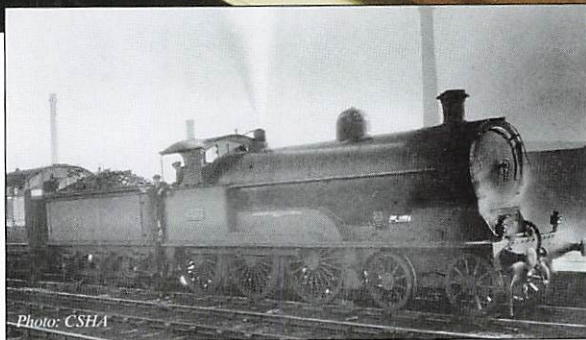


Photo: CSHA

This important loan and the forthcoming centenary of the beginning of a catastrophic event prompted some research into the naming of locomotives during the period of the Great War

(the First World War was first so named by an American Journalist in 1933) and its reflection of contemporary sentiment.

The London & North Western Railway, after the disastrous locomotive policies in the declining years of their locomotive engineer, FW Webb, had gone for simplicity. Out went multi-cylinder compounds and over-complex boilers in favour of large locomotives that could stand any amount of hard work. On the passenger side it opted for large 4-4-0s of the 'Precursor' class supplemented by 4-6-0s of the 'Experiment' class for the hills. These locomotives instantly impressed and, starting in 1904, 130 of the former and 105 of the latter were built over the next six years. Superheating arrived later in the decade when the London Brighton and South Coast

Railway's locomotives on South Coast–Rugby services showed their superior economy. Both designs were modified to become the 'George the Fifth' and 'Prince of Wales' classes and many more were built. The 4-4-0s were superseded by the large 4-cylinder passenger engines of the Claughton class from 1913 but the 'Prince of Wales' were of such general utility that they were built into LMS days, finally totalling 245 locomotives.

The LNWR was for most of its existence a prodigious and catholic namer of locomotives and its passenger engines were generally named, though in typically Crewe fashion the plates were of plain engraved brass with a black wax infill. Its naming policy was eclectic but the first batch of named engines to emerge from Crewe works after the outbreak of the War had names that reflected allied and patriotic sentiments. The batch of 10 were named after the monarchs of Belgium, Russia, Serbia and Italy, the French prime minister, a French and an English general, an Admiral and the civilian nurse Edith Cavell.

On her death Nurse Cavell had become instantly famous. One month had been sufficient to cement her fame for the engine emerged in November 1915 four weeks after her execution. Though not bestowed on the Railway's premier locomotive class, for none were built that year, the honour was considerable and clearly heartfelt. Nineteen years later when the engine was replaced by the massive influx of the vastly more modern LMS's Class 5s her name plate was kept, we believe at the LNER's original York Museum, and passed into the National Collection.

Not many ordinary civilians were accorded a wartime accolade but Captain Fryatt, whose remains were later to be conveyed in the Cavell Van, was honoured almost immediately on his death. His name was bestowed in March 1917 on the second of the London & North Western's Claughtons produced after his death. So far as I know no further civilians were given the accolade although at the war's end three L&NWR employees who won Victoria Crosses during their war service were so honoured.

With the Great War's end several locomotives became company war memorials. The London & North Western Railway's was a Claughton completed in January 1920, specially numbered 1914 and named *Patriot* with the subtext 'In Memory of the Fallen L&NWR

Employees 1914-1919'. When this engine was withdrawn in 1934 the name temporarily disappeared. However it was destined to bequeath its name to a notable class of 4-6-0s that survived to the end of steam. The three cylinder 4-6-0s that emerged in 1933 were largely unnamed and had acquired the class name 'Baby Scots'. Not unreasonably this was regarded as less than flattering and a decision was taken to re-name the first locomotive of the class *Patriot* in 1937 with a new nameplate but the same subtext. These locomotives gradually received names, mostly those formerly carried by Claughtons, including two of the VC's but not, interestingly, the third who had left railway employ!

The Great Central Railway and the London Brighton and South Coast Railway, also bestowed memorials on their express engines. The GCR's engine emerged in July 1920 and was one of their new 4-cylinder 4-6-0s class 9P (LNER Class B3) named 'Valour' with the additional words on the attractively shaped plate 'In memory of GCR employees who gave their lives for their country 1914-1918'. The locomotive lasted till 1947. Three further 9Ps received the names of illustrious war leaders though one, *Lloyd George*, had its name removed soon after grouping when a notable right-wing director had a fit of political pique. The Railway also named six of its second batch of Director 4-4-0s after major battles.

Finally, *Remembrance* was the LB&SCR's memorial locomotive, the last of its magnificent Baltic tanks emerging in April 1922 with the name boldly painted on its vast tank together with a plaque 'In Grateful Remembrance of the 532 men of the L.B.S.C.R. who gave their lives for their country 1914-1918'. The painted name was replaced with a cast plate in 1927 which it retained until its rebuild as a 4-6-0 tender engine in 1935 when it received a further, curved, plate retaining its plaque and giving its name to the re-built class.

Perhaps the sudden fame of the Unknown Warrior caught railway companies unawares at a time of great change in the industry and no locomotive carried this illustrious title. The heritage railway movement is aiming to rectify this with a new 'Patriot' class locomotive being built at Llangollen and destined to carry the name of the third hero associated with the Cavell Van.



Departure time (Robin Dyce)

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 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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