



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



SUMMER 2013  
Number 121

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The Tenterden Terrier is published  
by the Kent & East Sussex Railway  
Company Limited three times a  
year on the third Saturday of  
March, July and November.  
Opinions expressed in this journal  
are, unless otherwise stated,  
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ISSN 0306-2449.

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*Printed by*

Hastings Printing Company Ltd,  
St. Leonards-on-Sea, East Sussex.

**FRONT COVER**

*Nos. 32670 and 32678  
working a three car 'Wealden  
Pullman' (Ian Scarlett)*

**BACK COVER**

*Pannier No. 1638 at Orpins  
Crossing, Spring 2013 (Phil  
Edwards)*

# Tenterden Terrier

## Contents

Editorial	3
Lineside News	4
Commercial	4
Motive Power	6
Rolling Stock	8
Ways and Works	8
Groups & Associates	10
Operating	15
Stations	16
Photo Competition	19
The Next Generation	20
Gervase Comes Home	23
Sentinel Locomotives	26
Letters to the Editor	28
300 Club	28
Book Reviews	29
Education Passes	30
Replacing the Terriers	32
How Much More	35
4253 - A Phoenix Rises	37
Rails To Land's End	41
A Moving Story	45



# Editorial

## Here Comes the Sun

As I start to write this editorial the sun is shining, the weather is reasonably warm and the late cold spring seems to have finally gone away. On the Railway the season has begun well and, at the risk of tempting fate, it looks as though the 2012 decline in passenger numbers may have been reversed. In particular, the Spring Gala, featuring *Gervase* in steam on the K&ESR for the first time since the mid 1960's, was especially memorable.

On the Tenterden Terrier we are pleased to welcome Hugh Nightingale to the post of

Assistant Editor and Bradley Bottomley to the new position of Editorial Assistant. Hugh has been a member of the Company for many years and is, of course, well known for his interest in Class A1X, work with the Terrier Trust and his Halsgrove Publications photo album of the Kent & East Sussex during the heritage era. Bradley is one of our younger Volunteers and can be seen around the Railway carrying out his duties as a Guard. He is keen that the work of his contemporaries is featured in the house journal and we shall be giving him every encouragement in this. Your Editor still intends to step down at some point and once the new staff have settled in we will be reviewing the position.

Nick Pallant



*No 32670 and vintage Bedford bus at Tenterden Town (Bradley Bottomley)*

# Lineside News

Compiled by  
Hugh Nightingale

## COMMERCIAL

### Chairman

2012 is now receding into history and we move towards our peak season. Pre-bookings are strong, with some of our "product" sold out for many months to come. The weather, whilst still not being a proper spring/summer, has been much kinder to us than last year, especially on Event days. Those who were present when the World War 2 aircraft "buzzed" the Railway will testify to the electric effect that they seem to have on the watching crowd. Once again the event was a success and helped us to push customer numbers a lot higher than we anticipated for the first 5 months of the year. Let's hope our success continues. It will with your continued support. Let's be honest, when we are busy, there is a real buzz about the place; it is alive, it is special.

I am looking forward to the "Return to Robertsbridge" Gala on the 21<sup>st</sup> and 22<sup>nd</sup> of September. That will be a great chance to see the progress being made by our colleagues from the Rother Valley Railway.

Every year we all work hard to keep our Railway running. Tens of thousands of hours of volunteer labour are worked, by hundreds of Volunteers. Most of our paid staff also contribute hours as Volunteers too! We should not forget that. I know that contributing time to the Railway is becoming harder and harder. There are many reasons why we cannot do as many turns as we used to, or would like to: the pressures of Family life; having to work longer than anticipated due to the changes on retirement law; the reduced value of pensions, the increase in the cost of living; having to move away from the area to find work or stay with the job; the cost of fuel for the car journey to the Railway.

I have been tasked with replacing Soweto following two independent reports which have shown it to be in a bad way, with too many faults to make it practical to refurbish. Can I please ask you all to have a think about sourcing second hand "Kabins"/Buildings? Our staff need a decent environment in which to work, and all help will be gratefully received. If you can help please contact me at [chair.kesr@btinternet.com](mailto:chair.kesr@btinternet.com)

We are all suffering in one way or another in

this economic climate, and yet we still manage to operate services for our Customers and for our own enjoyment too. If each Volunteer could squeeze in just two more turns from now until the end of the year, you will really take the pressure off of the Roster Clerks. You will also have two more days at your Railway, doing the work that you enjoy doing. Many hands really do make light work!

### General Manager

Although the weather has not been much better than last year, it seems our marketing of the railway as an all weather attraction, combined with some more aggressive promotions have worked, as visitor numbers return and exceed 2010 levels.

I checked my report for last June's Terrier and found with some amusement that I reported that snow had wiped out the first week of "Thomas™" whereas this year it was the second weekend that was affected and snow also fell at Easter this year too. We combated the early Easter school holidays with "Kids For A Quid" and a promotion with Groupon for the last two trains of the day which worked exactly as intended, getting customers into the Refreshment Rooms as well.

The steam up with the return of *Gervase* (see elsewhere) and Forties got first rate results and passenger numbers at the end of May are more than 35% up on last year, probably around 25% net as the half term week was earlier this year. Bank Holiday Monday was the best, certainly since 2000, for the late May Bank holiday!

There are a few staff changes to report with Ross Beestlestone moving on from On Train Catering Steward and "Pip" Porter taking early retirement and leaving the accounts department. Although both have only been here a year we thank them for their hard work and wish them well for the future. Shirley Johnson has joined the accounts department to replace Pip and we welcome her to the team. Kevin Goodsell has replaced Matt Green while he takes extended leave.

### Catering

Buoyant passenger numbers have boosted our on-train trolley sales and station catering





*Aries on jacks at Rampart Engineering with underframe works in progress June 5, 2013 (Andre Freeman)*

receipts. This increase was not however the reason behind Ross Beetlestone deciding to move on from his On-Train Catering Steward position to pastures new! Whilst his tenure was somewhat shorter than we would have wished, his efforts have certainly reaped dividends in this area of our business. We wish Ross well in his future career within the financial industry and look forward to seeing him as a volunteer again! At the time of writing, interviews have been conducted and we expect to make an appointment imminently. Please contact André Freeman at Tenterden Town Station if you would like to help out with this important service.

Station Catering at Tenterden has also performed well, with a new line of locally made pies proving particularly popular. Our new platform ticket refund (when making a purchase in the buffet) facility has also proved a hit and encouraged customers to venture down to our end of the site. This has always been a problem, and one that signage has provided limited benefit. It is, however, noticeable in the tills the effect that clear concise station announcements have – all we need now are

more Station Masters! That Northiam and Bodiam outlets have benefited from the increased numbers of visitors is also evident this year.

### **Wealden Pullman**

Pullman Car 'BARBARA' returned to service on the Wealden Pullman in time (just) for the Pullman Society AGM in May. Our C&W colleagues worked very hard to ensure that our commitment to customers was honoured. Looking at the finished result, it is clear that they have excelled themselves with the finish achieved.

Our grateful thanks are extended to those who responded so generously to the 'ARIES' Appeal in the previous 'Tenterden Terrier'. The response has enabled works to continue on 'ARIES' at 'Ramparts', concentrating on the underframe and running gear, with completion of this aspect of the project due imminently. Restoration of external bodywork will be the next focus and is likely to occupy many hundreds of skilled hours. A dedicated webpage has been created at [www.ksr.org.uk/aries](http://www.ksr.org.uk/aries) for information and news relating to the restoration project.

We recently received stocks of 'ARIES ALE', produced by our friends at the Rother Valley Brewery. This limited edition ale, a unique brew for the K&ESR, has already proven popular with real ale fans & collectors alike. Available from Tenterden Town Gift Shop & Station Refreshment Rooms, it also makes an ideal present!

A book of 'ARIES APPEAL' raffle tickets are included within this mailing, with all proceeds going directly towards restoration of this historic vehicle for service on the 'Wealden Pullman'. Further supplies of raffle tickets are available from Tenterden Town Station.

## Company Secretary

As members may know, we run a long service (25 years) award scheme for Volunteers and, from last year, awards for anyone with 50 years continuous membership of the Company and its predecessor organisations. I have written to those we have been able to trace who either commenced as a Volunteer during 1988 or whose continuous membership dates from 1963. Will anyone who qualifies for these awards but has not received a letter please contact me, Nick Pallant, at Tenterden Town Station, either by post or by email.

## MOTIVE POWER

### Steam:

#### No.3 'Bodiam' (32670)

The air pump had to be removed and dismantled recently to repair a leaking steam gland. This has now been done, tested, and the locomotive is available for service.

#### No.8 'Knowle' (32678)

Presently stopped for boiler inspection and washout. The air brake cylinder is heavily corroded inside causing the brake to leak off in too short a time. A new casting has been obtained and is presently being machined. Once machining is finished it will be assembled and tested.

#### No.11. P class. (5753)

Slow progress on the overhaul is being maintained.

#### No.12. 'Marcia'

Presently out of service pending a decision on repair or renewal of the inner firebox.

#### No.14 'Charwelton'

Available for service.

#### No.19 'Norwegian' (376)

Testing is now underway. A couple of bearings are running warm so more light engine running is planned to see if they bed in without the need for any further attention. On 10<sup>th</sup> June she will go into the carriage shed so that the paintwork can be finished off. The boiler bands will be edged in red lining and the letters K&ESR applied to each side of the tender.

#### No.21 'Wainwright' (DS238)

Progress continues on the overhaul. The wheelsets have been cleaned and re-painted and the axles crack tested. The rear axleboxes were re-metalled and scraped to fit the journals.

Spring gear has been fully refurbished and painted. New bearings have been made and fitted to the brake arms. Both lubricators have been cleaned, checked and painted. Thin plate in the smokebox has been replaced and the ashpan rebuilt. After many days effort the frames have been steam cleaned and await repainting, after which the wheels can be reunited to produce a rolling chassis. The pistons and valves have been removed for inspection which showed all need reboring, new heads and new rings.

#### No.22 'Maunsell' (65)

After the valve rings were replaced 65 has performed well at the Yorkshire Dales Railway. She also popped over to the Severn Valley Railway for their spring (snow!) gala.

#### No.23 'Holman F Stephens'

Following a recent boiler washout 23 is available for service. Problems continue to be experienced with the combination brake due to contamination with oil.

#### No.24 'Rolvenden'

In store awaiting overhaul.

#### No.25 'Northiam'

Painting of the frames is now complete. Attention has now turned to the wheelsets which are being cleaned ready for axle crack testing, after which they will be painted. The refurbished slide bars have been fitted and assembly of the valve gear and slide valves is also done. New piston heads have been machined and fitted to the rods and after new rings have been sourced the pistons will be assembled in the bores. Crossheads and connecting rods will be fitted after the gland assemblies are completed. The next major task will be the refurbishment of the axleboxes along



with dressing and repair of the horn faces on the frames.

#### **No.30 GWR Pannier (1638)**

Presently in service but due to be stopped for 10 yearly overhaul mid-June. We have agreed with the boiler inspector to jointly examine the boiler in detail with a view to agreeing an extension should the condition permit this.

#### **No. 32 (6619)**

In service at the moment but is also due to be stopped for 10 yearly overhaul in mid-June. We were well aware of this fact when the locomotive was purchased, but as with 1638 we will be looking to get an extension to the boiler ticket.

#### **Diesels:**

#### **No.40 Ford (BTH)**

Problems arose with the air system recently leading to the stripping down of the compressor. This is now fixed and the locomotive is available for service.

#### **No.41 'Ruston'**

Available for service.

#### **GWR Railcar W20W**

The first engine overhaul continues. The need to replace the water pump feed pipe on one engine and also the need for four new engine side covers is in hand. Patterns have been made and new castings obtained with machining to follow. Unfortunate and costly but no real surprise when the Railcar is some 70-75 years old. On the first engine six fuel injectors have been checked, four were of the correct pattern and two were not. All six are being reconditioned with correct components.

Two new silencers have been ordered, one for each engine. The new silencers will be made from stainless steel and are of the London Transport RT type and are the same design as the original silencers fitted to the Railcar.

We are fitting "master board" panels above the engines to protect adjacent woodwork from heat damage particularly that from exhaust systems. This replaces asbestos panels previously fitted to the Railcar.

The fitting of the four luggage compartment doors continues with occasional trimming or adjustment of profile to achieve best fit with the main body profile. Similar work continues on the two inward opening passenger doors with all six doors being to a prefit stage with final fitting at a later stage.

We are continuing with the manufacture of the

various sheet metal panels for the buffer beam at each end of the Railcar. Finishing the renovation of under frame equipment below the Robertsbridge cab, that was abruptly halted at the start of the carriage shed extension, is now underway. It must be said that the tasks of planning and work execution are easier as the Railcar is now back in the carriage shed.

The Railcar team are now very lucky as Sussex Group have chosen to sponsor restoration of the Railcar as the main aim for their fund raising. Their attendance at various shows and events throughout the year will assist in raising our profile and give publicity for not only the Railway but also restoration of the Railcar. We are also being sponsored by Steve Davies, "The Railway Negative Man", in the supply of some 20 different black and white prints of GWR Railcars at nil cost to the Railcar project. These excellent and unique photographs will assist Tim Lawrence and the Sussex Group in their fundraising on our behalf.

"Thank You" to all who have donated and continue to donate to the GWR Railcar Appeal. The appeal is still open and a great deal has been achieved with money raised. Please consider a donation to ensure further progress of this unique project.

**Planned Working Dates - June to December 2013.**

**EVERY WEDNESDAY throughout the year June to December.**

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

**July 28th  
August 11th & 25th  
September 8th & 22nd  
October 6th & 20th  
November 3rd & 17th  
December 1st & 15th & 29th**

#### **Cranes:**

#### **No.133 (10t Taylor Hubbard)**

Available for service.

#### **No.151 (36t breakdown)**

Available for service.

## Mark 1's

Three Mark 1's have received their 18 month examinations since we last reported, the vehicles on this occasion being **RMB No. 59**, **TSO No. 86** and **SK No. 63** (running as No. S25446).

## Vintage Coaches

The problems with the **Pullman set** continued to dominate the work of the department through what passed for the Spring this year. **Theodora (K&ESR No. 51)**, the least affected of the two Restriction 0 cars, was released to traffic on 21st March and maintained our premium dining service until work to reconstruct the vestibules was completed on **Barbara (K&ESR No. 52)** which was released back into service on 10th May. This was just in time - the Annual General Meeting of the Pullman Society which was being held in Tenterden and included a charter hire of our Pullman set! C&W workshop staff, led by Alan Brice and Julian Coppins, are to be congratulated for their efforts with this key set of rolling stock. Craftmaster Paint was, incidentally, used this overhaul, that company being known for its efforts in the interests of authenticity. The amber shade they provided was deeper than that which we have used in the last few years and a number of people have commented how 'right' the Pullman livery looks this time.

**Maunsell CK No. 5618 (K&ESR No. 56)** was out of service for some weeks when the examining team discovered a defective brake

cylinder during the course of a two monthly examination. A routine defect like this would normally be dealt with quickly but repairs were, unfortunately, delayed by the various other pressures described in this report!

**Maunsell BNO Brake No. 4443 (K&ESR No. 54)**. Now that the rush is over (ha, ha) efforts are being focused on completing the overhaul on this vehicle and getting it out of the shed so we can use the space for something else. Completion nevertheless remains some months away.

18 monthly examinations have been completed on the **SE&CR Birdcage (K&ESR No. 61)**, **'Woolwich' coach (K&ESR No. 67)**, Family Saloon **SE&CR No. 177 (K&ESR No. 84)**, and **SE&CR No. 3062 (K&ESR No. 98)**. The last mentioned vehicle accompanied **Marcia** to the CFBS Fete de la Vapeur which was probably the first time an LC&DR four wheeler has been outside the UK. (Well, we have never heard of one going to France during the First World War, although of course someone will now delight in proving us wrong.) Work is also proceeding apace on the **'District' Coach (K&ESR No. 100)**, bodywork repairs now being well advanced. It has now been found that all the roof boarding will have to be replaced and the necessary materials have been purchased. Attention will shortly be turning to restoration of the interior; it is intended that this will be of sufficient standard that first class supplements can be charged.

# WAY AND WORKS

## Permanent Way Department

We've had a busy year so far with preparation for the March track renewal, the renewal itself and then the follow-up works.

The renewal itself went very well, although the weather was rather inclement! When I visited the worksite after work during the first few days after the track was removed, the trackbed had been graded off and the retaining wall installation was underway; and although there was a bit of a blizzard the guys were making excellent progress on top of the embankment.

We made the decision to install retaining walls at this location for a number of reasons; as the track has been raised up over the years by jacking and packing and subsequent tamping, the top of the embankment has got narrower

(the 'pyramid effect') resulting in poor ballast retention and associated problems with maintaining a good top and alignment to the track. Also the embankment was becoming heavily undermined by rabbits and once or twice a large hole would appear which we'd have to go and fill in. We decided that the most cost effective solution here was to use second hand 'Armco' crash barrier, bolted to rail posts, to make a wall which would support the track formation, and to form a solid barrier to stop rabbit ingress to the core of the embankment. We installed walls on both sides of the embankment and then cross tied them through the embankment to each other to ensure that the walls did not simply fall over. This is a technique we first used on the short embankment at the top of the Wet Cutting, and has proved successful. At both locations we now



have a good wide top on the embankment which allows us to maintain a good width of shoulder ballast to ensure adequate lateral support for the track.

The track was then re-laid onto this wider embankment and finished to a good standard, for which we have had a lot of very positive feedback from train crews and passers by who have commented that it 'looks very good!' We have also decided on this section to minimise our ongoing maintenance liability by using contractors to thermit weld every other rail joint so we now have 120' rail lengths on this site and half as many joints to maintain. Final site clearance is ongoing, but Clive Lowe's TRAMM and the PW team have certainly broken the back of the clear up.

More recently we were very fortunate in being offered a significant quantity of wooden point timbers and concrete sleepers from Eurotunnel following replacement works on the Continental Main Line, so a small team was gathered together for a back-breaking day of hand stacking some 40-50 tonnes of wooden timbers ready for collection and subsequent delivery to Northiam for storage. We'd like to extend our grateful thanks to David Brailsford and David Evans for their bringing this opportunity to our attention.

Some less good news is that we are a couple of our regulars down currently, owing to health issues – I'd like to wish both of these guys all the best and hope that their respective issues are resolved swiftly.

We are currently also missing our telehandler, which suffered a major transmission failure recently and repairs for this are ongoing (and costly). This is leading to a build up of work, so the team are focussing on patrolling and clearing up Wittersham Road Yard. We are also making use of the longer summer evenings to carry out OTM works on some Friday evenings, ballast regulating and tamping to tackle the worst riding areas of track. Thanks to Boris Perkins for his regular 'Track Quality' updates from his DMU driving turns!

#### **Ballast Regulator 77329**

In service and performing well. We had a minor leak on the Twin Disc gearbox filter recently which resulted in little patches of oil each time the machine stood for any time. This was traced to a split O Ring seal which was replaced and the gearbox topped up. The oil in this gearbox is a Bio-degradable oil from the machine's working life with Fastline, and is some £5 per

litre – not good when the gearbox takes 40 litres!

#### **07 Tamper 73434**

In service and performing well. Repainting is ongoing, patches being painted as and when resource permits. We've had a couple of issues recently where the engine has cut out under load due to fuel starvation. On investigation it was found that the fuel filter had become blocked by what looked like a fungal/bacterial growth – a hazard of machines sitting around a lot. We've since drained the fuel tank and cleaned it out and filtered the fuel back into the tank – we now need to see if this cures the problem.

#### **TRAMM 98211**

In service and performing well. However it is looking a bit tired and in need of some body work and a good repaint. This machine continues to prove invaluable to the railway due to its versatility and low resourcing requirement – often cutting the operational staff required for a similar job with the steam crane in half!

#### **Tuesday Group**

During the bad weather of early Spring we decided to redecorate the Buffet at Northiam. This proved to be a good idea – working in the warm!

The wet weather was still showing problems in the Tenterden Car Park. Although we had carried out work on the drainage some twelve months earlier, there were still a few very boggy areas. To try and help with this, four 1 ton bags of Type 1 gravel was spread over the wet areas. At the time of writing, this does seem to have helped – we await next winter's rain!

The March winds blew and blew one large conifer down adjacent to the children's play area at Tenterden. This demolished part of our boundary fence and severely bent an iron gate to the adjoining field. The fence was repaired and the opportunity taken to straighten out the boundary line. Dave Brown thought he could straighten out the damaged gate; he, Doug Ramsden and Mark Taylor were soon seen carrying it off into the distance. An hour or so later, after much hammering and heating, the said gate reappeared in "as new condition" and was hung again on the original post!

Over time an excess of loco ash had accumulated at Rolvenden which needed to be moved, so we hired a Ford Transit Tipper Truck for a day and moved six lorry loads to Northiam to fill in the pot holes on the entrance driveway.

This has proved to be rather unsuccessful. It seems Tarmac is the most sensible long term solution.

Some work has been done to replace the rotten upright supports on the Northiam Station Canopy – this is ongoing.

The grass is now growing rapidly and Doug, Mark and Seb have been spending time at Northiam in the Picnic Area and the Memorial Garden mowing and strimming, together with hedge cutting and the whole Station area looks excellent.

Our current project is repainting the Signal Box at Tenterden. As usual with our old wooden buildings, once we started looking closely, things rapidly became serious with advanced rot in some places. We consulted with the S&T Manager as to the best way forward. We will repaint and repair as necessary at present but the balcony will, hopefully, be replaced during the closed season in early 2014.

### S&T Engineering

Firstly, we welcome Dave Baker, who has joined us on an occasional basis on the Telecoms side of the department. He brings a wealth of experience, particularly in fault finding telecoms cable faults and overhead pole route construction and maintenance.

Currently we have specific vacancies for the following (volunteer) roles:

#### Electronics Engineer

This person would predominantly work from home, but attending the railway as required

installing and testing their completed projects, as required. They should possess suitable workshop facilities at home, and be capable of design and construction of circuits to a high standard, without supervision.

#### IT Engineer

This person would have experience of some, or all of the following:

Network cabling (cat.5 / cat.6), IP network structure, configuration of PCs to specific requirements, maintenance of UPS, remote telemetry equipment, SDSL links, web based cameras, VOIP telecoms adapter programming. This is an occasional assistance role.

#### Signalling Technician

This person would be either currently retired from the mainstream industry, or have other suitable experience, such as from another railway, and have previous demonstrable skills in working with either or both Mechanical or Electrical signalling equipment, in a maintenance, renovation or installation role.

#### Telecoms Technician

This person would have previous experience of installing and maintaining both analogue and system type telephones, cabling etc., Programming and configuration of telephone system CCU, VOIP adapters and also relay / strower based technology.

All applicants require basic PC skills, and the ability to drive.

Please contact [NSW@UAX13.org.uk](mailto:NSW@UAX13.org.uk) if you are interested in any of these roles.

## GROUPS & ASSOCIATES

### CFBS News

Much has happened since my last report (*Terrier* no. 119), including of course another Fête de la Vapeur. Alas! I did not attend the Fête, nor have I been to St Valéry, and at my age I am more likely to return as a tourist rather than a 'Membre Actif' although I am continuing to help with the translation of various texts including web pages. I will mention the Fête below, but for more information apply direct to the K&ESR contingent who attended with Marcia and her two coaches, or any other of the many K&ESR members who were there...

During the 2012 season the CFBS recorded 152,781 passenger journeys, as compared to 151,227 in 2011; this was another record, without the help of a Fête de la Vapeur, and in spite of

some very poor weather. Better weather in August brought out the crowds, filling trains of 10 coaches and causing problems on the narrow platforms at Noyelles. As for 2013, so far, at the end of May, since the steam festival, and in spite of the same cold spring which we have suffered in Britain, visitor numbers are looking very healthy indeed.

The introduction of the Verney X212 railcar in June of last year was highly successful. The Verney gave excellent service through the season. This year during Saturdays and Sundays in the high season it will be providing an early morning service from St Valéry Port to Le Crotoy, leaving St Valéry at 8.45, leaving Le Crotoy at 9.45, and returning to St Valéry at 10.40. Steam locos will operate the afternoon services between St Valéry and Cayeux on Sundays in July and August.



On 16th December a special train ran, hauled by the little green Corpet, to commemorate the 40th anniversary of an equally special train which ran on 17th December 1972 to mark the transition from public service railway to preserved tourist railway. The train of 2012 recreated the trains of the early years of preservation as closely as possible, comprising the Corpet, two 'Somme' coaches, and a van. Perhaps more remarkable is the fact that the original crew was brought back together: Driver, Maurice Testu; Fireman, Jean Marc Page; and Chef de train Jean Pierre Vlerick. You will come across some of these names once again later in this report.

Following several years out of action followed by painstaking restoration, the Pinguely 0-6-0 locomotive re-entered service in a splendid *blue* livery, at the Fête de la Vapeur. I must confess I had no idea that the loco was to be blue, and on first seeing it, on a distant photograph, I thought for a moment that I must be looking at *Marcia*.

There have been a number of infrastructure developments. At St Valéry Canal, renovation of the building of 1937 has been completed. Sadly, I think, the Second World War shelter has been destroyed to make room for the ex-SNCF sleeping car which is now fully functional volunteers' accommodation. The loco shed at Cayeux, which has been an eyesore for years, has been demolished. During February and March track was relaid between St Valéry Ville and the port. An automatic level crossing has been installed at the entry to Cayeux.

By all accounts the Fête de la Vapeur was a huge success, despite changeable weather. In some ways this event is becoming a victim of its own success, and I have heard reports of overcrowded and late running trains. An innovation this year was a *Guide du Spotter* providing rail enthusiasts and photographers with a wealth of information about what to look out for, when and where, for a modest 3 euros. Another initiative, also with enthusiasts in mind, was the designation of the Friday as 'Festival Off' day, a day of final preparation but also in effect the first day of the Festival. And yet another introduction: at Cayeux, a visiting Decauville locomotive hauled an open carriage on a section of temporary 600mm track, laid directly on the road from the station to the market hall, a reminder of how 600mm wagons were once used to bring 'galets' from the beach to the station yard.

With effect from the Assemblée Générale on 23rd March, Jean Marc Page stepped down as

Président of the CFBS, and was replaced by Maurice Testu. Jean Marc had been Président for 18 years and undoubtedly played a huge role in the success of the CFBS, not least through his understanding of the importance of working with other local, regional, and national bodies. Indeed, one result of this is the partnership with the K&ESR. Generous to a fault, he made me welcome whenever I visited as a volunteer. Maurice Testu has been Vice Président since 1983. He has recently retired from a very senior role in SNCF, a move which has given him the opportunity to relieve Jean Marc. We can have every confidence that the CFBS is in good hands.

(*Editor's Note: 'Galets' refers specifically to the flint pebbles of which are a feature of the coast between Le Ault and Le Hourdel, and were carried in quantity (in solid and crushed form) by the metre gauge railway from Cayeux. For more information see 'Les Chemins de Fer de la Baie de Somme' by Philip Pacey, published by the Oakwood Press*)

### Museum Notes, May 2013

Winter work on sorting archives and refurbishing the museum continued in its now customary busy way, hopefully making it more attractive to visitors this summer and life easier for volunteers and researchers. Much of the winter work has, we hope, added freshness to the display. We completed the Light Railway in Wartime, improved Selsey (with a rather brilliant little Laurie Cooksey-built diorama) and Rye and Camber. We also finished a new display on The Decline and Fall of Stephens' Railways in the space where the 20p magazines were; we have discontinued these because of the very, very poor sales.

Our final work for the winter was some reorganisation of the entrance lobby. We ripped out the under-used cupboards. We then halved the book shelf-space there and extended it downwards and round where the clock was situated. The result of all this is actually more shelving with the books not so obvious from the outside. To fill the space vacated, which can be seen from the outside, we have put up some general railway exhibits topped by the clock and the plates from our long-departed locomotive 'Arthur', pending some more thinking on a long term display. This is not intended as a specific exhibit, more a flavour of what might be found in the museum. Let us hope it encourages more people to come in.

Although we had ambitions for more acquisitions,



*Tenterden on opening day 2nd April 1900 (CSHA)*

our limited funds and high prices at auction left us disappointed. Such funds as we had were then diverted to providing a long-wished-for retractable entrance awning to provide a better visual presence and some shade from the, fervently hoped for, sunny weather. This awning is now in use and hopefully 'shouts' the Museum's presence whilst promising a degree of 'fun' in its contents.

Even without this new advertising assistance, a revised visitor entrance fee policy seems to have provided substantially more visitors in our initial opening period. Over the Easter period and in May our efforts and the new price structure seemed to be bringing people in, despite the poor weather. Provisional figures show a 20% increase in adults and an all but 100% increase in children, with an overall 36% improvement in receipts over the same period last year. Let us hope this continues.

Whilst the Museum in general is on the up, our attempts to get Official Museum Accreditation suffered another blow when Doug Lindsey had to give up leadership of the accreditation working group. We really do need active help here if it is to get anywhere. Much better news is that Bob Clifford has been appointed as Assistant Curator. We also have two new museum attendant trainees – welcome both.

The generosity of our supporters and donors has helped us to rebuild our finances and to

augment the archive. Paperwork trickles in, some, like the deposited plans of the Robertsbridge and Pevensey Light Railway, very substantial, others minor but often interesting ephemera. It is surprising what is still out there to help build up further our centre of excellence commemorating the Colonel and his works.

One recently loaned photo, which accompanies these notes, is particularly interesting. It was copied to us by John Crease and was taken by a relative, Thomas E Tait, with his son, Ernest S Tait (aged 11) riding on the footplate. It is almost certain that it was taken on the occasion of the first passenger train to Tenterden (now Rolvenden) on 2nd April 1900. Note the rather careworn garland hanging round the front lamp, perhaps the remnants of what the local paper reported as primroses decorating the engine on its opening run. Note also the spanking new ballast and ballast trucks in the background, an obviously SER built one lettered with the, very short-lived, SECDR lettering, and another very early wagon lettered SER. Obviously ballasting work was only just completed in time.

### **The Terrier Club**

Following the advertisement in the last *Tenterden Terrier* for volunteers to assist in the running of the Terrier Club, a total of five people have put their names forward.

It has therefore been decided that this is a



sufficient number to enable the reforming of the Terrier Club. During the summer months the departmental managers will be asked to provide suggestions as to projects that the club can carry out. Short term projects would be preferable, so that at the end of a day's work a sense of achievement is evident. It is proposed that the first working day will be at the end of the summer, either in September or early October. In this magazine there is a separate advertisement for young members wishing to attend to contact me. Dependent upon the response, we may place an advertisement in the Tenterden area to attract new volunteers who are not already members. Anyone wishing to assist us please contact me, Dave Stubbs, on 01634 233337.

### **Gardening Group**

The weather has had a tremendous effect on the railway gardens as, in fact, it has all over the country. As we had a very cold winter the plants have either benefitted from having a period of dormancy or they did not survive. I am pleased to report that the gardens at Tenterden seem to have benefitted! Although the spring flowers have been late in blooming they have given us a wonderful show. The colours of the tulips seem to have been more vibrant and, being that much later, meant we had plenty of colour in the gardens for the Railway's various events during April and May.

During April, to improve the entrance to the children's play area at Tenterden, we laid a rectangle of artificial turf with the help of some of the Tuesday Group. It is hoped that this will keep the area free of mud and so make it more user friendly.

A few extra plants were added to the small garden next to the steps to the playground which is slowly becoming an attractive little border as opposed to the weedy bank it was formerly.

Two new clematis and a honeysuckle have been put in new pots in front of the Refreshment Rooms at Tenterden and in time Kim (our new Manageress) will be adding hanging baskets and a few pots to improve the seating area ready for the summer season.

The hanging baskets have been put around the station building at Tenterden. They are several weeks behind their usual growth rate but with a little bit of sunshine they will catch up. The tubs around the station are several weeks behind planting with summer bedding but we hope to do this shortly. The pansies have been excellent

and so we are leaving them for as long as possible before replacing them.

We now have Liz Brown looking after the gardens at Northiam but we are assisting her whenever possible until she is able to get the gardens into shape. Liz is slowly adding a few plants of her choice and, in time, the gardens will be looking very attractive.

Hopefully we have been able to keep the rabbits out of the Memorial Garden at Northiam. Due to the damage created by these creatures we have to surround everything outside of the garden with chicken wire to protect it. The little garden is slowly maturing as we find things the rabbits do not eat.

During the next few weeks it is hoped to spend some time at Rolvenden. Four large tubs have been placed on the platform containing conifers and summer bedding. Dave Brown and Iain Davidson have installed a watering system to keep everything alive. The little garden needs attention and also the trees in the field need to be checked to ensure everything is surviving.

My thanks as usual go to Jan Lelean who works extremely hard with me Tuesday mornings, Doug Ramsden who mows and strims the grass at Northiam together with Mark Taylor and Seb Dunn of the Tuesday Group. Also thanks to Norman Bowden who designed our Buxus (box) locomotive on the Signal Box garden at Tenterden which is now beginning to mature into a very good looking loco.

We can still do with help around the various station gardens so if anyone has an hour or two to spare and would like to help keep our stations looking tidy and cared for please get in touch – Veronica Hopker 01303 862811.

### **Ashford Area Group**

A visit to the Chemin de Fer de la Baie de Somme is always rewarding, never more so than during their Fete de la Vapeur. The sheer scale of these events prevents them being held annually. The last Fete was in 2009 so it will not surprise you to learn that as soon as the 2013 dates were confirmed the Ashford Area Group set about booking a coach and Channel crossings. We were confident that we could fill an 83 seat coach and this we did with the help of a few friends!

Publicity leading up to the event had filled us with expectation. There were to be a number of visiting metre and standard gauge locos, units and coaches, not to mention a temporary 60cm-



*SE&CR No.3062 stands with Bebert from Maldegem, Belgium at a make-shift Noyelles CFBS platform (E. Micklam)*

gauge railway and a vintage Paris bus service! Each station had a themed exhibition.

The journey was smooth and seemed effortless, thanks to the detailed planning by our organiser Keith Mapley. Once again we were rewarded by the best weather of the three day event!

The SE&CR coach No 3062 was a splendid sight on the mixed gauge section and the Group are proud to have been involved in its rescue and restoration.

I am sure we all came away with a memory of our own favourite highlight. If I may quote Howard: "Where else in the world could you ride one way on a metre-gauge steam hauled train and return on a standard gauge Paris Metro electric train?" There were too many highlights to list here, read about some from the Fete's web pages: <http://www.fetevapeur.fr>

Thank you to everyone at the Sea Bather's Railway who contributed to providing us with such a wonderful experience. Gricer's heaven (was that he, mesmerised by the Mallet?)

Our indoor programme continues after the summer "work" break as follows:

#### **18th SEPTEMBER**

**"TRAINS & TRAMS by SHIP II"** Mike Jackson  
By popular request, Mike continues the story of

his many and varied encounters with the Railways and Tramways of the world. This will be equally suitable for those interested in ships and shipping.

#### **16th OCTOBER**

**"Railway Videos – Spotlight on the Galas"** John Rose

John entertaining videos are very professional. He specialises in covering preparing the engines and the atmosphere of railway operation.

#### **20th NOVEMBER**

**"Over there"** Graham Ludgate

Graham's knowledge of railways on the continent of Europe comes to the fore. He takes us on a typical journey by train, also covering lesser known sights.

#### **18th DECEMBER**

**"Railway Films, Ancient and Modern"** Wilf Watters

Wilf has some archive film dating from 1929. In the second half he will present some more recent scenes.

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

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



## Rother Valley Railway

### Rother Valley Railway wins Engineering Excellence Award

We are pleased to announce that the RVR has won the Restoration Award of the Engineering Excellence Awards 2013 by the Institution of Civil Engineers South East region. This award recognises the very best infrastructure projects in Kent and East Sussex.

The Rother Valley was amongst a list of ten on the short list and its submission read: 'Rother Valley Railway at Robertsbridge – a £432,240 scheme to provide and refurbish five bridges as part of the restoration of this rail route and is submitted by the Rother Valley Railway Trust. Gardner Crawley, Chairman of the RVR, commented 'We are delighted to have been selected for this prestigious award and our thanks go to our benefactors and supporters who have contributed generously to this project'.

The Project Team included: Gardner Crawley, Mike Hart, Derek Kent, Graham Bessant, Alan Hayward, John Sreeves, Rother Valley Railway Heritage Trust, Rother Valley Railway Supporters Association, Complete Land Management LLP, DDF Formwork Limited, D J Williams & Son, Beever Limited, Andrew Wood Plant Hire, Coussens Cranes Limited, Russell Norman Fencing, Rother Valley Railway Limited, J C

White Geomatics Limited, Berry Range Limited.

Director of ICE South East England, John Laverty said: 'ICE South East England Engineering excellence awards aim to recognise the very best infrastructure projects in the region and we are delighted with the quality of entries from across East Sussex. It is not the value or size of the project that will be judged but what benefits that scheme delivers. Past winners have ranged from £32000 to multi-million schemes.'

### Construction of the New Platform at Robertsbridge Junction Station is Underway

Since our last report, much work has been carried out which has largely consisted of massive earth movement at the site of Robertsbridge Junction station in order to produce a level surface. Prior to this activity, further land had to be purchased from Culverwells, our neighbours in Station Road, to allow for a five coach carriage shed.

In addition much work, largely hidden from public view has taken place in regard to cable trunking, drainage and retaining walls. As with all construction sites, the bulk of work is actually below ground which may give the impression that less is happening. However we are pleased to report that construction of the new five coach platform is underway.

## OPERATING

### Signalling Department

2012 was a busy year for the Signalling Department!

A small group was created to update the signalling elements of the Rule Book and, as a result of their hard work, revised versions of the Signalmen's General Instructions and Electric Token Block Regulations were published this March.

On the training front, we started the year with fourteen candidates and, although some had to withdraw for work or personal reasons, the majority completed the course. Of these, Joel Pearson has now passed out at Tenterden and Alan Fagg at Wittersham: we offer them our congratulations. We are also delighted that new volunteers continue to come forward, with the result that there are a further ten trainees on the 2013 course.

The speed restrictions at Cranbrook Road Level Crossing were eased, with some consequential changes to the operating procedures, and the

staffing position at all our crossings has improved. We also congratulate all the following, who successfully passed out as crossing-keepers.

At Cranbrook Road: Keith Allen, Steve Cassidy, Alan Fagg, Ray Hollman, Dave King, Patrick Nairne, Hugh Nightingale, Philip Noakes, Joel Pearson, Rob Poole, John Rigby and Mike Williams.

At Rolvenden: Bradley Bottomley, Alan Crotty, Matt Green, Peter Harris, Nick Moore, Hugh Nightingale, Richard Potter, Jack Ticehurst, Nathan Tutty and Harry Watson.

At Northiam: Alan Fagg, Patrick Nairne, and John Rigby.

### Guards

The Guards have not usually been featured in Lineside News and it's been a while since we had an article in the pages of the Terrier. So it is time for an update on what's been happening.

Andrew Morris stepped down as Roster Clerk

with effect from September 2012. We would like to thank him for all the time and effort he put in to this challenging role.

Well known and long standing Volunteer Kevin Goodsell has taken over this key task

Congratulations to Bradley Bottomley, Matthew Hyner, Elliott Waters and Kevin Goodsell for passing out as Guards. We wish all four the best of luck in their new roles. Elsewhere in this

issue of the *Terrier* you can find an article about Elliott Waters's interest in becoming a Guard in the first of a series of articles about younger Volunteers on the Railway.

Also, well done to Bradley Bottomley for receiving an General Managers award at the AGM in October.

Last of all we welcome three new Trainee Guards Tony Jepson, Nick Moore and Paul Bridger.

## STATIONS

### Wittersham Road

On Saturday & Sunday the 8th & 9th March, we participated in the 'Incident Training' organised by the railway; despite being bitterly cold on both days, it was a very worthwhile training event, and everyone who took part agreed that much had been learned.

Several scenarios were played out, and staff took the part of either customers or performed their normal duties to obtain experience of dealing with incidents which can occur but are not normally experienced on a regular basis.

It is planned to hold more Incident training days later in the year – they are definitely well worth attending!

Once again, the PW yard at Wittersham Road has been the subject of theft – on this occasion, batteries were stolen from Track Maintenance Machines. Thefts are bad enough, but even more so this time as the theft happened just prior to the machines being used for a relaying project between Rolvenden and Cranbrook Road.

Once again, the bad weather has restricted strimming and gardening activities, but at least progress has been made on the clearance of undergrowth and grass on both banks at the side of the line on the Northiam side of the crossing, and clearance of undergrowth etc under the signalling wires from the Signal Box to the Rolvenden side Home Signals.

S&T have also been hard at work replacing posts holding signal wires, and have also raised the level of many posts to prevent fouling by undergrowth in the future.

Gervase arrived and departed by road from Wittersham Road, after her popular appearance at the 'Steam Up' event.

It is hoped that we will soon be putting up a

replica 'Closure Notice' (a reproduction of the original BR notice from 1954); following a request and suggestion from us, Graham Sivyer has put much effort into arranging for a copy to be made, so many thanks to him.

Station Agent Jon Middleton has also taken over the role of ensuring that First Aid facilities meet the required standards at the station, and as a part of this has had discussions with the General Manager regarding the provision of a Defibrillator; whilst we are not obliged to have one, the GM agreed that it would be another example of the railway excelling in all areas. This would have to be funded by donation, and an appeal will commence in the near future; if any readers of the *'Terrier'* would like to consider a donation, it would be another worthwhile cause!!

### Northiam

Since the last entry for Northiam, a lot has been happening. Peter Walker has had to stand down as Station Agent due to business commitments and has been ably replaced by Dave Blackman, who has come through the ranks of both Commercial and Operating.

The station staff had a very successful Christmas Lunch at the White Hart in Newenden with virtually a full turn out. These are always good times to have a get-together, often meeting people who work at your station but you rarely get to meet. Under consideration is making more of a social event this year, before or after the meal.

Special mention should be made of the "Tea Rooms" which have been a particular success over recent years. This has mainly been due to the efforts of Valerie Lucas, who continually extracts more lines from the shop and the buffet at Tenterden! The Tea Rooms have made the top grade of 5 by Rother District Council for their general upkeep. This grade cannot be surpassed but major improvements





*Ben Lilley's Mark One coach on premises adjacent to Northiam Station (K&ESR)*

were made during the winter close-down by the efforts of Tuesday Group, who repaired and repainted throughout.

This leads to the general thanks to the Tuesday Group who have spent a lot of time at the station recently, with jobs as diverse as grass cutting to replacing rotted uprights on the station canopy. They have also done a sterling job on the access road with several loads of ash, but unfortunately a lot of this has washed out. Hopefully soon, we will have a budget to tarmac this area, before we get a claim from somebody for grounding in the potholes!

The Memorial Garden continues to be used with more trees being planted and plaques being placed. It is a truly wonderful tranquil place to have at the station.

This report should not go unfinished without reference to our neighbour Ben Lilley. He first of all built the garage for his car sales fully in sympathy with our buildings, even using our colours, and then put up a good quality fence to show the boundary. He has now bought from the Gloucester Warwickshire railway, a Mark One Coach which is in situ behind the

station building and very much complements the rest of the station, the track being laid by our permanent way staff.

### **Bodiam Group**

Despite the coldest spring for 50 years we can look forward to a warmer and drier period. Pam and Sheila Steven have worked miracles in the station garden and flower barrels which are looking great. One interesting (!) incident at Bodiam was during the forties event when someone flicked a lit cigarette end into one of the flower barrels on the platform. At the time the barrel was full of compost, awaiting the planting of flowers in it. It was a dry day and the compost caught fire! Shame the (re-enactors) fire brigade were at Tenterden at the time.

In the Hop Garden the hop strings have been put up by Vic Grigg and Chris Crouch and the hops, at the time of writing, are about five foot high. As ever a huge amount of effort is required to keep hops under control, trained, fed and the unwanted growth cut back. We have much grassed area at Bodiam and Chris Crouch and Bill Larke spend a lot of time and

effort keeping it looking good and trimmed. It is surprising just how much grass can grow in a couple of days even with the cold weather and at times the car park area looks good enough for a game of cricket. John Hicks has continued to maintain the level crossing oil lamps and cut the station hedges.

Many of you will know that at Bodiam station we have three bee hives. The hive owner visited recently and confirmed what we had suspected for some time that the bees, in all three hives, had died. The cause was the extended cold weather which did not let the Queen reproduce, so there were no bees to supply food to the hives. We hope that the hives will be regenerated with new swarms later this year.

As a result of the English Tourist Board 2012 inspection and report we have provided a new large notice board, constructed by John Liddell, on the outside of the station building for posters. The ETB report had identified that posters stuck on the building windows did nothing for the overall appearance of the station building or for viewing the inside of the building. Vic Grigg and Malcolm Burgess have replaced the platform side fascia of the station building canopy as the old one had rotted in several places.

The Cavell Van continues to be a great attraction with many people from all over the world signing the visitors' book. Whenever possible when the Group are on-site we try to ensure that the Cavell Van is opened for all people wanting to see it.

We very much appreciate, and have been very lucky with, all the help and advice that we have had constructing the new waiting room. This includes Matt and Dave Stubbs, Gordon Lilley and Kevin Blakiston not to mention Humph Atkinson. With Dave and Matt completing the floor screed John Liddell has been able to re-hang the doors to suit. Christine King will be painting a hopping themed mural on the Robertsbridge end wall to complement our hop themed presentation. Kevin has helped Ron Sparrow to install the electrics including the provision of the supply from the mains.

Now that the interior has been painted in Company colours it looks very smart but it'll take some time to provide the seats and hopping displays together with a model Oast

House to help illustrate our hopping theme for the waiting room.

Recently Bill Larke, Malcolm Burgess and John Harding have been passed out as level crossing keepers; the Group now has five members qualified as crossing keepers which greatly helps the station staff when numbers are down. As soon as he is well enough it is intended that Vic Grigg will also be trained.

Richard Brice is having radiotherapy and is currently unable to join us. Ron Sparrow has had an operation to free a trapped nerve in his right arm but it is taking a long time to heal. It is very frustrating for him as being an electrician by trade he made full use of his hands.

A most definite shock to us all was the hospitalisation of Vic Grigg with serious pancreatitis, in the William Harvey at Ashford. Overall he spent three weeks in hospital which included over a week in ICU. He is now home but it will be some time before he is fighting fit again. Apparently Vic did not rate the food in hospital very highly, which greatly assisted his recovery and speeded his return home.

We wish them all well and a quick return to rude health.

The Bodiam Group is no different to the rest of the Railway in needing more volunteers. If you would like to help the old codgers already in the group please contact us either at Bodiam station during our working sessions on Tuesdays and Thursdays (01580 831 713 and TN32 5UD for your sat nav.) or leave a message at the office at Tenterden.

Lastly the 14th Annual Hop Pickers Weekend will be held on 14th and 15th September at Bodiam station. Work to get the site ready will start on Tuesday 10th and will last all week – we need more volunteers to help with the preparation work. As well, volunteers are wanted from bar staff to car parking and from Hop Kitchen staff to welcoming visitors at the gate.

The organising group under the new chairmanship of Vic Grigg has some new ideas under consideration. Training will be given so don't hold back because you don't think that you have the necessary skills. Come and help YOUR railway and at the same time enjoy yourself and be part of an outstanding event.



## PHOTO COMPETITION

We are looking for a great photo to feature on the front of the 2014 Timetable & Guide to the Kent & East Sussex Railway. Many of you regularly photograph the Railway and we know that some of you produce marvellous pictures. This is an opportunity for you to share your work! We are looking for something which illustrates the present day but sums up all the best of the K&ESR. All members are welcome to enter.

Prizes are:

First – A pair of Lunchtime Pullman Tickets

Second - £25 PC World voucher

Third – A bottle of Whisky or Chateauneuf du Pape or Aubert Fils Champagne.  
For under 21 winners, a case of 500ml soft drinks.

Entries (digital preferred) to Geoff Crouch, Chairman, E-Mail [Chair@kesr.org.uk](mailto:Chair@kesr.org.uk) or if on CD or in hard copy to Tenterden Town Station, Tenterden, Kent TN30 6HE.

Closing date September 30th 2013.



*Newly overhauled Norwegian Mogul stands in front of Rolvenden signalbox on the evening of 4th July 2013.  
(Tony Cooke)*

# The Next Generation

*Andrew Morris writes about how one of our younger members came to be involved with the K&ESR and go on to train as a guard.*



*Elliott Waters (via Andrew Morris)*

Sunday 7th April, a normal day for many staff on the K&ESR, but today one young man was gearing up for something he'd worked hard at for a year and a half. Today was the day Elliott Waters, 20, hoped to pass out as a guard. With any luck by the end of the day he'd be solo.

For those of you who know Elliott you will know that, for some bizarre reason only known to him (and to you later on if you are still with me) the K&ESR is the only preserved railway he volunteers on, and he travels 250 miles each way to do it!

So let's take a look at how our newest guard got to where he is now.

When asked when he first got the railway 'bug'

he tells me it's been with him since birth.

"I was influenced by my Dad working for British Rail and the subsequent railway companies after". His Grandfather possessed a Model railway, (which Elliott would spend many an hour playing with when he was younger and some of which now resides in his own loft), and his great grandfather was Station Master at the now closed Thorpe Thewells on the Stockton to Durham Line.

"I've had quite a bit of exposure to railways over my life. I am more of a modern railways person, although since I have started work and met a fellow K&ESR volunteer, I have learnt a lot about steam!"



Elliott initially visited us back in 2009 with a friend from college, and Saturday Gang volunteer, David Hunter. "I had no idea I'd end up two years later signing up as a volunteer. The suggestion was made to me a few years previous, but it took quite a shove to get me to do it" (a shove I was pleased to be part of).

But why choose us? A humble little light railway in the heart of the south east; 250 miles away from where he lives; when he has the likes of the Weardale, Embsay and Bolton Abbey, and the ever impressive North Yorkshire Moors Railways within touching distance.

"David arranged a Guards taster day for me during one of my visits, and I ended up signing up! I think it also helped that I knew a small number of people on the railway whereas on my local railways I wouldn't quite know where to start, putting me into the unknown, which I often can't stand or don't enjoy!"

"I've always wanted to be a guard, but never had the confidence to actually do it, let alone on a railway 250 miles from home! I'm quite a shy person at first, but it was towards the middle of the taster day when I was working with Andrew on the vintage set, sitting up in the observation seat of the birdcage that I thought 'yeah; I can do this, I'm quite enjoying this!'"

What he told me next made me very proud of the

K&ESR as a team. "The icing on the cake for me was the friendly atmosphere I found, and how on my first day there were a number of people who wanted to get to know me, and were very welcoming to a newbie from the North!"

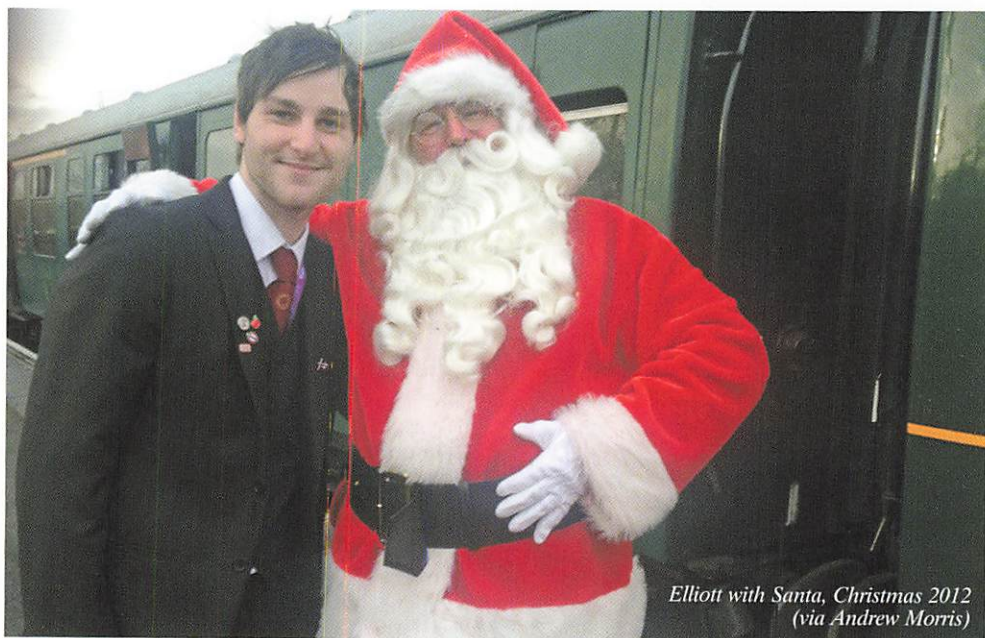
So the collective persuasion worked, The Guards Department had a new trainee. Time to start Elliott's training; but him being 250 miles away this wasn't exactly going to be easy! Luckily, David was able to accommodate Elliott each time he was down.

So coming from the mainline world how did he adjust to the heritage ways of running things? "I found the whole general operation of the train quite easy, but then I've worked on the mainline for nearly 5 years now, (Elliott is an Engineer for a rail contractor) and have always been interested in the guards role. So in that respect I knew what I was looking out for, and to a certain extent, what was required of me. I found the shunting element quite difficult at first, but again it was stepping into the unknown that probably made me think it was harder than it actually is. Being placed with Kev (Goodsell) for a number of Thomas™ shunting turns helped me build up the confidence and knowledge to perform shunt moves safely and efficiently."

But some of the things he did find frustrating. "I am a perfectionist, so not being able to do



*Elliott working the ground frame at Bodiam (via Andrew Morris)*



*Elliott with Santa, Christmas 2012  
(via Andrew Morris)*

something, or doing something wrong, was my most frustrating element of training. Learning two rulebooks (mainline and K&ESR) at first was also quite frustrating, but nothing I didn't overcome!" And the best bit of training? "Being able to meet and get to know many different people, to train for something I've wanted to do for a long time and build up some confidence that I've been lacking for many years!"

He also has some memorable moments from his training, something that helped cement his commitment to the K&ESR, and things that happened that also helped him learn how to deal with things when they go wrong! "Santa Specials are always memorable for me. Having my picture taken with Santa, (which made it to the Transpennine express 12 days of Christmas in photos) the joyous atmosphere around the railway, and of course being Northern, it has to be the mince pies! The day the railway came to a standstill due to a failed Terrier is also up there as one of the memorable events, how any timetable was immediately thrown out the window, having to think on your feet and make arrangements to get all the passengers home."

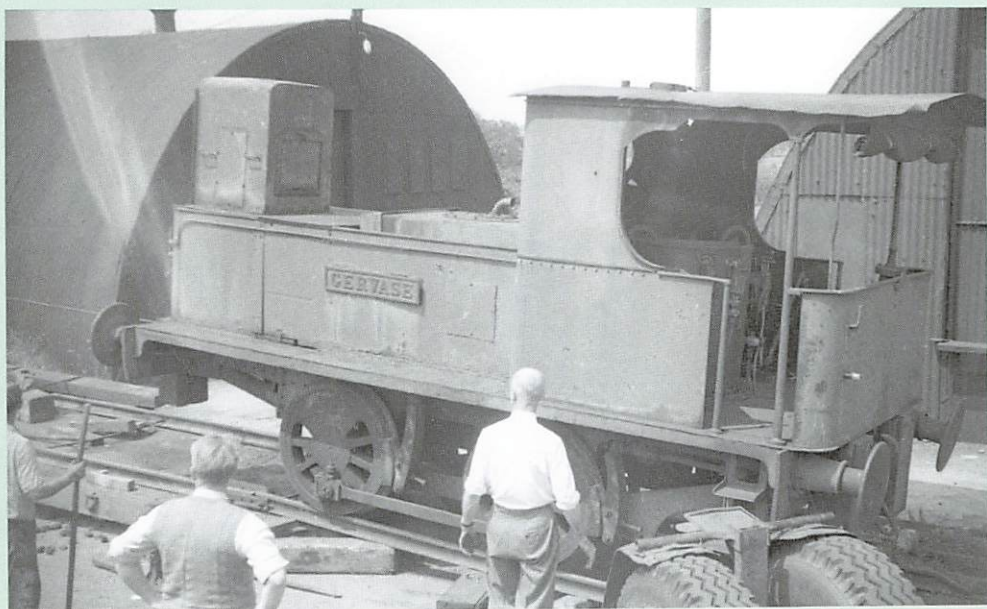
So now came the 7th of April, test day. Elliott had been swatting up on his rules on the train to and from work and had been bombarded by thousands of questions about them in the week or two before the day arrived. Although when

asked on the day he denied being nervous, what he told me after was something different! "I was very nervous. I'm not a superstitious person, but I did have a 'red flag' dream the night before, which freaked me out a bit." But as was predicted he sailed through his test and was passed out by the end of the second trip. "I was relieved that it was all over. All those hours training, endless journeys reading the rule book, and I could now relax".

Well that's what he thought anyway, but not even half an hour later, he had to deal with his first incident when his TTI tripped over and ended up with a nasty cut to his head. "I've developed a bit of a reputation with one of the signalling inspectors as being a 'jinx', as every time I'm on the railway something breaks. When I saw what had happened, all the on-board staff jumped into action to help the TTI and administer First Aid, whilst also arranging for an ambulance to meet us at Northiam. It must have gone down in the history of the railway mind, barely passed out as a guard for 30 minutes and I have my first Incident, it would only happen to me!" (Although the TTI was taken to hospital that day he is doing fine and hopes to be back on the railway soon.)

So next time you will see Elliott he will be flying solo, having had a relatively uneventful first solo turn compared to his passing out day, be sure to give him a wave!





# GERVASE COMES HOME



*Top: Gervase original arrival at the K&ESR. The scene is Tenterden Town in 1962. The late Ron Cann is nearest the locomotive (Alan Crotty)*

*Above: Gervase returns from restoration in 2013, this time via Wittersham Road. Long standing member and former Company Secretary Cathy Roberts watches the arrival (Alan Crotty)*





*Above: Gervase and No.32678 at Wittersham Road (Alan Crotty)*

*Below: Gervase with the Vintage Train (Neil Instrall)*





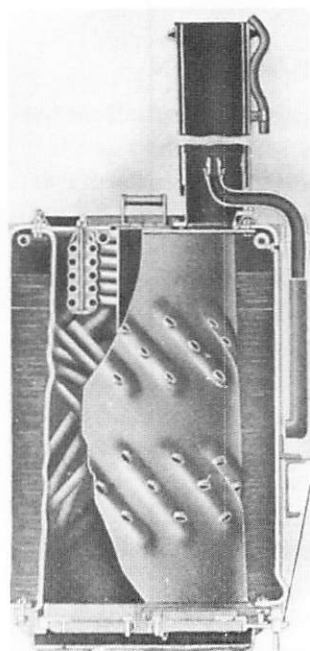


*Above: The surviving members of the 1962 restoration team. L-R Alan Crotty, Derek Dunlavy, Alan Castle, Kevin Blakiston, Dave Webber and Dick Beckett (Alan Crotty)*

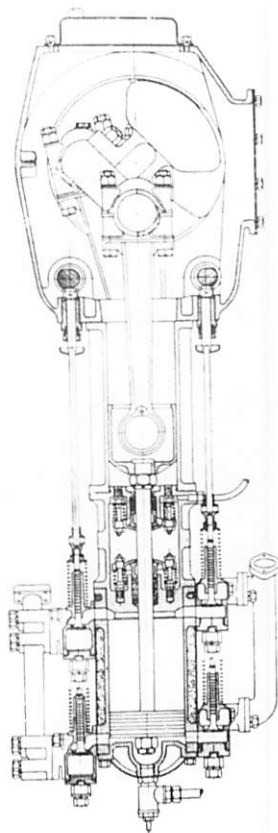
*Below: Gervase ready to depart for the Elsecar Railway. Hopefully it won't be too long before she's on her way home again to the K&ESR (Jon Middleton)*



# SENTINEL Locomotives

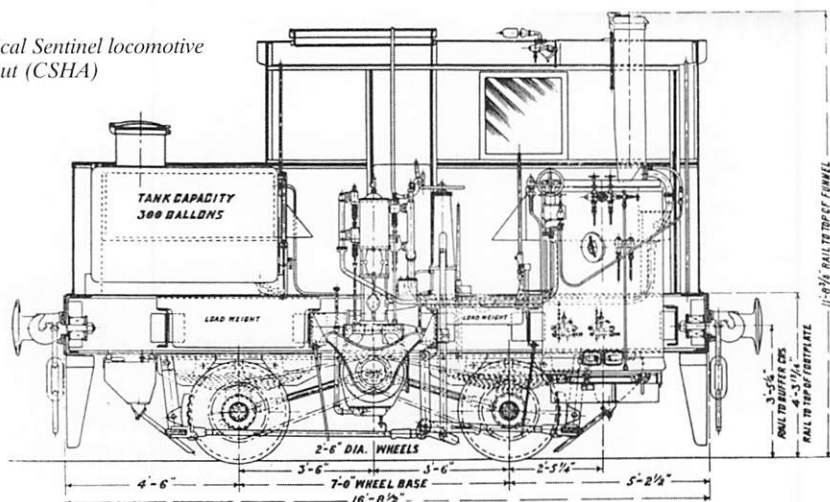


*Super Sentinel boiler diagram (CSHA)*



*Sentinel engine unit (CSHA)*

*Typical Sentinel locomotive layout (CSHA)*





# What is a Sentinel Locomotive?

*What on earth is this steam loco that looks like a diesel? Brian Janes explains.*

Well, first a little history. The firm of Alley & MacLellan of Glasgow were marine engineers, mostly making stationary and marine steam engines, lighting plant, air compressors, valves, hydraulic units, and ships' machinery, under their trade name 'Sentinel'. In 1905, using their expertise in compact steam machinery, they started to build the highly successful Sentinel steam road waggons, moving production to Sentinel Waggon Works, Shrewsbury. The most successful of all steam road waggons, the design was based on a small high-pressure vertical boiler and an under slung two cylinder, high speed, sealed cylinder unit with a geared chain drive.

In 1922 Kyrle W Willans, the uncle of Tom Rolt, the preservation pioneer, brought this reliable and efficient system to railway use. Willans was associated with Blackwells, a firm of general engineers in Northampton. A small Manning Wardle 0-4-0 saddle tank locomotive, 'Ancoats', had been sent in for repairs by the Isham Ironstone Co. Very extensive repairs, including re-boiling, were necessary, and Willans persuaded the owners to allow him to try to convert it to a geared locomotive. He bought a second-hand Sentinel lorry and installed its boiler and engine in the chassis of 'Ancoats', with roller chain drive to the axle. The resultant transformed locomotive was judged more powerful than she had been before and used substantially less coal. 'Gervase' is a direct derivative of this pioneering engine.

In the knowledge of the work on 'Ancoats', Sentinel Waggon Works were encouraged to manufacture a Sentinel industrial locomotive with Willans in charge. Ranges of shunting locomotives and steam railcars were rapidly developed and variations continued in production till the mid-1950s.

The general arrangement of their locomotives is shown in the attached diagram. The positions of the engine units, boiler cab and water tank tended to alter on individual models but the principles are, I hope, clear.

The high speed engine was a very compact, enclosed, two cylinder unit with camshaft operated poppet valves for steam and exhaust,

whose general arrangement is shown in this diagram.

The first engine was little changed from that for the waggon, but because the loco was required to run with equal celerity in either direction, extra cams were added to balance forward and reverse. The unit was soon slightly redesigned, as shown, to take advantage of the greater accessibility of the vertical locomotive engine over the under-slung one on the lorries.

The first boiler was identical with the contemporary waggon boiler and was pressed to 275 lbs. per sq. inch, and was free-steaming and economical in fuel and water. This economy, when combined with that of the engine, was outstanding, for whereas a small industrial loco of orthodox design might be expected to consume from 40 to 60 lb. (18 to 27 kg) of steam per brake horsepower/hour (bhp/h), under test the locomotive used only 18 lb. per bhp/h when developing over 100 bhp running at 500 rpm. However the boiler was always seen as a weakness in the design as it had limited steam storage, as opposed to generating, capacity, and required particular care in use.

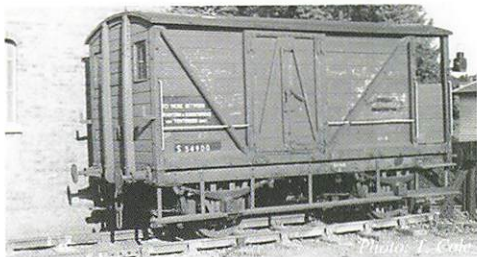
Overall Sentinel locomotives were regarded as a success wherever circumstances were suitable. They were light locomotives and not as flexible as conventional steam locomotives. Nevertheless they were relatively quick to raise steam, economic and could be readily operated by one man. The biggest customers were industrial lines and scores were built over the years. Of the mainline companies, the LNER used the type widely acquiring 58 Y1, Y3 and Y10 examples that were used for around 25 years. The LMS was not convinced and only bought eight of four basic types, and the GWR only had one (with one more trialled) though they mostly lasted as long as the LNER ones; the SR having none. Of public light railways only the Derwent Valley had one but that was quickly overwhelmed by that line's rapidly increasing traffic. Stephens' Shropshire and Montgomeryshire, being at Shrewsbury, trialled several of the type, but when Austen advised the Colonel to buy some he was told that they were too expensive and that was that!

# Letters to the Editor

Sir - Brian Hart on page 258 of his excellent book "The Kent & East Sussex Railway" makes reference to the Southern Region immediately after nationalisation, providing two 10-ton ex-LSWR brake vans branded "To work Headcorn to Robertsbridge via Tenterden only". This was done to bring the K&ES into line with SR practice but until track improvements were made only 10-ton brake vans were initially permitted.

Following research by fellow members of the SEmG, Clive Standen provided the lead to Diagram 1541 brake van S54900 while David Vidler provided S54506/569/585/896/911/918 as being other vans transferred from Western to Eastern Section. David also stated that S54900 was transferred in August, 1935 and originally branded "To work between Sittingbourne and Sheerness only". Also S54940-1 were transferred to be reduced in height for the Canterbury and Whitstable line. Mr. T C Cole has very kindly permitted the *Terrier* to publish his photo of S54900 herein. So my first question is what was the number of the second allocated brake van and thus to confirm that it was also to Diagram 1541?

I now come to further questions posed by Brian's book. On page 279 is the photo of S545756 the



12-ton ventilated van, the subject of the Shop's limited edition 4mm scale RTR model. It was branded for the final Tenterden to Robertsbridge section so were any vans originally branded for the Headcorn to Robertsbridge run? If so what were their numbers and have any photos survived?

Finally, in the photo of Rolvenden can be seen a brake van in the goods yard. By this time the track improvements were permitting the 'Pillbox' brakes thought to be of 15-tons. However, if the brake van in the view is of Diagram 1547 then 25-ton brake vans may have by then been authorised. Can anyone please confirm what this brake van is?"

Colin Withey, By e-mail

## KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

### January 2013

1st	R Nash	No. 641	£70.00
2nd	M Heywood	No. 456	£50.00
3rd	K Howell	No. 535	£45.00
4th	R Diamond	No. 434	£30.00
5th	G Hopker	No. 474	£25.00
6th	B P Germain	No. 244	£20.00
7th	J Ascher	No. 574	£15.00
8th	G Hopker	No. 474	£10.00

### March 2013

1st	Graeme Elgar	No. 618	£80.00
2nd	Cathy Roberts	No. 019	£70.00
3rd	Bob Clifford	No. 211	£60.00
4th	G F Tollerfield	No. 297	£40.00
5th	Laurie Cooksey	No. 439	£35.00
6th	David Bowden	No. 098	£30.00
7th	Roger Diamond	No. 436	£25.00
8th	Crispin Champion	No. 615	£20.00
9th	Mr C S Alliez	No. 669	£15.00
10th	Mr & Mrs Fry	No. 646	£10.00

### February 2013

1st	T P Howell	No. 530	£70.00
2nd	Mr S Foster	No. 354	£50.00
3rd	M Keable	No. 317	£45.00
4th	Bob Clifford	No. 285	£30.00
5th	L J Edwards	No. 442	£25.00
6th	Richard Aynsley-Smith	No. 206	£20.00
7th	Patrick Nairne	No. 640	£15.00
8th	Kent Evenden	No. 608	£10.00

### April 2013

1st	Bernard Epps	No. 514	£70.00
2nd	Mrs J E Sime	No. 522	£50.00
3rd	W D Benn	No. 501	£45.00
4th	Mr B C Paul	No. 471	£30.00
5th	J R Crawford	No. 529	£25.00
6th	Paul Gurley	No. 559	£20.00
7th	R S Pannell	No. 287	£15.00
8th	Mr E Stockdale	No. 067	£10.00

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



## "each a glimpse..."

by Colin T Gifford © 2012 first published 2012 Ian Allan Publishing, price £30

I approached my first book review with more than my usual degree of trepidation and caution to anything new or unaccustomed, wisely choosing a quiet turn on Cranbrook Road crossing only to discover the genius of a photographer of whom I had never heard...

Ensnared in my railway island, I first read the accompanying Press Release and learnt that the title was inspired by the last line of the second verse of Robert Louis Stevenson's poem *From A Railway Carriage*: "Each a glimpse...and gone forever!"

I then discovered that this volume, just 96 pages but almost 290mm square and containing 228 images plus the title page, three more with the credits and bibliography and finally a photograph credited to N H Willoughby opposite the preface, was actually a revised edition of the book by the same author published in 1970.

The scope of the revision removed some shots so others could be enlarged and new scenes added; never having seen the original I cannot possibly comment whether this is an improvement or not. Certainly the quality of the computer origination seemed more than adequate to me although "Printed in China" proved a sign of the times, far removed from Colin Gifford's black and white originals.

As he explains in the preface, during brief visits to Euston, St Pancras and King's Cross as a boy shortly after the war, "...I would glimpse the many luggage labels and note train announcements: Aberdeen, Edinburgh, Newcastle, Leeds, York and so on...for me evocative, mysterious, inviting, but unget-at-able places."

Colin acquired the use of a Rolleiflex in 1957 but soon migrated from the general locomotive and train in sunshine to "railways and trains in context". In the wake of the 1955 Modernisation Plan but a few years before Dr Beeching's "The Reshaping of British Railways" he would initially have had little idea of the sea change just around the corner.

There is no index; just the briefest of captions for each picture displayed on each double-spread with the individual shots identified by the tiniest of index numbers to mirror the layout elsewhere on the page. Unfortunately the

descriptions for images 68 and 69 have been flipped, which is rather less excusable in a revamped book.

The idea is that there is a flow from one group of images to the next, starting off with children watching trains go by, rather than presentation in chronological or geographical order. It was perhaps only some two hours later, excluding interruptions from 1638 and the DMMU, that I appreciated the value of this approach.

Image 7 put the project into context; a fairly average shot of 48206 with a goods train on the Bootle branch, Liverpool in 1968 with a children playing in a recreation ground at Clubmoor in the foreground. "Crikey!" I mused. "If someone tried to take a picture like that today it would be picked up on perhaps half a dozen CCTV cameras and draw a response from the parents if not the local constabulary."

And from this we turn straight over to a 'Lowryesque' image described as Mersey Square bus station with an 8F working tender first on Stockport Viaduct, in pouring rain a fortnight later. This was not the only example of a short description proving inadequate, and it took a check on internet to discover it was actually taken in Stockport itself.

Working my way through the book I was became increasingly aware that 80% of the compositions only work because they are in black and white; the counterpoint to this is the handful of truly stunning images taken in sunshine or excellent light would have been so much more interesting and attractive in colour.

In some studies the engine or train is just too insignificant to add to undoubted quality images but others seem to more appropriate for framing and display than tucked away in such a volume. Image 26 with 75037 at Lambrigg providing the rhythm to a melodious November landscape dominated by a huge solitary oak is undoubtedly one of the best.

My personal favourite though is image 115, a full-square scene tastefully set within narrow white margins. It depicts Llanglydwen on a fine early September evening in 1962, and is quite simply a treasure.

"each a glimpse..." is recommended with a reservation: you need somewhere to store it. It is far too big for most bookshelves. Perhaps Colin might consider an exhibition at the Turner Contemporary in Margate?

HN

# Education Passes 10,000



*Evacuees view their locomotive (Keith Harcourt)*

Education is a major part of the K&ESR's charitable objective. It is a pleasure therefore to report that in the period 2006 to 2013, more than 10,000 children and teachers have participated in our education projects.

In June 2006 the K&ESR worked with The South East Grid for Learning (SEGfL), Kent County Council, The Kent Community Network and the Historical Model Railway Society (HMRS) to develop an opportunity for children from Kent and East Sussex to experience Victorian life first hand. The idea behind the support from all of the partners was to leave a legacy of educational activism that the railway could build on and replicate. The original project is still live on the South East Grid for Learning's website and is thus available for schools to use. We have grasped the opportunity and developed the resources further with new materials each year. Whilst numbers of children

taking part in Victorians has been steady, governed largely by the number of schools doing the topic in the summer term, the next project we worked on has proved a runaway success.

In 2007 SEGfL, The Kent Learning Advisory and Education Information Systems Teams helped us to develop what has, in terms of numbers taking part, become our most successful project. The Evacuation Project, taking place for three or four days following the 40s Weekend each May since then, has delivered an average of some 1400 children and teachers per year taking part. 2010 however, was a bumper year with a total of 1900 Evacuation Travellers.

Before the children arrive at the railway, educational materials we have developed are made available to booked schools via the Internet but in 2013 we took this in house through a special schools section of the



K&ESR website available only to those taking part in the project.

Re-enactors from the 40s weekend stay over and of course the station is dressed in 1940s fashion. We even have our very own Hurricane pilot, Neville Croucher, whom the children really enjoy meeting. Each child has the opportunity to sit in a carriage similar to those used during the war to show how cramped the evacuees were for many hours. Everything is done to give the children a sense of "What it was like to be a child in World War 2", which is what the curriculum currently requires.

The materials include everything that the teachers and children need, so they all arrive having made their own gas mask boxes and evacuee luggage labels. On arrival at Tenterden where their journey starts, each child and teacher is given an identity card and staff on the train check them at regular intervals. Naturally the children are excited, but on the train they get a chance to talk to some of our real evacuee volunteers, who give their time because they want the children to know what it was really like to leave your parents and not know where you were going. Many children find this a sobering experience. Perhaps the best way to get across what the children feel is via a quotation from an email received from Melanie Smith, a teacher at Northiam Primary School, just after the 2013 Evacuation:

"We had such a wonderful day and couldn't stop talking about it! As a result of the trip, the children have asked to hold an afternoon for parents to show the photos and to talk about their experiences. But most of all they want to tell everyone about their conversation with Barratt Manning (*WW2 evacuee*) and Neville Croucher (*WW2 RAF Pilot*). They were fascinated by their stories and how they kept some humour about their experiences. The children expressed their opinions of the day as

- emotional
- great fun
- amazing
- made us think hard!

*Chaos at destination (Keith Harcourt)*



and one that I personally didn't expect but am extremely pleased about - they felt proud!"

Everyone at the Kent and East Sussex Railway has a right to feel proud of the educational experiences we deliver for so many children and teachers. By the time you read this we will have had another 140 children and their teachers on a Victorian Experience.

The curriculum is changing and what we offer will change with it, but in keeping with our charitable duties, rest assured that the railway will keep fulfilling its educational purposes.

Keith Harcourt – Education Consultant  
K&ESR [education@kesr.org.uk](mailto:education@kesr.org.uk)

*(The Editor wishes to add that he has been assured by Mr. Harcourt that the necessary permissions were obtained for the use of the photographs of children accompanying this item.)*

# Replacing the Terriers

*Charles Judge looks at the trials with the Drewry 204hp diesels in 1957/58*

In the mid-1950s British Railways, whilst pledging in the 'Modernisation Plan' to eliminate all steam, had to face the fact that they were continuing to rely on small, elderly steam locomotives for specialist jobs. The use of 80 year old Terriers on the remaining Rother Valley section of the K&ESR must have been particularly galling.

Southern Region management had little experience with diesels and such as they had was with machines with the more familiar electrical transmission. None of these large machines could pass over the Rother Valley bridges, so they were required to look at the smaller mechanical transmission machines being trialled elsewhere. These had of course been designed for shunting and the original BR order was solely to replace ex LNER tram engines. True, the Wisbech and Upwell line used them over its very flat 5½ miles but the K&ESR had Tenterden Bank. So it came about that the K&ESR became a trial ground. With 20/20 hindsight it seems it might have been simpler to cut the line back to Rolvenden, for following the removal of the engine shed there was plenty of space for a replacement yard.

The then new Drewry locomotives (Eastern Region designation DJ12/1 and 2 - later designated class 04) were chosen for the job. In the official words the trials were for 'establishing [the locomotives] suitability for undertaking the operating requirements of the line and for gaining experience in its general aptitude for meeting the needs of light railway branch service and trip working' and whether they could be used 'when

the A1/x Class becomes extinct'. The trials were attended by no less than eight BR officers from the Operating and Motive Power departments and two representatives of the Drewry Car Co.

The running trials took place on Thursday and Friday, 9th and 10th May 1957, shortly after bridge testing took place with the locomotive on the 6th and 7th. Specific trials of haulage and braking were made on the line, with particular attention to the Wittersham 'hump' with a train of 304 tons. On the 'severe conditions' of the Tenterden bank the load was reduced to 157 tons, on which the locomotive demonstrated 'conspicuous ability'. Final sectional running times and loads given for the Thursday are shown in the table at the bottom of this page.

No stop was called for at Hodsons Mill, as this was covered by a shunting movement from Robertsbridge during the shunting time allowed there.

We do not have a record of the particular locomotive that undertook these trials. The first three of this class of diesel on the Southern, 11220, 11221 & 11223 (later in the early 1960s numbered D2250, 51 & 53) left the builders (Robert Stephenson & Hawthorns) works no earlier than 8th May. They officially went into service at Hither Green depot on 10th and 17th May. Therefore none of these could have been used. An early Drewry was stationed at Hither Green p/w depot and the Eastern Region had by now significant numbers of the class; perhaps one of these was borrowed.

The tests were regarded as a great success and the Drewrys were cleared for use 'when needed' with

Depart	Arrive	Time (minutes)	Load
Robertsbridge	North Bridge St.	4	304 tons 16 wagons = 26½
North Bridge St	Junction Road	8½	
Junction Road	Bodiam	5½	
Bodiam	Northiam	13½	
Bodiam	Wittersham Road	12	
Wittersham Road	Rolvenden	12½	
Rolvenden	Tenterden	14	157 tons 9 wagons = 14
Tenterden	Rolvenden	9	
Rolvenden	Wittersham Road	9½	304 tons 16 wagons = 26½
Wittersham Road	Northiam	12	
Northiam	Bodiam	15½	
Bodiam	Junction Road	5½	
Junction Road	North Bridge St.	10	
North Bridge St.	Robertsbridge	5	



loads of 150 tons (with brake van) Rolvenden-Tenterden and 300 tons elsewhere. This tonnage was sufficient to allow elimination of an optional 'Q' Rolvenden-Tenterden working designed to properly service Tenterden Town yard.

The following month the CME, Brighton, and the Chief Operating Superintendent must have exchanged correspondence (now lost) which deferred the introduction of the new diesels. It was therefore not until 4th February 1958 Mr I. C. Marshall, the Outdoor Assistant to the Chief Operating Superintendent, wrote saying 'It will be necessary for [a Drewry locomotive] to take over the working of the line in the course of the next few months'. Unfortunately, it is not now possible to ascertain whether this decision was precipitated by a predicted shortage of Terriers (none were withdrawn during this time) or, more probably, because of the rundown of St. Leonards steam depot in the wake of the Hastings Diesel Electric Scheme (fully implemented from 9th June 1958).

Marshall also asked to test the suitability of the locomotives for a trip working of 100 tons from Robertsbridge to Battle (presumably also a previous Terrier working). Although there was initially some doubt as to whether this trip working would be necessary in the future, a test was undertaken on the afternoon of 2nd July 1958. This used one of the Drewrys which had by then been working on the K&ESR for a month.

The trial trip with a load of 100 tons over the 6 miles was achieved in 22 minutes, against a schedule of 35. The locomotive used only 4th and 5th gears and was held fully satisfactory. A further trial two days later with 125 tons was again successful, and the working was inaugurated in August.

BR chief officers, presumably being still wary of the new locomotives, required a further trial on the K&ESR. This was so that 'actual running times with a train made up to the maximum load be checked against the schedules now in operation ...now that [there is] adequate experience of these locomotives on train running work'. Loaded locomotive coal wagons were rapidly moved from store at Minster to Robertsbridge on the 26th September 1958 to make up the loads, and trials took place on Thursday 2nd October. The train was to depart at 1pm (presumably after the normal morning working) calling at all stations. The normal return to Hastings (including the Battle trip working) for shunting all afternoon was cancelled that day.

Perhaps the uniformity of diesel performance as against steam engines had not quite sunk in with the operators; for the trial results were not markedly different from the earlier tests. One would have expected that daily shunting times would have given greater timetable variation than simple haulage but this was not apparently regarded as a factor in this trial.

<i>Depart</i>	<i>Arrive</i>	<i>Time (minutes)</i>	<i>Remarks</i>	<i>Load</i>
Robertsbridge	Junction Road	16½ including 2¼ at North Bridge St. Crossing	4th Gear, 15mph, 1100 rpm 5th Gear, 14mph, 750rpm	297 tons 10 cwts 16 wagons =25
Junction Road	Bodiam	5	5th, 18mph, 800rpm 2 wagons brakes on, 1 dragging	
Bodiam	Northiam	13	5th, 29mph, 900rpm	
Bodiam	Wittersham Road	13 including 1 for crossing	5th, 16-20 mph, 8-900rpm	
Wittersham Road	Rolvenden	12	4th, 13mph, 1050rpm	
Rolvenden	Tenterden	15 including ½ for crossing	2nd, 5-6mph, 900-1000rpm	148 tons 16cwts 8 wagons =13
Tenterden	Rolvenden	9	4th, 20mph	
Rolvenden	Wittersham Road	9½	5th, 20mph, 850rpm	297 tons 10 cwts 16 wagons =25
Wittersham Road	Northiam	12		
Northiam	Bodiam	15½		
Bodiam	Junction Road	5½		
Junction Road	North Bridge St.	10		
North Bridge St.	Robertsbridge	5		

The locomotive was 11223.

Working was now allowed to settle down. The daily train thereafter left Robertsbridge at 7.55 am with 7 minute stops at Bodiam and Wittersham, 9 minutes at Rolvenden and 10 minutes at Northiam with arrival at Tenterden at 9.44. The return was at 10.30 am (10.05 on Saturday) with similar stop times plus 9 minutes at Junction Road [Udiam] siding with arrival at 12.53 pm (12.23 Saturdays).

These trials over an extended period may seem to

be an extravagance when the service was to cease in a mere 4 years but operators and motive power engineers were still feeling their way with the new traction. The catastrophic impact on farm and other goods traffic of the 1955 ASLEF strike was not yet fully apparent and it was to be this loss, together with coal concentration schemes, which drove the nails in the K&ESR's coffin.

*Source: Colonel Stephens Museum Archive File KESR/8/22.*

# **TERRIER CLUB FOR AGE GROUP 12-16**

**Wanted!** The Kent & East Sussex railway is looking to recruit young people who would like to become working volunteers on an occasional or regular basis.

*There will be opportunity to carry out work in various departments on the railway.*

*You can learn new skills, perhaps get dirty, have fun and make new friends.*

**Contact Dave Stubbs on  
01634 233337**



# HOW MUCH MORE?

by Graham Baldwin, General Manager

In the last edition of the *Tenterden Terrier* I looked at some of the costs of running the railway. There is of course a lot more to cover off in our look at why we run so many days to do only a little bit more than break even in financial terms.

I covered Permanent Way, S&T, Forestry & Conservation, Property maintenance, staff welfare and finance, with some rolling stock and operating costs and that brought us to 93 “ordinary” operating days without any salary costs, or marketing.

## 8) Marketing & Santa

So in part two of our study of how the finance model works we'll start off by adding in the Santa Specials (10 days)

Before coal this is budgeted to make £141k in 2013. If we take off £4k for coal that leaves us with £137k. This is just as well as with 100 days now we need to do some marketing. Our marketing budget (excluding events) is £62k which includes leaflets and distribution, PR, general advertising, subscriptions to tourism organisations, etc. Over £18k goes in printing leaflets and distribution (including P&O for the multi-linguals).

Leaflets are still the most used media for getting visitors through the door. The internet supplements this rather than it being the other way round. This will change over time, but it hasn't yet!

## 9) Thomas™

It has become significantly more expensive to operate “Days Out With Thomas™” but they still bring in high visitor numbers with a relatively high secondary spend (shop/catering). The costs that have escalated are the locomotive hire and transport, and the increasing demands from HiT not only of what we must put on the customer, which increases direct costs, but also the escalating franchise fee which has probably reached its limit. But 9 days of DOWT nets us £40k profit, and about the same would be achieved from normal operating apart from secondary spend which is very high when compared with everything else we do.

## 10) Office and power

We now are running 109 days with just over £100k surplus but no staff. Lets add office costs and electricity. Our electricity bill is £30k per annum. We regularly review suppliers and tariffs but we have buildings that are not insulated, and the workshops are large buildings to light and heat. Oil for heating is about another £15k. Our telephone bill is a little under £7k, postage is budgeted around £5k net then there's the copier, stationery, tickets etc costing a further £14k. We need our accounts audited and we have credit card charges to pay, that add another £30k to the costs. That leaves us running for 109 days with no surplus and no wages paid yet.

## 11) Membership

A little good news! Membership subscriptions bring in £35k but that costs us just under £13k to administer. This means we can afford legal fees of £6k. And we have £15k to spare

## 12) IT

We need computers of course and it is time to add them in. Our IT budget is always escalating as replacement computers (because we wear them out after about 5/6 years of heavy use) continually increase and software maintenance and IT support become more critical. Slow PCs reduce efficiency. Mine is now 7 years old and it is becoming really slow with a couple of programs working, and it will be replaced in a couple of months.

We replace about 3 per annum.. We also now back up off site which is critical with the amount of data we use. Our IT budget is now just over £15k, but that includes the ticketing software which helps brings in £70k worth of gift aid.

## 13) Wage Costs

We've now reached the stage where we need some staff. As you will know the staff wages bill is well over £500k. Why?

We have locos to maintain and overhaul and this needs to be done by skilled professional staff day in day out. At risk of approaching this look at the budget model in reverse, we have 180 + operating days which requires at least 4

class 5 locos and at least 3 smaller ones because it isn't just a case of having 3 locos operating (as on Sundays in August) but also having a back up as well. Whether its right or wrong is for the heritage lobby to debate, but we have 2 separate loco fleets to maintain so we end up keeping at least 5 locos in service to allow for breakdown, with diesels still to come. So we need full time fitters to maintain this level of service and the same applies to maintenance of carriages and of course their overhaul. Engineering dept wages are over £200k.

At this stage I am excluding CSRE related wages but there is £440k for K&ESR which in addition to engineering includes the staff we need to administer the business. In terms of our running total we have moved back to needing a further 90 days of normal running before adding in the rest of the wages which we need for staff to answer the telephone (2.5 FTE which is full time equivalents), do the marketing (2), the finance administration (2FTE), run the operating dept (2.2FTE) and me of course.

So as of now and before CSRE income and costs we are operating 205 days to break even but there's some good news.

#### **14) CSRE**

##### **a) Shop**

The shop contributes about £60k to the railway (before the manager's wages). The last few years have been difficult for a lot of retailing and tourist attraction. Gift shops are no different. The rise of Amazon and the internet has destroyed sales of books, DVDs, and many toys as well but local produce sales rise and we have increased our range of local product and own branded merchandise.

##### **b) Pullman**

The Pullman generates about £150k after coal but before loco costs. For Sunday lunches it requires its own loco which is a cost that we do not physically show.

##### **c) Other Catering**

Station catering generates a further £60k, and on-train catering including trolley sales a further £100k. They have some costs (laundry, equipment renewal etc) but between them they produce £130k net.

CSRE has wage costs for Catering and the shop that amount to around £120k but it is still generating £220k.

##### **d) Railway experiences**

Railway experiences produce a surplus before coal of around £60k. Net of coal this is around £40k.

We're not safe yet!

Summarising now we need to operate for around 205 operating days (excluding railway experiences) to produce £260k. This would be good news apart from a few items that have been missed off!

We haven't spent anything on cleaning yet. We have to hire refuse bins, empty cess pits, and because we do not have a bank of volunteers to do it, we employ contract cleaners to clean the offices and train. That's just over £40k.

Because of the way we are structured, we pay for the hire of our diesel locomotives and that is another £40k + fuel oil which is around another £15k.

There is one other monster cost to the budget that I have saved until now, and that is depreciation which for 2013 is budgeted at £78k. Although not actually cash out, we do charge it to our P&L account, so we are now left with £87k.

We haven't replaced any worn out picnic benches, paid any subscriptions (for HRA magazines etc) and there are a lot of minor expenses I haven't covered in this resume of how the budget model balances.

We do not of course operate public services for 205 days, and we have in fact tried to be efficient in not operating on days that we do not expect to get 250 people. We have tried to balance the books at about 185 days and to cover the balance we do some events that get more than the average numbers (forties, hoppers etc). At 185 days the resources, human, infrastructure and cash are fully stretched, but we do balance the books and in fact achieve a little bit more. We only achieve this through the well recognised efforts of our staff which include some 400 volunteers.



# 4253 - A Phoenix Rises



*Away Team in Wales (4253 Ltd)*

*Out of 156 of the 42cx class built by GWR, No. 4253 is one of only five of the class which survived the cutters torch at Barry scrapyard. Having stood idle, rusting, stripped of components and abandoned in the salt air at Barry for some 25 years, a further quarter of a century was spent languishing storm lashed on a South Wales mountainside. Happily, fate decreed she arrived at Rolvenden Locomotive Works in June 2011 in a sorry and dilapidated state. **Bryan Atkins** describes the initiative to restore this stoic and unsung hero of the steam era.*

The need to provide substantial motive power to K&ESR for future generations has been the concern of many over the years. Given that the connection to Robertsbridge is becoming 'less if and more when,' we were aware of the lack of engines that can lift five cars from Robertsbridge to Tenterden with ease.

Back in the 'noughties', a small group of members in the Locomotive Department had been poring over this problem for some time, and No. 4253 became their only viable long-term solution. Ideal locomotives in restored condition, that would

meet the approval of most members of K&ESR, very rarely come on the market and when they do, they attract many bidders resulting in massive price tags, making it impossible to raise such finance. No. 4253 represents perhaps one of the very last opportunities to acquire an ex- Barry engine. There are a few engines remaining in scrapyard condition, but a characteristic of our industry is that their owners don't want to sell. Until that is, when they realise that the machine they have saved from oblivion is going to a workmanlike home such as K&ESR.

There is no quick fix to restoring a loco of this size and condition. While the time and sums involved are considerable, it is more manageable to raise funds for this type of project than an outright purchase of a complete engine. We did investigate No. 6619, as a possible option several years before but at the time the price tag was daunting; however, we were delighted to see 6619 eventually arrive on our railway.

The invitation of classmate No. 4247 to the 2012 K&ESR gala revealed that this engine was an



*The new bunker awaits fitting (4253 Ltd)*

impressive haulier and more than competently demonstrated how a locomotive of this class could be useful to our railway as they are on the Bodmin & Wenford and the Paignton & Dartmouth railways. A completed No. 4253 will enhance the reputation of these locos by becoming a major performer on our expanding infrastructure.

The 4253 project is a restoration scheme, not an overhaul. This is something that we have not actually attempted with a steam locomotive before on our railway (although ironically the C&W has been restoring rolling stock for donkey's years!). As such, the project is much more demanding in both financial and engineering terms than any previous locomotive project undertaken at Rolvenden. However, by the time we reach Robertsbridge it is hoped that the 4253 project will be nearing completion. The project is owned and organised by The 4253 Company Ltd., which is a self-financing, not-for-profit company run entirely by Volunteers based at Rolvenden under the auspices of the K&ESR Engineering Manager.

We found it was reasonably easy to knock apart the ex-Barry wreck, even though the effects of 40 years of corrosion on No. 4253 did, at times, seriously challenge the enthusiasm and efforts of the most determined of volunteers in the working parties. The trick now is in the rebuilding of the engine. Thankfully all the engineering challenges

can be overcome but this demands sums of finance, the size of which at present we still have to completely muster. Funds to finance the restoration come from the sale of shares in The 4253 Company Ltd. This means that as a shareholder you will in fact be a part owner of the locomotive - and probably your last opportunity to be a part owner of a steam locomotive. A share will cost £250 each and you can buy as many shares as you like. Indeed some people have already made multiple purchases. However we recognise that not everybody can afford large sums of money at once, so if you would like to become shareholder you can buy your share by filling in the standing order form for £10 per month or more, for as many shares as you wish to purchase.

Ownership in a steam locomotive can be achieved for little more than the cost of a couple of railway magazines or pints of beer each month.

In the two years since the project started, we have at times been taken aback by the kind offers of tools, parts, expertise and finance in the form of share purchase. In one instance, via one of our new contacts that we have inevitably made in the Great Western world, Swindon College donated a considerable amount of imperial machine and hand tooling. Much of this will be passed to the K&ESR workshops as common user equipment. The number of shareholders still continues to



*No 6619 departing Tenterden. We look forward to seeing No 4253 on similar duties (Ian Scarlett)*



grow monthly. The philosophy behind the project is to constantly demonstrate progress. You cannot expect anyone to support a cause, no matter how worthy, unless they can see it moving forward. To this end a website has been developed to illustrate the monthly progress ([www.4253.co.uk](http://www.4253.co.uk)) and attempts to put those working on the project under pressure to deliver, whilst those financing it or thinking of supporting it can hold the project accountable for what it has achieved. So far, it is felt that such progress has helped to draw into the project the much needed finance and skill required to move it on.

There are a number of aspects of this project which have really taxed our technical and administrative abilities – for example dealing with the state of the frames and boiler, lack of side rods and other vital missing parts. However, as each week passes, more information and opportunities come to light and it is clear that it will only be a matter of time before all the remaining issues are settled.

The frames have suffered badly from the very worst of weather that South Wales could offer for over 40 years. We have now repaired over half of the frames; this has included riveting on a new front buffer beam and new stretchers, using skills and organisation we didn't know we possessed.

However, it was determined soon after acquisition that the bunker and side tanks were beyond repair. We have already produced a new bunker, which, with its 1,300 rivets, is considered as every bit as good as the original produced at Swindon in 1917. Attention this year is now focused upon the production of our first side tank; a challenging construction which we hope to produce to the same standard as the new bunker. The wheels have been sent away for the tyres to be turned. This work has now been completed and they are due back later in the year when the journals have been checked.

Meanwhile the boiler has been externally needled gunned and painted, while the tubes are slowly being removed for inspection. We hope to have a full boiler inspection in late summer and only then will we know what we need to do. In the missing parts department we have been amazed at what unlikely bits have come to light in such a short time. Crossheads, slide bars, side rods, vacuum pump, injectors, and most of the back head fittings (just to mention just a few), have already been acquired. We now have probably over 85 per cent of the missing parts. We still have some big-ticket items to find: brake valve, lubricator, cylinder drain cocks, and chimney. The main connecting rods were on our big-ticket list

until recently. These rather meaty items would have needed to be forged and machined, and as such would have severely tested our ability to raise the finance. However we have recently been offered a brand new, unused rod the correct size and dimensions for a 42xx class, for an advantageous price, and now expect its mate for the other side to appear very soon! We have also developed strategies to overcome the other shortages on the list, and it will be only time before we have these items safely in our possession as well.

Above all, we are very grateful for the growing support shown by K&ESR members who are gradually coming around to the idea that a 4253 steaming might actually become a reality in their lifetime. Not only are shareholder numbers showing a continual increase, but also there has been support shown in the purchase of various fund raising products from t-shirts to limited edition prints. However the support shown by K&ESR members / *Terrier* readers for our annual Xmas raffles has been overwhelming and for this we are truly grateful. Finance of the materials for the bunker and the turning of the wheels would not have been possible without the generosity of support shown by *Terrier* readers for these raffles, and feel sure that forthcoming 2013/14 raffle will again be successful.

Working parties at Rolvenden are organised every Sunday and Tuesday, and you are most welcome to drop in and view the progress. As progress on No. 4253 depends upon the activities of working parties, if you roll up with overalls we will even more pleased to see you. You don't have to be skilled. If you can clean, paint, grind, there can be a job with your name on it! However if you do happen to have a skill, please let us know we can always find tasks to suite your abilities.

We are often asked how long it will take before No. 4253 is likely to steam again. This is a difficult question to answer until we know the extent of all the engineering challenges that we face. However a glance on the 4253 website will reveal that we are well ahead of our planned schedule. It therefore may become a question which project will be completed first; the locomotive or the Robertsbridge extension? What we do know is that the more people who back the project now by becoming shareholders, the sooner No. 4253 will be completed and we make use of the result.

For more detailed information on No. 4253 and the activities and issues surrounding the project please see [www.4253.co.uk](http://www.4253.co.uk) or contact us at [gwr4253@gmail.com](mailto:gwr4253@gmail.com) to request a leaflet. Requests to the Editor will also be passed on.



# Rails to Lands End

*Tom Burnham looks at the story of rival light railway schemes for the far West*

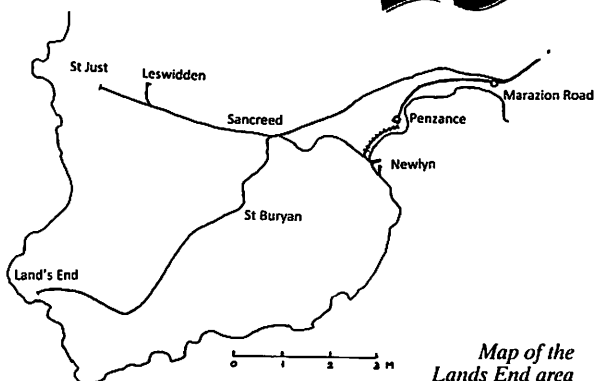
In the mid-Victorian era, west Cornwall was enjoying a boom in tin and copper mining, as witness the many now-derelict mine engine houses which remain as a characteristic feature of the landscape. Cornish engineers such as Richard Trevithick had played a leading role in the development of steam power, and several early railways were built to connect mines to harbours. Indeed, the Royal Cornwall Museum in Truro displays the Poldice Tramway's directors' inspection carriage of 1810, which is said to be the oldest surviving rail passenger vehicle in the world.

However, land transport eastwards to the rest of England was slow and expensive, and this limited the markets for the more perishable products of the other traditional trades of agriculture and fishing.

The West Cornwall Railway, originally built to the standard gauge and incorporating parts of the older Hayle Railway, was opened from Penzance to Redruth in 1852, but it was not until 1859 that it met the Cornwall Railway at Truro. Although it was now possible to travel to Penzance by rail from the rest of the kingdom, a break of gauge was necessary at first, until the West Cornwall provided mixed gauge on its main line in 1866-67. Eventually, the various companies forming the Paddington to Penzance broad gauge trunk line came under the control of the Great Western Railway. Conversion of the GWR broad gauge lines to standard gauge was finally completed in 1892, but it was not until 1930 that the whole of the Plymouth to Penzance main line was widened to double track and the last of Brunel's timber viaducts on the main line had been replaced.

Even after the railway had reached Penzance, the busy harbour at Newlyn, about two miles along the coast, and the productive mines around St Just were still without direct rail connections. Two attempts were made to build a Penzance & St Just Railway by somewhat different routes in 1865 and 1873, but no construction resulted, and a proposal of 1890 for a railway to Newlyn harbour along the Promenade (which dated from 1843) was also abortive.

Towards the end of the nineteenth century, the tin mining industry entered a period of decline, resulting in much hardship and the emigration of



*Map of the Lands End area*

Cornish miners to distant parts of the world. According to the *Royal Cornwall Gazette*, the tin and mineral industries of the St Just area had been "associated with continual losses contributing to the almost complete failure and closing of the mines". While this may have been somewhat of an exaggeration, as some of the mines did manage to adapt to the new conditions, the heyday of the industry had certainly passed. Elsewhere in Cornwall, tourism was expanding rapidly, but even though there was splendid coastal scenery around Land's End, access to it was a problem. Even St Just itself, with a population of some 7000, was served only by "an irregular system of omnibuses and carriers" – two horse bus proprietors ran eight times a day to and from Penzance, but the service was slow and inconvenient.

The Light Railways Act of 1896 offered an opportunity to improve transport in rural areas at lower cost, and in March 1898 the local newspapers reported that a syndicate had been formed to promote a Penzance, Newlyn & St Just Light Railway. There were workable deposits of china clay along the line of the proposed railway, which would be given a contract to carry the whole of the output of clay, and it was said that two directors of the Anglo-American China Clay Syndicate - incorporated in November 1897 to acquire mining rights near Leswidden, on the moors above St Just - would join the board of the railway.

The Penzance, Newlyn & St Just did not remain the only proposal for the district for long. On 1 April 1898 the Economic Railways Company Limited was formed to promote light railways under the 1896 Act, specifying one from Penzance

to Newlyn and St Just among its objectives. Like the earlier Light Railways Syndicate Ltd., the company was the brainchild of the Cranbrook solicitor Edward W.I. Peterson, Holman F. Stephens acted as its engineer and the barrister Henry C. Gollan was an investor. Advertisements of the intention of the respective promoters to apply for Light Railway Orders for their two schemes - the Penzance, Newlyn & St Just and the St Just, Land's End & Great Western Junction - appeared in the local press at the end of April.

More details of the Penzance, Newlyn & St Just Light Railway were forthcoming at a public meeting addressed by the promoters in May. J. Vivian Thomas, a rising Penzance solicitor whose father had been a mine captain at Camborne, explained that 77 acres of land would be required. The first part of the pier at Newlyn was wide enough for railway tracks, and it was expected that the price of coal in St Just would fall by 4 shillings a ton. Colonel George Montagu Hicks, the chairman of the Anglo-American China Clay Syndicate Ltd. and of the Leswidened China Clay Co. said that the syndicate had plenty of money behind them and would not need to seek subscriptions from the public. The engineer of the line was John Russell of London, while Robert Godfrey acted as local engineer. Godfrey had moved to Penzance a year or two previously and was now the landlord of the Castle Hotel, but had previously been the engineer and highways surveyor of King's Norton Rural District, near Birmingham.

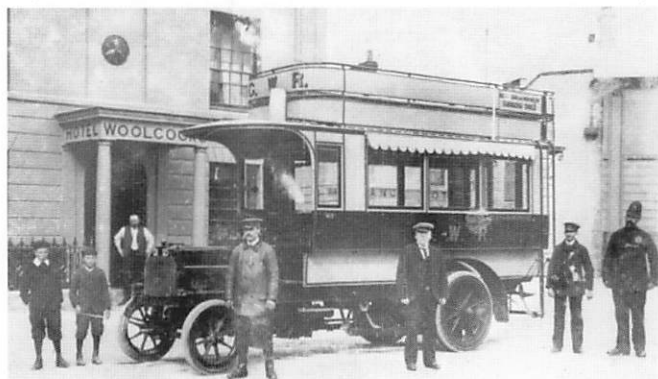
The proposed line was to be of standard gauge, despite earlier suggestions that narrow gauge would be used. Between the terminus at Albert Pier, Penzance, and Newlyn it would run along the Promenade, and would be worked electrically, with the cars running slowly enough to allow them to stop at any point for passengers to board or alight. A connection with a siding at the GWR

goods yard was envisaged, so wagons could presumably have been hauled over the Promenade - rather like the electric tramway between Camborne and Redruth, which also handled mineral traffic. From Newlyn harbour onwards, steam traction would be used, the line running via Sancreed to terminate at a station at the top of Fore Street in St Just. The estimated cost was £74,739.

Unlike the rival scheme, H.F. Stephens' plan for the St Just, Land's End & Great Western Junction Light Railway was intended to connect directly with the Great Western Railway near Ponsandane, a couple of miles east of Penzance, and also near Marazion Road, the first station east of Penzance. It would then skirt round inland of the then built-up area of Penzance before running to St Just via Sancreed. There would be a branch from Sancreed to a terminus between Lands End and Sennen Cove. The GWR connection had led to rumours locally that the Great Western was behind the scheme, but James Russell, the engineer of the rival scheme, had been assured by James Inglis, the GWR's chief engineer, that this was not so, and that the GWR did not want a junction with the light railway nearer to Penzance than Marazion Road.

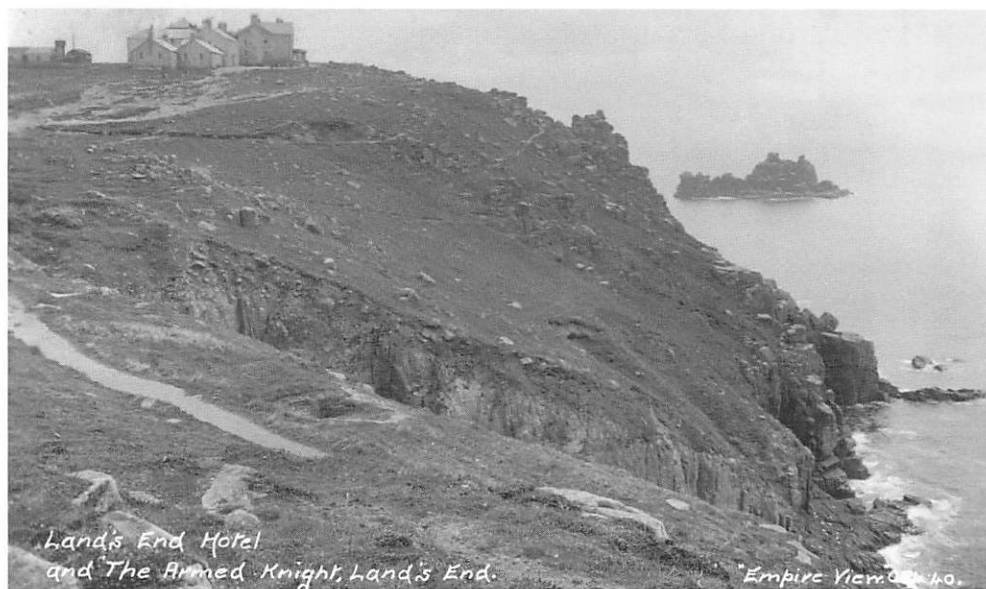
Over the next few weeks, supporters of the rival light railways manoeuvred to gain the support of the various local councils, with the Penzance, Newlyn & St Just doing rather better because it was seen as having local connections. While some councils decided to make formal objections to both schemes in order to strengthen their positions at the forthcoming public inquiry, others were more partisan. St Just Urban District Council voted to support the Penzance, Newlyn & St Just, while Sancreed Parish Council gave that scheme its "entire approval", Mr J Quick observing that "the route chosen was Nature's own".

Unfortunately, the attempts to develop china clay in the Leswidened area proved premature, the syndicates involved ran out of money and the local press reported that the original promoters of the Penzance, Newlyn & St Just scheme were no longer concerned in it. There were even rumours that it would not be presented before the Light



*GWR motor bus No 49 in front of Woolcock's Commercial Hotel in Market Square, St Just (John Law Collection)*





*Land's End and the Land's End Hotel in the early twentieth century. The Land's End, St Just & Great Western Junction Light Railway would have terminated some 800 yards from the hotel ( Commercial postcard by Charles N Jamson of Doncaster)*

Railway Commissioners . However, the scheme was taken over at the last minute by a new company, Railway Developments Ltd., which was incorporated on 23 July. It is interesting that the managing director of Railway Developments, a retired stockbroker by the name of Walter John Tait, had been one of the first shareholders of the Light Railway Syndicate. Possibly he had fallen out with E.W.I. Peterson, as many people did.

On 11 and 12 August 1898, the Light Railway Commissioners (represented by G.A.R. Fitzgerald and Colonel George Boughy RE) began a public inquiry in Penzance into the two rival schemes. The Penzance, Newlyn & St Just was represented by W.M. Acworth (well known at the time for his writings on the economics of railways). The St Just, Land's End & Great Western Junction had retained the services of G.L. Bodilly, a prominent Penzance solicitor, no doubt in the hope of countering the widespread impression that its rival was the only truly Cornish undertaking. In reality, both sets of promoters were now London-based syndicates, and neither had Cornishmen among their investors.

The first day of the inquiry was spent hearing evidence. When it re-opened on 12 August, Mr Fitzgerald announced that the Commissioners had been convinced of the need for a railway connecting St Just and Land's End with Penzance and the Great Western Railway, and for a line that would connect St Just and other parts of

West Cornwall with Newlyn Harbour. However, they were "of opinion that the schemes before them did not satisfactorily meet the requirements of the case. The mileage did not justify the existence of two separate companies, while the lines as laid out did not provide the best possible service. They therefore were unable to grant either of the applications, and were satisfied that the interests of the district would be served by giving an opportunity for the promotion of a revised and matured scheme."

No doubt the Commissioners expected that the two groups of promoters would combine their interests, or at least that one would withdraw in favour of the other. Whether because of personal animosity or for some other reason, what actually happened was that the two groups again submitted two separate applications at the end of November. The local press commented that although the promoters of the Penzance, Newlyn & West Cornwall were "not those who formerly fathered it", "Mr Peterson and his friends" were still behind the other scheme.

The two new proposals were very similar, both starting with a junction with the Great Western east of Marazion Road station, and then running roughly parallel to the main line to Gulval, from where they skirted the built up area of Penzance on the way to Sancreed. Each had branches from Sancreed to St Just, to Land's End and to the north breakwater at Newlyn Harbour. The



*Marazion Road GWR station looking towards St Erth in about 1920. The Land's End, St Just & Great Western Junction Light Railway would have connected with the main line here (Via Tom Burnham)*

Land's End, St Just & Great Western Junction Light Railway, laid out by H.F. Stephens on behalf of Economic Railways, had a total length of about 20½ miles and an estimated cost of £146,148. The Railway Developments scheme, the Penzance, Newlyn & West Cornwall Light Railway, additionally incorporated a short branch to a china clay deposit near Leswidden Cot giving it a length of 21 miles and an estimated cost of £152,246. Both lines were steeply graded – more than half the Penzance, Newlyn & West Cornwall was on a gradient of 1 in 40, and although Stephens had found slightly easier gradients for parts of the Land's End, St Just & Great Western Junction, he had three-quarters of a mile of continuous 1 in 38 on the Newlyn branch.

The Commissioners visited Penzance again for another public inquiry into the two schemes, on 30 and 31 January 1899, at the end of which they decided in favour of the Penzance, Newlyn & West Cornwall, as it had greater support from the local authorities and landowners of the district. The Board of Trade's chief inspecting officer, Sir Francis Marindin, pointed out that "in view of the steep gradients and sharp curves, great care would be necessary in working the line".

The Penzance, Newlyn & West Cornwall Light Railway Order was finally confirmed by the Board of Trade on 28 August 1899. At first it seemed as though Railway Developments Ltd. would be making rapid progress to make its plans a reality. Only a couple of weeks after the Order was confirmed, the Royal Cornwall Gazette reported that "the chairman, engineer, solicitor, and secretary of the company, accompanied by a member of one of the largest contracting firms for this class of work, visited Penzance last week, and devoted considerable time to a thorough inspection of the proposed line from end to end, with the view of obtaining a tender for its immediate construction." The newspaper hoped

that the first sod would shortly be cut, but evidently finance was not forthcoming and no progress was made. Railway Developments Ltd. had ceased operations by 1901 and the company was dissolved in 1902.

Newlyn Harbour did see rail traffic not long afterwards, as in about 1900 a 2-foot gauge railway about three-quarters of a mile long was opened to carry stone from Gwavas quarry, Penlee, to the south pier where it was loaded into ships.

The Great Western Railway, seeking cheaper ways to provide feeder services, had begun to experiment with motor buses. Following a short-lived service to St Just by a private operator in 1903, the GWR started a bus route between Penzance and Marazion on 31 October 1903, and on 3 April 1904 GWR buses began a service from Penzance to St Just and Land's End, in time for the tourist season.

In about 1920, there was renewed talk of a light railway from Penzance to St Just via Newlyn and Sancered. This may have been related to the revival of china clay extraction in West Cornwall in the early 1920s – H.D. Pochin & Co developed pits at Leswidden and Balleswidden and expanded the loading facilities at Newlyn harbour – but in the event these relied exclusively on road transport.

Since then, rail facilities in the Penzance area have been heavily rationalised, including the closure of Marazion station in 1964 and the elimination of the once-important freight traffic. However, Penzance station itself survives as a vital railhead for West Cornwall, and the successors to the GWR omnibus still offer connections for passengers to St Just and Land's End..

Facilities for research provided by the National Archives, Kew, the Cornwall Heritage Centre, Redruth, and the Guildhall Library, London, are gratefully acknowledged.



# A MOVING STORY

*Doug Lindsay looks at some Tenterden Social History*

This year, it is some sixty three years since the opening of the first preserved railway, the Talylyn Railway, and the fifty second anniversary of the formation of the erstwhile Kent & East Sussex Railway Preservation Society.

It would seem appropriate then to look at an aspect of this phenomenon that is rarely, if ever, documented. Specifically, this aspect is the changes in demography that have occurred directly as a result of the many preserved lines throughout the country, and indeed the world. In this article, however, we will look at the way our railway has affected the choice of dwelling place of our own members.

In the early days of our own Society, as has been well documented in Nick Pallant's excellent book, *Holding the Line*, several of our youthful pioneers spent their weekends and holidays on the floor of the booking office at Tenterden or in Robertsbridge 'A' box building that was relocated to Tenterden until the mess coach arrived in 1964?, and the 'palace' at Rolvenden after Charlie Kentsley had passed on. These members who 'lodged' in or near Tenterden do not really form part of this survey.

It is people who have come to *reside* in the area to be nearer to the railway that concern us here. Unlike some of the other railways, notably the Worth Valley or Severn Valley, which have large conurbations of the populous close to hand, we at Tenterden are some considerable distance from any sizeable towns, the closest being of course Ashford, with Maidstone and Hastings next in line. Even so they are nowhere near the size of Leeds/Bradford or the West Midlands.

From the birth of preservation in west Wales at Townyn, members who had no other ties, such as family or work found that it was more convenient, if a regular volunteer, to move nearer to their Railway. A nucleus of active volunteer 'English' people did move up to Wales which really was the beginning of a new wave of immigrants to the North Wales area, quickly followed by the Festiniog Railway and later of course the Welshpool & Llanfair. Not only did they save time and money on

expensive travel, but at that time one could purchase property very cheaply in the area. Prices later become less attractive as the 'holiday home' seeker started an increase in house prices, and in the particular case of North Wales, there was also a slight hiccup due to the Welsh Nationalists being upset by the 'English' purchasing 'their' properties. That aside, even today one can purchase property in North Wales at far more attractive prices than to be found in urban areas.

The same could be said of the Tenterden area, when compared with London for instance, particularly in the 1960's and 70's. Also, as we approached the latter years of the twentieth century early retirement became far more widespread, and with it often pensions and payments that made 'moving to the country' a viable proposition.

The growing interest in the K&ESR as we approached our re-opening in 1974, coupled with the potential for interested people to move nearer to the railway to volunteer, or just be nearby, meant that there was a noticeable number of new residents to the Tenterden and the surrounding area solely due to our Railway. Since that famous re-opening up until the latest re-opening to Bodiam some 200 people have actually moved to the area, and as far as research goes, just to be near the railway

These 'new' residents form many different groups. Perhaps the largest of them is the families and individuals who decided to move to the area to be more conveniently situated to volunteer or just visit the Railway. Many of these people were moving on retirement anyway, some were seeking larger accommodation for families at a lesser cost than, perhaps, the suburbs of London, others were 'first time buyers' with an interest in the Railway and needed to find a home anyway. With this particular type of resident, it is the rising numbers that are interesting. From very modest beginnings in the late 60's to the present there is a decided increasing curve which seems to continue unabated.

Another category which is significant are those who moved to the area, from outside, because they found partners locally *because* of the Railway. There are several cases of our male volunteers who met local girls during their

volunteering, some getting married and subsequently moving to the area. These new found partnerships are well into double figures, and there is a 'sub-group' of these who have now parted and moved away again!! However, in this entire category the rise was a steady one to start with, and is still generally increasing.

What is also interesting are the numbers of volunteers/members who originally moved to the area, then for one reason or another ceased to be active on the railway, but still reside close by, whilst others who were very involved previously, actually moved away again!. In some cases of course their occupations were the reason for moving away, but then again there are members who moved to be nearer *another* railway or similar operation.

There are many social 'unseens' to this movement of a very varied cross section of society to a specific area for a common interest. The obvious one of course is that these people are in a much closer proximity to pursue their interest. From this stems many 'social' friendships which would not have occurred had the railway not been the focus in the first place. Some of these take the form of direct marriages entirely due to meeting on the railway, others are a general 'bonding' of whole groups who may never have met but for the common interest. One such group are the members most closely involved with the Museum and Bodiam Station projects, often once seen riding in vintage charabancs sporting 1930's attire!! Other groups regularly holiday together, frequenting ale houses situated near our former canal system! These larger groups, who have become firm friends over a period and enjoy each other's company, are very unlikely to have met had the K&ESR not succeeded, therefore the railway has been of a social benefit to them.

Every new 'railway' resident has a direct impact on the economics of the area. We all shop, entertain, make other purchases...and pay taxes!, which support our local community and which might otherwise not have happened. On that point of course there is the vast impact on our community which our passengers and visitors have by way of local commerce as a direct consequence of their visits, they purchase fuel, food and general merchandise from local traders, many may stay in the area utilising local hostelrys, and of course may visit other attractions in the area such as

gardens, stately homes, vineyards, etc which perhaps they might not have done save for the existence of the K&ESR.

Finally, back to the main point of this article, it would seem that in the case of the K&ESR alone some 200 families or groups have moved into the area, some 15+ have married into the community with the result that they may well flourish and provide more volunteers. I feel these potential offspring of recorded marriages will more than compensate for the people who moved in, then subsequently left the district. On a more sombre note of course many of the members who moved here have subsequently passed on sadly, especially noticeable in our case of late, where our obituary columns seem to get longer with time.

If this trait is representative of the general trend on our preserved lines and museums, which now number well over a hundred, I feel the Railway Preservation movement as a whole has provided a great deal more towards the development of our Social structure than we might imagine. We often only consider the impact of the actual tourist visitors to our lines but as we have seen above, particularly with larger volunteer workforces, this impact can be much deeper, and much more beneficial to each local economy, especially so in the more remote areas where there is little else to support it.

Should our K&ESR experience be representative of the whole movement, and we multiply up the figures, and assume that each of the other railways has had at least 200 of their membership moving nearby; it would mean that some 20,000 people have chosen to re-locate because of their hobby! In total, that would mean the population of a sizeable market town has therefore moved to a new area and, importantly is helping the economy of that given area which would never have happened save for our love of steam, railways and our rich industrial heritage.

Long may it continue.



## 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.

## The Kent and East Sussex Railway Company Limited

Registered Charity 262481

*(Limited by guarantee and not having a share capital)*

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Geoff Crouch – *Chairman*;  
Norman Brice; Dick Beckett;  
Derek Dunlavy; Ken Lee;  
Ian Legg; Carol Mitchell; Stuart Philips;  
Philip Shaw,

### COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED

*(A wholly owned subsidiary)*

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Keith Jones; Philip Shaw

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Accountant

Lin Douglas

Accounts Office

Shirley Johnson & Debbie Hayes

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Sales Manager

Graham Sivy

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Catering Manager

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Chief Ticket Inspector

Brian Thompson

Chief Station Master

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Acting Museum Curator

Brian Janes

Engineering Manager

Paul Wilson

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Graham Baldwin; (*ex officio*)  
Lin Douglas (*ex officio*)

**Employment Committee**

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Lin Douglas, Graham Hukins

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