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Tenterden Terrier



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FRONT COVER

*No. 32670 approaching
Robertsbridge Junction with
a VIP special on Friday 20th
September 2013 (Alan
Crotty)*

BACK COVER

*No. 32678 on Newhaven
commemoration train 11th
August 2013 (John
Wickham)*

Tenterden Terrier

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Editorial

The Shape of Things to Come

In the Spring issue of the Tenterden Terrier this column was cautiously hoping for a reversal in the decline in passenger numbers which occurred in 2012. Well, we have not been disappointed. The Railway may not, at least not yet, have achieved the outstanding results of 2011 but we are nearer to the satisfactory levels of two or three years ago. The running season has also clocked up another historic and memorable occasion – the

‘Return to Robertsbridge’ event on 21st and 22nd September. For the first time in over 40 years we have been able to operate between Robertsbridge Junction and Northbridge Street, and for the first time in over half a century it has been possible to buy a ticket for that section. We have ‘majored’ on this subject elsewhere in the journal and we make no excuse for doing so – it is something that once seemed impossible. The Rother Valley Railway, and everyone who has helped in the reconstruction work, is to be congratulated on their achievement. There are many hurdles to overcome before the link to Bodiam is complete but we do not hesitate in saying that we have seen ‘the Shape of Things to Come’.

Nick Pallant

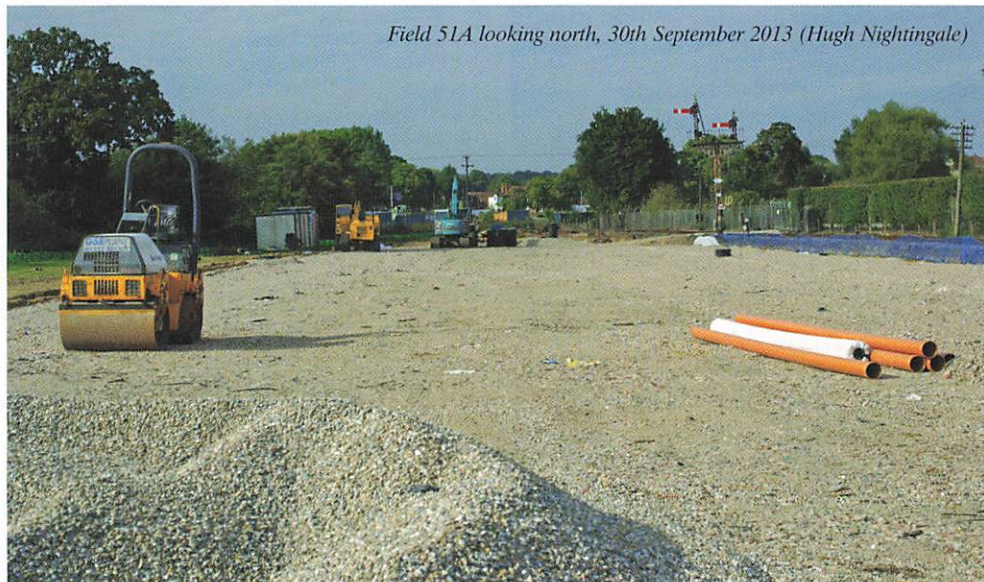
AGM Board Election Results

The AGM was held on 13th October in Zion Baptist Church, Tenterden High Street. The Accounts and Report of the Directors for 2012 were approved.

Board Election voting results were as follows:

Keith Brown	–	109	
Graham Hukins	–	250	(Elected)
Paul Hutchinson	–	232	(Elected)
Ian Legg	–	229	(Re-elected)
Stuart Philips	–	242	(Re-elected)

Field 51A looking north, 30th September 2013 (Hugh Nightingale)



COMMERCIAL

From the General Manager – *Graham Baldwin*

I am pleased to report that we have had a much better summer than last year. We have recorded our highest July passenger numbers ever, and had a really good September too.

One of the main contributors to this were the “Days Out With Thomas”™ events. The TV advertising for the program has certainly helped us.

On the subject of TV we have done well this year with TV news coverage and the Cavell Van will be featured on BBC1’s “One Show” in November. There was good coverage of the “Return To Robertsbridge” event on both BBC and ITV locally. There were some excellent pictures too of No.3 hauling a vintage train between what will eventually be Robertsbridge Junction station and Northbridge Street.

Trading has been positive through the summer and the improvements we have made to the Tenterden Refreshment Rooms offer have certainly produced results. The shop has also done better and some of the local produce has sold well. Chocolate lovers should try Kentish Chocolate!

There is always a lot to do at this time of year and we have moved our office staff out of the old Portakabins known as “Soweto” for a short period whilst we replace them. We have effectively dealt with Bodiam Bond repayments and I would like to thank the members who have so generously donated back the value of the bonds, or recycled it into life membership.

The *Aries* Appeal has taken a huge step forward as a result of this generosity but we are still only half way there. We need to get most of the work on *Aries* done by contractors because we have not got sufficient staff resource to do the work in house.

Bookings for Santa Specials are a little ahead of last year and again the investment in the event looks to be paying dividends. We should end the year well, weather permitting.

The budgets for 2014 look tight as we have an increasing amount to do with a finite resource and I think it will be a difficult year for us.

Booking Office – *Roger Allin*

We have been using the Patrons Edge computer system at Tenterden station for the last five years, and the Board has recently taken the decision to change to a new system, called Merac. It has already been adopted by other heritage railways, including the Ffestiniog, Welsh Highland, Swanage, and the Isle of Wight, so has a proven railway pedigree.

At Tenterden Town Station, Merac will be used for ticketing purposes as well as being linked to the EPOS (Electronic Point of Sale) system in use at the shop and buffet. In addition, it will also be used for bookings currently handled manually by the sales office staff – that is:

- a) Wealden Pullman dining
- b) Food on board the normal service trains (e.g. Cream Teas, Ploughman’s Lunches)
- c) Groups
- d) Santa and Thomas

Merac is also scheduled for installation at Northiam and Bodiam booking offices. Tickets produced by the system are more like Network Rail ones, and therefore familiar to the general rail-travelling public.

So for the first time, we will have an all-encompassing computer accounting system that will be much easier for the accounts staff to reconcile. It is likely that Merac will be introduced for use by K&ESR during the early part of 2014.

Shop Report – *Martin Easdown*

2013 has proved to be a fairly good year (so far) for the shop, with turnover up on last year and a healthy spend per passenger figure. April, July and September were particularly satisfying months, especially on some of the weekends. It was noticeable that on certain days there was some good business done off the last train. Turnover at most of the events held – Thomas™, Steam Up, 1940s – was all up on 2012, although Hoppers was 18% down. The Return to Robertsbridge event was fruitful, and Thomas™ in July brought in over £16,000 gross turnover and in excess of £10,000 in September.

The shop's appearance certainly looks better this year with the new floor and removal of many of the boxes which lined the top of the shelves. The chiller with its cold drinks has brought in a bit of extra business this year and there has been a conscious effort to try and keep the shop well-stocked at all times.

It has been over a year now since the installation of EPOS in the shop and it is fair to say that, on the whole it has proved to be beneficial in a number of ways. These include monitoring stock levels and sales, calculation of margins, presenting special offers, giving a monthly stock take to accounts and a more accurate end of day

banking. The downside is that the input of new stock can be time consuming (particularly with new lines), especially on days the railway is operating.

New, or returning, stock this year include K&ESR baseball caps and beanie hats, 6619 mugs, local hand-made chocolate and fudge, train ties and socks, K&ESR light blue short-sleeved shirts, K&ESR Dapol cattle wagon and K&ESR metal signs. During the closed period, the shop will be open at weekends in November and every day in December up to Christmas Eve.

We warmly welcome Ann Sevenoakes and Pam Grigg to our happy band of shop staff.

STATIONS

Bodiam Group – Robin Dyce

The gardens have looked very attractive again this year but when summer arrived, after the previous wet months, the grass shot up and required continuous cutting. Likewise the station's hedges, of which there are a lot, needed much trimming. Once again, the Station Master's garden produced a bumper crop of potatoes, rhubarb, radishes and tomatoes. The hop garden required lots of TLC but suffered from indifferent growth, with some of the newer plants being particularly disappointing. Nevertheless the hops looked good for the Hoppers event.

Over the years fences tend to be taken for granted but they are one of the first things visitors see and take note of. We stripped off and repainted the white fences around the cattle dock and near the entrance, which has greatly improved the appearance of the entrance area. The gates at the Robertsbridge end of the yard have rotted in places so they have been removed and placed undercover so that the wood can be replaced and the gates repainted.

Elsewhere on the station a replacement lamp column and refurbished lamp head was erected on the platform. To make life easier when working in the yard after dark a new high level lamp has been fitted that illuminates the whole area. The lamp is wired into the platform lamp system, which is controlled by light sensors and a timer, so that it can only be turned on when they are on. This new arrangement will be welcomed by the Pullman customers and staff especially as it includes an accessible switch!

Yet again the various work and storage areas have been cleared up. Tools, materials and

various bits of structure which have been left where they were last used have been returned to where they should be - or thrown out. It's amazing how much 'tat' we acquire.

One of our storage facilities is the PMV No.1808, which is static in the platform siding. Nominally coloured dark green, after many years the paint has dried out and peeled very badly. At the time of writing we've taken off most of the remaining paint on the south (yard) side which gets the worst of the weather and have primed the surfaces. Some of the wood panelling is rotten and cracked so, although we were initially thinking about a cosmetic smartening up job, we may also replace some of the worst affected areas. We are grateful for the assistance of the Carriage and Wagon Department at Tenterden for this work.

On 26th July the new waiting room was opened to the public. This followed a snagging inspection that required a cupboard to be built around the electrical input and fuse box connections and provision of a concrete ramp to the door that in turn required the doors to be rehung. Outside, a second coat of black stain has been applied and the whole building is looking very good. With the partial completion of a quarter-scale oast house, work will begin in early October to paint a mural on the inside Robertsbridge end wall and we'll add some of our Hopping memorabilia so that visitors will not be bored when awaiting their train.

Outside the building the ground levels in the yard had to be raised to conform to the new access ramp. This meant that the existing sewer inspection and septic tank manhole covers had to be raised and new covers obtained to latest requirements. We also installed a rainwater

collection system which stores water in two large wine barrels. This will be very useful next year when the gardens need watering. Further rainwater gathering systems will be added to other buildings when we have time.

With the bumper crowds that we have experienced over the summer it's been impossible to work on the platform coping bricks mentioned in the last 'Tenterden Terrier' or on the station building, so with the end of daily running we can now make a start.

We have to refurbish the station building where the woodwork, especially on the southern side, has rotted and the paint is badly faded. The platform side of the building and platform canopy gets blasted by smoke and steam and quickly loses its gloss with the result that it looks drab and dirty. We can't stop this happening but we can at least provide brighter paintwork.

Our winter work programme includes smartening up the inside of the toilets that have become very tired and do not look very welcoming. A review of the fixtures and fittings has shown that some should be re-sited or replaced with more modern items, better suited to improve usability and cleanliness. We would like to completely refurbish the insides with more modern wall tiles and surface finishes (but remembering the heritage of the station). It seems that many people who use our toilets now expect the taps to turn off by themselves so to reduce water wastage automatic taps should be fitted. The stainless steel fittings in the gents have not worn well and could be replaced by more acceptable vitreous units. Additionally the hand driers are badly sited and do not meet expected standards so more modern units sited nearer to where they are needed, are ideally required. Whether this is possible will depend on funding.

Lastly but not least, we welcome new volunteer - Graham Brice to the Group. Graham has a background in building construction project management which is already proving useful to us.

The Hop Pickers Weekend is covered below. It was an excellent event.

We welcome new volunteers to the Bodiam group. The Group meet on Tuesdays and Thursdays at Bodiam station throughout the year. An apparent lack of skills is no barrier as training will be given. Most of the group is male so we would welcome more lady members to balance things up a bit but whoever you are you will need a good sense of humour! Please phone the office at Tenterden or Robin Dyce on telephone 01732 508040 or email:

robindyce@blueyonder.co.uk for more information.

'Dahn 'Oppin' – Vic Grigg

Over the weekend of 14th and 15th September we held our 14th Hop Pickers weekend at Bodiam Station. This tradition was started by the late John Miller who, with a small band of volunteers, established an event that continues to be popular with former hoppers and the public.

This year we had a display of classic vehicles of various vintage from an immaculate Ford Zodiac in maroon and cream with white wall tyres to a 1930 B.S.A. 700cc motorcycle. One exhibitor travelled up from Somerset to show his V.W. Karmann Ghia, which illustrated his commitment to the exhibition. Two large steam engines came from Tinkers Park, complemented by half a dozen magnificently engineered small steam engines.

Like any event it is hard to please the purist – the general public are just happy to see a collection of old vehicles. We try to ring the changes with new ideas each year, otherwise it would soon become stale and boring.

The 4253 stand was manned by an enthusiastic group effectively selling their project to the public. If only we could channel that kind of enthusiasm to encourage more volunteers to come forward to help run events like this as well as run the railway!

Many enjoyed the Hopping Video in the new Waiting/Museum room. Hopefully this building will be completed in the coming months, with a full mural of Hopping scenes intended at the Robertsbridge end.

The staff in the Hoppers kitchen and BBQ gazebo worked hard to satisfy the visitors with food and hot drinks in the inclement weather; Rother Valley Brewery beer sold well but not as much as 2012 which was a much hotter weekend.

Music was provided by Colin Batt and his band; dancing was provided by three groups of Morris men and women accompanied by children from King Offa School in Bexhill. There was also a display of hopping memorabilia complimented by hop garlands which sold well, along with straightforward hop bines.

It was really gratifying was to receive so many personal votes of thanks and emails from visitors and exhibitors alike; some of the latter have already booked for next year. Lastly, I would like to extend a big Thank You to all the station staff and volunteers who gave up their time to help make the weekend a success.

Signalling Department – *Tony Ramsey*

As the 2013 season draws to a close, the Signalling Department is in good heart. We have a record forty-seven qualified signalmen, all of whom are volunteers, and we have covered all the turns required of us. The hard work put in by everyone is much appreciated. In addition, we congratulate John Rigby for passing out at Wittersham (first box), Paul Heinink at Northiam (second box), Chris Small at Wittersham (third box) and Mike Harwood at Northiam (fourth box).

We now have fourteen crossing-keepers (together with several members of other departments who are also passed as crossing-keepers) and for the first time ever we have been able to cover Cranbrook Road Gates on all normal running days. Sincere thanks are due to all those who have made this achievement possible; our next goal is to cover Rolvenden Gates for all busy timetables. We congratulate those who have passed out at crossings: Bernie Bone, Joe Davis, Gordon Farley, John Gabbé, Derek May, Richard Potter, Glenn Whipps and Mike Winiberg (Cranbrook Road); Bernie

Bone, Joe Davis, Charles Lucas, Derek May and Mike Wood (Rolvenden); Martyn Butler and Philip Noakes (Northiam).

The Rules Review Group has continued to work hard behind the scenes, and it is hoped that several revised sections of the Rule Book and General Instructions will be ready for publication early next year. The Group comprises Graham Bridge (chairman), Phil Edwards, Mike Harwood, Peter Lamont, Clive Norman, Tony Ramsey and Nick Wellington, with others being invited to contribute their expertise as required.

We currently have fifteen trainee signalmen and we wish them well as they work towards qualifying. Sadly, Roger Temple announced he would be stepping down as Signalman Training Officer at the end of the year. There will be a later opportunity to pay tribute to all that he has contributed but, for now, suffice it to say that it will not be easy to match the clarity of his thought, the comprehensiveness of his material or the depth of his commitment. We shall miss him but are glad he will continue as a signalman.

MOTIVE POWER

4253 - based on observation, and information from Bryan Atkins

Progress on the locomotive continues seemingly in leaps and bounds in recent weeks. Without doubt they have gained huge publicity from attendance at both the Hoppers Weekend and the Return to Robertsbridge during September. What was particularly noticeable at the former event was the number of people willing to help out on the Sales stand compared to just 12 months ago. Further proof, if proof be needed, how welcoming the project is becoming as a whole and full credit must be given to Charlie Masterson in particular whose reputation for extracting cash on the slightest pretext reminds one of Albert E Arkwright (*Open All Hours*). But let's hope he never gets a till to match.

Charlie's flagship license to print money for the rebuild of 4253 is centered around more than one product but it is the novelty egg timers, utilising off-cuts from old boiler tubes that seem to present the biggest problem for supply coming close to matching demand. So much so that he has a waiting list, for it has to be said that even in this digital age they make wonderful gifts for Christmas. Christmas

cards, utilising designs of Alison Griffin, are reported to have been reprinted whilst the 200 limited edition Old Tank Water 00 gauge wagons all seem to have been snapped up for preservation.

Especial mention must be made of Phil Edwards' A4 booklet on the locomotive and a more general background to the 42xx class as a whole, which have been selling like hot cakes, or at least quicker than it takes to turn an egg timer. Copies have also been distributed to existing shareholders together with a genteel request for more money.

On the engineering front, the combination of good summer weather and well attended working parties have meant significant progress has been made with the right hand side tank. This now awaits riveting over the coming months. Meanwhile the left hand tank has been carefully disassembled so parts can be measured and used as patterns for a new construction which is expected to be completed by the spring.

The frames have also seen progress. The cylinder block has been needle gunned and painted whilst more stretchers have been

replaced and riveted into position. Work has now commenced at the rear of the frame, cutting out and repairing areas of wastage. The rear buffer beam is now ready to rivet back on. Sand boxes are being rebuilt for eventual reinstatement. Tubes have been removed from the boiler and at the time of writing the smokebox is being prepared for removal.

Another 66xx locomotive, 5668, has arrived on the railway from the Pontypool and Blaenavon Railway as another minor project to occupy the team once 4253 has been restored. Presently stored at Wittersham Road, at first glance the boiler and cylinders look in surprisingly good condition. Getting 5668 back into service will be quite a challenge but no doubt one day 5668 will be steaming her way to Robertsbridge with 6619, carrying on another K&ESR tradition of two or more engines of the same class on the railway.

Many parts for both 4253 and 5668 continue to be acquired, donated or purchased. A brand new connecting rod for 4253 has been delivered and a second has now been found.

Working parties continue at Rolvenden on Tuesdays and Sundays; there is plenty to do whatever your level of skill. For the latest news on this project please see www.4353.co.uk

GWR Railcar W20W – Andrew Webb

The team is pleased to be able to report on substantial progress and achievement to date on restoration of the Railcar. We have also indicated likely progress for the remainder of 2013 and into 2014.

Bogies.

Complete:

Each bogie frame has been grit blasted, cleaned and painted.

Ultrasonic testing of all wheel sets and all four axles are okay.

All brake gear refurbished with new pins, bushes etc.

Each of the bogie bolsters refurbished and new bogie bolster coil springs fitted.

Refurbished shock absorbers fitted.

New anti-rattle leathers fitted to reduce noise from adjacent rigging.

New bogie lateral rubbers fitted.

New bogie lateral lubricators fitted.

Outstanding for 2013 completion:

Shock absorbers to be connected to the bogie bolster with refurbished linkage.

Guard irons to be repaired.

Refurbished sand boxes are to be fitted.

Brakes.

Complete:

Robertsbridge end cab – the condition of vacuum pipes going through cab floor necessitated some large bore pipe replacement.

Both vacuum brake cylinders overhauled.

Both exhaust lubricators overhauled.

Outstanding for 2013 completion:

Refurbishment and fitting of large bore copper pipework adjacent to the four vacuum exhausters.

The fitting of new flexible vacuum hoses.

Overhaul by contract of four and a spare vacuum exhausters.

Fitting of brake blocks and final check of all brake rigging.

Transmission.

Complete:

Both gearboxes and their attached high/low ratio boxes overhauled by contract.

Gearboxes and high/low ratio boxes fitted with new rubber mountings.

Outstanding for 2013 completion: All flexible drive shafts to be overhauled by contract.

Outstanding 2014: The fitting of free wheel devices on two drive shafts.

Cooling System.

Complete:

Both radiators and both engine header tanks overhauled. All fitted with new mountings and seals. New radiator top tank fitted. New radiator fan blades cast and fitted.

Outstanding for 2013 completion:

Fitting of large bore copper pipes with new mountings and brackets.

Engines.

Complete:

The north engine is now with contractor Paul Morris.

Fuel pump calibrated and injectors overhauled.

Valves, valve guides and valve seats renewed as required.

Crankshaft, cylinder heads crack tested and water pump all okay.

New head gaskets available and new silencers ordered.



No. 23 passes No. 5668 at the end of Wittersham Road headshunt (Hugh Nightingale)

Patterns made for two water pump feed pipes and four engine side plates; castings in stock, machined ready to fit.

Engine starter motors, dynamos and voltage regulators overhauled.

The first engine is ready for re-assembly.

Outstanding for 2013 completion:

Cracked engine block to be repaired and fluid flywheel will be checked.

Engine rebuild, engine run and test followed by delivery to Tenterden.

The south engine will go to Paul Morris on return of the north engine.

Robertsbridge End Cab.

This covers work directly above and below the drivers cab metal floor:

All buffing and draw gear refurbished and refitted.

Handbrake assembly refurbished and fitted.

Vacuum pipe connected to drivers brake control valve.

All large conduits fitted to underframe, jumper boxes and connection boxes.

Misc. items including horn brackets etc. fitted.

Air horn electric compressors checked, tested and fitted.

Looking forward to the remainder of 2013 and into 2014, outstanding for completion includes air pipe work and control wiring, refurbishment and rebuild of Headcorn end cab and completion of all door frames and battery compartment.

In 2014, our main focus is to complete all work below the frame that would be almost impossible if external sheeting is fitted. Once all the above has been done and both engines have been fitted, external sheeting should go ahead.

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

Planned Working Dates for the remainder of 2013:

Every Wednesday except Christmas Day and every other Sunday (Dec 1st, 15th and 29th)

ROLLING STOCK

Rolling Stock – Nick Pallant

Vintage Coaches

Maunsell CK No. 5618 (K&ESR No. 56):

Despite having been fitted with replacement brake cylinders, as reported in the previous issue of the Terrier, No. 5618 had to be removed from the first train of the day on the Saturday of Hoppers Weekend. The cause – a defective brake cylinder! (The problem has since been remedied.)

Maunsell BNO Brake No. 4443 (K&ESR No. 54):

Efforts continue, between other work, to complete this long running overhaul and to get the vehicle back into traffic. Interfleet Trainees (see ‘Wagons’ item below) were able to assist with the overhaul of the ‘Robertsbridge’ end bogie during their stay with us.

SE&CR Birdcage (K&ESR No. 61):

This is currently being repainted. The early BR carmine livery applied during restoration may

have deteriorated to near the faded pink some of us remember so well but (more or less on schedule) renewal of the livery had become necessary. It's pleasing to report that the structural renovations had stood up very well in service and that relatively little work was needed this time round. And what will the livery be on this occasion? Yes – it's going to be the full Wainwright era Crimson Lake SE&CR treatment using the 'correct' shade from Craftmaster as already applied to No. 3062! Some people have asked why we didn't go for the Maunsell green livery which also suits Birdcages very well. Simple – the Bluebell's Birdcage is in green and we wanted to match our other SE&CR vehicles. (The Family Saloon and No. 2947 will receive the same shade in due course.)

'District' Coach (K&ESR No.100): Bodywork repairs continue to advance well with the south (Tenterden platform) side being largely complete but additional remedial work now having been found to be necessary on the north side. Installation of new roof boarding is however near completion at the time of writing. As reported elsewhere in this issue, SE&CR

'Ashford' coach Nos.2947 and 3062 together with the 'Woolwich' coach, plus of course No. 32670, operated trains at Robertsbridge on 20th – 22nd September 2013. Also, in respect of No. 3062, see 'Letters to the Editor' regarding LC&DR four wheelers visiting France during the First World War. It seems that our assertion in Terrier No. 121 that none of this type had ever previously left these shores was quite in error.

Wagons

Our friends from Interfleet again dispatched a group of the graduate trainees for their annual week with us during September. Interestingly there was a distinctly international (in fact inter-continental) make up to the student group this year which might seem to indicate that the railways of Britain still have something to teach the rest of the world. Their main task this year was to service our set of engineer's wagons, which the P. Way department had, not unreasonably, been pointing out need some routine attention. We are extremely grateful to Interfleet for providing this valuable additional resource during what has proved to be a very pressured year for Carriage & Wagon department.

WAY AND WORKS

Permanent Way – Jamie Douglas

Since the last update, the team have been very busy putting in a lot of effort in to support the Rother Valley Railway team in presenting an excellent piece of trackwork at Robertsbridge. However, somehow in amongst all of this work the team managed to find time to keep up the regular inspection work to ensure the safety of the running line.

During the second half of the summer, work began on the Rolvenden Carriage Shed project under the very capable supervision of the RVR team, notably Andrew Wood and Alasdair Stewart to name but two. I'm sure all of those who have seen the progress will agree that the steps forward made by all of those involved in such a short amount of time is impressive, to say the least!

As we move into the quieter season for the Operating teams, the Permanent Way department starts ramping up to deliver our core works for the closed season. The planned works this autumn and winter include further works to Hexden Bridge, which when completed should allow us to remove the long standing 10mph speed restriction.

Also, given the pace of works in preparing the

ground for the Carriage Shed at Rolvenden, the intention is to make a start installing some of the track in the new yard as well as carrying out some of the most ambitious track layout alterations we have undertaken for many years – which will see the complete remodelling of the Wittersham Road end of Rolvenden loop down past the Sewage Works towards Harvesters Occupation Crossing.

The Hexden Bridge works are relatively simple this time around, as the difficult task of welding in stiffening steel and fixing the bridge down was carried out last year. This year's task is to raise the height of the bridge girders at the Tenterden end of the bridge to overcome the 75mm height difference between the abutments which has led to a very pronounced hump at the Robertsbridge end of the bridge and an increase in the dynamic loads as trains come over the hump when heading towards Tenterden. The solution is to install a fabricated steel packing piece under the bridge girders. Once we have levelled the bridge, we can look at the vertical profile of the track on the approaches to the bridge to ensure that the maximum distance either side is free from significant dips or humps to ensure that when vehicles pass over the bridge there is the minimum of vertical



Felling willow trees to the east of Rother Bridge (Roger Johnson)

oscillation in the vehicle springs to reduce the dynamic load on the bridge.

Once Hexden Bridge is complete, the intention is to move our focus to Rolvenden, where we have a huge amount of work to carry out over the winter period. In the new carriage shed layout, we have somewhere in the region of 900m/1000yds of new plain line track to lay, as well as four new sets of points and one double slip – the layout of the track around the double slip will see the most technically complex junction-work on the K&ESR. During November, the intention is to make a start on setting out the new points and junction-work, though this is unfortunately a very time consuming process so while a small team focus on getting this on the ground in the right place, we'd really like to see people from other areas of the railway getting pitched in assisting with laying the plain line too.

During January, February and March there is an extended shut down period to allow us to lift the existing running line track layout from the Wittersham Road end of the existing loop down towards Harvesters Occupation Crossing, including the removal of Sewage Works siding, to allow realignment of the running line, significant extension of Rolvenden Loop and connecting in of the new carriage shed yard layout to the running lines.

Clearly this is a major project, and I cannot emphasise enough how much we really need to get as many people involved as possible to ensure that these works do not over-run and impact on the advertised passenger service. I will ensure that once we have firmed up dates for these works, dates for working days are published as widely as possible. If you are able to assist then let me know by email,

jamiedouglas@tiscali.co.uk,
or post via the Permanent
Way pigeon hole at
Tenterden.

07 Tamper 73434:

In service and performing well. This machine hasn't had a great deal of work over the summer owing to commitments at Robertsbridge, however we are now coming into the busy season for these machines and we have spent some time over the last couple of weeks preparing the machine for use.

Ballast Regulator 77329:

In service and running well. We fitted a new set of ballast brush elements to the brush box on this machine to enable it to brush stone more efficiently, and although we have only carried out a small amount of brushing since, the difference in the performance of the brush is clear.

TRAMM 98211:

This is still soldiering on, although really in need of some bodywork to keep the weather out of this invaluable asset to the railway.

Tuesday Group Report – Graham Hopker

The repairing and repainting of the Signal Box at Tenterden was started, but had to be put on hold due to the running season being in full flow. Now the summer is over we can erect scaffolding lineside and complete the job.

We were involved with the Museum staff on the Rye and Camber Tramway Coach Chassis exhibit now outside the Museum at Tenterden Station. We constructed a new fence which includes an original Rye & Camber accommodation crossing gate retrieved from under the turf of Romney Marsh near Rye Station. This fence keeps the exhibit separate from the Picnic Area.

We also carried out some remedial work on a broken fence towards the top of the Tenterden headshunt.

With the good weather, the grass and hedge grew quickly at Northiam Station and as there is a lot of it, a great deal of time was devoted to keeping this under control.

Also at Northiam a new metal gate was put across the entrance to the K&ESR car park to improve security. Dave Brown fabricated two

“Next Train” destination board holders, which have been attached to two lampposts on Platform 2. Advanced planning for Robertsbridge trains(?) – maybe!

Work has been carried out at various sites around the railway repairing rotten wooden fence posts with concrete repair spurs and studding.

At Rolvenden one platform seat has been repainted and a top coat applied to the Messroom windows.

We laid a length of track made of point rodding in the Northiam car park and operated pump trolley rides for the public during the “Return to Robertsbridge” weekend.

Forestry and Conservation – David White

The heavy rains of spring created problems – not only burning off of wet vegetation but also draining flooded ditches. One notable example was the stretch of line from Northiam towards Cysters Crossing where fence-line clearance was made almost impossible by water below the embankment. However, group members were able to cut a channel which drained into a stream in the adjacent field and dramatically reduced the water level.

With the coming of summer, working conditions improved. In April, the group worked at Cricket Bat Crossing, above Wittersham Road, clearing the line of sight. In May, it was engaged clearing the ditch behind the signal box at Rolvenden and improving visibility, whilst in June, members of the group walked the line from Northiam to Bodiam, carrying out spot clearance and looking for future work sites. For July the focus was on clearance work between Northiam and Rother Bridge, taking out bramble and cutting back both willow and hawthorn to the fence line. The group also cleared the Northiam-Bodiam trackside up to the Down Outer Home Signal.

The biggest task came in August with the felling of a towering willow above Rother Bridge. The core of the tree was rotten, creating two limbs

which threatened the track. Indeed, the job was big enough to require the services of a tree surgeon. The group normally walks out to and from the work site, but rail transport is always welcome, and the group leader has occasionally arranged a stop order during normal running days to hitch a lift aboard a scheduled train.

On this occasion, the heavy equipment needed for the tree surgeon’s operation made walking out impracticable. So the group was able to secure the non-scheduled services of an ex-GWR brake van hauled by the diesel-hydraulic to transport them from Northiam station.

It was difficult to know exactly how the willow would behave and in which direction it would fall. The tree surgeon admitted it was one of the trickiest jobs he had to tackle. In the event both limbs fell safely, if somewhat awkwardly, into the adjacent field.

The first limb was down by 12.30 hours and the second by 14.00 hours, ready for sawing up and stacking. Gratifyingly, the tree surgeon complemented the skill of the group’s two chain saw operators.

Windy conditions prevented the group from burning off the willow branches and logs until a second visit to the site. The fire was as substantial as the willow itself had been, and had to be deftly handled to prevent damage to the telegraph wires and poles.

The group has gained two new members who have helped it increase its output of work, not least by feeding the fires that are needed to keep the trackside tidy after clearance work. One newcomer ruefully observed that if he came back in a second life it would be as a kipper!

In the spring, members of the group prepared a site for the ashes of Peter Thorogood, a former leader of the group, at his favourite spot on the K&ESR line – a wooded bank below the Cranbrook Road crossing where spotted orchids flower.

GROUPS & ASSOCIATES

Museum Notes – Brian Janes

This season the effort put in to the new price structure and the advertising canopy seem to be bringing people in. We have reached over 5000 visitors and are likely to push up to towards 6,000, well up over last year and maybe the highest since 2004. Provisional figures show a 40% increase in income, so the slow decline of

recent years has been decisively reversed.

With the belated summer heat the time spent in early summer insulating the large opening door behind Gazelle seems to have paid off and heat levels seemed tolerable with fans in operation.

The generosity of our supporters and donors has helped us to rebuild our finances and to augment the archive. Donated ticket collections



Ashover Railway tub and Rye & Camber underframe outside Museum at Tenterden Town (Hugh Nightingale)

British arm of Alstom).

This plate was sold to us as 'probably' from the Edge Hill. Given that that railway only possessed contractors' kit, except for the Terriers and a couple of brake vans, this is highly unlikely. The latest, very speculative, thinking is that it is in fact from the Shropshire and Montgomeryshire. The old Potts was built in the 1860s

have shown a strong performance and Matt Stubbs' eBay expertise is certainly paying dividends. Income has reached something over £2000 by this means alone.

Book sales remain good and are about the same as last year. However, there is a slight cloud on the horizon, for the first time in several years we will be looking for fresh book donations as they have been well down so far this year. Where have our book donations gone?

Although recently the Museum has been unsuccessful at auction for items we might have liked, we continue our search. Some unexpected artefacts continue to emerge. We have acquired two plates via the SNCF Society selling them on behalf of a deceased member's estate. One is a works plate from the little F class Manning Wardle Saddle Tank which for over 20 years sat forlorn under Camp Lane road bridge on the top level of the Edge Hill Light. Built for the construction of the Manchester Ship Canal (hence its name Sankey) it was used from 1922 on the light railway's construction and initial ironstone mining but fell out of use and languished, unloved, until scrapped in June 1946. Its two works plates had disappeared separately before that sad event, so this one turning up is a lovely surprise. Half of the price of this works plate was met by memorial donations by the friends of the late Robin Fielding, a notable local railway modeller.

The second plate is mysterious. It is a wagon owner's plate for 'Adams & Allcock, Owners and Contractors, Midland Works, Birmingham. No 6. 1849'. Adams & Allcock were a very short-lived rolling stock building firm that only existed from around 1846 to 1850 when Allcock left though Adams went on to found Midland Carriage and Wagon (a direct ancestor of the

and when it died one wagon remained and lasted to be used by Stephens' new company before disintegrating in 1936. Two photos exist of this primitive early wagon, which could certainly have been built as early as 1849, but no ownership plate is evident. One speculation is that that wagon survived, perhaps because it was carrying an obscure ownership plate of a company which even at the time of the 1888 auction would have been lost in the midst of time, then passed its plate via an unknown collector to us. Whatever the truth of the matter, it is an extremely interesting artefact.

Our next donations arrived in the hefty form of some lifting jacks, together with other bits and pieces used on the Selsey tram. These nearly slipped through our fingers but a quick referral from Paul Wilson of an enquiry enabled us to secure them. Two are 10 ton capacity slewing jacks: one of which can be identified as belonging to the locomotives *Ringling Rock* and the second *Chichester*. They join another slewing jack from the same source which is already on display and was original to the locomotive *Selsey*. Then there is a nice rail lifting jack. Further, there are two jacks specifically made to lift Model T Railmotors! Other odds and ends rescued from the Selsey workshop when it was dismantled were mixed in. In sorting these we identified a worn out 'Half-shaft', part of the drive of a model T Ford Railmotor. Rebuilds have been started from such things!

Stephen Garrett, a well-known contributor to early Terriers and the author of definitive works on the K&ESR and the East Kent Light, has generously donated 8 boxes of his personal archive to us. This includes material from a wide spread of Stephens' railways and will be a

great resource for future scholars. Integrating them into the Archive should keep the small band of winter volunteers busy.

Items of paperwork trickle in to the collection proper; largely minor but often interesting ephemera. It is surprising what is still out there. We have recently been donated a solitary and very flimsy fly leaflet advertising the WC&P from 1911; how on earth do these things survive for 102 years?

As you will know, we continue to be very tight in manning the Museum and are always on the lookout for more help. Work continues behind the scenes throughout the winter and we are already planning next year's roster. If you think you can help please contact the Curator at brian@kesr.org.uk.

Gardening Report – Veronica Hopker

What an amazing couple of summer months we have enjoyed and then the continuing fairly settled weather into September. It was very slow coming but when the sun did arrive it made a huge difference to everyone and everything including all the gardens and tubs around the railway.

The new tubs on Rolvenden Station have been excellent. We are pleased they have been successful and intend to keep them looking good. It makes such a difference to the overall appearance of the platform and attracts people to the station.

The hanging baskets around the station building at Tenterden and those Kim installed around the cafeteria were kept going by watering systems, but the free standing tubs and troughs and red buckets were kept alive in the very hot weather by the great efforts of Chris Furmiston and a few other people (sorry I do not have their names). A big THANK YOU to you all. Jan and I appreciated your efforts.

We are now approaching the season when things start to die down, the clearing out of the tubs begins and the hanging baskets are taken down. However, plans for the re-planting of the tubs ready for winter/spring are in hand.

With the plans for the move of the offices from Soweto well advanced, we will be removing plants from the garden in front of the building in readiness for the construction work which will be taking place in the near future. We will find new homes for everything somewhere around the railway.

Northiam has looked very attractive this summer with the grass and hedge being looked after by the Tuesday Group. Liz Brown planted

the various tubs with annuals and kept the picnic area tidy. She also kept the weeds under control along the footpath to the Memorial Garden. This summer the rabbits have been less of a problem in the garden and, hopefully, we will be able to put more variety of plants in the little garden.

With the help I receive from Jan Lelean at Tenterden and Liz Brown at Northiam, I will be able to look at improving the gardens at both Rolvenden and Wittersham Road. Wittersham Road has always been difficult because of the rabbit problem but it is hoped this can be overcome. This is now the only station along the line which needs a regular gardener and we hope to resolve this situation in the near future.

As always if anyone would like to join the team please contact me – Veronica Hopker – on 01303 862811 or email : veronicahopker@fsmail.net

Ashford Group – Ted Micklam

We are very pleased with the attendance at our meetings which continue as follows:

18th December “Railway Films, Ancient and Modern” – Wilf Watters

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

We are also currently assembling the 2014 programme. The year will begin as below:

15th January 2014. We will start the year with **Brian Stephenson** dipping into the **Rail Archive Stephenson**

19th February. **Andy Wood** returns with a mix of stills and videos. The odd mountain or two may also feature!

19th March. **Geoff Dunster** presents a miscellany of railway interest.

For more details, attend our December meeting, watch the notice boards or email me! We are also open to suggestions of subjects or offers to speak.

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

No. 65 heads the memorial train for Volunteer Crispin Champion (Neil Istrall)



Letters to the Editor

Sir – The Summer 2013 “*Tenterden Terrier*” was excellent as ever and I read it from cover to cover on the train going to work and again coming home next day. The article on replacing the Terriers was especially interesting but I wonder if the Drewry shunter which was tried out in May 1957 was 11223 or another closely numbered since “*The Railway Observer*” for May 1957 reported 11220/1 appearing at Hither Green on 13th April that year, having arrived in a freight train from the E.R. and followed by two more the next week. The same issue reported that 11220 was diagrammed on 23rd April to begin a trial period on Stewarts Lane duty 78, the Milk Depot shunter, normally a Class P job, and that further tests were to be carried out with these engines throughout the S.R. on duties worked by A1X, B4 and comparable classes, including the Kent & East Sussex line working. The August 1957 RO reported 11220 being tested on the East Kent line on 9th July, working one of the regular trips from Shepherdswell to Tilmanstone and back (a bit of information I had not noticed until 56 years later!) and the October 1957 issue reported it being still at Dover employed mainly in the Town Yard and recently tested on shunting the Ferry Dock but as yet not used on Harbour Board lines or the Eastern Docks. However, the November 1957 RO states that 11220 began working to the Eastern Docks on 23rd September and was left at night under a street lamp on a road to which the public had access!

Trains Illustrated for June 1957 states that a visitor to Hither Green shed on 26th April that year reported that it had received six new green-liveried Drewry shunters, 11220-5. This interested me because I had long thought that 11223 was green but Bachmann have confused matters by releasing models of 11222 and 11226 in black. However, *The Diesel Shunter* by Colin J. Marsden (OPC) states that the livery applied to locomotives when constructed was standard BR black, offset by the 1950s Lion over Wheel logo on the cab side but those after D2260 emerged in Brunswick or locomotive green livery, complete with the Lion over Crown cab side logo. So maybe Bachmann are quite right; the book has photographs of 11222 in black at Brighton in April 1957 just days after delivery and of 11226 in black at Hither Green in June 1958. 11224 delivered to Hither Green on 26th April 1957 is depicted at Eastleigh in October 1961 in green but still with the ‘cycling lion’ emblem. Hmm . . .

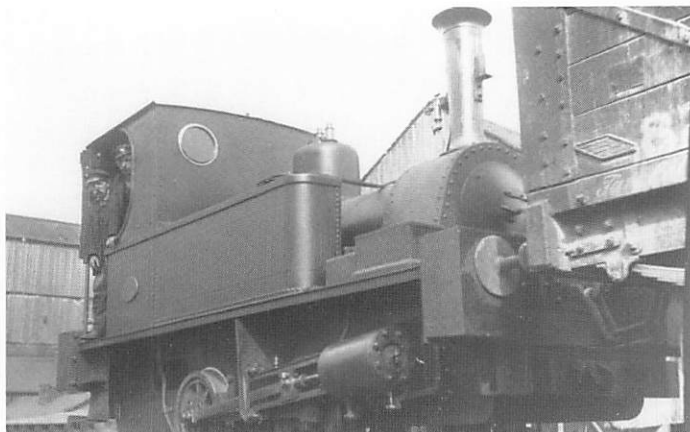
Was 11223 in black when it first ran on the K&ESR? 11229 (D2259) was the last so numbered Drewry before D22xx numbers took over.

The Railway Magazine for July 1957 states that light diesel-mechanical shunting locomotives of the 200-h.p. type, among them Nos. 11221 and 11222, have been on trials on various country lines of the Southern Region, including short freight trips and shunting on the former Kent & East Sussex line. I could not find anything else

An Early History of Marcia

Fifty years ago Marcia arrived on the K&ESR, and she has since become a lightly-used star attraction. Before coming, however, she had been a well-used loco. Brian Janes looks at her early history

Constructed to their smallest standard design Peckett and Sons, works number 1631, later to be called *Marcia*, emerged from the Bristol works of its maker in 1923 and went new to Constable's (Matlock Quarries) Ltd., who operated Station Quarry, Matlock. South of Matlock Bath Station, this quarry, produced crushed limestone, both tarmac and dry, mostly for road use. It had a rail link on the south side of the "Up line" platform but also despatched stone by road. Soon afterwards, this firm merged with the adjacent Cawdor Quarry, and the firm became Constable, Hart & Co Ltd. Station Quarry had a very long loading ramp up which 6 ton trucks of stone were pushed by a small shunting engine, without doubt our *Marcia*, four at a time. Very hard work for such a tiny loco! Mainline trucks were shunted beneath the ramp and the trucks discharged into them. The empties were allowed to run back down the incline by a man sitting astride a shunting pole, leveraging the brakes. Local reports are that every boy wanted that job! There were many quarries in the Matlock area and with the coming of the Recession closures were inevitable. Station Quarry closed around 1931 and was the second closure in the area at this period. For those of you with the



Marcia in near new condition at Station quarry, Matlock (IRS)

necessary curiosity the quarry is now the site of Matlock's Sainsbury's store, just above Peak Rail's current terminus platform.

Unemployed, 1631 in 1932 now migrated further north to Marcus Bain Ltd, Ballochmyle Quarry, Mauchline, Dumfries-shire. This quarry first began to produce building block stone in 1825 and there was a small internal rail system adjacent to the Glasgow and South Western Railway's main line. It was worked by horse and reportedly during the period 1883 until 1891 'Jamie' the horse moved 90,000 wagons around the quarry site. In the early 20th century horsepower was replaced by an Andrew Barclay 'Pug'. They were boom times for the quarry, but production of stone building blocks suddenly stopped with the outbreak of the First World War, and only slowly resumed on a much reduced scale with the coming of peace. By the 1930s, in an attempt to compete with the cheaper common building bricks, the quarry produced their own bricks made from the

Letters to the Editor – continued from page15

in the RM but maybe someone will come up with definitive answers in the form of a photograph.

Peter Clark, By Email

Sir – Lineside News in the Tenterden Terrier No. 121 mentions Marcia and SE&CR coach No. 3062 visiting France. The thought was expressed that this could be the first time that an ex-LC&DR coach had crossed the English Channel. David Gould's book *The SE&CR in the 1914-18 War* states, however, on page 39, that a

Personnel train of LC&DR coaches and vans was formed at Ashford Works and despatched in December 1915 via Dover.

It returned in May 1919, after which all the vehicles were condemned. Their final fate is not recorded.

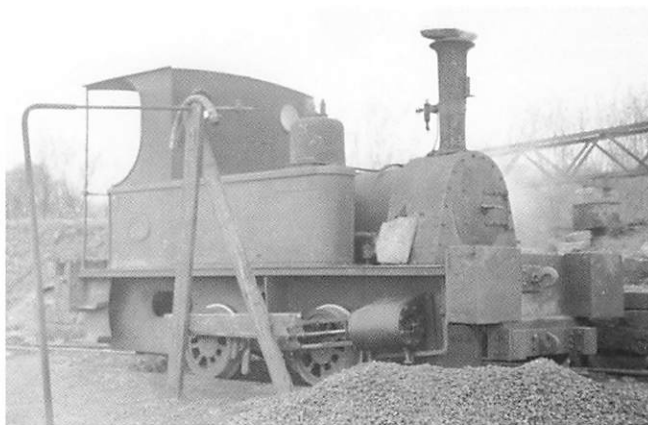
The train consisted of 1st No. 2523 (washing rooms), No. 2524 (kitchen), 2582 and 2598 (living accommodation), 2nd No. 2667 (store carriage), brake van No. 462 and No. 486 (tool van).

Peter Carey, Bexhill-on-Sea

Marcia at the Ballochmyle Brick Co., Mauchline in 1939. Note the primitive water supply (IRS)

'Shimmers' (waste from dressing the stone) which was crushed and mixed with lime. The bricks were then baked in a steam oven for several days to cure and harden them. It was to service this works that Marcia had been acquired and technically she seems to have belonged to the Ballochmyle Brick Co., a subsidiary that also operated other brickworks. This type of brick was never a commercial success being apparently regarded as too soft and prone to causing dampness. Brick production seems to have stopped at the start of the Second World War as private building construction ceased, but the quarry remained in limited production until the mid-1950s. It has long since been filled in with domestic waste.

Unemployed again, the still unnamed 1631 was sold to the West of Scotland Shipbreaking Co, Troon, who were basically scrap merchants, in 1943. However, she was presumably in reasonable condition and in wartime anything with wheels was needed so later that year she was resold to Manchester Oxide Co Ltd. The firm, which had a factory for the manufacture of prussian blue dye at Miles Platting, had recently set up a plant on derelict land formerly occupied by the screens of Pendleton Colliery to process spent iron oxide which arrived by rail from gas works in South Lancashire and elsewhere. New sidings were laid in under an

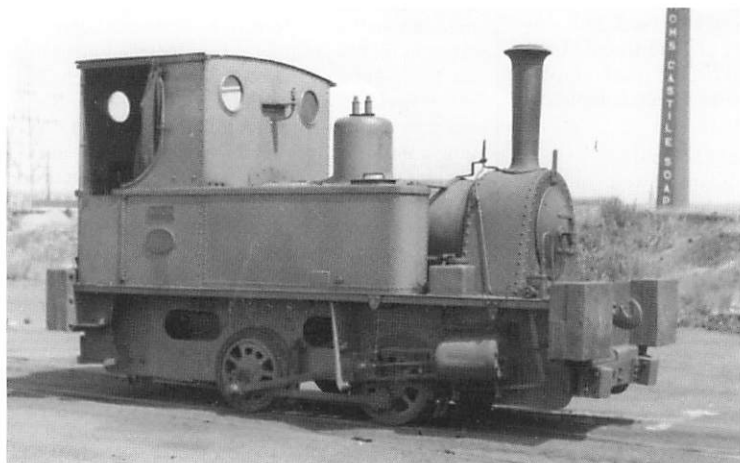


agreement with the LMS, dated 15th May 1942. Soon after taking over the site, the Manchester Oxide Company obtained our little loco for shunting its very limited internal railway system. She was first observed at Pendleton on 7th November 1943. By 1948 the Manchester Oxide Co Ltd had been taken over by Hardman and Holden Ltd, an old established Manchester chemical firm.

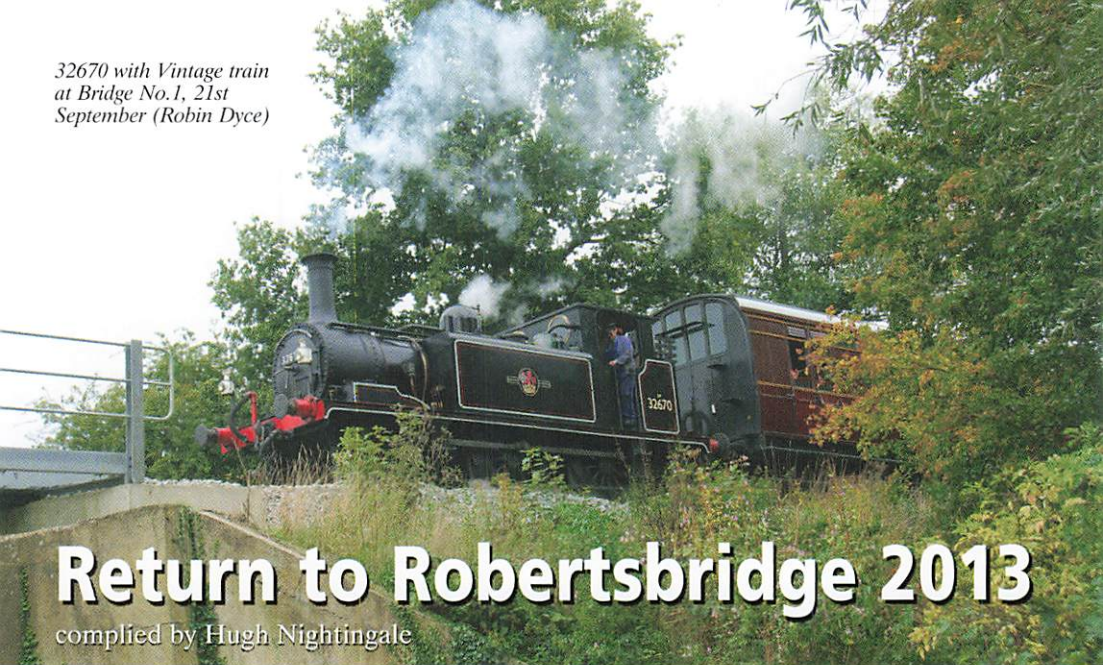
The small Peckett seems to have been held in great affection by this firm and finally acquired the familiar name *Marcia* in honour of Marcia Clayton, the managing director's wife. She worked continuously on the same site for the next 20 years occasionally being relieved whilst under repair by hired locomotives. According to the Industrial Railway Society, another four coupled Peckett, *Monarch*, was hired in 1945 from Cudworth and Johnson Ltd, the Wrexham machinery merchants. A further small Peckett, was loaned from Murgatroyds Salt Co of

Middlewich at an unspecified date. Although the sidings agreement was not formally terminated until 31st December 1968, all traffic is believed to have ceased in late 1962 or early in 1963. In July 1963 *Marcia* left Pendleton for distant Kent and in so doing virtually circled the country on her tiny wheels.

Marcia at Hardman & Holden, Pendleton, early 1960s (IRS)



32670 with Vintage train
at Bridge No.1, 21st
September (Robin Dyce)



Return to Robertsbridge 2013

compiled by Hugh Nightingale

It would quite impossible for one person to accurately summarise the impact and success of Return to Robertsbridge and perhaps it was tempting to wonder whether it would actually happen right up until the historic moment that 32670 touched down at Robertsbridge Junction on the evening of Wednesday 18th. As Jamie Douglas explains, getting the Permanent Way prepared was no small feat...

It would take a brave person to try to detract from what the Rother Valley Railway team have achieved at Robertsbridge in the past year – the progress made has been nothing short of amazing! Prior to the beginning of 2013, the track along the embankment from Northbridge Street had been laid across Bridge No.1 and around the curve to connect up with the old track layout, the rolling stock had been moved out of the station area and the site had been completely cleared and levelled.

Since then the landscape has changed dramatically, with the new platform well underway – in fact at least half of its overall length is more or less complete including lamp posts and traditional style fencing. Track has been laid to form the new main line, joining the check rail curve laid last year and the new run-round crossover points. The loop has also been laid from the run-round points to the loop/main point near Bridge No.1, and this includes what is thought to be the longest set of points in preservation – a set of 'F' switches with a 1 in 20 crossing which if installed in a straight would give

a permissible turnout speed of something like 60mph! The length of these points is approximately 70m/80yds, so as a piece of engineering it is really quite impressive.

Delivering the installation of this track layout is a task which has mainly been carried out by the volunteers of the K&ESR Permanent Way Department, who have split their time between these exciting works at Robertsbridge and the rather less exciting inspection works to ensure that K&ESR metals remain safe for passenger trains – a balance that they have struck very well.

August really saw an increase in the pace however, as firm details of just what was wanted in readiness for the Return to Robertsbridge event in mid September were identified including the completion of the run-round loop, much of which is gauge widened bullhead rail on timber sleepers requiring non-standard drilling – a very time consuming task on its own. There was also the completion of ballasting and tamping in order to present a "completed railway" at the Open Weekend. So, with the regular Friday gang setting about installing the track, this Permanent Way manager turned his attention to trying to source a suitable tamping machine to make the track look great, and having spent 13 years working for Balfour Beatty Rail in the On Track Machine business, work seemed like a good place to start.

We made the decision early on that we'd need a machine capable of tamping both plain line track

and points and crossings, as the high proportion of point-work that makes up the track layout around the station made it clear that there was too much to level and line manually. The ideal machines were two small 'Southern Region Special' machines, built for BR back in the early 1990's specifically for working around tight curves in the Kent area, making them perfect for sorting out the two tight curves leading in to the new station area. After a few enquiries we tracked down a commercial man within Balfour Beatty Rail who thought he may be able to get us a good deal, particularly as the machine could be operated by two Balfour Beatty Rail employees who are also Permanent Way department volunteers – myself and Clive Lowe. After some negotiations, a deal was struck and the machine found its way to Robertsbridge by low-loader and over a particularly hectic 10 day period in early September – which also included a visit by Lord Faulkner of Worcester and a brief introduction to tamping machines for him – we managed to turn the track into a piece of railway ready for steam trains.

From this point, final ballasting, regulating and fettling was all that remained to ensure the track was presented to a standard which would play a positive part in supporting future planning applications as and when the Rother Valley Railway progress towards their goal of joining up with the K&ESR at Bodiam, and this, along with a general site tidy, was carried out with the assistance of the K&ESR Permanent Way Department team.

I definitely believe that the product turned out by the team is a credit to all involved, and have received a great deal of favourable feedback from various industry professionals who visited over the three day event. To this, I would also like to add my own thanks to my team for their assistance.

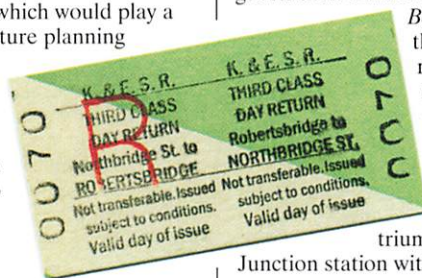
Friday 20th was testing, VIP and Press Day, as Chairman of The Terrier Trust, Tom White relates...

On Friday 20th September, the RVR organised a reception for 100 invited guests that included representatives from the local authority, tourism, mainline railway and people and organisations that have provided key support for the project to date and whose support is key for its completion. Over recent months, the site for the new station, located in the former goods yard, had been prepared and the platform constructed. Track built to operating standard had also been laid in

the station area and on the single track main line that curves eastwards on a falling gradient to the next barrier to further progress, Northbridge Street.

The guests arrived at Robertsbridge Junction in bright sunshine and, after being greeted, enjoyed a buffet lunch in a large marquee. This was followed by a presentation by RVR Chairman Gardner Crawley, who described the progress made so far to rebuild the railway between Bodiam and Robertsbridge and the RVR's plans to complete the project. He also described the benefit that it would generate in the surrounding communities from the spending by tourists that would be attracted to the railway and from the provision of a public transport link between Robertsbridge Junction, Bodiam Castle and other local attractions.

Everyone then walked to the new platform which was manned by K&ESR station staff in their smart uniforms. After brief speeches, we witnessed the entry of *Bodiam* and three vintage coaches into the station which, in the traditional manner, broke a white ribbon stretched across the track to mark the reopening. Hosts and guests then climbed into the carriages after which



Bodiam backed the train round the curve and down the line, running alongside Robertsbridge cricket ground to the stop board before Northbridge Street. After a brief halt, the train set off for Robertsbridge with *Bodiam* in the lead and triumphantly pulled into the

Junction station with its first train of passengers.

The fine weather continued for the rest of the day and four or five further runs were made that were captured on camera and video from vantage points on the station and on the cricket ground. During the afternoon the guests could intersperse rides on the train with a visit to the marquee to enjoy the afternoon tea that was being served.

There was a lot of conversation amongst those present and the consensus was that the RVR had made excellent progress, the reopening event had been a delight and there appeared to be no doubt that the significant hurdles facing the completion of this ambitious project would be overcome.

The day was just as significant for the staff on duty, creating quite an impression for Bradley Bottomley...

Harry Hickmott, Bob Lelean and I arrived at Robertsbridge Junction Station, the headquarters of the Rother Valley Railway, for the Return to Robertsbridge Gala on Friday 20th of September 2013, the day before the public runs were to take



General view of the Friday evening rush hour at Robertsbridge Junction, 20th September (Robin Dyce)



Harry Hickmott, Bradley Bottomley and Bob Lelean take a break at Robertsbridge, 20th September (Alan Crotty)

place. The station site was a real hive of activity, as last minute preparations were being made before the 100 or so specially invited guests arrived. Then David Slack gave a briefing about what would be happening throughout the day, which was useful as it was going to be quite a hectic schedule for all involved! All the Operational side of the day was manned by K&ESR staff – Footplate, Guard and Station Staff. After this we had time to have a good look round the station site.

At around 1300hrs a test run was carried out, The Terrier Trust's *Bodiam* had the honour of being the motive power for the weekend's trains along with a very smart rake of Vintage carriages. After the test runs, the Station Staff got their first opportunity to have a ride out to Northbridge Street; it was impressive to see the amount of work that had been carried out. Whilst we were not required till the VIP rides, which were to take place later in the afternoon, we decided to have a look round the station's shop which is an Aladdin's cave with a vast range of magazines, model railway items and back issues of *The Tenterden Terrier*!

When we got back on the platform, we noticed that the ITV film crew had arrived and were taking shots of the train as well as interviewing personnel. Once the guests were gathered on the platform, speeches were made, then a familiar whistle was heard and *Bodiam* and the three vintage carriages arrived. She broke through a white ribbon that was stretched across the line; this marked the reopening of the RVR to traffic. Once the train was loaded, doors were checked by the Station Staff and once this was completed, Chief Station Master Harry Hickmott signalled to the Guard David Stubbs who then waved the green flag. And so off went the very first passenger carrying train to Northbridge Street in just over half a century. Three further trips were then run the extension for the guests; after that

the train moved down the platform to take on water and coal ready for the volunteer rides in the evening.

It was now time for a well earned tea and cake break (it was a great relief to sit down for a few minutes). Then back to the platform for the volunteer rides; by this time a lot of commuters from the main line trains had gathered in the car park looking quite amused to see a steam train puffing backwards and forwards on the extension (I am sure they were impressed by the smooth running of the operation).

As the day drew to a close, the feeling was it could not have gone any better. The sun had shining down on us all day; guests and volunteers alike had said how impressed they were with the work carried out at Robertsbridge Junction Station and on the first half-mile of track. All were looking forward to the day when they could get a train to Tenterden.

*The question was of course how many people would turn up over the weekend? Stuart Philips had arranged for all Southeastern passenger trains to call at Robertsbridge on Saturday. Of course the only way to travel to the station that day had to be by train, changing at Tonbridge, not only forced from Ashford but also in deference to historic accounts of visits of yore. It was slightly disappointing on arrival just after 1030hrs not to be able to see 32670 from the mainline station but to witness the sheer number of people milling around was a massive relief. Some, like driver for the day **Ian Scarlett**, had had a much earlier start...*

Saturday 21st September was an auspicious day in railway preservation. For the first time since 1961 it was possible to board a passenger train on the K&ESR side of Robertsbridge station in East Sussex.

Arriving at Robertsbridge station car park at 0730hrs, I made my way to the RVR site entrance to be greeted by RVR's Peter Brown and K&ESR Fireman Lesley Lee.



From left to right: Peter Walker, Graham Bridge, Lesley Lee and Ian Scarlett with 32670 at Robertsbridge, 21st September (via Ian Scarlett)

The site was almost unrecognisable. A smart new platform had been constructed, there was freshly-laid track throughout the site and the place was already a hive of activity. The caterers were preparing in the marquee, 4253 Ltd were setting up their sales stand and a number of other businesses were arriving for a day's trading.

Having first felt the rails of the original RVR Company under her wheels back in 1901, Terrier No. 32670 stood coupled to a 3-coach rake of K&ESR's vintage 4-wheeled carriages. The engine was standing on a length of track thoughtfully laid on longitudinal timbers over recessed ballast to allow access underneath for preparation and disposal. Still warm from the previous day's VIP train activities it did not take Lesley long to get the fire lit, but oiling round underneath took a little longer. There is little space under a Terrier even when over a full-length pit but here there was no choice but for me to crawl underneath to reach the oiling points on the cranks and eccentrics. The advantages of the Hunslet Austerities with their saddle tanks and access from above are easy to appreciate in this respect!

It was shortly time for a briefing by David Slack, who was in charge of the day's operations. Guard Graham Bridge and former Northiam station agent Peter Walker completed the K&ESR operating crew for the day, while Mike Hart was in attendance along with Mark Yonge and members of the RVR team on platform duties. Water was taken from a temporary tank with an electric pump plus a leaky hose to the amusement of the onlookers, if not for Lesley who was holding the hose in 32670's tank. Then it was time to coal the engine from a number of sacks piled next to the platform – an exercise which makes one consider the ease with the Kalmar loader at Rolvenden can move half a ton at a time!

Soon we made the training run along the line.



Proof you can win on a 4253 Tombola! Prize winner Sally Slyfield at Robertsbridge with Charlie Masterson and Bryan Atkins; Dick Beckett looks on (Robin Dyce)

Propelling north out of the platform the check-railed line curves tightly to the east on a falling gradient to the level straight which crosses the five bridges on the River Rother floodplain. With the stop board just beyond Bridge No.5, the loco stopping point was on the eastern end of Bridge No.4, marked by a pole. The sight of the train caused interest among the players of Ringmer and Seaford cricket clubs who were preparing for the Intersport of Lewes Plate Final at Robertsbridge's adjacent cricket ground, plus numerous locals and photographers who had gathered to witness the action on the railway.

As soon as we had returned to the platform and signed for the 'road', it was time for the first public train to leave Robertsbridge in the Tenterden direction since 1961. With a queue having been forming since before 9 o'clock it did not take long to fill the carriages and close the doors, then just before 1030hrs, we propelled the first train down to Bridge 5. Running back into the platform at Robertsbridge, concurrent with the 0900hrs Charing Cross to Hastings, it was clear that we would be making more than a few trips along the line. Indeed it was not until past mid-day until Lesley and myself were able to take a break, and then only because we had to take coal and water!

All in all we did 24 round trips along the line during the day. Lesley and I waved at the crew and passengers of Southeastern trains entering and leaving Robertsbridge station, we swapped sides, and carried a large number of authorised footplate passengers, many of whom had worked on the impressive new infrastructure on which we were rolling. We took a break to take coal and water and to top-up the oil in 32670's air brake pump which had developed a habit of stopping, and were also able to grab some much-needed tea. The weather stayed warm and partly sunny and it was not until after 1630hrs that we ran the last train. With the tanks topped up again and

the last of the coal tipped into the bunker, we eventually stabled 32670 and her train back over the recessed ballast and carried out our disposal duties ready for Sunday's crew.

So an historic day? Certainly. Popular? Definitely. Much favourable comment? Absolutely – I spoke with a number of visitors from near and far who commended the RVR's efforts and achievements and who all commented that a reinstated rail connection from Robertsbridge to Tenterden was something they thought would be of great benefit to the area.

It is not long since I re-read Nick Pallant's *Holding the Line – Preserving the Kent & East Sussex Railway*, which of course deals with the trials and tribulations of the early K&ESR preservationists in the long years from 1961 to the 1974 opening of the Tenterden – Rolvenden section. What a tribute to them then for the events of that weekend in September 2013 to have taken place.

And as for the crew? It was a privilege to be part of a historic day, even if all we had to do was turn up and operate a train!

Having had a ride on one of the first Saturday trains, I then took K&ESR Ashford Group Chairman Ted Micklam on a guided walk via the footpath through Gray-Nicholls' yard to the restored Bridge No.1 to photograph a couple of trains both from adjacent to the Bridge and then from the north. We then had quite a wait at Robertsbridge Cricket Club due to servicing of 32670 and air pump problem before we could record a run with the cricket which started at 1230hrs. The spirit of the occasion was summed up on The Terrier Trust website, edited and updated...

History with an Exclamation Mark

It should have been set for a scene straight out of the inspirational Ealing comedy film, *The Titfield Thunderbolt*.

A Victorian steam engine with three four-wheeler coaches puffing past a cricket match on a reopened piece of railway track; the distracted batsman theatrically "bowled" and then everyone rushing over to the boundary fence to cheer the intrepid 1872 veteran.

Instead train operations were held up briefly in the style of an *Oh Mr Porter* farcical scene, not by a pompous stationmaster at Buggleskelly but by efforts to locate and return the match ball – misshapen as it undoubtedly was – smote clean over boundary and railway fence by Seaford cricketer John Smith in his brief cameo innings at Robertsbridge on September 21st.

Perhaps it was fortunate for the first day of public

trains on the revived section of the RVR that it was not situated next to a baseball ground, for an equally well hit home run would have probably carried railway and river onto land adjacent to the former Hodson's Mill!

And yet in a way the weekend was a sort of straight six; a home run over center field. Nothing proven, nothing concluded – just a dramatic event no-one dreamed possible perhaps as recently as five years ago, or believed it could happen so soon.

For the star of the show, Terrier K&ESR No.3 *Bodiam* as BR 32670, it was very much "History with an Exclamation Mark"; symbolising the latest innings in a remarkable career.

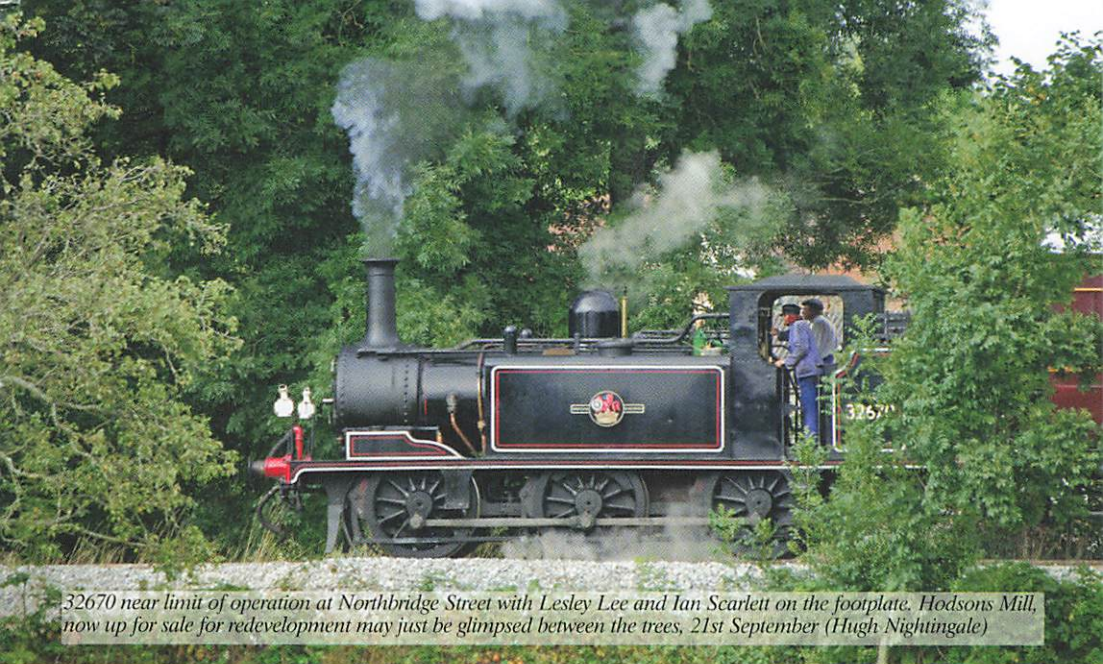
In the words of one younger volunteer: "I would think anyone going down (to Robertsbridge) this weekend would be impressed. Just to see *Bodiam* and a mainline train (375 Electrostar) at the same time seems so strange."

Most of all we need to treasure the memory of the happy faces, young (six weeks in one case) and old; staff, supporters and most importantly the visitors, who rekindled an atmosphere possibly not witnessed in context since *Bodiam's* Centenary in 1972, prior to re-opening of the first stage of the K&ESR in 1974.

Eschewing the temptation to use Churchillian phraseology such as "The End of the Beginning" as far as the RVR project is concerned, Return to Robertsbridge has brought into sharp focus the challenge of how to add about another third to the K&ESR existing mileage along with all the disproportionate additional associated costs before the railway even earns a penny towards reinvestment and ongoing capital costs.

Robertsbridge itself with its attractive architecture, delightful walks and some sort of cricket tie-in with Gray-Nicholls offers the prospect of some mutual benefit, but as Seaford (a town itself with historic Terrier connections) showed in the Intersport of Lewes Plate Final, a six in itself does not an innings make. Dismissed for 136 in 34 overs, their opponents, Ringmer, chased down the victory target in their 34th for the loss of just three wickets.

Sunshine was very much non-existent on Sunday, so I observed the DMMU in the loop at Bodiam before walking from there to Robertsbridge. In spite of an unwelcome diversion due to river bank erosion, it did underline what a ridiculously short distance geographically now separates the railroad at Junction Road from the railroad at Northbridge Street. Having taken a couple of pictures without the cricket I had time for one ride before returning to Northiam by way of the vintage bus service. This press release from Mark Yonge of the RVR neatly sums up the weekend...



32670 near limit of operation at Northbridge Street with Lesley Lee and Ian Scarlett on the footplate. Hodsons Mill, now up for sale for redevelopment may just be glimpsed between the trees, 21st September (Hugh Nightingale)

Following the Rother Valley Railway's formation in the early nineties, work has progressed rapidly in the last three years. Five new and restored bridges have been rebuilt or replaced, piling to prevent river erosion of the track bed has been installed, both ends of the three mile route have had track laid to the site of two level crossings and Robertsbridge Junction station is currently under construction.

This leaves a two mile gap between Northbridge Street at Robertsbridge and the B2244 at Junction Road to be restored.

With completion of the running line, run round loop and half the platform constructed at Robertsbridge, the Rother Valley Railway felt that it had something to celebrate. With that in mind a gala event was laid on for the weekend of the 21st and 22nd September. A train provided by the Kent & East Sussex Railway was hauled in by road which consisted of Terrier Tank locomotive *Bodiam* and a rake of three coaches from the Victorian set.

Attendance was stunning with a continuing shuttle service each day carrying passengers to and from the Robertsbridge Junction station platform and Northbridge Street. Souvenir Edmondson tickets were issued to 1380 passengers and it was estimated that well over 2000 people attended the event. A few tears were shed by older residents who had travelled on the railway in former times. Commented 103 years old Edith Eldridge of nearby Hurst Green, "I travelled many times on this line

when it was open. I can't believe that I am once again sitting in a wooden coach travelling over bridges that I never would have thought would be restored." It's a sobering thought that Mrs Eldridge was born a mere 10 years after the Rother Valley Railway was opened in 1900.

Mike Hart OBE, a Rother Valley Railway Trustee, stated: "This gala event has exceeded all expectations and it is a credit to all those supporters and backers who have enabled this to happen. We hope to be able to organise future events as the scheme to reconnect the railway progresses."

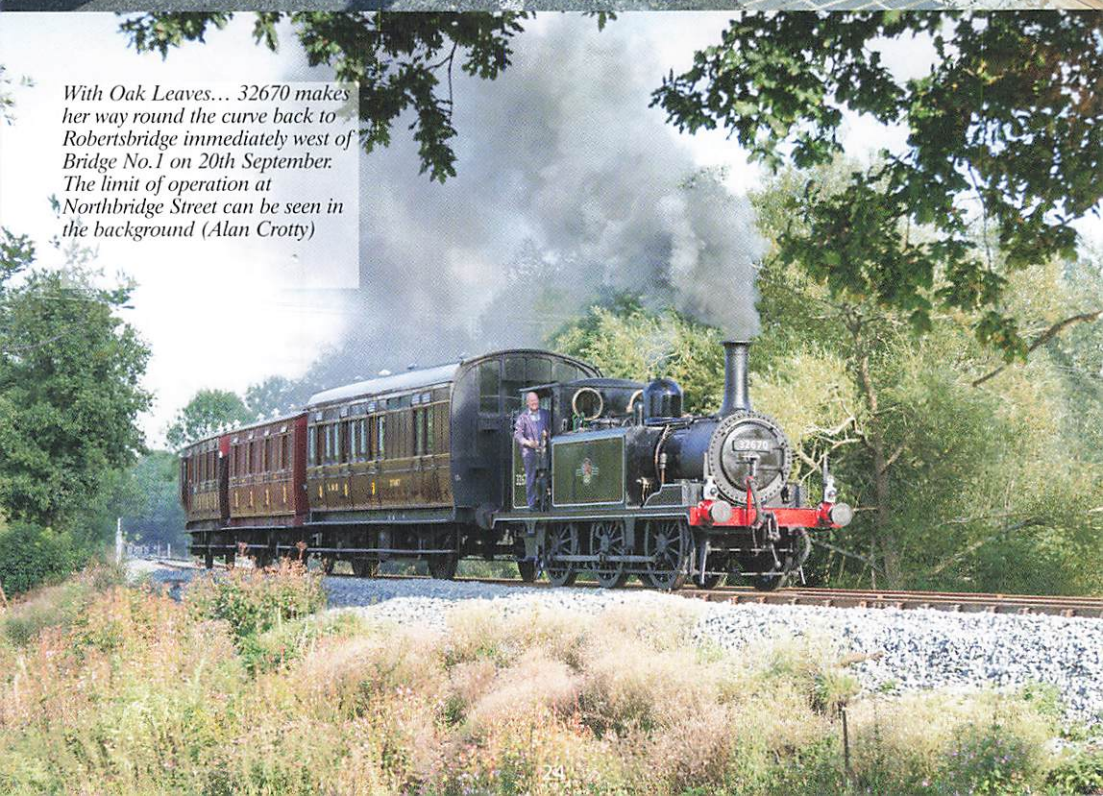
The final word though must go to Gardner Crawley, for without his vision, and others, all those years ago, enjoyment of the K&ESR and RVR would not have been realised...

The Gala weekend was a stunning success as a result of the K&ESR and RVR volunteers and staff. The sight of the Terrier coming round the curve into the station was magical. It was a real team effort which shows what can be achieved when we work together with a common Goal. Everyone I spoke to on the three days or who wrote in afterwards was genuinely impressed with what we achieved and is backing the re-connection project whole-heartedly.

My sister brought along my mother who is 96 and enjoyed herself remarking that she still remembers bringing me sandwiches down to Tenterden station in the early days when I had cycled from Harrietsham without them!



32670 breaks the tape as held by Harry Hickmott to open the new station at Robertsbridge Junction, 20 September (Alan Crotty)



With Oak Leaves... 32670 makes her way round the curve back to Robertsbridge immediately west of Bridge No.1 on 20th September. The limit of operation at Northbridge Street can be seen in the background (Alan Crotty)

The very first public shuttle arrives back at Robertsbridge Junction with Electrostar 375806 working the 0900 hrs Charing Cross to Hastings on September 21st (Don Benn)



"How Was That, Sir?" ...as 32670 works another shuttle over Bridge No.3, 21st September (Robin Dyce)



A SHORT HISTORY OF 5668

by Phil Edwards



No. 5668 at Wittersham Road on 10th August 2013 (Phil Edwards)

NOT a pretty sight is it! Mind you, if you were made of steel and had been left out in the open for 49 years, would you look any better? Great Western Railway 56xx class locomotive No. 5668 has arrived at the K&ESR as part of a deal made by the 4253 Locomotive Company to obtain spares for No. 4253 which may also benefit No. 6619.

Setting the scene

The 56xx class were designed to replace the mostly ageing and worn out locomotives that the Great Western Railway absorbed when it took over the remaining independent railways in South Wales in 1922. However, the best of those earlier locomotives were to last another 30 years and remained the preferred type on some workings while they did!

The 0-6-2T wheel arrangement well suited the valley lines where adhesion, brake capacity and ability to negotiate tight curves were paramount. Their water and coal capacities were sufficient to travel between valley head and coastal port. High speed was not an issue, even with a

passenger train. Tight curves, gradients, subsidence and short distances between stations (sometimes within sight of each other) required no more than good acceleration. There was no linking-up of the valve gear when going up the valleys, the reverser was simply placed in full gear and left there!

On leaving a colliery for the ports there could be up to 80 loaded 10 ton wagons in a train, so it was a case of pinning down enough wagon brakes in the colliery yard while the train moved at walking pace until the crew were satisfied and then they would hang on tightly as the train rattled its way downhill in a cloud of coal dust.

A working life

As well as hauling passenger and freight trains, 56xx locomotives were regularly used as pilots, shunters and bankers. In all these roles it was common for the locomotive to be used continuously round the clock, only returning to shed for one hour for servicing with crew changes often taking place on the lineside.

No. 5668 itself was built at Swindon Works as part of Lot No.235 and released to traffic in June 1926 when it was sent to Cardiff Cathays. It moved around the Cardiff Valley Division sheds including Barry (January 1928 – November 1929), Cae Harris (December 1929 – June 1938), Ferndale (March 1939 – June 1951), Treherbert (July 1951 – May 1961). No. 5668 also spent short intervening periods of about a month each at Aberdare, Cardiff East Dock, Coke Ovens, Merthyr, Rhymney, and Severn Tunnel Junction, before returning to Barry in June 1961.

200 56xx locomotives were built, but the later introduction of the 57xx pannier tank engine with only slightly inferior capabilities meant that no more 56xx's were required.

Barry-based locomotives worked to Bridgend, Cardiff, Newport, Pontypridd and into the Taff, Rhondda and Rhymney valleys. Those at Cae Harris mainly worked locally with workman's trains being operated between mineral workings. Ferndale locomotives worked mainly to Cadoxton. Treherbert locomotives also worked mineral trains to Cadoxton and Radyr, and passenger workings to Barry and Penarth.

56xx locomotives, when new, were painted in deep chrome green and had the 'shirtbutton' GWR logo applied. Any that were repainted in the World War 2 period received black paint.

At some sheds during the British Railways era, some engines reserved for passenger work were painted in the Brunswick Green with full lining out.

Like the majority of its class, 5668 was recorded on both passenger and freight workings. There was considerable commuter traffic around Cardiff. Workmen's trains in the Valleys regularly consisted of six coaches and, given the severe gradients, most of these duties were handled by 56xx's. While based in the Valleys, 5668 was also noted on Barry Island excursions where whole towns would take the train to the seaside for the day. The working of Barry Island station on a Bank Holiday with trains arriving and departing at five minute intervals must have been very interesting!

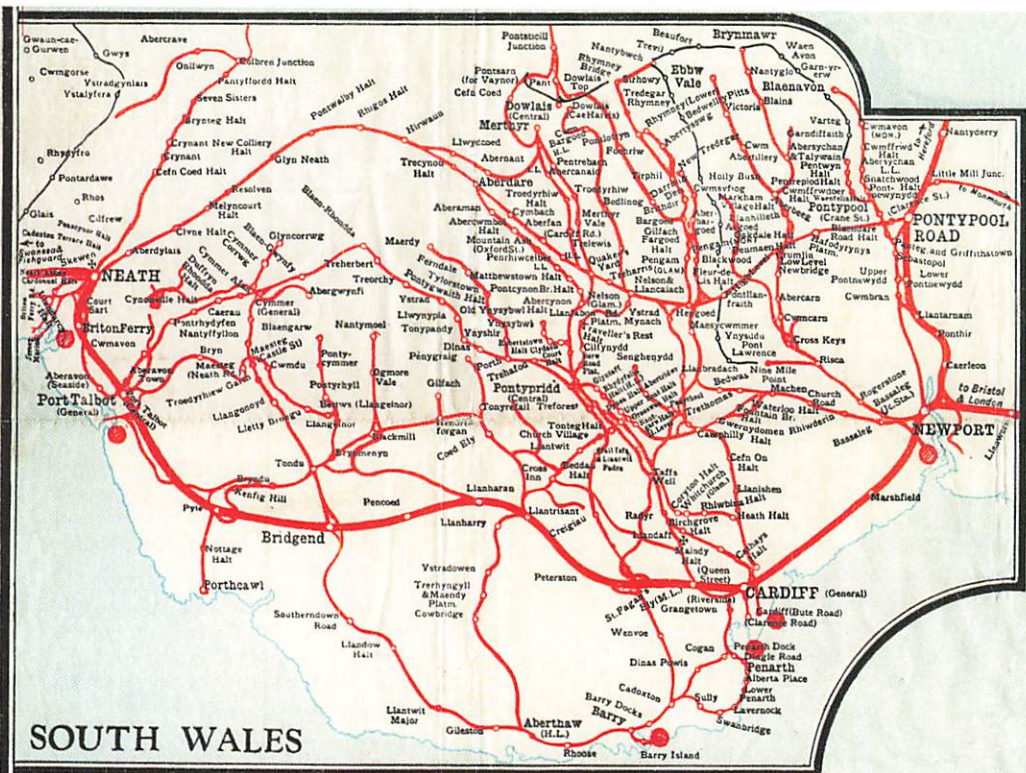
Passenger workings were considerably reduced from 1958 when diesel multiple units began to arrive in the Valleys. However, the workman's trains remained the preserve of steam engines for several more years.

No. 5668 had accumulated 762,424 miles by December 1963. No subsequent mileage records have been found but it remained in active service until at least late August 1964 so its final mileage possibly exceeded 800,000.

Barry shed officially closed on 31st August 1964 at which time just eleven steam locomotives remained allocated there, of which four were



No. 5668 at Pontypidd on 6th April, 1954 (Ben Brooksbank)



The railways of South Wales in the GWR era (Phil Edwards collection)

56xx's. Eight locomotives, including Nos. 5689, 6650 and 6654 moved on but No. 5668 remained at Barry. It was apparently condemned in September 1964 but the Engine History Sheet for 5668 was not completed in this respect and the central recording of condemned engines and boiler numbers had ceased in early September.

The Barry Scrapyard era

No. 5668 was sold to Woodham's Scrapyard at Barry. It moved there in November 1964 and was stored with some 213 other engines awaiting scrapping. The Barry Scrapyard story has already been well told in several publications and is only repeated here to the extent that concerns 5668.

By the end of the 1960s No. 5668 had been heavily stripped of parts – cab fittings, springs, motion, brake gear and chimney had all gone. As the GWR used standard parts, items from 5668 could now possibly be found on many other engines that had previously left the yard for preservation. I wonder if the holders would return them?

Preservation

In 1979, 5668 was the subject of a preservation bid by members of the Peak Railway Society at Matlock. Following advice that the locomotive had a cracked firebox, they abandoned the project.

In September 1980, the Taff Vale Railway Preservation Society, based in Merthyr Tydfil, placed a reservation on No. 5668 but for some now unknown reason the sale was not completed. The Society itself seems to have ceased to exist in 1993.

A sale was eventually concluded in August 1987 when No. 5668 became the 189th locomotive to leave the yard. It moved to the Pontypool and Blaenavon Railway with four others, including our 2-8-0T No. 4253 (No. 190). Some dismantling work was carried out at Blaenavon Furnace Sidings, which left parts scattered around the site causing much searching when the locomotive was being prepared for the move to Kent.



No. 5668 at Cardiff Central on a cement working on 13th July, 1964



No. 5668 at Woodham's Barry scrapyard on 7th July, 1980

The future for 5668

In the short term, parts originally obtained for 5668 will be used to help complete the restoration of 4253 and to maintain 6619, but some conservation work may also take place on 5668. In the longer term, 5668 will be restored but that is not likely to commence in the near future. Perhaps in the late 2020s we will see 5668 pounding up Tenterden bank....



The Shape of things to Come. Sister loco 6619 passes RN1 signal (Hugh Nightingale)

Coach No. **53**

Seat No. **5 F**

KENT & EAST SUSSEX RAILWAY
'THE WINE & DINE SPECIAL'

Tenterden Town Station
SATURDAY, 10th AUGUST, 1974
at 6.45 pm for 7 pm

MENU

Country Soup

or

Fruit Juices

☆ ☆ ☆ ☆

Cold Ham & Chicken Salad

☆ ☆ ☆ ☆

Fruit Salad & Fresh Cream

or

Selection of Cheese & Biscuits

☆ ☆ ☆ ☆

Coffee

☆ ☆ ☆ ☆

Service charge not included but donations gratefully
accepted for restoration of our rolling stock.

Catering On Line!

As we approach the fortieth anniversary of our flagship service, The Wealden Pullman, perhaps it is a suitable time to look at those early days and how the service started to evolve all those years ago.

Many members, volunteers and staff were not even born when the first seeds were sown to provide a 'premium' service on our railway. It was in our early days, in fact the first full year of opening and we had only just restored services beyond Rolvenden whence trains were propelled to the limit of operation just short of Newmill Bridge, following the loco running round at Rolvenden, and then returned to Tenterden.

We were exceptionally lucky to have purchased the two Hastings Line Pullman Cars *Barbara* and *Theodora* back in the 1964 before they went for scrap. Prior to re-opening the first stage of the line in 1974, these two vehicles had been used as static sales outlets at Rolvenden for some years whilst the litigation was taking place to consider the case for opening through to Robertsbridge which, in the event went against us and we had to be content (for the time being anyway!) with the Tenterden – Bodiam stretch of the line. *Barbara* had served as a book, souvenir and relic shop at weekends whilst *Theodora* provided the amenity to offer refreshments to visitors and volunteers who were beaver away at the very basic facilities we had at that time at Rolvenden to restore, as best we could, rolling stock and locos out in the open air. However, they were able to take money and raise funds for our very meagre reserves that we had at that time.

Before the line was re-opened *Theodora* was taken to Tenterden and berthed in the siding behind the platform, then connected to water and mains electrical supply in order that she could continue to act as a static buffet facility at Tenterden, again to provide interest for visitors and continue to raise funds by way of sales. In fact she stayed there for over 10 years until we were able to erect the current buffet building in the 1980s.

Barbara, however, was more or less in 'running' condition and was used from time to time in service trains and on special occasions. Just prior to opening, our volunteer C&W staff had repainted her in an approximation of her former

Pullman livery and restored her running gear well enough for her to be used. The interior was virtually still as withdrawn whereby she had a long plain buffet counter serviced by a small pantry area where her restored toilet now is. Fortunately the kitchen area partitions and bulkheads were still intact although by now only fairly basic catering equipment existed. The original lead sink, wooden draining board and shelves still remained but the cooking range had gone. Luckily the veneered marquetry panels were still in situ in the saloon which enhanced the 'feel' of the car when entering but there was no carpet, just the standard BR type hard flooring which had been fitted when she was converted to an excursion buffet car around 1960

Forty years ago the sight of a Pullman Car on the rails was an unexpected pleasure to most people as one thought they had all been consigned to the scrapyards following the withdrawal of such trains as the 'Golden Arrow', 'Brighton Belle' etc some years before. It was the delight that we noticed on visitor's faces and the sheer surprise that they obviously felt when entering *Barbara* that probably tempted our early volunteers to think about offering a meal service on the train. Donald Wilson, then our Commercial Director, decided that we should have a go, and the phrase 'Wine & Dine' was born into the heritage railway movement, and for that matter is still used today by many railways, an innovative title that has weathered four decades and continues to attract the public's attention today. Our aim was to provide a way of utilising *Barbara*, plus one of our non-descript ex-Boat Train Maunsell NBOs, as a dining train whereby we could charge a premium fare to include a meal and wine whilst the passengers enjoyed a steam hauled journey through our glorious countryside. Back in 1974 this was seen as a real novelty, for the opportunity to enjoy a meal on a steam hauled train back then was a near impossibility, particularly so if you were lucky enough to get a seat in Pullman Car *Barbara*!

However, at that time, our catering equipment was basic in the extreme!! We had a donated second-hand electric domestic cooker in *Theodora*, a tiny Belling cooker in the mess coach, which was still adjacent to the platform, and another second hand domestic gas cooker



Laid for dining, early Wealden Pullman style (via Doug Lindsay)

in Barbara's kitchen. We were really lucky to acquire, via a member who worked for the Gas Board, a good supply of matching crockery which had been in the dining room at the Head Office, and was to be replaced about that time. This formed the basis of our tableware for many years and proved invaluable; in fact there is a table setting of this crockery now in the museum collection! Expertise in the culinary arts was also something we were lacking, fortunately the public expectation back then was far less onerous than it is today, eating out was much more of a 'treat' then than now, and to 'eat on a train' was the key to success, for the novelty of the location far outweighed the expectation of the quality of the food!

So in the August of that first year it was decided to try and see if the idea of a 'Wine & Dine' evening would be a success. We had Barbara, still with a bar counter which was shortened and given a new solid wooden top to replace the BR formica, which did resemble a land based pub bar, and eight ex-Pullman chairs (in various colours!) were acquired by members to go with the four tables now fitted in the saloon.

Along with the thirty six seats in the NBO this gave us a total of forty four seats to offer the public. We then established that maybe, just maybe, we could provide a reasonable three or four course meal with wine included to justify

the newly created title of 'Wine & Dine'. Meanwhile the bar in Barbara was set up with optics and a selection of beers, and we purchased some candle table lamps which gave the train some atmosphere, especially as the movement of the train affected the flames on the lamps and created a flickering effect.

The train was advertised at £4.00 per person and was a sell out, the price included wine served at table which was a stroke of marketing genius as customers felt they could come along and not have to spend anything else, moreover, having paid well in advance they 'forgot' this and still spent cash on pre-dinner drinks, liqueurs with coffee and were only too pleased to be generous with gratuities! The price also included the train ride of course.

We resorted to using a local catering contractor to provide the meal which was prepared in advance off the train and served whilst the train slowly ran to the extent of the line and return twice, by the caterers' waitresses; our volunteers just manned the Bar. This experimental 'Wine and Dine' train was a resounding success and we were immediately asked by friends of the participants when the next booked run was!!! In fact we had further enquiries and shortly ran a couple of private charters with catering before the end of 1974.

Having 'dipped our toes in the water' so to speak, our thoughts turned to the 1975 season, and could we expand upon the service? In fact we planned to run eight services on selected Saturday evenings in July, August and September, still at the bargain price of £4.00 including wine and travel!! In fact 1975 sold out well in advance and for the 1976 season we advertised eighteen services between May and September, and now at £5.00pp – even so representing great value for a novel venue to enjoy a four course salad dinner with wine!!

It was during this period that thoughts turned to provision of the food and service by ourselves with volunteers, thereby appreciably increasing the profit margin, we had therefore to seek out suitable volunteers who may wish to help provide plated salads along with our ladies in the buffet, suitable volunteers who could act as waiters and indeed volunteers to wash up!! The bar had been covered by ourselves since the beginning so bar staff were not difficult to recruit!!

So, the staple meal became a starter of Soup (often made by the buffet staff), or Melon Boat (in high summer), followed by a platter of three meats with salad accompaniment and 'minted new potatoes'. The latter comprised warmed tinned new potatoes, taken on the train in

insulated containers, then sprinkled with dried mint just before adding to the platters!!! These platters were stacked up in the unused half of the TSO which was now in use to provide 60+ covers to help quell demand, such was the success of the service. Quite what our clientele thought when they passed down the train from the bar prior to dinner, and saw 60 odd plated meals all stacked up with stacking rings, one wonders!! Then again, as I've said, expectation then was far from that experienced today. We served a choice of sweet from the trolley which had been prepared by a local lady, followed by a selection of cheeses, then coffee and mints. The 1976 season also saw two Christmas Lunch trains advertised at £6.50 including wine!! This was a hot lunch of soup, roast turkey, Christmas pudding, mince pies and coffee.

It was realised by 1977 that further enhancements were needed to keep the service fresh, and indeed to provide a difference as so many bookings were repeat business and those repeat customers would expect changes and improvements. Throughout the late 70s, whilst we had almost exclusive use of *Barbara* and NBO 53 for the dining train, we were forced to 'share' TSO No.64 with normal services in busy periods, and this meant much transfer of stock such as linen, tableware and other materials



Interior of Maunsell NBO on dining duty (via Doug Lindsay)



THE KENT & EAST SUSSEX RAILWAY

'WINE & DINE' SPECIAL

TENTERDEN TOWN depart 7.45 pm

Fare: £5.50

Seat No. **14B**

VALID DAY OF ISSUE ONLY

30 JUL 1977

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and Notices of The Tenterden Railway Company Limited.

work because the satisfaction came from seeing 65 very happy passengers leave the train each Saturday night having thoroughly enjoyed their experience! Additionally, our efforts were reflected in the important extra revenue created by these trains thereby one could see an immediate result of all the effort put in.

By 1978, the programme of trains had extended to 20 services on Saturdays from

when the coach was required for service trains, a great deal of extra effort therefore required by our sparse supply of volunteers.

1977 also saw the title of the train change to the now well known 'Wealden Pullman' and the Carriage & Wagon department provided a liveried headboard for the locomotive to carry to signify the importance of our prestige service.

This year also saw a call go out to our area groups to help provide volunteers to man these now very important trains, the aim being that each of the four area groups would provide a team of people to man the train each week thereby each set of volunteers would only have to attend once a month. This worked quite well, but of course not every group had the volunteers who could easily adapt to serving at table, preparing food or running a bar, although washing up didn't require too much skill! Having said that, there certainly was some skill required to wash up some sixty place settings from four courses in a tiny single sink with only a caravan style hand pump to raise cold water from the underframe tank, and boil up hot water in large saucepans on the tiny stove on a moving train!! A far cry from today's environmental health requirements!

However, we did succeed, and not only did our teams learn some table and bar skills we found we actually enjoyed the long hours and hard

May to September and the price was now £6.00pp, followed in 1979 by 25 trains at £6.50pp which was naturally stretching the volunteer force to the limit. Some of the area group personnel dropped out leaving, as ever (!), a hardcore of about a dozen regulars to handle the catering side of these important trains week in week out. There was the cleaning and preparation to be carried out, often on weekday evenings after work, followed by a full day's preparation of food and laying up on the Saturday, working the train that evening, then returning on Sunday to clear up, sort the laundry etc. A typical on-board staff requirement being at least ten people, not forgetting of course the operational side also, which required cover for train crew and signalmen.

It became a very labour intensive service, which of course it still is today.

Having said that there were moments of much mirth over those early years and perhaps we should remember some here as they perhaps emphasise the really basic facilities and fare we were offering at that time.

Often, in high Summer, as a variation, we would serve fresh local strawberries as the dessert course and offer cream and sugar as an accompaniment. One hot Summer evening we duly served the plated strawberries, took out the

sugar bowls only to find they had been filled with salt!! We returned to the tables and collected the bowls, but some half dozen tables had already started their dessert so we withdrew gracefully and continued to change the others. However, we had no word of complaint from those tables at all!!! On another 'Strawberry' evening we had left Tenterden without the sugar!! Of course in those days there were no mobile phones to help our plight, but we did have a member whose mother lived just up from Wittersham Road station. We did no more than stop the train just past the Oxney Straight, and despatched the Train Manager, in full black evening attire, across the fields to this member's house, in full view of the passengers, to 'borrow some sugar' before we arrived at Wittersham Road station, much to the amusement of the diners as can be imagined!

Another amusing incident concerned celery. During preparation in *Barbara's* confined kitchen one Saturday, our usual procedure was to wash the celery and cut it for table use then place it in a stainless jug with some cold water, this then would go out on the cheese trolley and offered to the passengers to help themselves after being served cheese and biscuits. However, what we didn't realise was that we had pushed the jug, complete with celery, under the magnetic hand soap holder (no separate hand washing sink in those days!!) and the bar of soap had dropped into the jug! It wasn't until after the meal service, when clearing and washing up, that we found the soap bar in a very soapy water after discarding the remaining celery!!! Again, amazingly, we had no complaints about the celery tasting of soap, or anything else (!) and no word from anyone following that evening's Pullman.

Such was the amateurish way things were evolving in those early days of the Wine and Dine, later, 'Wealden Pullman' of the late 1970s. We were slowly managing to steadily improve the style and service each season with the help of more volunteers. We had, for instance Cliff and Dorothy Wicks who were voluntarily running the buffet, and who regularly made the soup for the Pullman at home, made the all important visits to the Cash'n'Carry weekly, and carved the cooked joints ready for plating on a Saturday, again saving valuable cash instead of paying someone to carry out these tasks. At this time virtually all the regular Pullman volunteers were in full time employment so any assistance such as the Wicks were able to give was a bonus.

As we approached 1980, your scribe had

become very involved with the Wealden Pullman and, by chance one Sunday whilst clearing up the train, an ex-Pullman employee was visiting the railway with his wife. He had noticed Car *Barbara* berthed in the Pullman siding and asked a member of the platform staff if he could look inside her. Luckily I was there to welcome him aboard and to see his face, for this man, George Hubbard, a retired Pullman Attendant, later to become Conductor, had worked on *Barbara* during the whole of her life on the SR, then BR until the dieselisation of the Hastings line in 1957/8. He had started with Pullman as a pantry boy in 1926, the same year that *Barbara* was built and went into service on the Hastings line. He was so pleased to see her in traffic again, albeit in a very different guise to that which he had experienced in her days on the 'big railway'. We had much to talk about, George reminiscing about his days on the car, and me keen to explain how we were using her to enhance our own style of Pullman service.

It transpired that George lived in Hastings, a stones' throw from the station where he latterly had an office to control the vitaling and stocking of the 'Hastings Line' cars and the electric composite cars that served the Victoria line trains. (see Terrier No.23)

I made arrangements to visit George and his wife Marion at their home to further discuss his career with Pullman and the way the Company operated, something which I had become extremely interested in. George was so pleased to share his knowledge and experience with me, we talked for hours, and he kindly gave me some of his old uniform jackets, buttons, badges, menus and other memorabilia which I treasured and decided that we, on the Wealden Pullman, should start to properly re-create that special atmosphere that made Pullman a very special way of rail travel. George kindly gave me many names of retired, and still serving, ex-Pullman personnel which I subsequently contacted and visited, and so began the quest to make The Wealden Pullman something special in the world of preserved railway catering.

Doug Lindsay

Havant Bay Platform (nothing like Robertsbridge) (Nick Pallant)

Hayling Visit by Nick Pallant

50 years ago, in November 1963, the celebrated branch line between Havant and Hayling Island, on the Hampshire coast, was forced to close. This was not because it was particularly uneconomic but because the cost of replacing of the railway bridge linking the island to the mainland was estimated at £400,000 or at least £10m in today's

money. 12 months previously the Editor made his second¹, and final visit to the line which resulted in the following article which appeared in 'The Rother Valley Railway'² for January/February 1963. This piece of juvenilia is perhaps interesting for its contemporary view. Some commentary footnotes follow the original text.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2013

1st	Mr & Mrs J P Fry	No. 647	£70.00
2nd	Ray Crampin	No. 423	£50.00
3rd	Gary Tollerfield	No. 297	£45.00
4th	David Strivens	No. 137	£30.00
5th	D G Cornwall	No. 571	£25.00
6th	T J Heaslip	No. 484	£20.00
7th	A J York	No. 186	£15.00
8th	Mrs V J Partner	No. 279	£10.00

June 2013

1st	Andre Freeman	No. 399	£80.00
2nd	L A Scott	No. 087	£70.00
3rd	Paul Gurley	No. 673	£60.00
4th	P S Rand	No. 182	£40.00
5th	Mr & Mrs J P Fry	No. 645	£35.00
6th	T & J Featherstone	No. 134	£30.00
7th	L Marchant	No. 604	£25.00
8th	K Evenden	No. 192	£20.00
9th	A J Simons	No. 153	£15.00
10th	R Aynsley_Smith	No. 205	£10.00

July 2013

1st	Bob Clifford	No. 016	£70.00
2nd	Mr C J Alliez	No. 669	£50.00
3rd	Mr & Mrs J P Fry	No. 646	£45.00
4th	Mrs M Colwell	No. 447	£30.00
5th	Alan Marshall	No. 631	£25.00
6th	Rosemary Geary	No. 372	£20.00
7th	P A Hobbs	No. 044	£15.00
8th	Bob Clifford	No. 211	£10.00

August 2013

1st	L R Davies	No. 395	£70.00
2nd	Dick Dickson	No. 102	£50.00
3rd	Bridget Bennett	No. 195	£45.00
4th	J Cheswright	No. 428	£30.00
5th	L A Scott	No. 166	£25.00
6th	L R Davies	No. 395	£20.00
7th	Denise Court	No. 126	£15.00
8th	Di Siviour	No. 109	£10.00

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

During a recent trip to Worthing I paid a visit to the Hayling Island Branch. I started from Goring-by-Sea³ armed with a cheap day return ticket, and in something less than an hour arrived at Havant, the main line junction with the branch.

The line was opened as far as Langston on January 19th 1865 and to Hayling on July 16, 1867, and was first worked by Furness the Contractor, the L.B.&S.C. subsequently leased the line and worked it from January 1st, 1872.

On arrival I found that my engine was No. 32650, formerly 'Whitechapel' No. 50⁴ built in December 1876, Isle of Wight W.9 'Fishbourne', and also at one time Lancing Works shunter 515s. I found the platform at Havant reminiscent of the K.E.S.R.⁵ platform at Robertsbridge; there is a difference though, in that, whereas the K.E.S.R. platform is a main line one with one side used as a bay platform, the Hayling Island one is a proper branch one constructed parallel to the main line. The B.T.C.⁶ had been planning to close the branch to passenger traffic, but I had noted with relief the previous day at East Croydon that this move had been postponed.

The start of the line looks much like the start of a normal branch line and does not in any way indicate the unusual part of the line to come. The track bed outside Havant is very wide, maybe the original intention was that it should be double track. The first Halt is Langston, one mile from Havant, and in appearance reminded me of Junction Road, being of concrete construction but with a wooden shelter, the signal box is somewhat like the K.E.S.R. one at Robertsbridge.⁷

The bridge to the island is reached by long chalk embankments, and there is a signal box on the bridge itself. On the seaward side of the line there is no fencing, the idea presumably being that the sea acts as a barrier, the line runs very close to the sea at this point and sometimes gets flooded at very high tide.

The scenery is similar to that on the K.E.S.R. on the marshes, in fact, according to one book I have read on the County of Kent, the present day situation around Hayling Island is something like that around the Rother Valley and the Isle of Oxney several centuries ago.⁸

At times, especially on the return journey the 'Terrier' managed some quite good speeds and appeared to be in very good condition. The halt at North Hayling is built of wood and quite close to the sea, and a distance of two and a half miles from Havant. Hayling Island, four and a half miles from Havant, is reached, and one of the first things noticed is that there are two signal boxes both bearing a resemblance to those at Robertsbridge again. The station building at Hayling Island is a normal brick built one giving the appearance of a normal branch line, and as at Havant presenting a picture in contrast to the light railway atmosphere in between.

Hanging from one of 32650's rear lamp brackets was a bucket! From what I have seen and read this seems to be common practice on branch lines, after all, I suppose a lamp bracket is quite a handy place to hang a bucket.⁹ The two coaches on the train were a Southern Railway brake and a B.R. standard coach.¹⁰ There is a clear view from the railway of the road bridge, which, since its opening has taken much of the railways traffic.¹¹

The journey is well worth while as the line is one of the last strongholds of the 'Terriers', and its railway connections, especially through the 'Terriers', and geographical similarities with the K.E.S.R. make it of special interest to the Kent and East Sussex enthusiast.

1 – My first visit to the Hayling Island Branch had been in August 1961, as a result on an already well developed interest in the London Brighton & South Coast Railway. The progression,

No. 32636 (now on the Bluebell Railway) at Havant during the author's visit in August 1961 (Nick Pallant)

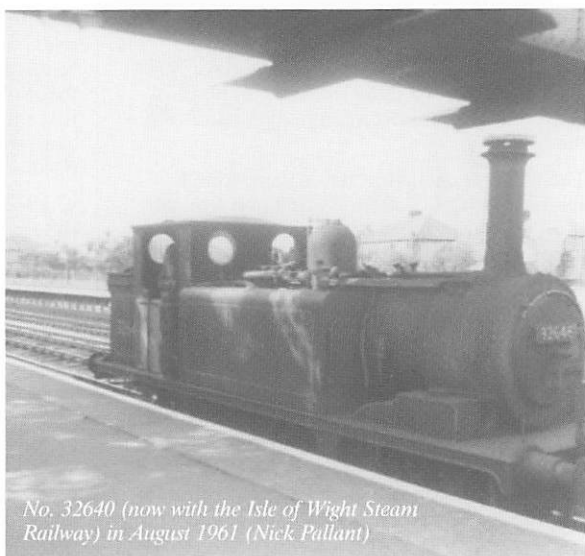


already underway at the time, being to Terriers, then preservation, then on to the K&ESR. This reproduction of this article, incidentally, retains the 'house style' conventions of the time, e.g. 'K.E.S.R. as opposed the present day 'K&ESR'. The overall writing style, whilst undeveloped, seems mildly precautionary for a 16 year old. I think my father must have cleaned the text up – and probably typed it for me.

2 – The letter press produced Rother Valley Railway was the bi-monthly K&ESR journal during 1963-64 and temporarily replaced the better known Farmers Line. In many ways, including size, it anticipated the Tenterden Terrier. The (duplicated) Farmers Line returned early in 1965 on the grounds that it was easier to produce and that its news could be more up to date. It is highly likely that cost reduction was a further, and possibly the main, reason.

3 – Goring-by-Sea and Ferring level crossing, West Sussex, had been two of my particularly favoured 'gricing' (and spotting) locations. My maternal grandparents lived at Ferring. The date of this visit has a particular poignancy as it was shortly before my grandmother died. An indirect consequence was that this was to be my last journey of Coastway West for some years.

4 – It hardly needs to be added that I was to remake my acquaintance with No. 32650 in 1964 when, renamed *Sutton* she arrived at Robertsbridge. As is well known, She went on to haul the first steam train out of Tenterden when the K&ESR reopened on 3rd February 1974. No. 32650 is of course now undergoing overhaul on the Spa Valley Railway.



No. 32640 (now with the Isle of Wight Steam Railway) in August 1961 (Nick Pallant)

5 – A not particularly accurate statement probably indicating that the K&ESR had, after all of 12 months membership of the Preservation Society, already become the benchmark against which I judged every other railway subject!

6 – The British Transport Commission, which was responsible for the railway system from Nationalisation in 1948 until replaced by the British Railway's Board on 1st January 1963.

7 – Same comments as footnote 5.

8 – In my school library. I have no idea what the book was but remember it included a sketch of the valley with the Isle of Oxney surrounded by water (as also more recently, if temporarily, in 1994 and 2000).

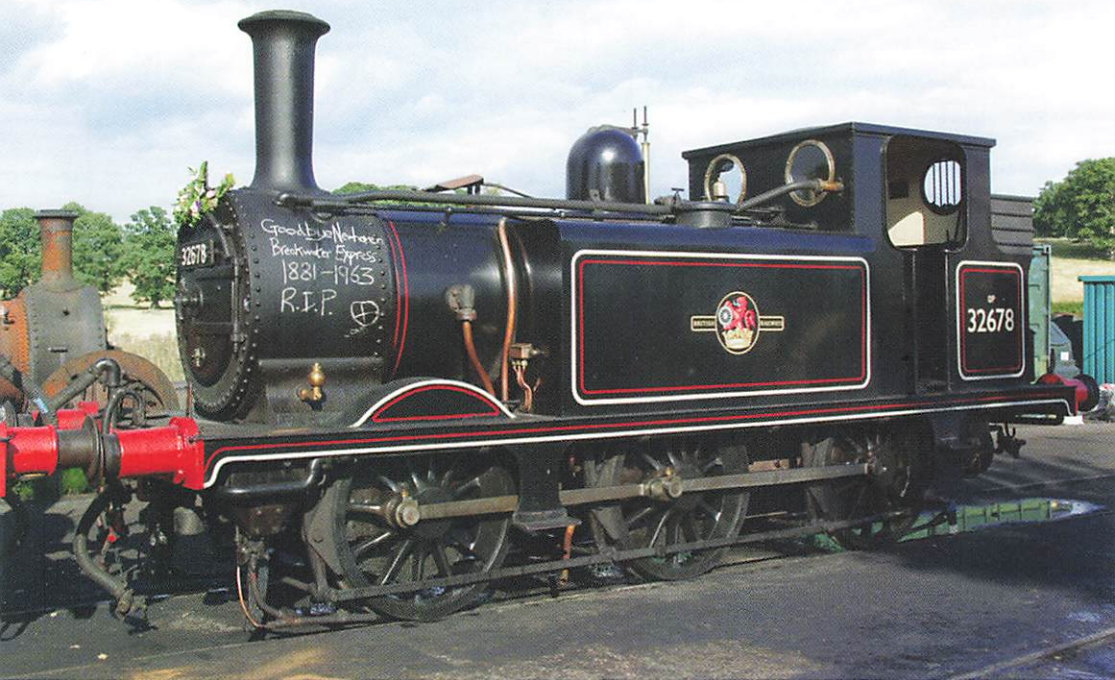
9 – Ouch! I hope I've stopped writing stuff like that.

10 – Possibly the famous experimental fiberglass bodied coach S1000S now preserved on the East Somerset Railway.

11 – Before the present road bridge opened Southdown had had a similar problem to the Southern and had to operate their service with lightweight vehicles (latterly including Bedford OB's on coaching duties) because of weight restrictions on the original structure.



Hayling Island station (Nick Pallant)



No. 32678 mocked up for the Newhaven 50th Anniversary

Newhaven Anniversary

Just over fifty years ago, on Saturday August 10th 1963, Terrier No. 32678 worked the very last train over the West Quay lines, or tramway, at Newhaven. Her departure from Newhaven for the final time on Sunday 18th saw her covered in appropriate chalk graffiti and with a small wreath attached to the top lamp bracket over the smokebox.

On the corresponding date in 2013 both sides of the smoke box were chalked up with some of the same slogans used in 1963 with a similar floral decoration, as shown in the accompanying photograph taken on 10th August this year.

"The varnished paintwork meant it was only possible to decorate the front of the engine" explained Terrier Trust Trustee Hugh Nightingale. "Besides, the engine now has the Stroudley bunker rather than the larger Isle of Wight style it had in 1963, and I would not have been very popular if I had damaged the new transfers on the tanks!"

The reason for the '18xx' date selected visible in a 1963 picture could have been 1881 for the

arrival of the first steam engine *Wave*, the first Terriers to work the tramway *Peckham* and *Minories* in 1888 or the purchase of *Fenchurch* by the Newhaven Harbour Company from the LB&SCR in 1898. So the oldest date was selected.

The longevity of the Terriers at Newhaven was attributed to the severe weight restriction placed on the former swing bridge over the River Ouse.

New late-BR transfers were fitted by Geoff Silcock at the beginning of August to match those on 32670 in preparation for the Hayling Island anniversary on November 2nd, which will also mark the final withdrawal by British Railways.

32678 worked two passenger trains on Sunday 11th August. But as Hugh commented: "The biggest irony was 32678 being required to shunt the stock for the Wealden Pullman into the platform at Tenterden Town. Who could possibly have imagined that back in 1963, as the then 83 year-old engine removed the last of the wagons?"



K&ESR No.61 has now been repainted and is resplendent in SE&CR livery with its correct number of 1100 of that company. 2nd November 2013 (Hugh Nightingale)



Sewage Works siding with occupants including 32678, D6570 and No.24 seen on 30th September 2013 (Hugh Nightingale)

Andrew Morris continues his new TNG series by meeting up with Bradley Bottomley...

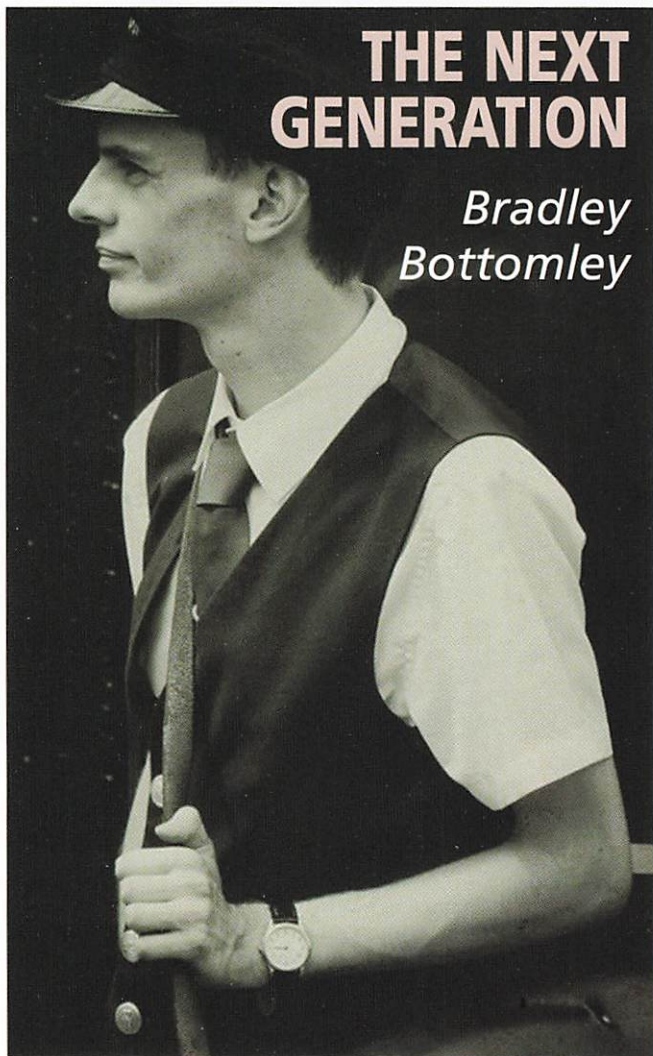
Sitting in the S&T Coach behind the buffet on a warm August evening it is with some excitement and trepidation that I begin this second interview with another youngster on the railway; Bradley Bottomley. Although most familiar as another young Guard, he has added Stationmaster, Crossing Keeper, lamp restorer and now Editorial Assistant to *The Tenterden Terrier* to his repertoire. He has changed a lot since I first met him. Bradley was shy and barely spoke a word, but now has a new found confidence and has made many friends. He now relates the story to me of how he came to be so actively involved in the K&ESR.

Bradley started his guards training on Saturday 23rd July 2011. "I didn't realise I was starting on a Thomas weekend until I got here, I was thrown in at the deep end really!" When I ask him what first drew him to the world of railways he tells me that "I've always had an interest in railways; steam in particular, although I have evolved other interests elsewhere such as trams and animation (making short films). My Granddad influenced me a lot by taking me to various heritage railways (K&ESR included) and reading me railway books like Jack the Station Cat and Reverend Wilbert Awdry's railway series at bedtime when I was younger."

So then I asked him why choose us over the likes of the Bluebell, Spa Valley or even the RH&DR? A big smile comes across his face as he explains. "I have been coming to the K&ESR since the late 1990's as a visitor and it has always been one of my favourite railways to visit for a day out. So it wasn't a difficult choice when it came to volunteering. My most vivid memories of the K&ESR, as a visitor, was seeing *Sutton* (formerly LBSCR No.50 *Whitechapel* - ed), an A1X Terrier, and an Austerity, in the station

THE NEXT GENERATION

Bradley Bottomley



yard at Tenterden, which I would always play on if I could. I also remember the tram that took their place and playing on the two pump trolleys when they were at the front of the buffet."

But when playing on our pump trolleys and admiring our engines did he ever think that he would one day be working on them? "No, Never! Except once when I was visiting in 2004, I was asking the Guard lots of questions about the train. As a consequence, he invited me to spend the rest of my journey in the guard's van. He showed me that a Guard does much more than waves flags. Never for a moment did I think that I would be standing in the same guard's van in *Petros* eight years later, carrying out the role that



Bradley (right) with Nick Moore (left) and Elliot Waters (via Elliot Waters)

so interested me in 2004.”

My impression is that it sounds like he was born to be a guard, but was this department his first choice, or was he tempted to go elsewhere at first? “Well in October 2010 I sent in an application to join the footplate as a cleaner, as this is originally what I wanted to do... but I never heard back! When visiting the railway the following year, I made another application, this time to be a Guard.” Did he know what he was letting himself in for? “No, I took a giant leap into the unknown, and didn’t know what to expect!”

On his first day he tells me “I was very, very nervous, but when I walked onto Rolvenden platform, the first two people I met, (Nathan Tutty and the author of this piece) made me feel very welcome and took away my nerves. They even found time to show me around the loco shed.

After that, we headed up to Tenterden to meet my Guard for the day, who throughout explained what I was letting myself in for. At the end of the day I was hooked and couldn’t wait to return.”

(The author, being guards roster clerk at the time, booked him in for the following Friday).

“Training had its ups and downs. My favourite part was getting to know the other volunteers and learning about not just my own role but all the others that were essential to keep the railway running. The most frustrating part for me was the Rule book (I see a pattern emerging – AM). I sometimes found it difficult to get my head around it but I got there...eventually!” He then tells me something: “I never really liked shunting, but then had the chance to do a day of pure shunting with coaches, buckeyes etc., with no pressure and it finally clicked.”

So then came Bradley’s test day. April 9th 2012. “I was quite nervous in the days leading up to my test, and when the day finally arrived it was a surreal experience but I gave it my all.” But did he pass first time? “I was handed my brand-new shiny-blue grade card at Northiam Station on the third trip by Graham Williams. I felt a great sense of achievement after all the hard work I had put in over 44 training turns; I could finally take a train out solo.”



Bradley with signalman Tony Ramsely at Northiam (Elliot Waters)

His first sole turn was with the DMMU, and reveals that although the formal training was over, he has never stopped learning how to do things better and improve. Bradley has proved a valuable asset to the Guards Department since his passing out as he took the pressure off of the then roster clerk, as he filled most of the gaps.

With the number of turns he has carried out (159 approximately – just as a guard!) there must have been some memorable events, and he didn't disappoint me! "I remember when I was training on the Pullman on a Saturday evening. Entering Wittersham Road we found a brake van alight in the siding, so I got to play fireman, the first of many occasions! The most interesting being fighting a large fire in a field with a well-know Signalman on Wittersham Bank. I also enjoyed filming with the BBC's *Countryfile* team when they came down to film a segment about HS2."

But does he still enjoy it? With so many turns under his belt was it becoming more like a job than a hobby? "I still enjoy guarding. Every day is so different to the last and presents its own challenges from freezing cold on the Santa

Specials to dripping wet in the summer, as I'm sure most guards will understand!"

But recent months has seen this young man branch out from guarding and into other departments, so which ones is he taking over now? "I decided for 2013 that I wanted to have a go at other roles as it gives you an insight into what other volunteers do (they don't just sit and drink tea you know), such as Rolvenden and Bodiam Crossing Keeper; Stationmaster at Tenterden, washing up glasses on the *Wealden Pullman* and Editorial Assistant for the *Terrier* since issue 121 (indeed, it was Bradley who nudged me into beginning this series), as well as restoring tail lamps and a few other items to their former glory."

Bradley is currently our youngest Guard and youngest Stationmaster, being the tender age of 20, and if the railway is to survive and prosper into the future, let's hope he doesn't stay the youngest for long.

So, if you're looking at the back of a train one day and the tail lamp has B.B on the side, you will know who the Guard will be...

OBITUARIES

Jim Durrant

Sadly at the end of September Jim Durrant passed away peacefully at home following the diagnosis of cancer earlier in the year.

Jim had been a keen supporter of the Railway having replied to an article in the local paper in 1981 suggesting the formation of an area group supporting the K&ESR in the Sussex. The fledgling Group adopted Northiam station as a working project. Together we started the meetings at Westham Village hall and attracted several people to the first meeting from which the Group grew and still has 30 people attending each meeting. Jim and his wife Millie attended very regularly only missing a few through holidays. In fact Jim attended this year until June was always in charge of the refreshments for half time.

Jim's engineering skills learnt both in the RAF and throughout his working life in Eastbourne came very useful when we pitched up at Northiam to carry out repairs to the building fabric prior to the arrival of the trains in 1990. At the time one room was used by the Railway printers but the waiting room and booking office needed both painting and a new floor. These tasks were tackled and work soon moved to the outside with the replacement of the canopy supports and the never ending task of painting the exterior of the building. Jim was always ready to get on with the next task.

Following the opening of Northiam Jim took on the task of Booking Clerk and Station Master a job he enjoyed until he stepped down in 2009 at 85, one of the oldest station masters on the Railway. Both Jim and Millie spent some time each week carrying out the various duties and together with a several other members made Northiam into a welcoming and well run station. This included the occasional trip to Tenterden with a late passenger who had missed the train.

The Sussex Group, of which Jim remained a central part, raised money for the building works by having sales stalls at local steam and village events around Eastbourne Hastings and Brighton, something which continues today. Jim and Millie ran the refreshment side of the Model Railway shows at Westham. Despite not being up to scratch Jim came to the first Model Railway show run by the new Pevensey Bay Model Railway Club at the end of July.

Although unable to see many of the layouts he was determined to come and support the Group; sadly this was the last event he attended.

Jim and Millie will be missed by the Group and in conjunction with the Railway the Sussex Group will arrange for a suitable memorial at Northiam which became a second home for them.

At his Cremation there was a strong railway theme with the reading of the Poem to Railway wWorkers from Ely Cathedral and the assembly left the chapel to the sound of a Lord Nelson locomotive. TL

Raymond J. Williams

It was well over a quarter of a century ago that Raymond Williams was appointed Company Secretary of the Kent & East Sussex Railway (or the Tenterden Railway Company as it then was). He also held the post of Secretarial and Administration Manager. He, together with his gracious wife and their family, lived in Charing, Kent where he was Headmaster of the local primary school.

His decade as Company Secretary was split into two parts. Firstly there was the era of the Northiam extension, with all the purchasing and track relaying involved, 'Challenge Anneka' and the ARPS award for an outstanding contribution to railway preservation in 1990. Secondly came the early 1990s when many people lost their homes and interest rates seemed higher than many a working Volunteer's age. This was a time which certainly focused the K&ESR's Directors and Managers alike.

Raymond's slight hearing impediment worked to his benefit, 'selective amnesia' being useful where applicable! He was unphased, quietly got on with his job and was not 'drawn-in' too much. He also had the added virtue of a deep faith being a Church of England Lay Reader which was useful with the demise of various members.

After his resignation in 1995, he continued to assist with the business of the Association of Railway Preservation Societies (now the Heritage Railway Association). Raymond quietly went away and was sadly missed by those members who knew him. He died following a long illness on 22nd July 2013. Our condolences go to his family. DMS

Tour de France proves tour de force

With Le Tour scheduled to start in Yorkshire in 2014, Hugh Nightingale has resurrected his Terrier Trust website article recording the events of six years' ago...

The prologue and first stage proper of Le Tour 2007 proved to be a spectacular success over the weekend of 06 and 07 July, helped, not in the least, by long-overdue warm July sunshine.

This was the first time London was afforded the honour of staging Le Grand Depart, which apparently is only staged out of France in a maximum of two out of every five years. Thirteen years have passed since the last visit of the event; in 1994, it was a mid-week race to mark the opening of the Channel Tunnel and only a part of that route was duplicated this time, albeit the other way round.

Afforded the status of an intermediate sprint, Tenterden literally went to Town as witnessed by the enormous crowds that greeted the publicity caravan and the race itself. Special parking arrangements applied, for roads on the route were closed for about six hours on a rolling basis, including park and ride facilities from Northiam and Rolvenden stations via the K&ESR.

Appropriately the protracted roll-out from the centre of London to Greenwich involved crossing the East London line, an old Terrier tunnel, so to speak.

Personal circumstances dictated seeing the majority of the race channel-hopping between ITV4 and British Eurosport, other than passing through Ashford, although I was able to attend Northiam station in the morning to see the Vintage Train arrive ECS for a 0945 service to Tenterden Town.

Why make the effort? Well, since the extensions of the K&ESR, it has been very difficult to obtain worthwhile sunshine scenes in the Up direction at certain locations and a train at Northiam at this time of day was pure manna from heaven. However, road closures had meant the trip from Ashford was ever so slightly hairy; passing through Beckley I was resigned to the fact that I would only be in time to see 'le depart'...

Sometimes things do however work out; it was a blessed relief to discover no train and judging by

the significant queues out the door, this element of the massive enterprise laid on was bound to be successful. Certainly, it boded well for the day.

So, slightly late, *Bodiam* appeared with the Vintage Train that was speedily unlocked for the waiting passengers. The timetable quite properly allowed for three normal return trips to Bodiam during the day as well as providing an additional DMMU starting from Northiam an hour later than the Vintage Train to bolster several Rolvenden-Tenterden Town shuttles provided by the DMMU.

This was no time to hold back with the camera. Various digital and film scenes were taken of the train arriving, *Bodiam* uncoupling, taking water, running round, coupling up, and the train awaiting departure and leaving. It was a seminal moment. No.3 was about to haul the Vintage Train on a genuine park and ride service to enable spectators to travel to Tenterden to watch the greatest bicycle race in the world. Though quite trivial in the history of the Terriers, almost a third of a century; yes, a shade under 33 years, have passed since I first rode on a train on the Kent & East Sussex Railway from Tenterden Town to just beyond Rolvenden behind this little marvel of Victorian engineering. And everything that has happened since then, its failure in 1977, resurrection for that short-lived revival in 1984-1985, the years of rotting away at Rolvenden mimicking the events of the early 1930s, the formation of TTT in 1995, the new boiler, the delays, the stellar heights of All Terriers Great and Small in May 2006 and all the setbacks that ensued thereafter including missing the Bluebell event. Suddenly all the waiting seemed worthwhile; this day was its moment of history, having missed out on the original recommencement of services in 1974 and the subsequent extensions when No.10 or 2678 featured. I don't mind admitting whilst firing away at the engine taking water in perfect light, I was conscious of shaking slightly with excitement for several seconds.

Inevitably, unaccustomed to taking so many pictures in three different formats in such quick succession, some were not quite as good as others and the overgrowth near the crossing thwarted the intended departure scene but nevertheless, a fair crop ensued, helped by a delay with the detection on the crossing gate

Newenden side for operation of the signals. This ensured all of the queuing customers were able to catch the train.

Back home, the TV viewer was treated to a glorious kaleidoscope of colour from cyclists, town and country as the peloton, principally preceded by a breakaway of five riders including Britain's David Millar wound their way through the Kent and many familiar landmarks in the Weald. Inevitably the TV directors couldn't cover everything from the fleet of helicopters and all the motorcycle cameramen on the road.

Some of the finest scenes were of Brenchley village and the climb to Goudhurst; Leeds Castle was included but they missed the slightly bypassed opportunity of Cranbrook. Unfortunately they cut back to the peloton in the vicinity of Castleton's Oak from the lead group so the classic view of St. Mildred's appearing on the horizon through the archway of trees was missed.

Having said that, the cameras were back with Millar et al for Cranbrook Road Crossing where No.3 had been posed facing Tenterden with the Vintage Train just below the gates to greet then with an appropriate whistle. Whilst steam engines have often saluted Le Tour on the Continent, this was the first time it occurred in this country. How appropriate it should be done by a member of one of the most famous classes of steam engine ever built, on a line with which it has had a close association dating back 106 years, thus predating Le Tour itself by two years.

And this wasn't everything. In between covering the sprint and the run along the A28 towards St Michaels, the director was able to cut back to the crossing for the passing of the peloton, again marked by *Bodiam* in style. If anything justified the decision by the members of TTT to paint the engine in RVR Oxford Blue with Kent & East Sussex Railway emblazoned on the side, then this was it. And for a supplement we were treated to a sumptuous panoramic view of the whole train from a helicopter.

St Mildred's Church was sadly incorrectly captioned and for some reason, the cameras dwelt on St Michael's Church rather than include a picture of St Mary the Virgin in High Halden, one of the few Grade I churches in the Weald. The drama of the crash in the village delayed my own rush to catch the riders pass nearby in Ashford; as a consequence I nearly missed them but was subsequently grateful to be able to follow the dramatic events ensuing from Robbie McEwan's crash in Sellindge and

subsequent recovery that enabled him to grab the win on the line at Canterbury.

Reports from other sources subsequently revealed that *Bodiam* was again featured on the ITV4 highlights of the events of the day that evening, appeared on Sky News reports of the race and was included on the local ITV local news programme *Meridian Tonight* on Monday. The Kent Messenger Group of newspapers produced a stunning sixteen-page souvenir of the day that included a report from the K&ESR's Graham Sivyer. There had been 844 passengers; 325 from Rolvenden and 302 from Northiam and he is quoted as saying "It just shows how it brought the county together".

Too true! There have been doubts expressed as to the cost of staging the event, or more correctly the three days if you include the introductory evening. There have been doubts expressed over its economic value both immediately and in the longer term. There have been major and quite justifiable concerns over the long road closures, massive stretches of crowd control fencing and the loss of local business in certain circumstances. But it was essentially a one-off. In our yearly existence, where the only major variation is the date of Easter, it created a fantastic communal atmosphere wherein virtually every community along the route organised one or more accompanying events and really pulled together like a VE-Day or Jubilee celebration.

The K&ESR delivered, Tenterden delivered, the Weald delivered, and Kent and London delivered, to cite an example up the hierarchy. The chances of an event of this stature being repeated in such perfect weather must be very small sometime soon; the London Olympics notwithstanding, being on a completely different scale.

Never say never with railways and let's hope the same applies to Le Tour; that it returns in the not too distant future and that should it happen to pass over a K&ESR level crossing, a little Brighton tank engine will still be around to help us celebrate. I for one would not bet against it.

Notes for contributors

With the coming of the electronic age our printers are set up to receive largely digital text and this is an advantage to us as it keeps the cost down. This continues to be increasingly important. So please try to follow the guidelines set out below.

Content

The Tenterden Terrier will continue to major on K&ESR news, features on aspects of the current K&ESR and historical articles on Colonel Stephens' and other Light Railways, particularly those of the South East. There is only one criterion here, and that is pre-digital. Any written or photographic contribution must be INTERESTING to the reader, not just the writer, and should only exceed 2500 words if you trust the editor to do his worst to shorten it; or put in a special plea for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Word is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by CD (floppy discs are now obsolete), if carefully packed. Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form. Do not embed photos within text. Submit photos separately

Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work. For current events digital photography is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less. Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

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