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Tenterden Terrier



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Tenterden Terrier

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FRONT COVER

*No. 6619 on Santa Special
duty December 2012 (Ross
Shimmon)*

BACK COVER

*USA Class Maunsell on loan
to the Embsay & Bolton
Abbey Railway (Ben Boggis)*

Editorial

Into Another Year

The arrival of the Spring issue of this journal, if not much in the way of the springtime weather, once again leads your Editor to consider writing something reflective about the year past and optimistic about the coming season. However, the Chairman, the General Manager and the Chief Booking Clerk all seem to have adequately covered these topics in their items to be found in later pages. Instead we shall confine

ourselves to fervently hoping that this year turns out to be more successful than last. Nevertheless, one of the outstanding things about 2012 was the Volunteer led campaign to acquire GWR No. 6619 for the K&ESR. This, together with the rapid progress now being made by the 4253 group, shows just how much the pioneering spirit which saved this Railway in the first place is still alive and kicking.

Once again it is necessary to apologise for the late publication of the *Terrier*. The same reasons and excuses as last time still apply although we remain hopeful of doing something about the editorial staffing position.

Nick Pallant



(Photo: Ben Boggis)

Lineside News

COMMERCIAL

Chairman

Thank goodness for Santa Specials! Once again they came to our rescue after some tough times in 2012. Events seemed to conspire against us, almost from the start of the year.

There was, of course, poor weather; our eternal enemy. The Jubilee celebrations, The Olympics, The Paralympics all kept potential customers at home to watch those spectacles as they unfolded – and they were good too! Then there was the deep recession from which the country has still not emerged. But, as ever, there were many things which inspired us to carry on. The tremendous number of Volunteers working on Loco 4253 is a reminder of the enthusiasm that a new project can stimulate. The arrival of Loco 6619, paid for in part by our own Members, was another boost for morale.

Throughout the year, the Board looked at our Finances and, with the General Manager, ensured that our spending remained within affordable limits. The Board has also been in discussion with The Rother Valley Railway with a view to assisting train movements at Robertsbridge and also with one eye on the “Headcorn to Robertsbridge” event planned for September this year. We have also been looking at the impending Bond repayments.

Health and Safety is something which we must be ever vigilant about and I would urge everyone to think before they do anything which may result in an incident. Our Staff, Volunteers and Customers expect every day to be “a safe day out”.

As we move into 2013, we all wonder how the year will treat us, how it will end up. Perhaps we should also look at how we can better enjoy our time at the Railway?

One final thought. It's competition time! When you are out and about on the Railway with your cameras, you will undoubtedly take some cracking pictures. We will be having a competition for the best picture taken and the winning photograph will feature on the front cover of the 2014 Timetable. This competition is open to all members and entry confirms that the photographer will allow the Railway to use the entry, with of course the appropriate credit! Please send all entries, preferably in electronic

format, to chair@kesr.org.uk One final thing. We have a special event this spring.

Locomotives *Gervase* and *Marcia*, will both be in steam on May 4th, 5th and 6th. These locos are both part of the early history of our Railway in preservation. Be there!

General Manager

It is a good feeling to be out of 2012 and into the new year. A year ago I posed the question “was 2011 our best year ever?” For certain 2012 did not match it, but we did finish the year with another spectacular Santa Special Season, with 6 more passengers than last year and again we topped the £200k in ticket sales. In fact post Olympics we fared rather better than the earlier part of the year.

The experts are cautiously optimistic about 2013. Perhaps that means they don't know, but they forecast more UK holidaymakers to take their holidays abroad in search of better weather, and they also do not expect the previously forecast number of foreign visitors post Olympics.

As we start 2013 coach bookings are relatively buoyant, Railway Experiences are well booked and we sold a good number of vouchers (for everything) prior to Christmas. We can be confident 2013 will be better than 2012.

I am delighted to report that Dave Blackman has been appointed as Northiam Station Agent and Brian Thompson as Chief TTI. These appointments following Peter Walker's resignation from both roles due to business commitments. I am pleased to say we will still see Peter fulfilling SM duties at Northiam from time to time.

We had no responses to our advertisement for someone to take on the mantle of fundraising for the railway. We are already lagging behind our fellow Heritage Railways because we are not investing sufficiently in our infrastructure. We have extended the C&W workshop and we should complete the Rolvenden Carriage Shed at the end of this year but if we are serious about being a major player as a Heritage Railway and as a first class tourist attraction we have to find more ways to earn money as our fare income only just covers the ever increasing overheads. By improving our offer we will



Filming for BBC Countryfile at Tenterden Town, February 2013 (Graham Baldwin)

attract more visitors and of course the reverse is true too.

Catering

Despite the difficult economic situation, December showed strong trading and exceeded budget by some 24%. Sadly this remarkable achievement wasn't sufficient to completely recover from the poor trading experienced earlier in the year, with an unaudited final year end figure of 8% below budget. Remaining positive however, we were able to improve our margin by a couple of percentage points.

A warm welcome is extended to Kim Wilkins who has joined us as our Station Catering Supervisor. Kim will be responsible for day to day running of the Station Refreshment Rooms, together with catering for RXD courses and static private functions. Kim has already implemented some positive improvements and has plans for many more. A greater emphasis is also to be placed on local produce this season. With customers increasingly selective as to how and where they spend their hard earned cash, consistent quality, presentation and keen pricing have never been more important. Please do pop in to say hello and take advantage of our special offers!

Sales of Gift Vouchers for on-train catering packages have been particularly strong this

year, so Ross Beetlestone will be delighted to receive offers of assistance. This source of income is vital to the continued prosperity of our railway, so please do consider lending a hand if you are able. Even just a few hours help is welcomed, as some larger bookings require a small army to deliver in the journey time available. Ross may be contacted via Tenterden Town Station.

Wealden Pullman

Demand remained strong for our scheduled Pullman services during 2012. Our overall occupancy was 94% of capacity, a creditable achievement in these difficult times. The Wealden Pullman managed to exceed budget in both ticket and bar sales, despite private charter trade being very difficult to win. It is clear that our customers are willing to spend if the product affords good value. The level of advance bookings and Gift Vouchers sold for 2013 indicate that another busy season will soon be upon us.

Diana, our Kitchen Car is now showing her age, having worked the Wealden Pullman almost continuously since 1981. How many meals have we provided from her kitchen in those 32 years? It's interesting to observe that her service with us is approaching twice that of her BR life, yet some of her sister vehicles still remain in 90mph main line charter use to this day!

It is therefore reassuring that restoration of our 'other' BR Mk1 RU (purchased from the Bluebell Railway 10 years ago) is scheduled to commence this year. Designs are being assessed for the kitchen therein as whilst a straight replication of that within *Diana* would be adequate, there is an opportunity to improve the working conditions for staff and tweak the layout to better suit the services we now provide. Inevitably regulations have also changed in the years since 'Diana' was outshopped. Fundraising for our other project, *Aries*, continues. The promised Gift Aid envelopes referred to in the last 'Tenterden Terrier' are now included within this mailing. Please do consider making a donation if you are able, for restoration progress is of course directly related to our bank balance!

Shop

As the shop report mysteriously failed to appear in the winter issue, No.119 (*apologies, an editorial oversight - Ed.*) this is a summary of what has happened since last summer.

It was a steady, if unspectacular, summer season for the shop with customers still keeping a beady eye on what they were spending after forking out for tickets, Bodiam Castle, food etc. The July Thomas™ event rather continued this trend with a spend per passenger average of £2.94 over the three days when we hope for around £3.50. The SPP figure was better in September, £3.12, although widely different on

the two days! On Saturday it was £3.67, but on Sunday only £2.57: the big spenders were obviously out on the first day! The Hoppers event saw good business at Bodiam, but was slightly disappointing at Tenterden, whilst turnover during the Santa Specials was very similar to 2011 and therefore not a bad result. There is no disguising the fact that it was a tough year (as it is for retailing generally at present) but the spend per passenger of £1.95 from February to September was not overtly disappointing considering it was only £1.90 in the golden days of 2006!

A chiller has been installed in the Tenterden shop to meet the demand for cold drinks when the refreshment rooms are closed. This has led to a bit of a change round in the display of stock and a reduction has been made in the allocation of space for railway books and DVDs, sales of which continue to decline in the face of internet competition. Between the end of the Thomas™ event in February and the commencement of the season in late March, a new vinyl overlay will be laid on the shop floor, which has become rather grubby.

We have some nice new thick fleeces in stock, which are a bargain price of £15 to staff and members. Polo shirts are also available and these are only £10 to staff and members. There are also a limited number of sew on badges, which could be put on overalls, shirts etc, which are free to staff.

MOTIVE POWER

Steam

No.3 'Bodiam' (32670).

Passed annual boiler inspection last November and presently frost protected out of service. 3 will be running with *Knowle* on the Saturday and Sunday Pullmans in March and April.

No.8 'Knowle' (32678).

The repairs to the steam leak at the front end have been a success. *Knowle* was frost protected until 6th February when it was re-filled with water and made ready for a filming on 8th. The air brake cylinder has suffered internal corrosion due to storage out of use and will require replacement this year. *Knowle* was running the midweek services at February half term and re-creating the "Hayling Billy" service.

No.11. P class. (5753)

Slow progress on the overhaul is being maintained.

No.12. 'Marcia'

Following the visual exam of the boiler there are

a few tubes to be replaced. Once done a steam test will follow after which *Marcia* will be back in service- and ready for a short break to France in April. She will hopefully be at the CFBS Fete du Vapeur with vintage carriage 3062.

No.14. 'Charwelton'.

Now stopped for boiler washout after a busy 2012 RXD season. Has been winterised to protect from frost damage.

No.19. 'Norwegian' (376).

A new wooden cab floor has been fitted. The crew seats are being modified to fold away so as to make tender first operation a bit more comfortable. The loco has never had rear sanders which has always been a weakness although there were plenty of feeds available. After some considerable amount of pipe bending rear sanders have now been threaded through the small spaces available. The drafting arrangement in the smokebox including a new exhaust for the ejector is almost complete.

No.21 'Wainwright' (DS238)

Steady progress is being maintained with work to re-bush and re-pin the brake gear. The wheels have been cleaned and painting is underway.

No.22 'Maunsell' (65)

65 is at the Yorkshire Dales Railway where she performed "interestingly" on their Santa Specials! The valve rings require replacement as they are very worn and one broke in service. New ones will be supplied to and fitted by YDR staff. The paintwork on the cylinders and smokebox will also have some attention before she next steams in March.

No.23 'Holman F Stephens'

Passed annual boiler inspection in November and saw service on Santa Specials.

No.24 'Rolvenden'

In store awaiting overhaul.

No.25 'Northiam'

The valve port faces have been machined and boring of the main cylinders is due to start mid February. Shims are being made ready for mounting the slide bars as soon as the bores are finished and the axlebox horns have been checked and fettled if required. Painting of the

frames continues, a task that seems similar to the painting of the Forth Bridge.

No.30 GWR Pannier (1638)

Presently stopped for washout. The axlebox lubrication pads have been changed after the loco was lifted. Back on its wheels again work is almost complete to re-fit all the parts that had to be removed to allow the lift to take place. The ejector exhaust casting in the smokebox has sadly not made it to the 10 year overhaul and has to be replaced now. At least that is one job less to do at overhaul!

No. 32 (6619)

66 arrived in November. Springing adjustments were needed when 66 was weighed prior to service but aside from that on 25th November she hauled a shareholders' special from Tenterden to Bodiam, returning non-stop much to the enjoyment of the passengers. Apart from minor issues with the blowdown valve and crews having to get used to a new machine she performed well on the Santa Specials.

Diesels

No.40 Ford (BTH)

A few of the batteries failed recently and had to be changed. This old lady could really benefit



The Countryfile special approaches Cranbrook Road (Graham Baldwin)

from a bit of TLC- so if there is anyone who fancies helping out on this historical vehicle please get in touch.

No.41 'Ruston'

Available for service.

GWR Railcar W20W

(The Editor has also to offer his apologies to the Railcar Group for the non-appearance of their report in the previous issue of the Terrier. The information not published on that occasion is included below).

A significant milestone was achieved, on Sunday 12th August with the start of both engines for engine run evaluation. This is the first time the engines have been run with a complete cooling system since the early 1980's. The day was highlighted by a quick start by both engines. Using temporary exhaust systems salient points of both engines were gleaned by those present.

The entire cooling systems together with their water pumps were OK, although due to BR policy, engine warm up was slow due to lack of thermostats. Engine main bearings, big ends and small end bearings sounded satisfactory. Timing gears were OK without sound of excessive wear. One engine has a cylinder block cracked at the corner and is repairable by specialist stitching. The drive train from the engines, via the new fan blades either side of the radiators, ran perfectly together with the new bearings that had been fitted.

The first engine for overhaul was removed from the Railcar on Sunday 7th and delivered to our AEC engine specialist on Monday 22nd October. We have noticed that having removed one engine, expected underframe distortion is apparent together with certain bogie bolster and other springs being in compression far in excess of that for an in service vehicle. It is better to maintain a balance for the period that engines are removed from the Railcar underframe for long periods. Therefore, the second engine has also been removed from the Railcar and is now on a pallet ready for transport when required later this year. Two men can remove an engine from the Railcar in less than two hours. The first engine has been stripped down.

Briefly: -

Some valves are thin and damaged as are the valve seats.

Several fuel injectors were rusted into the cylinder head.

A water pump external feed pipe is damaged. Thickness like an eggshell!

Water marks are apparent on the crankshaft.

Cylinder liners appear scored or damaged although not within the cylinder swept area. Initial opinion is that resolution of the faults is possible. Further checks will be made for wear etc. and rebuild to achieve reliability in service. Crankshafts and cylinder heads will be checked for cracks and flaws. All seals, gaskets and piston rings will be replaced.

Detail planning for complete replacement of the air pipe system is underway with all 1/2" and 5/8" pipe in stock. We have also agreed, with the advice of the supplier, types and range of fixings and joining components.

Planning for complete replacement of all control wiring is also in hand. The bulk of the control wiring is below floor level and within each drivers cab. Above floor level is basically carriage lighting and this will be done at a much later date. We are discussing with industry the correct specification and availability of approved cable for use on railway vehicles. A large quantity of old cable has been recovered ready for new replacement cable to be installed.

Finally, we are now following on with the very precise good work started by the late Dave Sinclair on the four luggage compartment doors. The new door sides are profiled to original dimensions and are being fitted to a prefit stage with final fitting at a later date. Similarly the two inward opening passenger access doors will be fitted to prefit stage. Until both rebuilt engines are remounted on the underframe, we are unable to finish door fitting due to frame distortion.

We are refurbishing existing and making some new buffer beam sheet metal fabrications for buffer beam cladding and warning horn enclosures.

Two of the four bogie mounted sand boxes are being repaired. The other two, due to their condition, will be new. We have acquired four additional Westinghouse air operated sanding valves from an 03 shunting locomotive recently scrapped by a dealer. The aim is to get at least four working sanding valves from the total of eight available.

The Railcar is no longer in the carriage & wagon shed. This will be for the duration of the substantial works required on the Pullman Cars *Barbara* and *Theodora*.

We now have up to ten regular volunteers working on the railcar split between our regular Wednesdays and alternate Sundays. See dates below. The new volunteers are skilled and technically aware and are very keen to progress

the restoration on the Railcar.

Planned Working Dates - March to December 2013.

EVERY WEDNESDAY throughout the year
March to December.

Also every other week on the following **SUNDAYS**.

March – 10th & 24th. April – 7th & 21st.

May – 5th & 19th. June – 2nd & 16th & 30th.

July – 14th & 28th. August – 11th & 25th.

September – 8th & 22nd. October – 6th & 20th.

November – 3rd & 17th.

December – 1st & 15th & 29th.

Cranes

No.133 (10t Taylor Hubbard)

The crane passed the annual boiler inspection and lifting exam and is available for service.

No.151 (36t breakdown)

This crane has been used to lift 1638 and to load the wheelsets from 4253 for transport to a contractor for tyre turning.

ROLLING STOCK

Mark 1's

CK No. 86 was in the carriage shed during the early weeks of the year for its 18 monthly examination. As soon as it returned to traffic, its place was taken by **BSO No. 73 (running as S9269)** which was also back ready for service in a commendably short time.

Vintage Coaches

Maunsell CK No. 5618 (K&ESR No. 56) The discreetly modernised toilet in this vehicle suffered a blow (literally) when someone appears to have put the boot into the toilet pan during the Santa Season. Like the destruction of

the lamp columns at Wittersham Road, it really is dispiriting when this sort of thing happens. The toilet is now, of course, out of use again.

Maunsell BNO Brake No. 4443 (K&ESR No. 54). Despite much else going on in the shed, steady work has continued to this long running overhaul. Re-varnishing of the interior is nearly complete and a start has been made on reinstalling the sliding toplights. Further progress however depends on the other, and often conflicting, demands on the department's time.

The Pullman set is always out of use during the early months of the year which not only



Don't Panic! 'Robertsbridge' end of Barbara being prepared for replacement timbers. The paintwork is undercoat - not a sign of a 'Blood and Custard' Pullman (Nick Pallant)

provides a break for the staff but the opportunity for work on the rolling stock. This year it was decided to take the opportunity to repaint both *Theodora* (K&ESR No. 51) and *Barbara* (K&ESR No. 52). This proved to be reasonably routine in the case of *Theodora* but very much less so for her sister vehicle. Once work commenced on *Barbara* a sizeable amount of rot in the timber to the 'Headcorn' end vestibule soon became apparent together with a similar amount at the 'Robertsbridge' end. This is all quite repairable but, as can probably be imagined, this has absorbed much of the skilled labour in the department. Work to replace the rotted timber is well under way at the time of writing and preparation and repainting of the unaffected areas is also making substantial progress. *Theodora* by contrast has only needed a few external timber components replaced and repainting of the cream areas of the bodyside, the Pullman umber being suitable for re-varnishing. All this work is well advanced.

The unexpected problems with the Pullman set have meant that any chance of returning *GER Brake* (K&ESR No. 81) and L&NWR Balcony Saloon (LMS No. ED 33, K&ESR No. 82) have been pushed even further down the queue although we remain hopeful that work on these vehicles may start later in the year. It has nonetheless proved possible to restart work on 'District' Coach (K&ESR No.100). New body framework is in place on the 'Tenterden platform side' and the panels are being prepared. A section of the roof boarding also needs replacing and this is in hand. As an aside

regarding No. 100, further examination of the vehicle structure suggests that it is *not* a cut down section of a Metropolitan Railway rigid 8 wheeler but an actual District Railway four wheeler as was originally supposed. If this correct it still leaves the mystery of why the details of the coach do not accord with the historical record – but then wouldn't life be boring without contentious issues like this? (Ask the Richard III Society!) During the first weekend in February the carriage examining team discovered that the winter had done its worst to the Birdcage coach (K&ESR No. 61) as well as SE&CR four wheelers Nos. 2947 (K&ESR No. 88) and 3062 (K&ESR No. 98). Nearly every door was either swollen, stuck or had a defective door lock. Oh, well not too bad, several weeks to go to the February Thomas™ event and time to sort things out. We should be so lucky! Within 48 hours C&W was informed that the two four wheelers were needed for a filming job (BBC Countryfile) the following Friday. We are pleased to report that with a concentrated effort by all concerned Nos. 2947 and 3062 were duly made available and the Birdcage was dealt with at the same time. Oh, and all the other work described above was kept going too.

People

The Annual Carriage & Wagon staff dinner was held in the buffet on Sunday 27th January. There was again a good turn out of Volunteers and paid staff together with their other halves. Thanks are due to the Catering Department for a splendid meal.

WAY AND WORKS

Permanent Way Department

Well this winter could be fairly described as the busiest we've had for some time! The team have once again worked above and beyond to deliver a challenging winter works programme within budget and the timeframes available. Well done to everyone involved.

November saw the replacement of the track over Hexden Bridge. Whilst the track was removed from the bridge the opportunity was taken to install some structural improvements as recommended by our Consultant Structural Engineer. New track was then installed, with 120' welded rail lengths to remove any joints from the immediate bridge area – reducing the dynamic load upon the bridge. The flat bottom rail installed further helps this owing to the increased stiffness in this type of rail. These improvements were expected to allow us to

remove the 10mph speed restriction on this bridge, however during the works it was found that there is a 75mm difference in height across the bridge, making it difficult to achieve a satisfactory top profile on the approaches to the bridge. We shall have to revisit this in due course to re-level the bridge girders and then adjust the vertical height of the track either side of the bridge. Once this is completed we can remove the speed restriction.

During December the team spent significant time at Northiam dismantling more track panels to allow onward rail transport to site for the components, and welding of the 30' lengths into 60' lengths.

During January, and the inclement weather – including snow – the team managed to get the rails at Northiam welded up in readiness for the March renewal, pre-assemble a new point in



The Tuesday Group takes a well earned break (Via Graham Hopker)

Wittersham Road car park, then dismantle it, load it onto a wagon and install it in the main line outside Rolvenden as part of the enabling works for the Rolvenden Carriage Storage Shed Project which will be commencing later this year. This rates as extraordinary progress given that the timbers for the new point weren't even ordered from the supplier until the second week in January! The S&T department have also worked hard to support this project, removing signal cables at the installation site and installing operating and detection equipment for the new point.

February saw the delivery of materials for the planned renewal during March of approx 250m of track with accompanying civils works just to the west of Cranbrook Road, which all being well will be complete by the time you read this.

Looking ahead to the rest of this year, we will be laying track at Rolvenden as part of the Carriage Storage Shed Project. As much of the track laying will be able to be undertaken whilst trains are still running, it is intended that there will be regular Saturday track laying sessions planned to enable as many people as possible to get involved. This alongside our continuing commitments to assist RVR in their track laying at Robertsbridge mean that we really will need as much assistance as possible so please do get in touch.

07 Tamper 73250

This machine is currently advertised for sale, as

we have been fortunate enough to purchase another machine of the same type. This machine has provided us with solid service over the past 6 years, but we hope it can move on to another home where it will prove equally useful and reliable.

07 Tamper 73434

Arrived on the railway in late October last year, after purchase from Balfour Beatty Rail by a group of volunteers. This machine, which will replace the other 07 tamper, was overhauled by the manufacturers in 2000. During this overhaul the engine and gearbox were replaced by more reliable and efficient units, the machine was extensively rewired and various other improvements were carried out. The machine is also fitted with 16 tool tamping units, instead of the 3rd rail compliant 12 tool ones fitted to 73250. This gives the advantage of better and more even compaction of ballast under the sleeper ends, allowing for a longer lasting top profile after tamping.

The machine spent some time in the Carriage Shed in December during which time a start was made on repainting, as well as maintenance and exams to ensure the machines fitness and safety for service.

TRAMM 98211

This machine has seen a change of ownership recently, and by the time you read this the



Members of the Tuesday Group hard at work on the 'up' side at Northiam (Via Graham Hopker)

machine will have made a most welcome return to service – making a number of Permanent Way and S&T jobs significantly easier to accomplish.

Ballast Regulator 77329

This machine continues to provide good service, allowing us to ensure the best ballast profile possible to provide maximum track support.

Tuesday Group

The fence behind the coal bunker by Rolvenden Station entrance had been damaged over the years by excess coal falling over the top of the concrete staithe. The broken panels were replaced and coated with wood preservative.

The four wooden barrels on Rolvenden platform which were broken and contained dying conifers were removed. We assisted the Gardening Group by strimming around trees and bushes in the field and clearing the debris on the roadside of the entrance fence.

Back to Northiam at the end of October and after weeks of heavy rainfall a serious leak developed in the ceiling of both the toilet for the disabled and the Buffet. After checking on the roof, it appeared that both leaks were from the gutter where the canopy is joined into the station building pitched roof. The main problem appears to be that during really heavy rain the original gully and downpipe diameter were not large enough! Remedial action (which seems to be still working at present) was taken

by using Febflex – a rubberised glass fibre compound – to seal the leaks but, like so many problems we encounter working on older buildings, the correct repair costs money!

Work started on strimming the land at the rear of Platform 2 and, at the same time, we repaired some rotten fence posts with concrete spurs.

A compactor was hired for a day, cement was added to the path which runs from the road to platform 2 past the Memorial Garden, and this has firmed the ash path which was laid earlier in the year.

The bottom of the canopy uprights on the station building were showing signs of rot and these are, at present, being replaced and mounted this time using a pin and concrete pad which, hopefully, will stop water rising up the grain.

During November we rebuilt our trailer which was given to the Tuesday Group eight years ago by the late Stan Kemp who had acquired it from his local Scout Group as it was surplus to requirements. This trailer has been a great help to our activities over the years.

We repainted the entrance gate at Northiam and fitted a new bulkhead lamp by the side gate.

We held a very successful Christmas/Bonding lunch at a new venue in Woodchurch. This was very well attended with 24 people – Tuesday Group/wives/past Tuesday Groupers/Honorary

Tuesday Groupers and the Gardening Group.

S&T Engineering

Firstly, we welcome Steve Woodgate, who has joined us on both the Signal Engineering & Telecomms sides of the department. He brings a wealth of experience, particularly on the telecomms & electronics side of the department, combined with midweek availability.

2012 saw our work significantly hampered by the poor weather; the installation of a “moled” undertrack cable crossing near Rolvenden box to provide a route for our cabling away from the vagaries of PW layout changes, hot ashes from locos, and tamping was frustrated by the low lying nature of the Rolvenden site relative to the water table. The moling was completed, along with one of the deep cable chambers, but the second in the far (field side) has proven to be under water for much of the late summer and shows little sign of abating.

2012 also saw the removal and reinstatement of the Down Advanced starting signal at Rolvenden some 160 yards further out towards Wittersham, in preparation for the alterations to the layout, including the enabling works for the new Carriage Sidings. As part of this work, some renovation and repair was carried out to the signal following its move, including full repainting.

On Sunday 24th June, we hosted a formal technical visit by members of the Institute of Railway Signal Engineers, Minor Railways section to the Railway.

The visit opened by Nick Wellington giving a brief overview of the railway and its history followed by a quick trip round the station at Tenterden whilst the service trains were being marshalled.

The 10:45 train then transported members to Rolvenden, where Dave Bott and “Frim” Halliwell took the parties round the signal box and locomotive workshops.

The DMU then took the party to visit other signalling installations of the railway at Northiam and Wittersham Road, where they joined the Pullman set for a buffet lunch, provided in the “family saloon” which had been added to the lunchtime dining train especially for the occasion.

An opportunity for questions and answers followed, and then the party either visited Tenterden signalbox, the museum, or took a round trip to Bodiam and return. Visits by professional bodies and engineers from other railways give us the opportunity to showcase the

work we do, and also “network” with others who may offer us assistance in various ways in the future.

Signalling work has already got off to an early start this year (2013), with work on the temporary Carriage Sidings access point at Rolvenden, near Harvester crossing. Instead of a ground frame which would require more detail modifications to the box, this has been fitted with a point machine, which will be operated by hand rather than power. This work was planned and implemented in a very short timescale from the inception of the requirement being identified; particular thanks to Steve Woodgate and Pete Lamont for their involvement with this work.

Rolvenden Carriage Shed - Project Manager Neil Sime reports

I am pleased to report substantive progress on the project to build a carriage storage shed to protect our historic rolling stock from the worst of the elements in the field opposite the sewage works to the South West of Rolvenden station.

This scheme, which is being supported with a very generous donation of £0.5m by the Rother Valley Railway Heritage Trust (RVRHT), has been an aspiration for a number of years and the availability of this funding led to my appointment as Project Manager last spring.

Since that time we have made good progress and a Project team has been drawn together from the management of the railway along with specialist volunteers with specific skills and representatives of the RVRHT. The main task for 2012 was to obtain planning permission and this was led by volunteer Paul Vidler whose professional knowledge of this complex area ensured a smooth passage for our application which was approved by Ashford Borough Councils Planning Control committee on 12th December 2012. A huge thank you is due to Paul and those team members who supported him in this achievement. There were some conditions attached to the approval, mostly relating to drainage, environmental and ecological issues and Paul is working with the team to ensure that these are discharged before work starts on site.

We are now moving forward towards the construction phase which is planned to be split between sub contract labour for the ground works and shed construction and volunteer labour for the track laying, signalling and other rail infrastructure works. To facilitate construction work, a temporary point has been installed at the Wittersham Road end of the Sewage Works straight by the

Permanent Way department this winter and we are anticipating that main construction works will start in late spring with the project being completed with the re-modelling of the track layout at Rolvenden to facilitate connection of the shed track layout – to include an integral run round loop – in Spring of 2014.

GROUPS & ASSOCIATES

Museum

The winter work on the displays continues, with the small winter team pitching in on a regular basis. We currently have new displays up and running on W H Austen, Workshops and the (original) Rother Valley Railway. We are working on a Light Railway in Wartime display, and improving Selsey and Rye & Camber. Even a really routine duty such as maintaining the lighting in this time of technological change can be interesting... A move to install LED lighting to simplify maintenance has produced great presentational benefits.

There will therefore be a lot to see this Spring. Some items have turned up on our own doorstep for free. In January, the persistent rains eroded some old ballast near Cranbrook Road crossing, revealing to the observant Matt Green and Nick Wellington the corner of a piece of metal. This was dug out and proved to be an original Kent and East Sussex Railway cast-iron trespass notice still attached to its original 6 foot high, locally cast, concrete post. This was indeed an incredible find, for such things were systematically stripped out in 1961. This notice has therefore lain, unrevealed, by the track bed despite vast amounts of activity over and around it including track relays, re-ballasting, tamping etc. for the whole of the 50 year preservation period. Now retrieved and carefully descaled it resides in the PW section of the Museum.

Earlier Matt Stubbs and his father, busy digging up a drainage trench on the Tenterden station site, were very observant and spotted a rail spike in the dirt and the ash ballast of what was the goods yard. This turned out to be an original RVR spike and has now joined a piece of rail found last year, and some original round sleeper pieces (100 years old plus!), in the RVR showcase.

The worksplates of K&ESR Locos Nos 1 & 2 were, as briefly reported in the last Terrier, bought for a considerable sum. Although this was substantially offset by a very generous donation from our ever-helpful colleagues in the

Regular updates on this project will appear in the *Terrier* and on the K&ESR website. For those who might like to get involved with this exciting development, there will be a lot of track laying to be done over the summer months and anyone who wishes to join a very cheap fitness regime is invited to contact the Permanent Way Manager at Tenterden!!!

Colonel Stephens Society this has made a big hole in reserves already depleted after forking out for the Snailbeach District Railway's 'Dennis' nameplate last year.

For resource reasons our Museum Accreditation application has been on go slow but a sub-committee of the Museum Committee has been set up so that progress can be made. Peter Southgate finds that he can no longer be Assistant Curator so we now have vacancies for that post and also for the Curator post which Brian Janes has been filling in an acting capacity for two years, but now finds he is unable to continue. These are two vital jobs that need filling if the museum is to continue to function effectively.

We made a loss on the rent last year because of the shortfall in visitors to the Railway so we have decided to raise the entrance fee for individuals to £2. To offset the potentially deterrent effect of this we are to give a preferential rate of £3 for a couple (we will not be enquiring too closely, there are too many possible combinations these days – we must just accept their word that they are a couple!). Also, the threshold for free entry for accompanied children is raised to 16 (unaccompanied children admitted at your discretion but they pay £2). Remember, all members get free entry anyway. Come and see us, and even better, help us. Either way it will be very rewarding.

Gardening Group

Work continued on the Tenterden gardens trying to get them to a more manageable state. We have decided to remove one tier of the lineside garden and so have cleared a section of plants, laid membrane and covered it with pebbles. This section cannot be seen from the train and it will give us more time to work on the main flower bed.

In October all the summer bedding was removed from the various tubs and planters around Tenterden Station and was replaced with pansies, violas and bulbs.

During the late summer we were pleased to



Filming the BBC One Show on 12th February. Dan Snow is second from the right (Robin Dyce)

welcome Elizabeth Brown as our new gardener at Northiam Station.

The Memorial Garden at Northiam is maturing nicely but is an on-going project. We have plans for the area of land between the garden and the main road to compliment the Memorial Garden.

During October the General Manager presented Jan Lelean and her husband Bob with his award for the volunteer work they have both contributed to the railway. Well done to them both.

Work on the gardens around Tenterden during November took several weeks to complete – cutting back and tidying ready for the winter months.

The same process was adopted at Northiam with us helping Liz.

With the arrival of December the frosts and snow meant gardening came to a standstill. However, nature never stops and now we are into February the whole process begins again. The bulbs are bursting through and so we have to tidy up the last of the leaves, cut back shrubs which have been damaged and outgrown their space, dig up the weeds (which never seem to stop growing) and make plans for the coming season.

Thanks must go again to Doug Ramsden, Mark

Taylor and Seb Dunn for all the mowing and strimming they have carried out at Northiam.

Ashford Area Group

It is very rewarding to look at the record of our indoor meetings last year. Attendance figures are very encouraging. The Railway Correspondence and Travel Society (RCTS) also hold monthly meetings in Ashford. I believe the co-operation between us leads to benefits which outweigh any loss of attendance where individuals choose to attend only one meeting per month.

Last year's outdoor meeting was also well received. This "mini-cruise" was reported in the last *Tenterden Terrier*.

We are proud to have contributed financially to the Bodiam waiting room and the classroom at Rolvenden during the year.

We hope the programme for 2013 will also appeal to you. Certainly our first meeting of the year, held on a very cold night, was very well attended.

17th APRIL "The Selsey Tramway" - Ray Puddy. The history of this famous Colonel Stephens line and what can be seen of its course today.

15th MAY "Photographs collected by the late



Our obligatory progress photo of the Bodiam waiting shelter, this time in the obligatory February snow (Robin Dyce)

Ken Wilcox. Ken was one of our most popular and keen supporters after he moved to Whitstable. His Railway career began in Nottingham in 1939. By the time he retired he had driven most of the Midland mainline engine classes. He travelled a lot and this is a compendium of his own photographs and those given to him as mementos of his footplate days. Scanned and presented by Keith Hulbert

19th JUNE "Railways of East London – Decline and Revival" - Tom Burnham

There have been considerable changes in the East End of London and the railways have always been an important part of these whether serving the docklands or providing transport for the masses.

Indoor meetings are on the Wednesday stated at 7.30pm in The Staff Rail Club, Beaver Road, Ashford, Kent, TN23 7RR.

Our outdoor meeting this year is a coach day trip to the CFBS Steam Fete on Sunday 28th April. As ever, this has proved to be very popular and the coach is currently fully booked. To go on the waiting list or to be invited on future outings email your interest to Keith Mapley on keith@mapley.fsworld.co.uk

Ted Micklam (Group Chairman) 01 233 503999
Email: edward.micklam@tiscali.co.uk

Ref: The Railway Correspondence and Travel

Society (RCTS) South East Branch
<http://www.rcts.org.uk/branches/south%20east/index.htm>

Wittersham Road

This time of year always tends to be quiet, and the recent months of seemingly continuous rain and flooding have made Wittersham Road at times a drab and dismal place.

Notwithstanding that, the station looks fresh thanks to the Tuesday Group's repainting of the crossing gates and fencing, and their help with cutting the undergrowth on the bank behind the platform – it's only when you start this task that you realise how long the bank is!!

The car parking area now looks more inviting – the remains of the cut-up carriage underframe have now been removed, and the pointwork has been used by PW to construct the new points for access to the development at Rolvenden.

The local farmer has also installed locked gates at the entrance to the field access which runs alongside the railway (ie in the Rolvenden direction), and also the access opposite the station entrance. Hopefully this will act as a further deterrent to those people who wish to gain access to the railway for illegal activities!

Late in December, I was taking a turn as the duty Signaller on what could be described as a typical country winter's day – cold, some rain and very windy; as it was overcast, and going to get

dark early, the regulations require that the Signal Lamps are lit during the hours of darkness.

On the K&ESR, some of the lamps are electric – merely requiring the flick of a switch in the Signal Box, however some are still lit in the ‘traditional’ way; this means a lamp must be filled with oil, lit, and the put into the lamp housing at the back of the signal arm. Sounds simple enough, but of course to put the lamp in its housing means climbing up the ladder attached to the signal post!

Not the easiest of tasks, and when this also involves walking from Wittersham Box up to the Up Home Signals (at the top of the small bank) with *two* lamps to do, and when it is really windy and also wet.....and just as you go to lower the lamp into the housing the wind blows the flame out, so it’s back down to the ground and start again!! Oh, and of course time is running out because you have to get back to the box because the next train is due...

The point of this is that whilst we all enjoy what is really a ‘Hobby’, it does make you appreciate what a very hard life it was for those who carried out the various tasks as their full time employment. It also makes you realise how much goes on ‘Behind the Scenes’, something which most of our visitors probably never give a thought to whilst enjoying their train ride along the line.

On a final note, Sarah and I were most honoured to be presented with a ‘General Manager’s Award for Achievement’ as an acknowledgement for what we have achieved at Wittersham Road; we really do appreciate this award, and it is heartwarming to know that our efforts have not gone unnoticed!

Bodiam Group

With the arrival of the proper cold weather together with snow, sleet and rain, progress on any outside job has slowed or stopped. The ground is water logged and the car park has been closed. During one week the water couldn’t get away fast enough and a large muddy pond developed at the bottom of the field against our embankment.

We’ve made a start on the front canopy of the station building which was completely rotted along its length. It is to be hoped that what we find inside will not be too bad. The station building itself needs some TLC as the paintwork has lost its shine to the elements and again some wood, especially the door and window architraves, will have to be replaced due to rot.

Christmas luncheon was again held at the ‘Castle Inn’ Bodiam where 24 Bodiam platform and Bodiam Group members had a splendid time. We all look forward to seeing each other again when the Bodiam station season starts.

Our grass cutters have been readied for the growing season. A duff ignition module on our older Briggs and Stratton powered machine had to be replaced as the damp had ensured that there were no sparks coming from the ignition lead. Our other and much newer Honda powered machine thankfully passed with flying colours

Work on the new waiting room has continued with the ‘finishing trades’ completing the interior walls, infill panels and interior details ready for painting. It’s amazing just how much work is needed at this late stage but due to sickness it has not yet been possible to complete the electrics, however, commissioning isn’t far away. Outside two large water butts have been installed at the west end of the building that are fed from the roof gutters that run down each side.

As regards personnel we have been badly hit by various illnesses as well as hospitalisation for major surgery whilst others are awaiting surgery. We are all showing our age and because of this we’ve recently lost Messrs. Attree and Christie of Eastbourne. Talk on site can rapidly turn to creaking bones, tiredness, lack of breath and memories!

We had a visit from film location agent for a marketing firm, from which we have received good vibrations but we must wait and see. As we don’t have the infrastructure of some other lines, the tunnels and overbridges spring to mind, it can be more difficult for film/photo companies to use our station as a backdrop. On Tuesday 12th February Bodiam station and the Cavell Van hosted a visit by a TV camera crew, with Dan Snow as presenter, who were filming a piece for the BBC ‘One Show’ and which is to be screened later this year. The piece will, we understand, focus on the Unknown Warrior. With the weather warming up we will be repainting the floor inside the Cavell Van and generally dealing with any deterioration so that our visitors can enjoy a first class presentation.

Company Secretary

Stella Nuttman has decided to retire as Membership Secretary after ten years in post. Thanks are due to both Stella and her husband Ron, who has acted as unofficial assistant, for the dedicated and efficient way they have run

this key area of the Railway's activities. I am pleased to announce that following an internal advertisement long serving Volunteers Colin Avey and Chris Garman have been jointly appointed to take over. The transition is to be a gradual one over the next few months so for the meanwhile it might be as well to address any correspondence to the Membership Secretary rather than a particular individual.

Brian Janes resigned from the Board during November 2012. At the January Board meeting Geoff Crouch, the Chairman, spoke of Brian having been a 'very conscientious' member of the Board and Trustees passed a vote of thanks for his services since 2001.

Rother Valley Railway

In spite of a lot of winter rainfall, work continues to take place at Robertsbridge. Our new bridges, mostly designed to allow for the movement of excess quantities of water from the River Rother, are working well and so far have not been tested to the extreme of their capabilities.

A defining period in our recent history has been the complete clearance of the site at Robertsbridge station. This involves the demolition of the two coach temporary platform which had for several years provided access to the restaurant coach. In addition the lifting of all track was carried out, some of which had been supplied by British Gypsum at Mountfield, the

long abandoned North Downs Steam Railway at Dartford and the old Betteshanger Colliery site in East Kent. Any feelings of nostalgia were more than compensated for by the recent rapid progress at the Robertsbridge site.

Part of these changes involved shunting all the stock from the platform site to the new running line between the start of the branch and bridge no. 1. As the scheme is moving closer to being linked to the Kent & East Sussex Railway, all rail movements on site from that moment onwards were and will be carried out by qualified personnel from the Tenterden end of the line. This is because the Rother Valley Railway does not have permission to operate trains. Our thanks are therefore given to the drivers and guards from K&ESR for carrying out this essential movement.

Now that the site is clear, construction of the new terminus can start in earnest. Initially the first item to be built will be the 6 coach platform which will run parallel and close to the Network Rail car park. This will be followed by the station building, featured in the last edition of the *Tenterden Terrier* and the new track layout.

As the whole site, apart from the shop and visitor centre, is subject to major construction, would those interested in viewing progress, please observe the site only from the Network Rail car park. Your co-operation is appreciated.

Leaving Something Good Behind

When you write a Will as well as protecting your loved ones you can also help preserve the future of the K&ESR. We realise it can be a sensitive and difficult task but we understand determining what gift is right for you is just as important as making the gift itself.

Legacy income is important to the future of your Railway. Recent donations have helped to finance major locomotive restorations, the purchase and restoration of carriages and the installation of major facilities.

In 2011 we created a Memorial Garden which offers a peaceful location adjacent to the track at Northiam Station to provide a special and poignant way to remember loved ones. Staff can be on hand to help plan a memorable visit with family and friends or guide you to the memorial garden for a few private moments of remembrance.

With prior arrangement ashes can be scattered in the Memorial Garden and a commemorative plaque engraved with words to provide comfort can be purchased to be fixed to the boundary wall. Catering can also be arranged for parties large and small on the steam service.

If you would like to read more about what we can offer please make contact to request a legacy leaflet or visit the download section of our website.

TERRIER CLUB

At the recent volunteers meeting it was noticeable that there were a lot of grey hairs and also a lot of people with minimal hair!!

Although there is a reasonable influx of young blood into the railway it is obvious that we need more.

The Terrier Club was founded a few years ago to encourage young members from ages 11-15 to volunteer and contribute to the railway in as many ways as possible. Unfortunately due to a number of reasons, principally lack of support, it did not continue.

I would like to see the Terrier Club established again to provide volunteers to enable the railway to continue operating in the future with as much volunteer input as possible.

Speaking to existing volunteers it is universally agreed that it is a commendable cause but of course there is the age old problem of:

“Who will run it?”

I am prepared to lead the project but it is an impossible task for one person. There will be a need for supervisors on working days, but also there will be positions in administration, risk assessments, contacts to schools etc.

Other railways operate schemes very successfully with waiting lists of people wanting to volunteer. Why can't we?

I therefore appeal for members to assist me in getting this project off the ground and up and running. Experience of youth supervision would be useful but not essential.

Please contact me either at the station or on the numbers below.

Let's give the youngsters and yourselves something different to do!

Dave Stubbs, member for 43 years

01634 233337. 07711 831476.

Letters to the Editor

Sir - It might interest readers of David Linsdell's article on War Department Brake Vans in the Winter Tenterden Terrier that the brakes have a strong connection with the Colonel's Shropshire and Montgomeryshire Light Railway. When the Army took over in 1941 they found that, in common with all the Colonel's lines that there was only one very derelict brake van available as they didn't use them, they just hung an 'LV' sign on the last vehicle. Consequently they begged borrowed and stole some ex SR Brakes (numbers given as 01, 754 and 425 though they are numbers I do not recognise) and received a batch of the Ashford built brakes (Nos 11024-29) direct from the production line on 26 March 1942. As David's article recognises the association of these vehicles with the S&MLR lasted til its final closure in 1960.

Brian Janes
Sissinghurst

Sir - Gricer has told me that his column (which I normally enjoy) comes as the result of what he hears from his colleagues. I think that is therefore necessary to make some points about why the railway works (or not) the way it does. I have agreed with you (Ed.) that I will write a couple of pieces about the railway's business model and how we make it work and the first part of that will be elsewhere.

As far as events are concerned Gricer radically suggests that we scrap our events programme. Is it a good idea to scrap the occasions when the railway makes money, and revert to being a light railway with a mixed train perhaps, trundling up and down all day?

We successfully run a number of events - Forties, Gala, Hoppers, Santa, Thomas, all of which provide vital income and are the only times our trains really make money (other than the Wealden Pullman). So although in previous columns Gricer has said how good these are, he now radically suggests scrapping them (although he is pleased we are keeping the ones that made a loss!). Even more radical would be not to operate trains on loss making days. This is many of the days when the weather is bad but you can't tell the visiting public when they turn up that it is raining today so we aren't going to operate!

Gricer wants to reduce our ticket prices. We successfully target senior citizens who are well known to fancy a bargain (Pensioners Treat),

and families with Kids For a Quid which has resulted in us improving our visitor numbers at quieter times and for income in our key month of August - when numbers were falling until we introduced it, and half term breaks when visitor numbers were also low. Gricer seems to be suggesting that we reduce our fares across the piece, and presumably cancel the price promotions too unless he wants us to give steam rides away?

Retailing, especially including leisure and tourism is struggling during recession. One of the ways to attract custom is to discount. "Everybody loves a bargain". SO the reason these offers are successful is because they are targeted promotions.

Philip Shaw has highlighted in previous editions of the Terrier that running steam engines is expensive. It is however our business. We need to recover our costs and the 2013 budget model says our cost per passenger is £13.40. Only rover fares for adults are more expensive than this. We sell a lot of single journeys (particularly to coach parties some with cream teas) but we must balance the books. CSRE activities help do this, but the fares are key.

Sometimes we forget that we compete with other heritage railways (who charge about the same per mile) but more importantly tourist attractions. More so the latter, because that is the market for the majority of our visitors.

So what price is the competition for a family of 4?

Legoland - family of 4 with online discount
£110 + parking

Chessington WOA with on line discount
£60 (otherwise £100)

Chatham Dockyard £45

Leeds Castle £65

Cineworld Ashford 1 film during the day
80 minutes £28

Ten Pin Bowling - 2 games about 90 minutes
for 4 £35.50

K&ESR £42 cost per mile £2

Spa Valley £26 cost per mile £2.36

Bluebell 2012 £ 37 cost per mile £2.09

So we are at the lower end for a family day out. It is just that days out have become more expensive and when we move from being a

parent to a grandparent it is easy to get out of touch.

Gricer also complains about single fares. He thinks they are too expensive. Across the transport industry singles are disproportionately more expensive than returns. So why? Perhaps it is because the passenger still has to be sold a ticket (labour and material costs), they use the facilities (eg cleaning costs including waste removal for us are about 35p per passenger) but above all because the transport, in our case an expensive to operate steam train, still has to come back! Try looking at it this way. Instead of charging a premium for single fares we give a discount for those who return – BUT please don't complain because we are discounting it too much!

*Graham Baldwin
General Manager*

2013 Annual General Meeting

Please note that the AGM this year will again be held in **Zion Baptist Church, Tenterden High Street, during the afternoon of Saturday 12th October.**

Nominations for election to the Board will close at 2.00 pm on 20th July 2013. The necessary nomination forms can be obtained from the Company Secretary.

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

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

September 2012

1st	Rosemary Geary	No. 017	£80.00
2nd	Paul Gurley	No. 674	£70.00
3rd	Lionel Marchant	No. 158	£60.00
4th	L J Flisher	No. 106	£40.00
5th	Roger Diamond	No. 296	£35.00
6th	A J York	No. 186	£30.00
7th	G Lusted	No. 307	£25.00
8th	D J Haynes	No. 055	£20.00
9th	Terry Joint	No. 479	£15.00
10th	Dick Beckett	No. 327	£10.00

November 2012

1st	Viv Bradley	No. 068	£70.00
2nd	M J Andrews	No. 549	£50.00
3rd	Derek Drage	No. 539	£45.00
4th	Kenneth Percival	No. 356	£30.00
5th	Alan Dawes	No. 009	£25.00
6th	P W Wilson	No. 042	£20.00
7th	Mr B C Paul	No. 381	£15.00
8th	G W Bennett	No. 344	£10.00

October 2012

1st	Ian Legg	No. 140	£70.00
2nd	Meg Gooch	No. 239	£50.00
3rd	Andre Freeman	No. 050	£45.00
4th	Paul Gurley	No. 559	£30.00
5th	Lionel Marchant	No. 607	£25.00
6th	David King	No. 620	£20.00
7th	Marion Connell	No. 224	£15.00
8th	Chris McNaughton	No. 008	£10.00

December 2012

1st	Mrs G F Brice	No. 552	£200.00
2nd	Ian Cook	No. 071	£100.00
3rd	Ron Dunn	No. 460	£100.00
4th	Bob Clifford	No. 016	£ 90.00
5th	Nigel Thomas	No. 558	£ 80.00
6th	Barry Holmes	No. 262	£ 70.00
7th	Rosemary Geary	No. 230	£ 60.00
8th	Brendan Connell	No. 596	£ 50.00
9th	Alan Dawes	No. 009	£ 45.00
10th	Mr R F Champion	No. 330	£ 35.00
11th	Jolyon Vickers	No. 314	£ 25.00
12th	Nigel & Cathy Moxom	No. 595	£ 20.00
13th	David King	No. 621	£ 15.00
14th	Nigel Thomas	No. 363	£ 10.00

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

On a Cushion of Air:

the story of Hoverlloyd and the Cross-Channel Hovercraft. Robin Paine & Roger Syms. Writers World books. £40.00. ISBN 978 0 9568978-1-7

With only a loose 'transport' connection between the two it may seem that a book about hovercraft has no place in a heritage railway journal; but the more one delves into this book, the more uncanny resemblances one finds to our own railway's story.

When, in 1969, Hoverlloyd opened Pegwell Bay Hoverport, the entire concept of hover travel was largely unknown. It was perhaps a similar situation to that which the K&ESR must have found itself. While having a certain notion of what was required, nobody could quite be sure what to expect. Apart from that, though, the two enterprises were seemingly poles apart. On the one hand, here was a large overseas, (Swedish), company investing enormous sums with the sole aim of turning a profit. On the other, there was a group of enthusiasts, with access to little capital, intent on preserving a small piece of history. If one was looking to the future, the other seemed to be heading back to the past.

Yet it soon becomes apparent that both Hoverlloyd and our fledgling railway shared much in common. Both were committing – in their differing ways – to something largely untested. In the case of the Kent & East Sussex a group of enthusiasts, with little or no experience, intent on running wheels along a permanent way of dubious quality, while Hoverlloyd, an organisation with little experience with the hovercraft, aspired to send vessels six times faster than anything else on the sea at right angles to the busiest shipping lanes in the world.

The K&ESR's challenges have been well documented. So too, are those of Hoverlloyd, thanks to this book's authors – both of whom were captains with the company, and part of it from its earliest days. Thus they were well-placed to see how hovercraft also presented challenges for officialdom. For example, the Air Registration Board required a satisfactory practice evacuation before granting Hoverlloyd a 'Permit to Operate.' The first attempt at sea was far from successful. Nevertheless, the exercise was subsequently completed to a satisfactory standard. The Board's inspectors seemed unperturbed that it was on dry land!

It was initially hard to break hovercraft rules

because there were few other than the basic rules of the sea. Nonetheless, the authors share some wonderful anecdotes. It's best not to dwell on the possible consequences of the occasion when a propeller flew off at full speed at Pegwell, (fortunately without injury) Some of the stories are highly amusing so hence we learn of the ramifications of making an emergency stop – or "plough-in" – at sixty knots, (the hovercraft was capable of coming to a halt in just one and a half times its own length). One captain succeeded in getting a recalcitrant engine to fire up by walloping it with his shoe. One crew, through a navigational error, found themselves speeding towards a pillbox near Calais. (They kept going and simply bounced off). If it all seemed like one big adventure, making it up as they went along, it probably was – although as the authors point out, for the most part proceedings were pretty uneventful.

The book also yields a few surprises. Among these is that Kent County Council was an unlikely opponent of the new hoverport. It balked at having to finance infrastructure for both Dover and Pegwell, much preferring to focus on the former. Not that Pegwell was the only site considered. Lydd Airport was also a candidate, notwithstanding the requirement to hover a mile or so across shingle with a main road and railway line thrown in for good measure.

Yet one thread that weaves its way through this superb book is that Hoverlloyd was one, big happy company to which everybody was devoted. Its staff were almost exclusively in their twenties and thirties. Labour relations were outstanding – probably a consequence of the unique job satisfaction. To quote one of the authors: "With no previous experience to speak of, and no one else to help us, we took an unknown, untried concept and slowly but surely made it work. There is no satisfaction greater than that." They are words that might equally echo our own railway's achievements. *On a Cushion of Air* is, at £40, a considered purchase but with more than 700 well-illustrated pages, you get an awful lot of book for your money. Thoroughly readable, it comes unreservedly recommended.

CF

GERVASE REVISITED



Above: Gervase well advanced and receiving lining out to the Oxford Blue livery (Mike Hart)
Below: Gervase almost ready for the K&ESR 'Steam Up' on 4th/5th May. See this unique locomotive in action again (Mike Hart)



Welcome 6619!



Above: 6619 Ltd. Shareholders' Special at Tenterden Town on 25th November 2012 (Phil Edwards)

Below: No. 6619 drifting down Tenterden Bank. The lines of the 56XX Class are well illustrated in this view (Phil Edwards)





Above: Shareholders' Special at Wittersham Road (Alan Crotty)

Below: Two English classics – the GWR styling of No. 6619 and an MG B GT at Bodiam (Brian Stephenson)





No. 32678 on the Remembrance Day train 2012 (Bradley Bottomley)

2012 was a disappointing year regarding passenger numbers - they show a fall of 15.9% from the success of the previous year.

Three factors contributed to this reduction – the dismal weather, which hit us hard, particularly during the first half of the year; the recession, biting deeper into the leisure £ available; and the Olympics, which drew crowds away from tourist attractions, the South East arguably being affected more than other regions.

Table 1 analyses the month-by-month figures, and Table 2 shows the fortunes of the major events over the last 2 years.

The weather at the February Thomas™ event was particularly cold, and we can't expect parents to bring out young children in such freezing conditions. The temperature did recover a little for the last Sunday and as a result more people attended. But it hadn't got much better for the last day of March at the

Rock with the Tots show and the brave souls who ventured out had to endure a biting wind. And so the poor weather continued and visitor numbers suffered as a result.

It really wasn't until September that some good news lifted our spirits. The very enjoyable Hoppers event took place on a warm sunny weekend, and was well-attended. My lasting memory will be sitting on one of the benches on Bodiam station platform on the Saturday evening, beer in hand, watching the rays of the setting sun glowing on the walls of the castle.

And the year ended on a real high, with an excellent Santa event. 2011 had been a good year for the number of passengers carried on the Santa Specials, but 2012 even beat that, albeit by only 6, and a worthy finish to the year.

As usual, I would like to thank the team of booking clerks who have worked so well during the year. We always like meeting the

variety of passengers who appear at the window hatches – from the cheery ones who are looking forward to their day out (often more excited than their children), to the more serious ones who have been dragged along and would much rather be somewhere else. Then there are the jokey ones: ('a day return to

Victoria please') or the ever popular (and how we laugh.....) 'how much? I only wanted to ride on your train, not buy it'. It's what makes the job so entertaining. We all hope that 2013 will bring an upsurge in passenger numbers and (I may regret saying this) I hope our booking clerks are rushed off their feet this year.

Table 1 Monthly passenger figures

		2011			2012	
	Days	Trains	Passengers	Days	Trains	Passengers
January						
February	8	52	6563	8	45	3929
March	4	26	1637	4	18	1341
April	20	109	8069	19	98	5888
May	22	117	11804	19	104	8225
June	20	104	8196	21	110	8175
July	23	124	12796	25	131	11034
August	31	158	17512	31	164	14529
September	19	107	9890	22	121	10380
October	15	75	5536	11	53	3348
November	1	1	142	3	10	644
December	15	91	13799	13	83	13294
Total	178	964	95944	176	937	80787
Catering:						
Wealden Pullmans & Charters		59	3617		57	3481
Fish & Chip Specials		14	695		10	441
Grand Total			100256			84709

Table 2 – major event results

	2011	2012
February Thomas™ (4 days)	4733	2909
Kent Big Weekend Out	716	600
Rock with the Tots (1 day)	-	413
Gala	2438	1683
1940's weekend	2573	2169
Diamond Jubilee (2 days)	-	878
CAMRA Beer Festival	507	445
World War 1 weekend	-	896
July Thomas™ (3 days)	4352	3285
1960's weekend	-	907
Hoppers weekend	1414	1382
September Thomas™ (2 days)	3455	2501
Santa Specials (9 days)	12346	12352

Aries - A 'Star' of the Pullman Car Company.

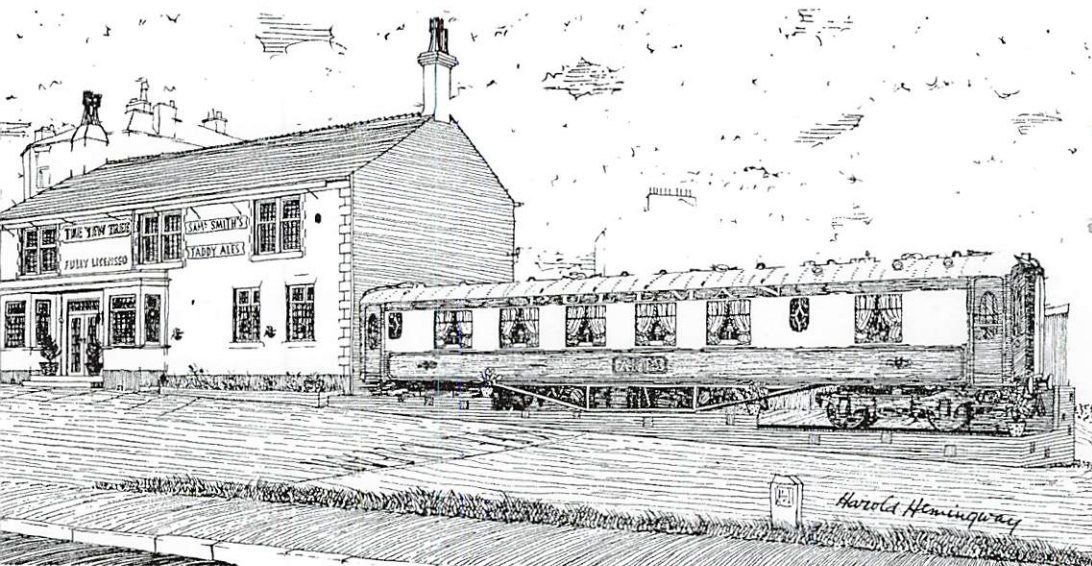
Early in 2012 Doug Lindsay was advised by a fellow member of The Pullman Society that he wished to dispose of one of his Pullman Cars, 'Aries', and that his wish was for it to come to the K&ESR for use on the 'Wealden Pullman', where he was sure it would be cherished and have a secure working future. The favourable price asked was such that André Freeman and his team were able to negotiate its purchase and start plans for restoration. 'Aries' is now at Derby for underframe restoration and eventually will come to Tenterden for the bodywork to be restored.

Just over 60 years ago, Britain was recovering from the Second World War and looking to the future with the Festival of Britain taking place in 1951. The Pullman Car Company was also looking to the future - the re-introduction of the Golden Arrow service having taken place in 1946 and the revival of a pre-war order for new Pullman Cars had just been completed in 1951/2 to coincide with the celebrations of a new peacetime Britain.

The order for new Cars (Pullman cars were never carriages!) was made up of 10 vehicles, 4 Parlour Cars, 5 Kitchen Cars, 1 Bar Car 'Pegasus', and some refurbished second class Parlour Cars and Guards Parlour Cars. Seven of these were built by the Birmingham Railway Carriage & Wagon Co, and three were constructed at Pullman's own works at Preston Park, Brighton.

'Aries' was one of the latter and was introduced in 1952, and in fact was the last traditional Pullman Car to be built at Brighton. She was a First Class Kitchen Car with armchair seating for 20 passengers, four of which are contained within a coupé, a toilet, pantry and kitchen. All these Cars had Pilkington double glazing, amongst the first railway vehicles to have this feature, the earliest being two Pullman Observation Cars built, again at Preston Park, for the Devon Belle service introduced in 1947.

It is no coincidence that a Director of Pilkington Glass was also a Director of The Pullman Car Co!! This series of Cars was also noticeably different from Cars built hitherto in that the toilet and pantry windows were rectangular plain obscured glass rather than the more traditional oval with stained glass quarters. The bodywork framing was of timber construction with the exterior surface sheeted in steel. A



Yew Tree' advertising card 1970's (Via Doug Lindsay)



Aries being slewed sideways at the Portsmouth Arms prior to removal from the site (Via Doug Lindsay)

steel underframe utilised Gresley design four wheel bogies.

Other noticeable changes with these Cars were the use of a deeper sliding window vent, very flush sides, and a smaller oval window in the vestibule doors. The interiors also strayed away from previous tradition in that there was less marquetry, with plainer veneers used on the walls that featured a greater use of mirrored panels. Lighting was somewhat different too, with wall and ceiling fittings being of a more stylish design. The luggage, or more correctly hat and umbrella racks, were of a new design also. 'Aries' and her sisters also had a different shape of brass table lamp which became a standard shape post war, not only for these new Cars, but used for replacements for the many that were broken or went missing during the war. They were fitted with the iconic Pullman plastic lamp shades that had been especially developed for the new (1932) electric Pullman services and which were reputed to be the first

extruded plastic lampshades made! These shades came in a variety of colours and seemed to be used indiscriminately throughout the Pullman fleet.

'Aries' was also unique in this series of Cars in that she had a slightly larger pantry and kitchen, making her easily distinguishable by the window configuration fitted to the kitchen and pantry. These Cars also were amongst the first Pullman Cars to use bottled 'Calor Gas' for cooking and water heating, as opposed to railway supplied coal gas which had hitherto been the case. Not only was it a far more convenient form of fuel, it was also safer and cheaper, which of course was always an important factor to Pullman.

However, in spite of these differences, 'Aries' soon settled down to regular use, initially in the famous Golden Arrow service where she matched the other 1951/2 'Festival of Britain' Cars, along with the rebuilt second class cars which had also had their toilet windows altered



Aries interior (Via Doug Lindsay)

to rectangular ones to match! This prestige train, which became known world-wide, was *the* way to travel from London to Paris. Of course in those days the British section of the train only went to Folkestone or Dover, passengers transferring to the ferry, then to the French equivalent 'La Flèche d'Or' at Calais for onward transit to Paris.

Today, the current service operated by Eurostar takes the train direct from London to Paris, via the high speed route and Channel Tunnel, in about a quarter of the time!! However the elegance and style of real Pullman travel is sadly lacking on these new high speed services.

As the geographical area covered by the Southern Railway, and later Southern Region of British Railways, encompassed most of the main arrival points for visitors (Southampton or the Channel Ports, and later Gatwick Airport), the SR and BR(S) were very often called upon to operate special trains for Royalty and visiting Heads of State. As the Southern had restrictions on rolling stock gauge, it was not often possible

to use the Royal Train for these important guests' specials. The Pullman Car Company, along with Southern, was therefore usually involved in provision of a VIP type train.

Pullman had always provided a specially selected series of Cars for such special services, and indeed for each train the Cars were specially cleaned and prepared to ensure only the very best of service was on offer. The staff also were hand-picked, with regular personnel used in order that the strict protocol required was observed.

With the entry to service of the post war Cars, and these being the newest in the fleet, 'Aries' and her sisters were the usual choice for Royal Trains from 1951 onwards. Often the cinema (or later television) news would depict the ritual of the Royal Train arrival at Platform 2, Victoria Station, with the King, later the Queen, welcoming guest Heads of State or indeed arriving themselves from a trip abroad with the gleaming Pullman Cars as a backdrop. The most popular Car of the series for Royal use was

'Phoenix', but normally there would be at least two or three Cars, sometimes a whole train, and more often than not 'Aries' would be in the formation.

The Coronation in 1953 and the celebrations around that time called for extensive use of Royal and Special trains and both The Pullman Car Company and SR were sometimes stretched to the limit to provide not only for those services, but also in providing an enhanced service for the public due to the number of visitors to these shores.

There was also the annual ritual of the Royal train to the Derby and Ascot races each year and Pullman would be called upon to provide the rolling stock, with 'Aries' featuring in many of these. Perhaps her most unusual use was on 15th July 1953 when a Royal Train was formed of just one Pullman Car, 'Aries', flanked by a pair of SR Bulleid brake composite cars. Hauled by Schools Class loco 30937 'Epsom', the train took the Queen and some of the family from Waterloo to Winchfield in connection with the Farnborough Air Show. A photograph of the Royal party alighting from 'Aries' at Winchfield was used in the official Pullman Christmas card that year and clearly shows 'Aries' as a backdrop. So, our acquisition of Car 'Aries' provides an important addition to the 'Wealden Pullman' service, whereby we can eventually

accommodate all customers in Pullman comfort. Moreover, she is a Pullman Car which spent many trips carrying Royalty, not only from this country but from around the world, a provenance that we will be marketing I'm sure!

Coupled with her Royal and Golden Arrow service, 'Aries' continued to be used in the fleet, sometimes even appearing in the Bournemouth Belle formation. However following the total acquisition of The Pullman Car Company by British Transport Hotels in 1963, the slow run down of former prestige services began to bite. During the 1960's, many Cars were withdrawn and some of 'Aries' sisters in the Golden arrow service were repainted in a dreadful 'reversed blue & grey' livery. Even the famous 'Brighton Belle' was so reliveried and the Cars lost their traditional names, all seemingly in the race for a corporate image that BR was trying to instil. There is evidence that 'Aries' seating was converted to a 2+1 configuration at this time, although she did retain her coupé, and she was also employed on services on the Eastern Region. The Golden Arrow had been hauled by diesel or electric traction since 1961, when Kent was finally electrified, and the train had become a rather 'ordinary' service with normal passenger vehicles added to a rather mixed bag of Pullmans in differing liveries. No doubt the coming of cheap fast air travel had taken a toll on the more sedate form of travel, particularly



Aries at Dover c. 1963 (Via Doug Lindsay)

to Europe, and the ever increasing cost of maintaining non-standard vehicles was a burden to British Rail. Eventually, in 1972, both the Golden Arrow and the Brighton Belle were withdrawn amongst much publicity, particularly so in the case of the 'Belle'.

However, 'Aries' had been withdrawn prior to that in 1967 and fortunately had not been scrapped but purchased for use as a restaurant novelty at The Yew Tree Inn, near Rochdale. The landlord, Alec Honeyman, had purchased her straight out of service for £750!! Fortunately she remained complete on her own wheels and in July 1969 was delivered and positioned on a length of track adjacent to the pub. The kitchen, pantry and toilet areas were stripped out to provide more seating but, apart from that, she stayed substantially the same. In fact I saw her in the 1970's and she looked well maintained, complete with table lamps, and was in use as an extension to their restaurant.

She remained there for nearly thirty years, becoming a local landmark, and was repainted more than once during that time. However things change, as do landlords!!, and when she was no longer required by the brewery owned pub in 1998 was offered 'for preservation' and a member of the local East Lancs Railway purchased her with a view to restoring her for service there.

There were however some obstacles to be overcome, not least of which were movement by road to Bury. There was also evidence that she had some asbestos content, a common material used in the 1950s for insulation, and this had to be addressed by the new owner. She was moved, utilising two cranes and low loader, to Bury Yard on 6th July 1998. There then followed negotiations with the HSE for the asbestos removal and a suitable registered contractor was engaged to carry out the work that September. As most of the asbestos was contained within the walls and ceilings of the Car, all the veneered panelling and inner ceiling had to be carefully removed and positions recorded to ease the eventual replacement when restoration was to start in earnest. Incidentally, the cost of the asbestos removal was nearly *three* times the cost of transporting her to Bury!

She then remained parked at the rear of the East Lancs yard at Bury for some time, looking

a sorry sight, with windows boarded up and bodywork showing signs of decay. Sadly the proposed restoration never actually commenced.

Pullman enthusiast Pat O'Connor purchased 'Aries' in 2006 and moved her to Portsmouth Arms in Devon with a view to restoring her. As soon as she was placed on track in his garden, he commenced work to make her weatherproof and did clean and replace some of her panelling and started collecting items to replace those lost over time. However due to a change in personal circumstances, he decided that he was unable to continue with the restoration and offered her to the Kent & East Sussex Railway, where he was sure that she would have a safe future. Following a feasibility study, meetings to ascertain that she would be an asset to our service, and approval gained from our Trustees, she was purchased with funds accrued in the 'Pullman Gratuities Fund' (what better way to spend these funds!!) and eventually moved to Ramparts in Derby during September 2012.

A new chapter in the life of 'Aries' is now beginning. Following the restoration and repair of underframe and running gear at Derby, she will come to Tenterden for her bodywork and interior to be restored. This will be no mean feat and will take many man-hours and cost several thousands of pounds. However, once completed and in the Wealden Pullman set, she will make the train all-Pullman, so enabling an increase in revenue. Crucially, she will also allow our Maunsell NBO vehicle to be released to 'normal' traffic as a First Class vehicle suitable for the provision of premium catering packages, for which there exists a currently untapped demand and which will permit the generation of additional revenue to further enhance our railway.

Many years ago I was given one of 'Aries' table lamps by a former Pullman employee who was fully supportive of our efforts to recreate the Pullman ambiance and service of yesteryear. How could I ever have imagined all those years ago that one day *Aries* herself would be part of our train...was that an omen or just chance I wonder! Let us all look forward to the day when 'Aries' is launched into traffic and becomes a 'Star' of the Wealden Pullman.

Doug Lindsay

HOW MUCH?

General Manager Graham Baldwin writes about the railways fixed costs

BR stopped running steam engines because (in part – Ed.) they were too expensive. Heritage railways have taken up the mantle but 50 years on they are more expensive, particularly when you consider they cost an average of £100,000 to overhaul (including labour costs), just to obtain a boiler certificate that lasts for ten years, and every year the locomotive only works for around 80 days. To that you have to add maintenance costs and of course coal and water.

Annually I prepare the railway's budget and it becomes considerably more difficult to balance the books as costs increase, and if we don't increase fares and visitor numbers we don't balance.

Gricer's article in the last edition has prompted me to write something about the costs that K&ESR has to cover and I thought I would approach this through two articles for the *Terrier*. In this one we will look at some of the fixed costs before we run trains and then in a future edition of this journal we will look at the costs once we start to run them.

Part one is therefore "Let's have a railway."

We've got a railway of course and it is as the K&ESR stands today. Debated around the place and sometimes in the *Terrier* are the rights and wrongs of our infrastructure but for the purposes of this exercise we will look at the costs of what we have today. Within the departments I am detailing some of the major items but they are not exhaustive lists!

1 Permanent Way.

As we have a track we have to maintain it and for 2013 this department's budget is £53k. There are improvement works within this total but much of it is maintenance related and it includes £15k for ballast, and £11k for rail. We need plant hire for earth works relating to the works the team undertake, fish plates, sleepers and other materials, Personal Protection

Equipment for staff, we need to maintain the on track equipment and there's much more. All of these costs like S&T become necessary once we have 10.5 miles of track to maintain. The great news is that there are no labour costs.

2 S&T

The Signalling & Telecoms budget for K&ESR in 2013 is £21.5k but that excludes the costs of telephone calls which are elsewhere. Key items within that are renewing crossing signage, renewing overhead poles and wires, maintaining signal boxes (each year we paint one and that costs around £500) and maintaining the signals themselves. There are lots of small items that make up the total, which does include improvements to keep the line safe but the vast majority of the budget just maintains what we have. Again, this is a totally volunteer department with no labour costs.

3 Forestry & Conservation

Although a considerably smaller budget we have to maintain the lineside too. The track has to be kept free of weeds and spraying 10.5 miles of track and sidings costs well over £3k. Trees on our property need to be kept under control and specialists supplement the hard working volunteer labour force. The F&C team cannot keep all the vegetation under control, to do that we would need 4 times the number of volunteers, so we use mechanical assistance with flailing for which £2.5k is allocated. The team also need fuel for their equipment. Finally within F&C is lineside fencing. Until a few years ago we had not renewed fencing and some of it is in urgent need, and indeed some parts of the railway have no fencing at all, which is not acceptable. A budget of £6k is allocated for fencing which enables us to fence a few hundred yards, but it is very little really. The total F&C budget is £14.5k.

4 Repairs & Maintenance

The total repairs and maintenance, for stations and commercial buildings is around £23k. Each station has a small individual sum but

there is a general fund too. This covers painting buildings and fencing, which is incessant because of the amount of wood involved, and signage replacement which is ongoing. This also includes a small budget for gardening too. We have to maintain 13 buildings under this heading as well as gardens, car parks, signage, equipment, and platforms. I often say we need to think about average repair costs for our small buildings at £1000 per annum. Brick buildings are therefore much better than wooden ones! No project costs have been included in the total above although every year there is at least one major repair item. We start 2013 with the old cattle dock wall at Tenterden a £7000 job! So the total for repairs and maintenance is around £30k.

5 Finance costs

I have put these in at this point because we have to service debt and although this year it will be restructured we will still have a future requirement to find around £45k to cover loan repayments and interest. It is a fixed cost today and so relevant. Although not yet operating, we are going to be and we need insurance for public liability and to cover off eventualities which is another £55k. Without gulping for air and without trading we have incurred another £100k under this heading.

6 General costs.

We spend around £4k per annum on staff tea, coffee, water for work, first aid equipment, and other staff welfare costs. I will deal with office costs next time.

The sharp eyed reader will notice that I have not mentioned any marketing costs yet, because at this stage I am just covering off “fixed” costs of the railway before we prepare and operate trains. We have used no electricity or gas either. Nevertheless, our outlay so far is heading towards the quarter of a million pound mark.

On an average day we take about £4000 in fares and another £2000 in retail sales (shop and catering on an average 50% margin) so already we have to operate for 45 days just to cover off these costs. We need some locos and

carriages to do that which means some associated costs.

Starting with the locos, we need three (two to operate and one in reserve to cover wash outs break downs etc) For the purpose of this article any size will do. As I indicated at the start of the article each locomotive has an annualised overhaul cost of £10k per annum. We also need to overhaul another locomotive to replace the first one out of service so our annual costs for four steam locos (remember we have 12) is £40k so far.

They incur repair costs too of around £7k each based on the 2013 budget. We also need to maintain the loco shed, comply with Health and Safety legislation, have boilers inspected etc. Loco engineering has now gone to around £80k and now we need some carriages.

Exclusive of major projects and staff costs, Carriage & Wagon's, budget is around £45k per annum. This enables us to operate our different rakes of vehicles.

We are now at £388k. Hardly any labour costs, no marketing, no electricity or telephones or other office expenses and most importantly no operating expenses but we now have to operate for 78 days to cover the costs described above. We in fact operate for 180 days and still only broadly break even!

So now I'll add water, which for supply of all our water and the costs of water treatment comes to just under £20k. We are going to need an operating department now and their budget which includes emptying interceptors, maintaining the Kalmar, rostering expenses and again much more will add another £17k. We spend around £500 per operating day on coal based on our current profile of steam and diesel services so to use that figure we have now moved to 93 ordinary operating days to break even, allowing for a couple of paid engineers in the loco department and no other wages and nothing else in the paragraph above.

Now gentle reader, you can dwell on this until the next *Terrier* when we'll have run Thomas™, encourage some membership, done some marketing so that we can get some visitors here and paid some of the other general overheads. We'll add in Pullmans too, but of course we will need another loco available and you now know what that means!

WANT TO RUN YOUR ENGINE?

That will be £12 please!

Brian Janes looks back 50 years to the arrival and steaming of our first locomotives

To quote the contemporary report in *The Farmers Line*, this Journal's esteemed predecessor, "considerable excitement was in the air as an enthusiastic group of Members assembled at Tenterden on Wednesday 13th June (1962) to witness the arrival of *Gervase*."

For those of us familiar with the many such events since, the arrival was delayed on the road and our first locomotive only arrived the following day. Then the fun could start, and to further quote *The Farmers Line*:

"...in the event most of [the assembled company from the previous day] were able to return the following morning to see the engine arrive. A telephone call from the parents of a member with strategically placed business premises in

Tenterden High Street was our first indication that the Great Event was about to occur. The photographically minded personnel present hurried off up the road to photograph *Gervase* against the picturesque background of the High Street, whilst delayed motorists passed equally picturesque comments as the low loader slowly backed round into Station Road (*this was VERY narrow then, before the old fire station (previously the market) was demolished – Ed*).

"With remarkable skill the driver of the Scammell piloted by his mate, reversed his long, articulated vehicle down the road and into the gateway of the station. Considering the rather tortuous nature of the various operations necessary for this, it was accomplished with remarkable efficiency, the only anxious moments being when an already somewhat battered reinforced concrete gatepost was slowly bent double and forced into the ground under



Gervase, Dom and the Morris 20 Railcar on AGM day 1963 (Peter Carey)



Marcia and Gervase 18th July 1963, the day Marcia arrived on the K&ESR (CSHA)

the weight of a 13 ton locomotive and a lorry weighing probably another 20 tons, and an awkward moment when the centre of the trailer of the Scammell grounded on a hump in the ground. Accompanied by the steady whirr and clicking of numerous cameras, both cine and still (*Where is all this now?* – Ed), Gervase was slowly winched off the trailer, to run the last few feet with apparent eagerness and to take to K&ESR metals with a sideways roll and a hefty crunching of springs. With the invaluable help of the Scammell crew, who pushed her much of the distance with their lorry, Gervase was transferred to the siding which is destined to be her home for the next few weeks, and eventually the faithful few who had completed this operation by means of muscle power and crowbars were able to retire and view from a distance the first locomotive to be seen in Tenterden for over a year. It must be admitted that Gervase is certainly no oil painting and the first comments of the first reporter to arrive in search of a story were *Is it all there?*, followed by *Is it a diesel?*.

Gervase was said to be in fair condition and easy to get running but as volunteers set to work to get it into steam the task was seen to be greater than anticipated. Amongst the stalwarts who worked on this task were our present Trustees Dick Beckett and Derek

Dunlavy, then Ashford Works apprentices. (*Not to mention Alan Crotty, destined both for a career at Chart Leacon and fame as a railway photographer. He has returned to us in the past few years* – Ed.) During this period Gervase served as a robin's nest with a 'bonny family' of three fledglings successfully raised in the Spring of 1963. Although it was almost a state secret, except amongst the regular volunteers, Gervase was first steamed and out and about on several occasions by May, even venturing well out of station limits as far as Cranbrook Road.

Now wishing to demonstrate its own engine on the track the then Kent & East Sussex Railway Preservation Society was negotiating to buy, the Chairman, the late Leonard Heath Humphrys, courteously approached British Railways (BR). That august organisation then imposed a charge of £12 to inspect the track at Tenterden. In this day and age of everybody charging for everything and being responsible for nothing, this might not seem shocking but in those days of breadline financing the Society was certainly taken aback to be charged the equivalent of £200 for such a simple approval. After all, back then one week's wages for a manual worker was £15, a loaf of bread was 4p and a litre (not that we used such foreign measures then) of petrol was 5p.

It all started from an aside in a letter of 22nd May 1963 from the Chairman to the Southern Region General Manager's office for the movement of one of two shunting engines (the other one was *Dom* which arrived the day after *Gervase* and was destined never to run again as a locomotive) on its AGM day on 22nd June. A BR official pencilled in the margin 'What type?' a question that, given it was that lovely freak *Gervase*, had of course been asked before and many times since. It is not quite clear why Heath Humphrys requested this permission on this occasion for, as we have seen, *Gervase* had already begun her perambulations. Perhaps he, rightly, thought the associated publicity would annoy BR.

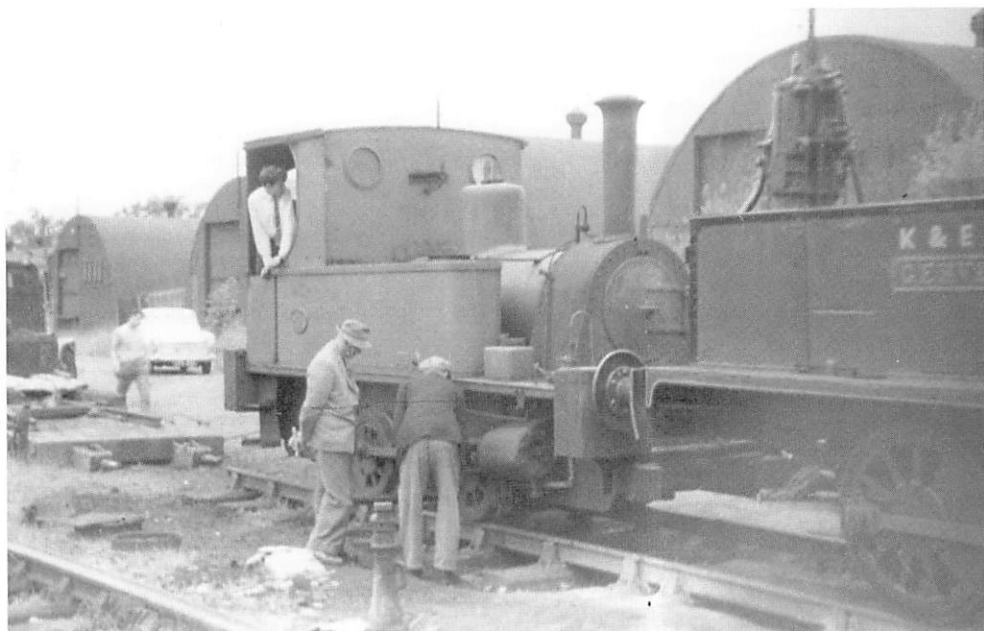
After a few days of bureaucratic shuffling a letter was sent, provisionally agreeing to such a movement within Tenterden Yard only, if an inspection of the track could be made and a BR official present. To their credit the District Engineer, Ashford was urgently consulted (copies to the General Manager, the Chief Civil Engineer and the Estates & Rating Manager!). The track was examined on 17th June with a Society representative (are you still about?). An approval was sent on 19th June with the, never previously mentioned, sting in the tail - the £12 fee (I wonder it wasn't 12 guineas (£12/12/0 = £12.60 Ed) in those far off more traditional days). This was a price set by the

Finance Officer, who had also been consulted, and was to cover the cost of examination of track, use of the yard and supervision on the day.

So *Gervase* was in steam on the day. Inspector Busswood, Area Inspector Tonbridge, attended and a good time was had by all at the station. It was, however, a quiet affair compared with the rather stormy AGM meeting itself where factions had embarked on a fight to the death.

Heath Humphrys, desperately short of cash and perhaps distracted by events, stalled his payment to BR but seems to have paid up only a month or so late. Appetites whetted, the regular volunteers now cheerfully ignored the bureaucratic process. When *Marcia* arrived in July, unloading was made a little easier by the use of *Gervase* to ease her off the low loader. A test run was soon made, with *Dom* in tow, to Wittersham Road but she broke down just short of there and had to be rescued by *Gervase* a few days later.

As a consequence of the June AGM events there was to be a Special General Meeting on 7th September for which another approved steam-up of *Gervase* was requested. Heath Humphrys pleaded with BR for a reduced fee; surely the track needed no further inspection? BR was obdurate, the precedent having been set so the arrangements and fees were to be the



William Austen Jnr and former K&ESR driver Nelson Wood examine *Marcia* on 18th July 1963 (CSHA)



Dom, Gervase and Marcia at Tenterden on 18th July 1963 (CSHA)

same. An inspection was made on 3rd September. This time the train staff (normally kept by S&T Inspector Hawkett at Tonbridge) was made available 'so society members could be trained in its use' provided movements only took place within station limits. In the event, rather than the one loco authorised, both *Gervase* and *Marcia* were steamed up. Inspector Busswood must have kept his counsel for there was no comeback. Heath Humphrys successfully stalled paying the further £12 fee til December. The Society was now getting down to the serious business of acquiring rolling stock and the Kent & East Sussex Locomotive trust was formed in November (another 50th anniversary to conjure with) and took over the three resident locomotives with a view to acquiring other larger ones. *Hastings* and *Charwelton* duly arrived early in the New Year.

With the next rolling stock move planned for March for the arrival of Terrier No. 3 *Bodiam* and a 'small coach' (presumably the *Woolwich Coach* which arrived later in the year by road - Ed.) BR was very suspicious that any charge would remain unpaid and wanted the fee in advance. The planned movement on the line was however postponed by the Society. The BR file then goes very quiet. *Bodiam* eventually arrived at Robertsbridge on 11th April and settled in for a period of residence there, initially filling in as the Hodson's Mill shunter.

This was a fully legitimate movement as the line at Robertsbridge was leased to the Mill. The volunteers meanwhile just seem to have carried on with their own, not so quiet, activities without benefit of BR supervision or fees. This was undoubtedly because local officials were sympathetic and news was never seemingly transmitted upwards. For the 1964 AGM on 11th July *Charwelton*, *Marcia* and *Gervase* were in steam, and there are reports that Inspector Busswood was there and a fee paid, but this is not on file. There were many traffic movements in the year particularly involving the now almost mythical Morris Car railcar conversion, but importantly including the first full works train with *Charwelton* on Whit Monday 16th May. If fees had been paid for all these movements the Society would have been bankrupted!

Then in October the Railway, having had a press event with many members of the public there, appeared on BBC TV's evening local news programme 'Town and Around', with horror of horrors, a moving engine, Woolwich coach and passengers. Then senior BR wakes up. But that's another story...

Sources:

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The Farmers Line/Rother Valley Railway Magazines

GRICER'S MARK I MUSINGS

There are sure to be many things for which 2012 is remembered in the heritage railway movement. Some are good, some bad. But Gricer is wondering whether above all, 2012 will go down as the year when the regulatory authorities waved the big stick. And made the movement sit up and notice. (*We would agree that this may well come to be seen as the most important development of 2012 – Ed.*)

This set Gricer pondering over why officialdom might be rattling the sabre. Is it because heritage railways are becoming dilatory in accepting their responsibilities? Or are they, like seemingly so many aspects of our lives, being subjected to a top-heavy bureaucracy of rules, regulations and, heaven forbid, “Health and Safety?”

Gricer mentioned this to a colleague who, after some consideration suggested this: “I think it’s because we are so much better at what we do.” It was a response that surprised Gricer but one with which, once explained, he sympathised. Heritage railways are indeed better at what they do. Gone are the days of the sixties and seventies when we got by on a wing and a prayer, largely

unregulated and left to our own devices. Then, we were seen as nothing more than a minor thorn in the side of various Ministers of Transport. (Just ask any member who has been here since the beginning.)

Our standards have improved. Heritage railways carry hundreds of thousands of passengers each year. They have proper engineering facilities; their permanent way is, well, rather more permanent than it once was; they offer careers and apprenticeships; they provide a valued, professional, comprehensive and reliable facility rather than a short train ride to anybody who cared to turn up and chance their luck.

Thus, as Gricer’s colleague explained, being better has put heritage railways on a level playing field with the “big” railway. In many respects we do almost everything the big railway does; in not a few we do them rather better. But in reaching that status, in being so professional, it is hardly surprising that we are being scrutinised in the same way as the big railway. No longer can we plead, “We’re volunteers, it’s only a hobby.” The risks, after all, are just the same; the potential



Rolvenden on 11th October 1964 after the Locomotive Department had reoccupied the site (CSHA)

rewards, however, are interminable.

Just Waving.

During an idle chat with the editor, the issue of waving at trains was raised. "Why", asked the editor, "do people do this?" Perhaps Gricer might like to write a few words about it. Initially Gricer wondered if even a few words was two more than he could easily manage. It reminded him of school detentions during which detainees were required to pass the time writing dissertations on such life-changing issues as the inside of a ping-pong ball. So Gricer will say at the outset: he has no idea why we wave at trains. Or do we wave at the driver? At the Kent and East Sussex, the answer is probably neither: we wave goodbye to our passengers as they set off on their journeys - as part of the 'visitor experience'.

The trouble is, it isn't a phenomenon that is unique to heritage lines. Children - yes, and adults - have been waving at trains since way before railway preservation. Gricer recalls the uproar some years ago when the old, lattice-style footbridge at Bexhill station was replaced by a steel box-type structure that lacked waving facilities. Such was the concern that, if Gricer recalls correctly, the story featured in the local newspaper. More surprising, though, was that Railtrack (as it then was) dutifully obliged by cutting panels in the side and replacing them with plastic viewing windows. (To which the local youth duly turned its attention. But that's another story.)

Certainly, Gricer is unaware of anything else that attracts a wave - although he does recall that in the days of the cross-Channel hovercraft it was a practice seen occasionally; the crew invariably reciprocated. All of which must seem a little beyond belief to the hardened commuter who has been marooned on a platform, for goodness-knows-how-long, listening to the latest excuse for the non-arrival of his train home. (Although he may possibly manage a wave without utilising all digits.)

Events past...

As Gricer is putting finger to keyboard, it's the time of year when it is customary to look back and take stock of the last twelve months. Why stop there, Gricer wondered, so he thought that on this occasion he might step a little farther back in time. Thus, referring to his burgeoning file "Kent & East Sussex Railway Literature: Might be Useful One Day," he thought he'd take a look at some of the things we used to do during the 1980s. He was quite surprised at the similarity of many special events to those of today; and

additionally how some have been incorporated into our day to day running as a matter of routine.

Thus the 1982 timetable offered Children's Days: "All accompanied children travel free." (They got souvenir tickets too.) And roll up pensioners' clubs: "On the last return train of the day you can travel for half the normal day return fare provided you book in advance." (We'd probably need to make the 4.30 ex Bodiam an eight car train if we did that now.) The middle weekend of September offered the Steam & Country Fair, that for so long was the hallmark of our railway. Traction engines, fun fair, vintage vehicles... and nearly all organised by volunteers. How ever did we manage it? And if Gricer recalls correctly, it never rained. Was the weather really better then? Or were we just lucky?

Meanwhile, July saw the Weald of Kent Bus Rally, a similar event being held on several occasions during the 90s at Northiam station. And don't forget diesels: if we hadn't quite dipped our toes in the murky waters of diesel galas, we did at least try "Diesels to Dixter" when, "Subject to Ministry approval... you can ride in our diesel observation car between Bodiam station and Dixter Halt." Spring 1983 saw the May Steam Gala - "three or more steam engines in service." And there was Gricer thinking the Gala was a relatively recent phenomenon. The same year also saw the introduction of 'The Lord Warden,' a train that "...on the first and third Sundays of each month... conveys a specially equipped coach for disabled passengers."

May 1984 saw the introduction of Ladies Day - "Railway operated exclusively by ladies." Now there's a challenge for 2013. Lady passengers, incidentally, travelled half price. Which, for Gricer, conjures up images of gentlemen purloining their other halves' peroxide wigs and spare stilettos in the hope of also nabbing a bargain fare. Curiously, 1985 is one of those years where we apparently did not bother with special events - or for some reason chose not to print them in the timetable; the following year's shows just five. These include Steaming Home, "...a steam and military spectacular, recalling the return home of troops..." Is Gricer correct in recalling that the late Clive Dunn attended this, or a similar, event as his alter ego Corporal Jones?

During the rest of the decade, we seemed to lose interest again, apart from the occasional children's half term treat promotion. Nevertheless, the Kent & East Sussex soldiered

on, and flourished. The Wealden Pullman and Santa Specials ran throughout, quietly ticking over to become, in the fullness of time, flagship products of the heritage railway industry. Gricer remembers the years when Santa also appeared on Boxing Day. It was a curious sort of thing: some years the trains were packed out, others near-deserted.

... and present.

Gricer could scarcely write this without mention of locomotive 4253. If we could bottle and sell the enthusiasm and determination to return it to service that the arrival of this locomotive has generated, then in financial terms the sky would appear to be the limit. (Tunnel under Cranbrook Road, anyone?)

Meanwhile, after what appears to have been a grim year for passenger numbers, it was heart-lifting to see the Santa Specials so well attended. Everybody seemed to be having a good time, although sadly Mother Nature failed to enter into the spirit of things, throwing all that she could muster at us. (New for 2013: plague and pestilence.) If you didn't freeze one week, then you stood a good chance of getting soaked the next.

Nonetheless, Gricer observes that some days were sold out almost a week beforehand – which can only speak volumes about the quality of product on offer, and our reputation. Let's not forget, though, that success did not arrive overnight. It has been built up, piece by piece, over the best part of forty years. We owe an enormous debt of gratitude to all those who have been part of this wonderful story.

On the subject of success stories, Gricer says three cheers for the arrival of locomotive 6619, that debuted in December. What a fine, window-rattling sight it is as it powers up Tenterden bank. And doesn't it make our other locomotives look, er, small?

For Gricer its arrival is testament to the devotion and determination of all those who wanted to see it here. Failure simply didn't appear to be an option. It has been well-recorded that there is a fine business case for bringing it to the railway (not least if Robertsbridge becomes a reality). But what struck Gricer most was that its purchase took us back to the most fundamental and early principles of railway preservation. It rekindled the flame of our founding fathers, whose simple vision was this: to assure the future of Britain's railway heritage. Above all else that, surely, is what the Kent & East Sussex Railway is all about.

OBITUARY

John Jeffries

John Jeffries, who served the K&ESR in the early 1980s as a Director of the then Tenterden Railway Company, Company Secretary, Guard, and permanent way volunteer, sadly has recently died, in November 2012 aged 64. Beginning his association with The Kent and East Sussex Railway on family visits in 1980, John rapidly developed an interest in its running and attended many meetings of the Management Coordination Committee. He was able to bring his professional experience in the field of information management to a number of management roles in the K&ESR, giving generously of his skills and time, particularly while acting as Company Secretary. Trained in Sociology, John saw the particular challenges of combining the need for leadership with a largely volunteer work force, and wrote a PhD thesis on the dynamics of The Tenterden Railway Company.

In 1985 John moved from his position as Law Librarian at the University of Kent to a post in Leicester in public sector information management, and later went on to work for the solicitors Wragge & Co in Birmingham. He was a frequent visitor to the big heritage railways of the Midlands, but his fondness for the K&ESR and his subscription to the Tenterden Terrier continued. His picture is to be found in No. 37, Summer 1985, page 32, at Colonel Stephens' desk, and on page 33 as a Guard. He is just visible in top hat on page 13 of Summer 1982, which portrays the great day of the Queen Mother's visit on the cover, and he is almost visible below his five-year old daughter, Helen, on page 9. Helen loved the railway, and treasures the memory of joining John in the Guard's van, which she contrived to spray with fizzy drink.

John Jeffries brought many talents to his favourite railway here in Kent, and he would approve that it is a place his family can particularly enjoy now as a place to remember him.

VEJ

Early Train Working on the Kent and East Sussex

Brian Janes looks at some early working timetables

It had been thought for many years that there was no such thing as a proper working timetable for Stephens' lines. I suppose it was just assumed that the crews had the public timetable and got on with it as they thought fit. As so often, however, we misjudged the orderliness that Stephens engendered in his prime. So I should not have been so surprised that during the mammoth sorting of the Museum Archive there emerged TWO printed working timetables: one for the Rother Valley Railway and one under its later title the Kent & East Sussex (now on file KES/3/17). Both are from a very interesting period of the Railway's evolution.

1903 (reproduced pages 44/45)

The first timetable, entitled No 1, is for the RVR and is dated April 1903, immediately following the opening of the extension to Tenterden Town on 16th March. Its novel feature is of course the introduction of the essential light engine working from the original Tenterden Station shed (renamed Rolvenden on

the opening of the extension) which is still a feature of the line today. Only one engine was needed to operate the service except on Wednesdays (Tenterden Market Day) and there was a suitable mid-day break for the crew a lunch time (still the same today incidentally). The second locomotive was only utilised on Market Day and worked one round trip; extraordinarily these two passed at Robertsbridge on a very tight timing. Given the track layout there, one wonders how they managed.

Mixed trains naturally predominated though, intriguingly, the mid-morning round trip from Tenterden was a passenger train until on the return journey it became a mixed from Northiam to Tenterden. There must have been a special reason for this as it added a load against the grade. The return of the evening train also became a passenger train, though given the normal pattern of traffic flow this is entirely understandable. Some of these passenger services were marked only to stop at Rolvenden, Wittersham Road and Bodiam by signal, no doubt using the special two armed signals; though Rolvenden is not known to have had

MAY, 1903. KENT AND EAST SUSSEX RAILWAY. Working Time Table, No. 1.									
DOWN TRAINS.					Sundays.				
Robertsbridge Junction, K. & E. S. R., dep.	6.15	6.30	6.45	7.00	8.15	8.30	8.45	9.00	9.15
Mil Siding	7.15	7.30	7.45	8.00	9.15	9.30	9.45	10.00	10.15
Junction Road	7.25	7.40	7.55	8.10	9.25	9.40	9.55	10.10	10.25
Bodiam									
Northiam									
Wittersham Road									
Rolvenden	6.30	6.45	6.55	7.10	9.35	9.50	10.05	10.20	10.35
Tenterden	6.35	6.50	7.00	7.15	9.40	9.55	10.10	10.25	10.40
High Hadden Road									
Bodiam									
Frittenden Road									
Mil Siding									
Robertsbridge Junction, K. & E. S. R., arr.	7.25	7.40	7.55	8.10	10.15	10.30	10.45	11.00	11.15
UP TRAINS.					Sundays.				
Robertsbridge Junction, K. & E. S. R., dep.	9.15	9.30	9.45	10.00	11.15	11.30	11.45	12.00	12.15
Tenterden	9.25	9.40	9.55	10.10	11.25	11.40	11.55	12.10	12.25
Bodiam									
Northiam									
Wittersham Road									
Rolvenden	9.35	9.50	10.05	10.20	11.35	11.50	12.05	12.20	12.35
Tenterden Town	9.40	9.55	10.10	10.25	11.40	11.55	12.10	12.25	12.40
High Hadden Road									
Bodiam									
Frittenden Road									
Mil Siding									
Robertsbridge Junction, K. & E. S. R., arr.	10.15	10.30	10.45	11.00	12.25	12.40	12.55	1.10	1.25
Week-days.					Sundays.				
Robertsbridge Junction, K. & E. S. R., dep.	6.15	6.30	6.45	7.00	8.15	8.30	8.45	9.00	9.15
Tenterden	7.15	7.30	7.45	8.00	9.15	9.30	9.45	10.00	10.15
Bodiam									
Northiam									
Wittersham Road									
Rolvenden	6.30	6.45	6.55	7.10	9.35	9.50	10.05	10.20	10.35
Tenterden	6.35	6.50	7.00	7.15	9.40	9.55	10.10	10.25	10.40
High Hadden Road									
Bodiam									
Frittenden Road									
Mil Siding									
Robertsbridge Junction, K. & E. S. R., arr.	7.25	7.40	7.55	8.10	10.15	10.30	10.45	11.00	11.15

one. Intriguingly Junction Road is listed but has no service; perhaps Stephens was wary as he had only received permission on 19th March to open it conditional of the provision of lighting after dark.

Goods services were usually confined to a quick morning round trip from Robertsbridge Junction to Hodson's Mill during the morning train's turn round. It had to be quick and no doubt involved propelling wagons from mill to

station. Otherwise there were conditional goods workings from Tenterden to Rolvenden at mid-day (no peaceful lunch on those days!) and again a Tenterden to Northiam round trip, no doubt if the late morning mixed could not cope with the unknown traffic flow mentioned above.

This was again a quick infill service calling for smart staff work. Salehurst Siding was in use and served by one mixed train each way on an as-required basis.

PRIVATE.

No. 3.

KENT and EAST SUSSEX RAILWAY.

Working Time Table

For the Guidance of the Company's Officers and Servants only.

MAY, 1905,

And until further notice.

Bradbury, Agnew & Co. Ltd. Railway and General Printers, London and Tonbridge.

[illegible][illegible]

NOTE—1.50 p.m. U.P. Trains and 2.50 p.m. Down Trains to work Saltaire; Sliding when required.

The Light Engine for the 840 train on Wednesdays is to be coupled with the 7.5 a.m. Light Engine and stand at Tottenham Town Station until 8.40.

Special Goods Trip, to be run only if required under written instructions from Station Agent at Tuxedo.

1905 (*reproduced pages 42/43*)

The second timetable is for the K&ESR and is entitled No 3 from May 1905. It covers the whole line, including the Headcorn extension which officially opened on 15th May. This time the connections, from places as far afield as London and Brighton, are now omitted probably because they were more appropriate to public rather than staff use.

Perhaps surprisingly, the longer line was again worked by one engine on a busy and very long

days. A second engine was only needed for a curious Wednesdays only (not marked as such, but in Bradshaw) passenger train Tenterden-Headcorn Junction- Northiam- Rolvenden (this last leg empty stock).

A light engine working from Rolvenden at 5.24 served this train. Incidentally the passenger stock in these years would seem to have been stabled at Tenterden, though if we follow the 1905 Wednesday timetable literally, there would be a pile up of stock at Rolvenden!

PRIVATE.

No. 1.

ROTHER VALLEY RAILWAY.

Working Time Table

For the Guidance of the Company's Officers and Servants only.

APRIL, 1903,

And until further notice.

Bradbury, Agnew, & Co. Ltd., Railway and General Printers, London and Tonbridge.

Again mixed trains were the norm, some doing one leg as passenger only, and there were no dedicated passenger trains, except that mentioned above. Conditional (signal) stops are introduced at High Halden Road and Frittenden Road in addition to the stations mentioned above, (on a somewhat random service basis) and Junction Road gets conditional services, two towards Tenterden and four towards Robertsbridge.

The Sunday service contains a further curiosity. There is no service beyond Biddenden probably because reasonable connections at Headcorn could not be achieved; Headcorn SECR at that time had only two morning and one evening down trains and one morning and two evening up. The Sunday services in both 1903 and 1905 were passenger only and the engine returned to shed for six hours in the middle of the day. Sunday was clearly only ½ day of rest!

USE OF CATTLE GUARDS.

Speed not to exceed 10 miles per hour over Cattle Guards by day, and 6 miles per hour by night. Whistle to be kept well open 100 yards before reaching Crossing. As these Guards may be watched by County Council Inspectors, great care must be used to follow these orders.

Speed must not exceed 25 miles per hour on any section of the Line.

COLOUR OF TRAIN STAFF TICKETS.

Section 1—ROBERTSBRIDGE JUNCTION TO NORTHAM	"RED."
.. 2—NORTHAM TO ROLVENDEN.	"BLUE."
.. 3—ROLVENDEN TO TENTERDEN TOWN	"GREEN."
.. 4—TENTERDEN TOWN TO BIDDENDEN	"RED."
.. 5—BIDDENDEN TO HEADCORN JUNCTION	"BLUE."

Station Agents are required to be on duty 10 minutes before first train is due at previous station, and to remain until last train has cleared the next section.

No servant of the Company is to quit the Company's premises, or the premises of the S. E. & C. R. Company (if thereon employed) during working hours without actual permission.

No Agent is to leave his station on any pretence without first obtaining leave from Agent at Tenterden Town Station.

See also Rule Book, copies of which each servant of the Company is held responsible to obtain and carry whilst on duty.

Special Ballast and other trains may be required in addition to those herein shewn, and are to be arranged by Station Agent, Tenterden.

By Order,

H. F. STEPHENS,

MANAGING DIRECTOR.

May, 1905.

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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