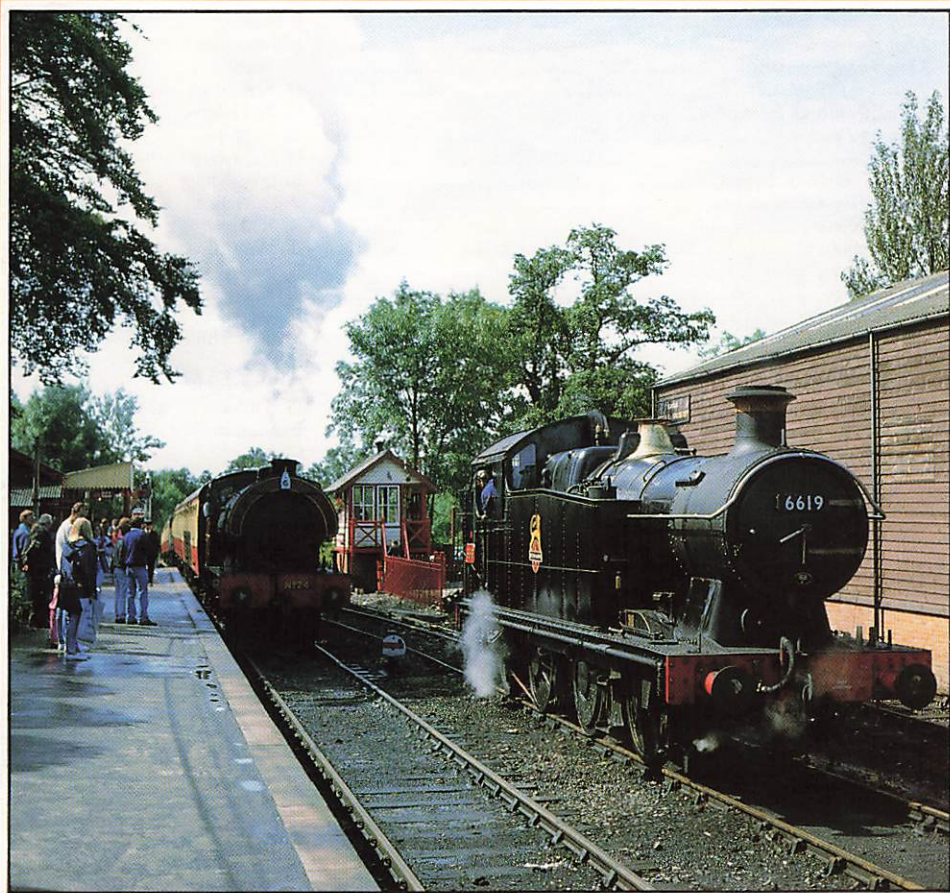


The Tenterden Terrier



Number 59

Winter 1992



Journal of the Tenterden Railway Company Limited
Proprietor of the Kent & East Sussex Railway

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

Registered charity 262481

DIRECTORS

A. G. Chapman	D. Hazeldine	D. M. Stratton (Chairman)	P. H. Wilson
D. T. Dunlavy	C. W. Masterson	R. M. Toynbee	
R. K. Dyce	R. Osborn	A. F. Webb	

SECRETARY & REGISTERED OFFICE

R.J. Williams, Tenterden Town Station, Tenterden, Kent TN30 6HE. Tel: Tenterden (05806) 5155

MANAGEMENT

<i>Finance Department Director & Treasurer</i>	P. H. Wilson
<i>Finance Officers</i>	R. Collins, P. Clark-Monks
<i>Commercial & Marketing Director</i>	R. M. Toynbee
<i>Retail & Trading Manager</i>	Angela Clark-Monks
<i>Station Catering</i>	Margaret Howard
<i>Wealden Pullman</i>	S. Phillips
<i>Train Catering</i>	Christine Tibbatts, S. Phillips
<i>Colonel Stephens' Railway Shop</i>	Angela Clark-Monks
<i>Commercial Operations Manager</i>	G. E. Hukins
<i>Chief Stations Inspector</i>	J. Bourne
<i>Chief Booking Clerk</i>	J. Emmott
<i>Chief Ticket Inspector</i>	V. Bradley
<i>Education Officer</i>	G. Siviour
<i>Service Quality & Information</i>	G. E. Hukins
<i>Administration Director</i>	A. F. Webb
<i>Historian</i>	P. D. Shaw
<i>Museum & Keeper of Archives</i>	E. J. R. Miller
<i>Signal & Telecommunications</i>	P. Lawrence
<i>Development Director</i>	R. K. Dyce
<i>Operating Director</i>	C. W. Masterson
<i>Operating Superintendent</i>	N. Sime
<i>Chief Signalman</i>	C. E. Norman
<i>Traffic Co-ordinator</i>	I. Legg
<i>Guards Inspector</i>	M. F. Webb
<i>Locomotive Superintendent</i>	P. Wensley
<i>Infrastructure Director & Civil Engineer</i>	D. Hazeldine
<i>Forestry & Conservation</i>	D. Tibbatts
<i>Permanent Way</i>	B. Muston
<i>Track Machines</i>	C. Lowe
<i>Buildings</i>	D. Stubbs
<i>Rolling Stock Director</i>	D. T. Dunlavy
<i>Locomotive Department</i>	R. J. Forsyth
<i>Carriage & Wagon Department</i>	P. C. Ramsden
<i>Quality & Safety Director & Management Co-ordinator</i>	R. Osborn
<i>Personnel Director</i>	A. G. Chapman
<i>Volunteer Liaison</i>	C. W. Masterson
<i>Volunteer Recruitment</i>	A. Wilcox
<i>Membership Secretary</i>	N. A. Johnson, 10 Weald View, Wadhurst, East Sussex, TN5 6EB.

A-K Renewals

L-Z Renewals

THE TENTERDEN TERRIER

<i>Editor</i>	P. D. Shaw
<i>Assistant Editors</i>	S. R. Garrett, D. S. Lindsay
<i>Magazine Advertising</i>	H. Benbow
<i>Editorial Office</i>	141 High Street, Tenterden Kent TN30 6JS

The Tenterden Terrier is published by the Tenterden Railway Company Ltd, three times yearly on the third Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449

Bodiam Castle

A National Trust Property



The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 5.30 p.m. or sundown if earlier. Closed over Christmas. Built in 1385 as a defence against the French, it still have a magical effect on every visitor. It is possible to climb the circular stairs to the top of some of the towers and battlements, and to enjoy far reaching views. Shop and restaurant/tea room in car park.

Telephone Staplecross (0580) 830436

Great Dixter



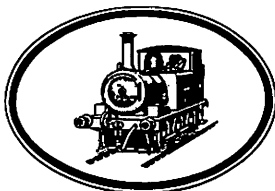
OPENING TIMES House and Gardens open Tuesdays to Sundays inclusive and Bank Holiday Mondays from 1 April to 11 October and 17/18 and 24/25 October. Open 2.00 p.m. Last admission 5.00 pm. (Garden open from 11.00 on 23, 24, 25 May, Sundays in July and August and 31 August.

The 500 year old manor hall is open together with the gardens, well known for a wide variety of plants. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London. *1½ miles from the K.&E.S.R. station at Northiam*; follow the signposts in the village for a very pleasant visit.

Telephone : Northiam (0797) 253160.



The Tenterden Terrier



Number 59

Winter 1992

Contents

- 3 Editorial
- 4-14 Lineside News
- 17-19 Ashford 150
- 20-21 Planning our Future
- 22-23 Strangers in Paradise
- 25-29 The Cavell Van
- 30-31 The WR 16xx Tanks and The
Burry Port & Gwendraeth Valley
Railway
- 32-33 Letters to the Editor
- 34-35 The K&ESR Education Service
in changing times
- 36-37 Four books recommended as
Christmas presents
- 38-39 The Ilfracombe Connection
- 41-44 Memoirs of a Fat Controller

FRONT COVER

G.W.R. 0-6-2 tank No. 6619 pauses in the loop at Tenterden Town station, whilst Austerity No. 24 arrives with a train from Northiam on 31st August 1992.
(Mike Esau)

FRONTISPIECE

Diesel Electric D7672 comes off Willow Curve with an afternoon working Tenterden to Northiam train on 29th August 1992.
(Brian Stephenson)

Editorial

Mainly up, despite the downturn

A 13% rise in passengers this year is remarkable against the background of economic uncertainty. Visiting locomotives have undoubtedly provided the impetus, including a staggering 21% increase in the peak month of August.

The downside is that the attendant costs have been substantial and we must hope that there will be a longer term spin-off in terms of repeat visits from satisfied customers. Sadly, membership this year seems set to fall - only the third time that this has happened in the Company's history. Whilst subscriptions are not a major source of revenue the cost in terms of personal commitment could be high and place an increased burden on those who keep the wheels turning every year.

* * *

It is regretted that Part Two of Nick Pallant's article, Parliament, Law and Politics, has had to be held over until our next issue.

© Copyright Tenterden Railway Company Ltd 1992

Graphics by Vandyke Design
Typeset by D&S Design Partnership
Printed by Batley Brothers Ltd, London SW4 0JN

From the Chairman

The Wind of Change, which you have no doubt realised, reading my previous reports, continues.

The Board reorganisation, referred to in the Secretary's Report, management education and a realistic understanding of our present operation with all the legal constraints has, I'm sure, sharpened our minds in the present difficult environment.

Our commercial strategy has evolved; realising the competition for leisure activities compared with ten years ago, we cannot rest on our laurels or rely on historical emotion entirely, hence the Thomas weekend, which may not have pleased the photographers!

Our faults are known - lack of sufficient working volunteers including those willing or able to undertake management duties - and attention to detail - we don't know all the answers.

I, along with all the working staff, have been greatly impressed by the visiting locomotives which have impacted most successfully increasing passenger loadings in August by over 20% compared with last year.

May I conclude by offering words of praise to our highly successful catering team who have had an excellent year - well done and thank you.

Secretary's Report

The inside front cover of this edition reflects the recent rearrangement of Directors' responsibilities.

At this time of year the Board concentrates on next year's budget. Clearly, this will reflect the continuing depression. Managers have already submitted their bids for resources, and the "revenue earning" departments have made their predictions about expected income. Paul Wilson, the Finance Director, has done his sums, and, with the Board, will produce a forecast which is a blueprint for income and expenditure in 1993. It cannot be cast on tablets of stone. There will be unforeseen

variations. One thing is certain, however: everyone will have to be aware of the continuing need for stringent economy in this period of continued depression.

The effect of a number of current changes in legislation (e.g. The Transport & Works Act), will be felt throughout the Railway. The Safety and Quality Director, Richard Osborn, has the task of steering the Company through the many obstacles and pitfalls, which could affect every department. This is alongside new Fire regulations, which are also within his remit.

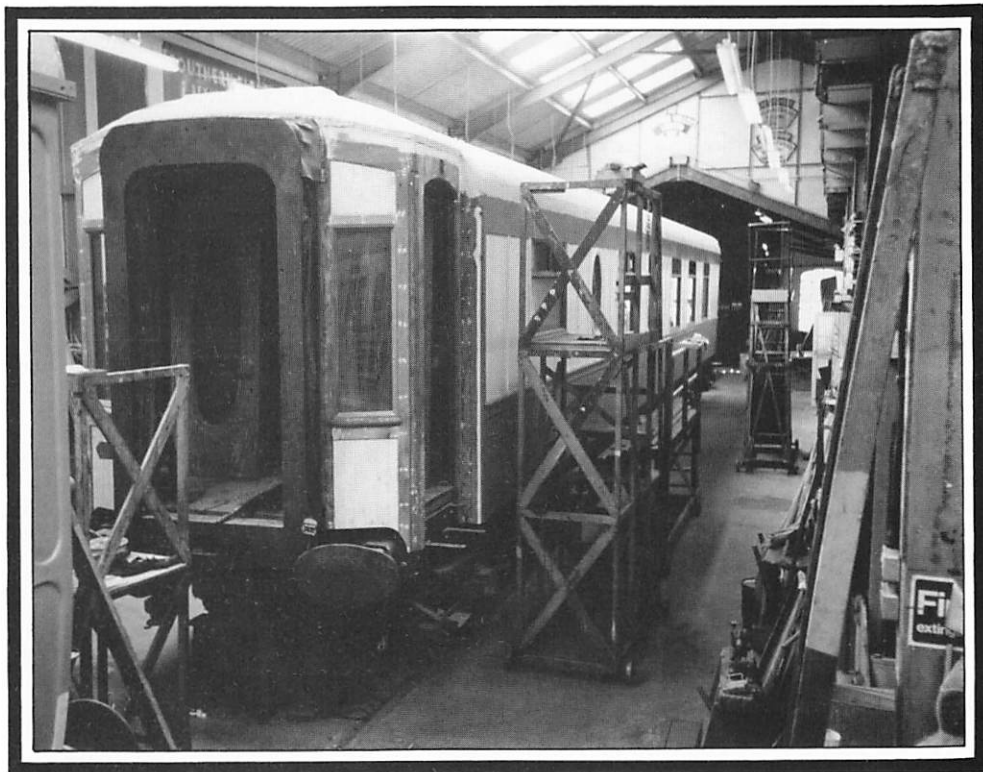
Following Philip Clark-Monks' resignation, Adrian Chapman has recently been co-opted to the Board. With the hitherto unfilled special brief of Personnel Director, he is filling a gap which has existed for too long, and thus he will lighten the load for other directors. Failure to make specific mention of the other seven directors does not mean they are out of work! Working members will increasingly be aware of the breadth of their involvement, with areas of responsibility which actually operate right across departmental boundaries. Mention must also be made of the present strong management team, whose ready response to the Board's activities reflects a dedicated commitment to the future well-being of the Railway. It almost goes without saying that this spirit now pervades the whole Railway, from the youngest T.T.I., to the most senior of citizens to be found in every messroom. We surely have something to be proud of in the K&ESR!

A useful Board meeting was held in September, to which the Directors of Rother Valley Railway (East Sussex) Ltd., were invited. The proposed extension to Bodiam and Robertsbridge was fully discussed. The two Boards are now quite separate, with no common membership. The TRC Directors previously serving on the RVR Board resigned, having found that they simply do not have enough hours in their day to serve on both Boards. It will be noted that territorial responsibilities are distinct, meeting at Bodiam. Nonetheless, the onus for operating the whole Railway to an approved common standard will rest with the Tenterden Railway Company, and this is recognised by both the Boards, and it was, in fact, underlined by the Department of

Transport Inspector at a recent day of consultation, when level crossing construction and improvements to existing level crossing installations over the whole Railway were examined, with input additionally from County Council and District Council officers. Much else, and a wealth of detail, still remains to be brought to fruition in relation to the joint enterprise, which is the Kent & East Sussex Railway from Tenterden to Robertsbridge. It has become clear that a firm timetable towards completion cannot at present be realistically assured, but, in particular, financial priorities have to be established over the manner in which the project goes forward. Your Board is mindful that our credibility and our status, both within the Railway world, and throughout the environment of the line, are to be upheld, or, on the other hand, lost, by the manner in which this operation is performed. Some matters can only be made public in retrospect. Indeed, what is written here may well be out of date by *Terrier* publication day. The final pattern for Bodiam has still to receive fine tuning, for example, with an input of advice from those involved in restoration work on the

existing station site, which has to be balanced with that received from the statutory authorities. It will be clear from the foregoing that the Company cannot be in a position to answer freely and publicly the continuing speculative criticism about the extension, until the time is good and right. It has to be appreciated that, if the necessary and present willing involvement and friendly co-operation of statutory bodies and others is to continue, there is too much at stake to risk disaffection by ill-advised and damaging indiscretions! However, it is never the practice of the Board to be unnecessarily reticent over the Company's affairs. Members can be certain of that. So . . . watch this space . . . or others within this journal. All information will be shared as soon as possible.

Last, but not least: the editor of this journal, Philip Shaw, has accepted the Chairman's invitation to advise the Board in a financial consultative role. This is simply to regularise an existing informal arrangement, concerning someone we have come to look upon as a valued "elder statesman", though, come to think



Pullman Car "Theodora" under restoration in the carriage shed at Tenterden, September 1992. (Philip Shaw)

about it, he isn't all that old. It's just that he has been around a long time. With Derek Dunlavey, he was one of the original signatories to the Articles of Association of the Company in 1971. Major Peter Olver, who has recently retired from Her Majesty's Transport Inspectorate, has also joined us as an occasional consultant in matters of Safety and Legislation. His path appears as "Q" in the Board timetable! We know he will always be ready and willing to counsel us as required. We shall not see him regularly, but such meetings as he does attend will seem the better for his informed contributions, spiced with a rare humour.

Locomotives

The notes below are current at 16th September 1992.

No. 3 (Bodiam). No change from last report.

No. 8 (Knowle). Attention to frames virtually complete, the next task to be tackled will be the boiler repairs which will probably be done on a contract basis.

No. 10 (Sutton). Serviceable until the end of 1993, when 10-year overhaul is due. To ensure full use of remaining time this locomotive is used on lighter duties with much care.

No. 11 (1556). Currently steamable, but awaiting re-metalling and refitting of big ends.

In steam for "Good Old Days" weekend in a stationary mode.

No. 12 (Marcia). No further progress since last report.

No. 14 (Charwelton). Serviceable, but will need a re-tube in 1993.

No. 19 (Norwegian). See separate report of the Norwegian Locomotive Trust.

No. 21 (Wainwright). Work is progressing steadily, the boiler is back in the frames and is now lagged. The water tanks will be the next items to be fitted and thereafter the manufacture and fitting of new cab and bunker. Hopes are for an entry back into service in the latter part of 1993.

No. 22 (Maunsell). Work continues on the frames and axleboxes, the wheels have been returned and are awaiting unification with the frames. A new front tube plate is being manufactured for the boiler which is at Chatham.

No. 23 (Holman F. Stephens). Serviceable, but is due to be re-tubed in October.

Np. 24 (William H. Austen). Serviceable.

No. 25 (Northiam). Out of traffic awaiting 10-year overhaul.

No. 26 (Linda). Back in service after firebox repairs. Requires a boiler inspection in November.

No. 27 (Rolvenden). Repainting and lining

complete.

1638 (Pannier Tank). Purchased privately from the Dart Valley Railway, this locomotive arrived on 1st July 1992 and was unloaded at Wittersham Road on 2nd July. First loaded trial trips took place on 9-10th September, but has since failed with leaking tubes.

6619 (GWR 0-6-2T). Included for just this issue as this locomotive, which arrived on 16th July, and was on loan from the North Yorkshire Moors Railway, was hard at work through the main season. After some initial problems with heavy scale in the boiler, two lead plugs, four superheater elements and the right hand driving spring, it worked very successfully for a total of 31 days during its stay with the K&ESR. It covered in excess of 1000 miles during that time and was well received by both crews and visitors, finally leaving the Railway on 9th September.

Diesel Locomotives

No. 40 (Ford). No change since last report.

No. 41 (Ruston). Serviceable.

No. 42. No change since last report.

No. 43 (Titan). In service as Rolvenden shed shunter.

No. 46 (BR Class 03). Hopeful of completion of restoration in time for a Diesel Weekend in November.

No. 47. Awaiting restoration.

No. 48. Awaiting restoration when No. 46 is complete.

No. 49. In service.

Class 25 (D.7672). On hire to the Railway from the North Staffordshire Diesel Group, this locomotive arrived on 12th July and has been used on a number of occasions throughout the summer.

Cranes

No. 133 (DS451). Still awaiting return of boiler from contractors, which is imminent.

No. 145 (DS17700). Serviceable, with just a few outstanding jobs to be completed.

No. 151 (815). Serviceable. Some lifting tackle used with this crane is awaiting certification. Smith 5-ton crane (un-numbered). Still requires attention, and is therefore subject to restricted use at present.

GWR Railcar Project

Since our last report our worthy team of five or six volunteers has been regularly appearing at Tenterden every fortnight to progress work on the car. Much of this work has been concentrated upon the body framework on the north side, along with stripping and assessing work required on the engines, wiring and boiler. The fabrication of new "dome" ends



The Hawkhurst yard crane re-assembled outside the carriage shed at Tenterden Town Station, prior to the Good Old Days weekend, 18th September 1992.
(John Miller)

above the driving positions is taking place with some difficulty because of the odd profiles involved in getting these ends correctly shaped. Also, advice is being sought regarding the boiler unit, as the original flash boiler system for providing steam heat is unlikely to pass current safety regulations and different types of heating systems are being examined.

As regards body panelling, Andy Webb is currently working on drawings for these panels so that the necessary orders can be placed for them in due course.

As ever, we are still seeking extra working members to join our team and we can offer a whole host of jobs of differing skills to anyone who feels they can assist in getting our vintage railcar back in action. Please contact Chris Davis, c/o Tenterden Town Station.

Rolvenden Works

The demands of this year's service have slowed work on various projects.

A booster pump has been installed in the water column supply line at Rolvenden. This speeds up the filling of locomotives and has enabled a dosing pump to be installed to automatically feed boiler water treatment to engines as they take water.

Wittersham column has been re-instated after many months out of use.

A large quantity of constructional steelwork has been acquired from Edwin Shirley Trucking at Tenterden. This was craned onto wagons at Tenterden during July for storage at Rolvenden. The material had been built as an opera stage and had fallen out of use. Over 50

tons of steel was recovered and this may be used for various projects at Rolvenden.

Now the summer season's demands are lessening, our attention will turn to the covering of the watertank. River water pumped into this tank carries weed infestation that can only be eliminated by blocking out the sunlight. The next project will be a public viewing gallery atop the diesel workshop. It is hoped this will be completed before next season.

A new level crossing gate was installed at Rolvenden over the weekend of 22/23 August 1992 following collision damage by a car.

The department is always on the lookout for steelwork, conveyors, machines, etc., so if in your line of work you hear of anything that may be available please give Simon Long a ring on 0580 241448. There is also a continuing need of rags for engine cleaning.

Norwegian Locomotive Trust

Work on the grate and ashpan is completed, and the boiler has been secured in the frames. The engine now boasts a splendid rocking grate with BR pattern firebars and a hopper ashpan, operated from a lever on the footplate. All this means that the old grate mechanism involving two levers on the offside running plate is no longer present, and while this changes slightly the appearance from the driver's side, the safety of crew working on the running plate is vastly improved.

All the superheater elements are in place and bolted up, and the main steam pipes fitted. Final stages in the fabrication of a new blast pipe have been reached and the front end of

the engine should be complete and the chimney replaced shortly. Indeed, it is expected that a steam test will be conducted in October. To this end, work currently in progress includes the overhaul of the injectors, annealing all the pipework involved and boxing up the boiler.

The tender was moved into the shed on 5th September for completion of much of the fabrication of the water tank, bunker and a somewhat modified footplate end which will include a shovelling plate of convenient height, and lockers. We are greatly indebted to Stephen Latham, assisted by Mark Ibbs, both from the North Staffordshire Railway (from whence came Class 25 diesel Tamworth Castle), who are spending a week's holiday at Rolvenden to do this job on the tender. Very many thanks to them.

It is still our expectation that No. 19 will enter service in 1993, but at the present time it is tempting providence to predict a firm date. As winter approaches, however, we hope to see more volunteers at Rolvenden and progress is usually enhanced as commitments to locomotive operations decline.

Carriage and Wagon

Work within the carriage shed this summer was concentrated on two vehicles. The main resident for the whole period has been Pullman car "Theodora". Chris Cheney put in many hours of work replacing rotting timbers, some of them structural, on the ends and bodyside of the car with some very skilled splicing taking place. The car has been completely re-glazed with safety glass and all the necessary new mouldings made and put in place to retain the glass. The roof has been re-canvassed and painted in recent weeks with the fitting of the new cantrail to suit. All the replacement panelling above the waist rail, with associated mouldings, have been refitted and repairs to the matchboard sides have been carried out where necessary to a very high standard. The whole of the vehicle exterior had been finished to undercoat level by the Good Old Days weekend, and looked splendid on show in the carriage shed. Work will now concentrate on the doors and vestibule ends to bring them up to the same standard whilst funds are sought to finance the repair and replacement of the main interior saloon. The other vehicle which has been the subject of much restoration over the summer is the SECR Family saloon No. 84 (SR No. 7913). A working week was organised on the carriage led by Andy Fielder who was assisted by numerous

volunteers including Steve Beastall, Ken Lee and many others, when virtually all of the exterior panelling and mouldings were restored or replaced as necessary, and a new roof canvas fitted and painted. This renders the coach weatherproof and has halted further decay which was likely, in the long run, to lead to the vehicle becoming beyond repair. However, following the working week and several more weeks of attention in the shed the carriage, which was on display in the Pullman siding over the Good Old Days weekend, now sports grey undercoat and is well on the way to being fully restored on the exterior. Once this task is complete, attention will be turned to the interior which will be a considerable job, though not too difficult, to accomplish. Once the coach is complete it will take its place in our now famous Victorian Train until such time that, perhaps, it could form the centre vehicle in our project "Birdcage" set . . .

Other work carried out by the Carriage & Wagon department this summer has been the routine maintenance of our service sets of coaches, completion of the "Cavell" van and much exterior work to finish off the "public" end of the carriage shed yard. This has entailed the completion of the stone setts, the topping of the walls at the rear of the signal box, complete with matching hoop top railings to match the existing fencing, and the completion of the crane plinth. Finally the ex-Hawkhurst crane was hoisted into position on Wednesday 16th September and "grouted-in" before the event weekend, making a really superb accompaniment to the railway atmosphere in the area opposite the main station building. Congratulations are due to Malcolm Brunger and Dave Dine for their innovative design and manufacturing of the necessary components to repair the main sprocket wheel on the lifting gear which suffered damage on delivery from its Wittersham Road storage site some time ago. The crane, it must be stressed, is not in an operating condition due to this repair, but does provide a tangible link with another much lamented Kentish Branch line engineered by Colonel Stephens.

Latest Arrivals

Only one vehicle has been acquired and delivered since publication of the last issue of the *Terrier*. This was SR CCT Van No. 2497, built at Ashford in 1933, and converted in June 1968 to a Mess & Tool Van, No. DS 70264, for Pooleys Weighing Machine Contractors. The vehicle, purchased from Ashford Pre-Assembly Depot, and delivered to Wittersham Road on 28th May 1992, is now K&ESR Fleet No. 95.



G.W.R. Pannier tank 1638 being unloaded at Wittersham Road station on 2nd July 1992.

(John Miller)

Operating

Once more as the period of weekday passenger operations draws to a close, a massive thank you is due to all those volunteers who have given time to cover the various operating duties required to run these weekday services. This year no services have been cancelled due to non-availability of staff and this despite the fact that only one full-time member of staff, Simon Long, our Driver/Fitter, is now involved in Operating duties. The amount of revenue generated during this period makes an invaluable contribution to the Company's finances and we are fortunate indeed that so many people give up their time to run trains. Once again, thank you.

It is some time since our notes appeared in the *Terrier* and during this time the level of service requirement has been as high as ever, not just for Passenger trains but for the host of other purposes that the layman may not necessarily appreciate. Filming contracts, weedkilling, engineering operations and staff training all require operating resources to enable them to work smoothly. The work is often unglamorous (a freezing diesel locomotive on a cold winter's day is not much fun), and involves long, often unsocial hours on duty. This added to the staff requirement for Passenger services means that covering all the necessary turns, even at weekends, can be difficult. Our three roster clerks, Cathy Roberts (Locomotive crew), Maurice Ashby (Guards), and Tony Pratt (Signalmen), frequently perform miracles, and on occasion the impossible, to keep everybody happy. Many thanks to them and to the staff whose arms they bend gently to get the job done.

Ian Legg our Traffic Manager has been carrying out detailed studies of our performance both in terms of reliability and punctuality. Whilst we are not required to produce a "Passenger Charter", getting it right on the performance front does have commercial benefits. Coach operators in particular demand a guaranteed journey time before they will bring parties to the Railway. Ian's exercise, which has included the publication and circulation of a monthly performance report to the relevant managers, has focussed people's minds on this aspect of the Railway's operation and appears to be bearing fruit as the results for the past two months have shown a marked improvement.

Ian is also busy formulating next year's timetable to meet the specifications of the various departments concerned. This is a time-consuming process involving much consultation to ensure that the resources, both human and physical, will be available to run the published service. Several other matters depend on this process, not least the department budget, which should be completed shortly.

Permanent Way

The department has been pressing on with clearance of the lower end of Wittersham Road yard to enable it to be levelled and graded. Completion of this work will enable the pre-assembly of track panels and pointwork to be carried out, with the first of such jobs being the new catch point for Northiam.

The other major work was the total retimbering of Nos. 2 & 3 siding points at Tenterden, thus making No. 3 road available for traffic.

Many thanks to Clive Lowe and Dave Hazeldine for several weeks of sterling effort at Wembley with the department's ballast regulator, which has proved very profitable for the Company.

Stations

At Tenterden Town Station, the exhibition room, platform benches and lamp-posts have all received attention from the painting team, and all look much better for it! Display locomotive No. 27 "Rolvenden" has had its appearance transformed by its recent repaint and lining out, which give the engine a much more "cared for" look.

The picnic tables in front of the Station Buffet have been rejuvenated by the replacement of rotten timbers and treatment with wood preserver.

Newly-appointed Rolvenden Station Agents, Douglas and Sheila Edwards, completed the repaint of the booking office, canopy and platform benches in time for the main summer season. This station and that at Wittersham Road were manned on most summer Sundays and it is hoped that a greater level of manning can be achieved in 1993.

At Northiam work continues on facing the stark breeze-block platform retaining wall with bricks that are somewhat easier on the eye. Mention must also be made of Station Agents John Bourne and Jim Durrant who between them manned the station throughout the 9½ weeks of daily running.

Building

The main work this season has been concentrated on the brick base for the signal box at Northiam. This has been built west of the water tower at the Bodiam end of the station and will contain the frame from Wadhurst box rescued when that box closed. The superstructure will be virtually all new materials due to the condition of the original Wadhurst box timbers, many of which were too far decayed to be re-used. The base, complete with apertures for traditional windows, access door to frame, fireplace and chimney, was completed in September by several of our now very competent bricklayers, Dave Green, Colin Edwards, Chris Cheney and Ian Scarlett.

The projected work for the department this winter includes construction of a new crossing gate for Tenterden as one of the existing gates is near life-expired, escape steps for the S&T Mess coach and a new access door for the toilet store at Tenterden. A new staff/escape door frame has been manufactured for the carriage shed following recommendations from the local fire officer, and will be fitted to the end wall of the shed adjacent to the large carriage doors. This work will be part of the new plans to alter the layout of the interior of the shed to provide a larger mess area, toilet, shower and machine room.

Forestry and Conservation

Since the last report in the *Terrier*, work has been completed on the northern fence line at Little Dixer on the Northiam to Bodiam section. A new fence, which is stock proof, has been erected so that the fields between the line and river can be used for grazing. The only other job on this section that will be carried out over the next twelve months will be to remove or cut back any trees that have fallen

or are growing over the fence lines into adjoining fields, and around culverts. This task will be carried out between work required on the present running line, and is necessary to allow inspection of the areas to ascertain what future work will be required.

Over the summer months control burning has been completed on the high fire risk areas at Wittersham Bank and either side of Cranbrook Road crossing. This, together with a wetter summer than has been experienced for more than three years, has prevented any serious lineside fires. Attention has also been given to the trees between Cysters Curve and Rother Bridge as the branches were beginning to encroach onto the running lines. At present, work has commenced between Orpins Curve and the first occupation crossing where most of the trees will be cut down to about three feet so that when the rebuilding of the bank commences the stumps and roots can be removed by mechanical means. Once this work has been completed the next area to receive attention will be the trees behind the cabin at Rolvenden. Some of these trees need removing or cutting back so that the staff in the signal box can observe the trains approaching the inner home signal.

Fire, Health & Safety

Since the appointment of Richard Osborn to be Quality and Safety Director, some major changes have taken place. The department, based in the Inspectors' office at Tenterden Station, is responsible for ensuring the safety of both our customers and staff.

Under the direction of Richard, Roland Meek took on the role of Fire Officer responsible for the maintenance of our 80 fire extinguishers, training staff in their use and ensuring that the railway meets regulations as required. Fire exit bolts have been fitted in the Administration building and emergency lighting fitted to both the Locomotive and Carriage sheds. New fire exits have had to be made to conform with a recent inspection by Kent Fire Brigade.

John Freer took over the thankless task of maintaining the First Aid boxes, ensuring they are clean, topped up and replaced as necessary. This is normally done on a quarterly basis or as required.

A welcome addition to the department is Mike Thorn. He has been given the newly created post of "Manager of Portable Electrical Appliance Testing" for the entire Railway. Mike, who is better known at Rolvenden, will go

around each department testing all tools and equipment which have a plug. If the equipment fails the test, Mike or nominated persons in his charge will carry out the repair if possible or make adequate recommendations to the department manager. He will also create written records for each department which will be standardised throughout the Railway. A written procedure is currently being drawn up.

The department has also finished the interior paintwork on the administration building.

Safety Meetings are to be held more frequently at quarterly intervals, the first for a while was held in August and the next is scheduled for November.

There is always plenty to do and anyone who is able to lend a hand in any way should contact Richard Osborn at Tenterden Station.

Commercial Operations

The additional interest provided by visiting GWR 56XX class locomotive No. 6619 from the North Yorkshire Moors Railway helped make August the busiest month in the line's history. Passenger figures for the month were 17,981 - up by a staggering 21% on 1991. The cumulative total to the end of August was 13% above last year.

The magnificent Victorian train continues to prove extremely popular, with a number of visitors coming specially to see it, while others will happily wait up to 2 hours to travel on it.

D7672 "Tamworth Castle", our second visitor for the season, which came from the North Staffordshire Railway at Cheddleton, provided extra services on Saturdays from July to October, and also on Sundays in September and October. The Class 25 provided extra interest during what would otherwise have been long periods of inactivity and helped retain visitors' interest sufficiently to boost the patronage on the following steam services.

A film crew from Yorkshire Television took over Tenterden Town Station on Tuesday 29th June to film sequences for "The Darling Buds of May". The station, together with the maroon rake of Mark I coaches will feature in a forthcoming episode of the popular drama.

A re-run of last year's highly successful nostalgia event, The Good Old Days, over the weekend of 19-20th September attracted 3500 people, slightly down on last year, but fairly indifferent weather on the Saturday did not

help.

The formula of fairground rides, brass bands and vintage vehicles was repeated and this year there were many more people in period costume to add to the flavour of the event. As evidence of the recession, there was a noticeable drop in the number of visitors travelling on the trains as well as paying admissions, and on the Sunday it was decided to give free travel to all children in order to boost train travel.

Stationary Catering/Pullman

Without a doubt catering has been one of the great successes of this season. We now have three main areas of catering, Tenterden Buffet, On-train catering serviced from car "Diana", and, of course, the Wealden Pullman.

The land-based operations centred upon the Buffet at Tenterden under the leadership of Margaret Howard, continue to be expanded and upgraded to meet the demands of our ever-growing number of visitors, and the range of refreshments on offer reflects this demand. The Buffet is also responsible in part for the provisioning of the service offered from car "Diana" in service trains, particularly during mid-week.

However, at weekends this season, as you will read in the separate report, "Diana" is provisioned and staffed as a separate operation providing light refreshments on Saturdays and a full Sunday Luncheon service on Sundays. The catering revenue earned from these services in "Diana" this year have been at record levels and proved the viability of offering a quality service to our passengers.

The Wealden Pullman continues as the "flagship" of our catering services under manager Stuart Phillips and is centred upon the two ex-Southern Railway Boat Train BFO's, No. 53 and No. 54, Pullman Car "Barbara" and PMV 1808. As noted in the last *Terrier*, the kitchen in "Barbara" was refurbished for the start of the season, and washing-up facilities were fitted to the PMV. This has worked quite well and further improvements are planned for next season. The number of covers will be limited to 60 per train for next season, in an effort to alleviate overcrowding in the Bar for aperitifs, and also to enable our waiting and kitchen staff to give the best possible service, thereby emulating the heyday of Pullman travel and service.

Our catering teams broke new ground this



Unloading point timbers in the permanent way sidings at Wittersham Road in preparation for replacement in the point adjacent to the signal box, 11th July 1992.
(John Miller)

year over the Good Old Days weekend, when we offered catering from no less than five outlets on the Railway. Three separate on-train services were offered simultaneously throughout the weekend: the Wealden Pullman set offered first class travel with Morning Coffee and Full Afternoon Tea; one service set had "Diana" running with the usual provision of light lunches and refreshments, whilst the other set had a trolley service aboard providing drinks and snacks. At Tenterden the Buffet was supplying its usual range of refreshments, whilst alongside a separate team was providing a high quality menu of light lunches and teas in the marquee. We must applaud all our catering staff on this major achievement which produced not only welcome revenue but also much praise from our visitors. Furthermore, in the midst of all this activity on the Good Old Days weekend, a wedding reception was held on one of the trains! A tribute indeed to our hard worked volunteers.

Other catering on the move

On-train catering on Saturdays started in earnest on 23rd May 1992, from "Diana". Morning coffee or tea is served on the first train and at lunchtime there is a choice of salads, ploughman's lunch, or sandwiches. On the afternoon trains cream teas are served and are becoming very popular. Soft and alcoholic drinks are also available together with biscuits or cakes on all the above trains. In addition, on most mid-week trains in July and August "Diana" was staffed mainly by Ruth Green who provided a full buffet service. Catering on "Diana" has been well supported, with overall

income increasing throughout the summer and on occasions surpassing that of the Buffet. Although Easter is long past, this was the first main event for the "Diana" team, with takings of just under £1000. However, this was exceeded on Thomas the Tank Engine weekend when seven members of the team were involved, achieving over £1285 in the two days, and selling out of strawberries and cream early on the Sunday.

A wedding reception for 30 people was held on Saturday 15th August, with the Railway setting being a complete surprise to the bridegroom. A menu including salmon rouge, cold meats and salads, desserts and coffee was served.

On Friday 28th August, "Diana" was the venue for a three-course business buffet lunch for the UCB Bank of Maidstone. A letter of appreciation has been received in which they express their wish to hold future events on the Railway.

Steam and Scones in the week is proving to be much in demand, with some parties of more than fifty people being accommodated. Laying up the tables even as people are boarding is somewhat hectic, and thanks go to Ron Draper, John Liddell, John Davies and Dave Tibbatts, who between them staff most of the mid-week off-peak trains.

Shop

Several events have taken place since the last

Shop notes appeared in Lineside News. The biggest event of the year was, of course, the Friends of Thomas weekend in June, when a good time was had by all, young and old, visitor and volunteer.

With this event in mind several visits were made to wholesalers to expand our variety of Thomas goods. So that we would not be left with too much unsold stock at the end of the season, several lines were bought on a sale or return basis. However, this facility was not needed, indeed we could have sold more had we had them available.

The weather held, people arrived, and shop takings topped all records early on Saturday afternoon, to be exceeded by Sunday takings which broke the previous held daily record by some £1100.

Christopher Awdry, son of the Reverend Awdry, signed Thomas books at a steady rate during the two days, and it was hoped that the supply of books would not run out before the end of his Sunday afternoon signing session. Luckily there were enough, but with only a few to spare.

The well planned weekend was only part of the reason for our success, and one of the other major contributory factors was the purchase of a professionally made stall for use by the shop at other such events, and where possible at future outside events.

It would be wrong to let the Thomas weekend overshadow our representation at the Ashford 150 celebration. We were invited to attend three functions over two weekends at New Town Green, The Stour Centre and Chart Leacon Level 5 Depot. This proved a very interesting time in addition to bringing in a good amount of revenue.

We also attended at Deal Model Railway exhibition held in Dover but other invitations have had to be declined over the holiday season due to a shortage of staff able to attend outside fairs. However, staff coverage in the shop over the busy period has been excellent and August saw record monthly figures in till receipts. If this trend continues to the end of 1992 then there should be no problems in meeting target figures in the shop.

Finally, Arthur Moore who has recently been appointed as Volunteer Shop Manager's Assistant will be helping in the shop and has also taken over the shop roster duties.

Membership

Membership applications at the time of writing (mid-September) total 192 for 1992, very disappointing compared with the same period in 1991, the comparative figure being 289. This is in spite of the "Instant membership" being run by the Collector's Coach, and being prominently advertised on site.

This year 345 members have been deleted for non-payment, over 10% of the membership, compared with 280 last year. It would appear the Railway is heading for a net loss of members for the year and this is without the disincentive of an increase in subscriptions for 1992. The only other years that membership dropped were 1985 and 1989.

How can the decline be arrested? Obviously the recession has to take some of the blame; equally obviously another "Northiam" would not come amiss as membership applications rocketed during that "Anneka" year.

The one redeeming feature of the year has been Gold Card membership which has been very popular. Hopefully this can be built on in the future.

Bodiam Station Project

All six windows in the main building (the lean-to store will be left to last), have now been repaired. New sashcords, replica mouldings, both inside and out, and security bolts have been fitted. Cracked glass has been replaced and as the windows are now functional, the steel covers have been removed. A new replica door has been made and fitted to the forecourt side of the parcels office as the old one was beyond repair. Over the years, the platform side door has been protected from some of the worst effects of the weather so it is hoped to rebuild it replacing some of the timber as necessary. Both parcels office door frames have had new timber spliced in up to about two feet from ground level and replacement oak thresholds have been fitted to both doorways.

The floor in the parcels office has been totally replaced. The floor boards were found to be riddled with woodworm and members of working parties started to fall through the floor as they worked. The joists and base-plates were also worm eaten and started to crumble away as they were removed. Fortunately the mystery of air circulation under the floor area has been solved and air bricks have been discovered at each end of the building but six inches below the present-day ground level. All the new floor timber has been treated with preservative and at a later date the boards will be stained.

To continue the painting saga! As expected we found traces of original outside colours under the eaves, behind guttering and on the dwarf walls on which the corrugated iron walls rest. We know that the original station's livery was described as "mid-purple brown". Tom Burnham has found a book "Building Materials" by G.A.T. Middleton, published in 1905, that describes a mineral paint pigment called "purple brown" which in reality was a reddish-brown colour. It is a reddish-brown which we have discovered at Bodiam.

We have tried five samples of commercially produced red-browns, but the almost exact match is in fact a British Standard, BS 04 C 39. Obtaining samples was in itself an education as most producers seem to have converted to the "squir of pigment in a pot" system. Our experience was that this was so open to operator error; for example, either the wrong can size was keyed into the "computer", or the pigment splashed out of the pot onto the rim, so that matching of the many shades of colour on offer is really a hit or miss procedure.

Allan Tebboth tracked down a paint supplier, Messrs Farrow & Ball Ltd., a Dorset firm who manufacture the National Trust range of

paints. In their range of 57 factory mixed colours we found the exact match to one of the deep biscuity creams found on the station walls - this was No. 52 "straw". The same firm is willing to mix any British Standard colour not in their normal range for a minimum order of ten litres, so they have supplied the red as well as the cream. For a fee of £25 we could have had the original red paint samples subjected to laboratory analysis but we felt this could not be justified in view of the close British Standard matching; however, a sample will be kept on file for the future.

The platform side and road end of the station building has now been finished in top coat, so possibly for the first time since the 1930s, we can get an accurate impression of the original K&ESR station's livery.

We are now in the process of repairing or replacing all the guttering and down pipes and replica galvanised connections are being manufactured for each end of the canopy.

Although most attention has been given to the station building over the summer months, we have tried to keep the flower bed and site generally under control.



Filming for the TV series, *The Darling Buds of May*, at Tenterden Town Station on 30th June 1992.

(John Liddell)



MIKE AND YVONNE SKINNER

Suppliers to the Hotel and Catering
Industry and the Kent and East
Sussex Railway

*Specialising in wild
mushrooms, herbs and all exotic
fruit and vegetables*

**22 High Street
Biddenden, Kent TN27 8AH
Tel: 0580 291041
Fax: 0580 291669**

ÖZGÜR RESTAURANT TURKISH CUISINE

**Fully Licensed Restaurant
Open 7 days a week
from 12pm-11pm**

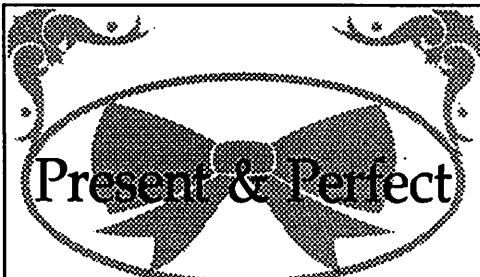
**SPECIAL 3 COURSE
LUNCH EVERY DAY £7.50**

**All food charcoal grilled
A wide choice from our menu
'Special Meze'**

**Winners of the Clean Food
Award from Swale Council
for 4 years**

**126 High Street, Tenterden,
Kent**

Tel: 05806 3248



**GIFTS & INTERIOR DESIGN
2a Sayers Lane, Tenterden, Kent**

**Badges, baskets, books, boxes, candles,
cards, ceramics, cushions, dried flowers,
gift & personalised stationery, lamps
& lightshades, Italian & Polish glassware,
paintings & prints, pot pourri, puzzles
& games, quilts, soaps, teddies & toys,
wrapping paper, & much more...**

**TENTERDEN'S FINEST
COLLECTION OF GIFTS**

**OPEN MON-SAT:
9.30 to 5.30**

**TV & VIDEO
SALES RENTAL
REPAIRS SERVICE**

Challenge T.V.



**TOSHIBA
ITT NOKIA**

**DEMONSTRATIONS
ARRANGED IN THE
COMFORT OF YOUR HOME**



TOSHIBA

- LOANS SET AVAILABLE
- SATELLITE SYSTEMS INSTALLED
- AERIALS REPAIRED & ERECTED



DEALERS

05806 3911

MOTOR MUSEUM

THE C. M. BOOTH COLLECTION
AT FALSTAFF ANTIQUES
ROLVENDEN, KENT



Unique Morgan Car Collection,
Motorcycles, Bicycles, 1929 Morris
Van, 1904 Humber, 1936 Bampton
Caravan, Toys and Model Cars,
Automobelia, etc. 100s of items to

interest the whole family.

Open 10 am-6 pm. Closed most
Sundays

Admission: Adults £1; Child 50p

PHONE 0580 241234



ENGLISH WINES & CIDER

from
Biddenden
VINEYARDS

*Enjoy a leisurely stroll around Kent's oldest vineyard
and taste our range of wines and ciders.*

Little Whatmans, Biddenden, Ashford,
Kent TN27 8DH.

Telephone: Biddenden (0580) 291726



JACKIE'S

Newsagents Tobacconist
Confectionery
15 Ashford Road
Tenterden 3183

Delivery of newspapers and
periodicals. 7 days a week. Open at
5.30 a.m. every day.

**PERSONAL ATTENTION
ASSURED**

Special offers on tobacco and
cigarettes. Small range of groceries
including fresh milk and bread.

Lyons Maid ice cream. Good
selection of greetings cards at
exceptionally low prices. Postage
stamps. Telephone cards.

*Agents for Wealden Advertiser and
Maidstone and District Buses*

Webb's



**AGRICULTURAL AND DOMESTIC
IRONMONGERS**

TOOL MERCHANTS

**45 & 51 HIGH STREET, TENTERDEN
and 21 EAST STREET, SITTINGBOURNE**

IN OUR CHINA, GLASS AND KITCHEN SHOP:-

Royal Brierley, Royal Worcester, Royal Doulton,
Prestige, Apilco, Le Creuset, Crystal D'Arques.

These are to name but a few!

Gift wrapping on request!

FOR TRUE IRONMONGERY AND HARDWARE:-

Marples, Stanley, Ceka, Spear and Jackson, Flymo,
Qualcast, an endless list of names that spell out quality.

Also: Bosch, Black and Decker, Clarke Tools.

Telephone:

TENTERDEN 2132/3

Ashford 150

Doug Lindsay's personal reminiscences of the events commemorating 150 years of railway history at Ashford



The events surrounding the "Ashford150" celebrations between 30th May and 7th June were many and varied, and have been well documented in the Railway and local press. The whole ten days of activities were a superb example of co-operation between Network South East, Ashford Borough Council, local companies and societies, commercial organisations, charities and landowners, and full

credit must be given to NSE for the initiative of using steam to the extent that they did.

That our own Railway was able to participate to the extent that it did may well be due to the relations cemented between us with the naming of the Class 73 at the time of the launching of the Rother Valley Railway (*Terrier* No. 55, Summer 1991).

However, our first presence was felt at Headcorn on 9th May when, at a one day seminar of Historical Societies hosted by Headcorn Historical Society to commemorate the 150th anniversary of the Railway coming to the town, Doug Lindsay gave a presentation on the K&ESR. Other speakers included Geoff Harrison-Mee of NSE, and Adrian Gray, author of histories of SER and LC&DR.

Preparations were then in hand for the Open Days at Chart Leacon Works and our P" Class 1556 was to be one of the exhibits amongst a whole cross-section of motive power ranging



B.R. Class 73/1 electro-diesel 73 126 "Kent & East Sussex Railway" at Ashford Station on Saturday 6th June 1992. Coupled to Class 423/4 4-car electric unit 3449, it is working the shuttle service from Ashford to Chart Leacon depot on the occasion of the Open Day commemorating 150 years of railways in Ashford.

(Tom Burnham)



P Class 0-6-0T 1556 at the Chart Leacon depot Open Day on 6th June 1992. 1556 was the only locomotive at the event which was actually built at Ashford Works.
(Doug Lindsay)

from modern "Networkers" to Deltic Diesels including even the lovingly restored Hastings Diesel Unit power car 60000, and King Arthur class No. 777, "Sir Lamiel".

In addition to the P" Class on show, we had further coverage by way of our sales stand in the main works exhibition hall.

Some clever locomotive rostering by NSE had ensured our name was to the fore over the weekend when Class 73 No. 73126 "Kent & East Sussex Railway" was the motive power used for the shuttle service from Ashford Station to Chart Leacon works over the two days.

On the Saturday evening, June 6th, a special evening round trip was organised by NSE named the "Network Marshman Supper Tour". The train left Ashford at 19.40 headed by 33114, named "Ashford 150" the week previously, and travelled to Tonbridge, where a reversal was made to gain the Hastings line, and on arrival at Hastings the motive power was changed to steam when West Country Pacific 34027 "Taw Valley" took over for the last leg of the tour to Ashford via Rye. Many of our members and friends were aboard this train which consisted of the maroon Mark I set used on the Ashford-Hastings steam shuttles over the weekend. A light salad supper, with wine, was served to every seat on the train, very reminiscent of our early Wealden Pullman dinners, and was enjoyed by the mainly Kent & East Sussex contingent in Coach D. It may be added that four toasts were drunk to

Colonel Stephens at Headcorn, Tonbridge, Robertsbridge and Rye en route, as these were notable locations in the life of the Colonel! Of course the highlight was the final leg from Hastings, where a large crowd of sightseers had congregated to see the spectacle of a steam departure at night. They were rewarded with two departures as our first attempt failed with the locomotive slipping to a standstill, and after setting back, and no doubt using more sand, we got away up the bank towards Ore in fine style with the locomotive providing a grand show of pyrotechnics. Many other members were noted among the crowds gathered at intermediate stations to view the train passing through. Arrival at Ashford was a little late, but this did not mar the excitement and satisfaction of everyone on board who had enjoyed the trip, and most of whom gathered round the hot aromatic locomotive under the lights of Ashford Station at about 11.00 pm.

On the Sunday, the Severn Valley Railway's Class 4, 75069, hauled the Ashford-Hastings steam shuttles, and on one of these trips one of our regular drivers, Johnny Baker, took the regulator, dressed for the event in his K&ESR overalls! Johnny recounts that he "just fell into the seat and felt quite at home" on the 26½ mile trip from Hastings to Ashford with the 9.35 service. He told us that it was some twenty six years since he had driven steam on the main line but, he added, "It felt like only yesterday!" He recalled that he rarely drove this type of locomotive in his steam career but remembered using the class on the final leg of the Sheffield-Hastings "Sunny South" trains from

Brighton to Hastings.

The final excitement of the weekend was the spectacle of the main line locomotives returning to London on the Sunday evening. Thousands of enthusiasts and well wishers turned out at all locations from Ashford to London Bridge to watch the trains pass. Some two hundred or so were gathered at Headcorn, a large majority of whom were K&ESR supporters, and were rewarded with no less than three high-speed steam trains passing through the one-time junction for Tenterden.

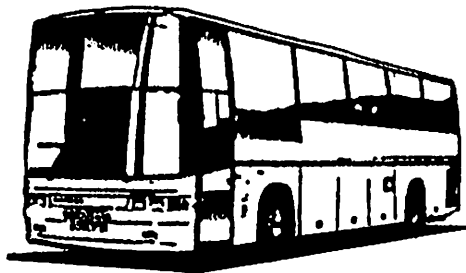
At about 9.45 pm, as the light was failing and a mist was beginning to form over the area, one heard a wailing Bulleid Pacific whistle and "Taw Valley" rushed through with the Mark I stock in tow forming the "Kentish Belle" special to London Bridge. The dust had barely settled when some of the visiting diesel locomotives followed in quick succession, then at about 10.20 pm another steam whistle was heard and 75069 came bursting through the station at an even greater speed with four coaches behind the tender.

There was now a period of conjecture as the assembled crowd had anticipated that 75069 would double head with King Arthur Class

No. 777 "Sir Lamiel", but as the former was taking its train single-handed one speculated that a third steam express would pass by. Following hurried telephone calls by some members, it was established that indeed there would be a third and final steam train, and for the patient onlookers, at about 11.15 pm the sound of an SR whistle was heard in the distance followed shortly by a sight, few of the assembly ever thought they would see again, a King Arthur at speed at night on the electrified Kent Main Line. "Sir Lamiel" rushed through at high speed, whistle blowing and the light of the fire bouncing off the billowing exhaust as she (he!) disappeared into the mist towards Tonbridge at a speed somewhat in excess of that laid down I am sure.

All in all a highly successful and enjoyable weekend with our own Railway enjoying a high profile throughout. One thought occurred to the writer as he waited on Headcorn platform for those steam trains, that of the 150-year history of Headcorn Station, it was only a junction for K&ESR trains for just under a third of that time, from 1905-1954, and it is possible that the last traces of the branch platform may be lost forever if the construction of extra freight loops takes place on the up side.

Fuggles of Benenden Ltd.



- ★ 12 TO 53 SEAT COACHES & MINI BUSES
- ★ EXECUTIVE TRAVEL, TOILET, DRINKS, RECLINING SEATS
- ★ PRIVATE HIRE, CONTRACTS, EXCURSIONS AND TOURS, BRITISH & CONTINENTAL

YOUR LOCAL COACH COMPANY FOR A TRULY PERSONAL SERVICE

Phone: 0580 240522

BRAMLEY ORCHARD, CRANBROOK RD., BENENDEN, KENT

Planning Our Future

Development Director, Robin Dyce, outlines proposals to give identity to our station sites.

As part of a co-ordinated plan for the long-term development of the Railway, the Board has reconsidered the function and status of each of the Railway's main sites, Tenterden, Rolvenden, Wittersham Road, Northiam and Bodiam and has suggested that each should have an identity within the overall concept of our light railway image. The ambience we have is very precious and it is essential that the image and feeling of a light railway is protected and enhanced. We are unique and it is our uniqueness that will ensure that we remain a special attraction and not just another preserved railway.

Work is now starting on preparing a study for each site with a view to inclusion in the preparation of the 1993 budget. The priority list assembled as a result of co-ordinating those reports will then form a draft of a five-year plan and ten-year plan to take the Railway profitably towards and into the next century. In particular, special attention must be paid to the need to provide an attractive environment suitable for the needs of our visitors.

Operational requirements and health and safety standards to meet the new challenges must be borne in mind and the need for proper service facilities at each site must not be forgotten.

Briefly, it has been suggested that Tenterden should continue to be our administrative base but better catering, bookshop and appropriate museum facilities should be provided. The recent efforts of the Station Agent and his team must be acknowledged, but the site needs tidying up with special consideration being given to the S&T area, volunteer accommodation, C&W "overflow" and the Maidstone Group wastepaper trailer. A 1940's image would be appropriate.

For Rolvenden a 1950's image is suitable and the site will continue to function as our Loco depot but it is beginning to show signs of bursting at the seams as more and more work is undertaken. Consideration must be given to future operational and volunteer needs which may only be achieved by expansion.

For Wittersham Road a 1920's image is thought appropriate and it will continue to be

the Railway's P Way base. In particular the installation of auto level crossing gates will greatly assist the efficient operation of the railway at this point. A bonus for Wittersham Road is that it has the best road access for rolling stock.

Northiam Station is becoming more and more popular and visitors were up 20% last year. When the Railway extends to Bodiam, Northiam will cease to be a terminal station and will become a very important and busy passing station. There is an urgent need to finish the site and to consider the provision of a retail and catering outlet. One of the cottages could be restored as an original ganger's home. The S&T dept. should be relocated here with the whole site reflecting a 1913 image.

Bodiam Station continues to be worked on by a small group restoring the Station and site to an early 1930's image.

The feasibility study into the extension to Bodiam - Project Final Push - has recommended that before any start is made on the extension that outstanding infrastructure work on the existing operational section is completed and in particular on the permanent way. It is also essential that in order to reduce borrowing the existing debt should be substantially reduced and all steps taken to improve profitability. It is absolutely essential that Project Final Push forms part of the long-term development plan for the Railway for which finance can be identified within the Railway's budget capabilities.

The study concluded that the concept of minimal upgrading is unacceptable and bearing in mind the problems we have with our existing track where it is laid on the original Colonel Stephens ash formation the Board have accepted this. The specification is to be that adopted for the Wittersham-Northiam extension which has needed minimal maintenance since it opened two years ago. Considerable civil engineering works will be needed to provide drainage and a proper formation on which the permanent way can be laid.



Bodiam Station, resplendent in "purple brown" and cream livery, September 1992.

(John Miller)

A likely timetable for the "push" is that the existing operation should be upgraded over the next four years, i.e. 1996. Towards the end of this period it is felt that it would be possible, probably in 1995, to make a start on the extension's civil engineering works which will be programmed over two years. A two-year programme of permanent way works would overlap the civil work by one year making an overall programme of three years, opening to Bodiam in 1998.

Progress by Rother Valley Railway extending to Robertsbridge will be dealt with elsewhere on the Agenda.

As regards the future of Bodiam Station your Board has reaffirmed that it is to be retained and enhanced in the Colonel Stephens tradition as it was in the early 1930's. Shortly meetings are to be held jointly with Rother Valley Railway, Rother District Council and

East Sussex County Council on the environment of the Valley in the area of Bodiam and Ewhurst Green which, when combined with a meeting towards the end of June with Major Oliver of the Railway Inspectorate, will enable a well balanced package of proposals to be agreed for the Bodiam area.

A small team will continue to work on Project Final Push preparing estimates and identifying where cost savings can be made. Meetings will be held with outside bodies as necessary and periodic updates will be made to the Membership.

The Railway continues to have excellent relationships with our surrounding statutory authorities and other leisure and private interests and it is intended that this professional approach will be maintained by your Board.

*B.R. No. 1638 prepares to leave Northiam on its first day of revenue-earning service, 10th September 1992.
(Freddie Smith)*



Class 25 Diesel draws out of Tenterden Town Station on 3rd August 1992.

(Jim Berryman)

G.W.R. No. 6619 steams out of Northiam Station on 21st July 1992, on its first trip following delivery from Yorkshire.
(Jim Berryman)



Strangers in Paradise

Strangers in Paradise

1992 has seen more variety in motive power on the K&ESR than for a number of years. G.W.R. 0-6-2 tank number 6619 arrived on loan from the North Yorkshire Moors Railway on 16th July, and worked for a total of 31 days before returning to its home territory on 9th September.

Likewise, diesel locomotive number D7672, presented by the North Staffordshire diesel group, arrived from Cheddleton on 12th July and remains with us until November.

B.R. Pannier tank number 1638 has been purchased from the Dart Valley Railway by a member of the Tenterden Railway Company and arrived at Wittersham Road on 1st July 1992. Problems with leaking fire box tubes have yet to be resolved, although the locomotive has seen limited service this Autumn, which included the Good Old Days Weekend in September.



Property Services

**General
Accident**

A Corporate Agent with a LOCAL and PERSONAL Service

LOOK IN TODAY — GET MOVING TOMORROW

16 High Street
Tenterden
Kent TN30 6AP

Tenterden (05806) 3636

General Accident

Over 500 offices in the United Kingdom



BOOKSHELVES **BOOK BARGAINS**

New Books at Half Price or less,

including a good selection of Railway Books.

33 High Street, Tenterden, Kent
Telephone: (05 806) 3325

Davisons Wine Merchants

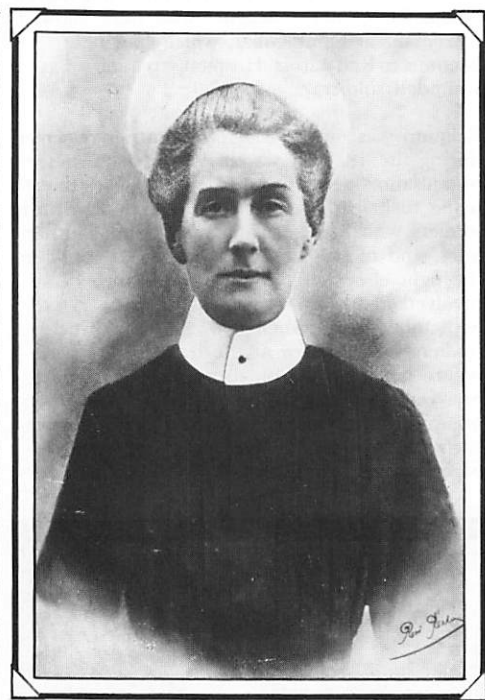
(J.T. Davies & Sons Ltd Est. 1875)

106 High Street, Tenterden, Kent. Telephone 2939

WINE for everyday drinking at very competitive prices
WINE for that special occasion
FREE local delivery service by the case
FREE loan of glasses with party orders
DISCOUNT available on cases of wine (mixed if required)

The Cavell Van

The historic vehicle which conveyed the body of war hero, Nurse Edith Cavell from Dover to London in 1919 has now found a permanent home on the Kent & East Sussex Railway.



Edith Cavell.

(Imperial War Museum)

The SE&CR luggage van No. 132, whose arrival was reported in the last *Tenterden Terrier*, has two claims to fame. The first is that it was the prototype of what was to become a family of related designs of Southern utility vans. When it emerged from Ashford Works in 1919, it represented a radical departure from Victorian styling, with modern features such as a steel underframe with a 21 ft wheelbase, flat, planked sides with external steel channel framing and two sets of double doors, and an elliptical roof. The design soon became a familiar sight on all parts of the Southern Railway, whether attached to a push and pull set to carry pot plants on the Hawkhurst branch or to the "Golden Arrow" to carry the cabin trunks of the smart set bound for Cannes or Menton. Including the similar general utility vans and guards vans, production eventually lasted for over 30 years and exceeded 1600 vehicles.

Van No. 132 also played a role in a great public occasion quite early in its career, when it carried the body of Edith Cavell on its return from Belgium, and it is for this reason that vans of this type were known as "Cavells" to the older generation of railwaymen.

Edith Cavell was born on 4 December 1865, as the eldest of four children of the vicar of Swardeston, Norfolk. She was educated privately and then at schools in Somerset, Kensington and Peterborough, after which she obtained a post as a governess. In 1888 a legacy from a relative enabled her to spend some time in southern Germany, after which she spent six years as a governess to the Francois family in Brussels, where she was able to improve her already good French and exercise her talents in watercolour painting.

In 1895 she returned to Swardeston to look after her father during an illness, and as a result decided to become a nurse. She entered The London Hospital, Whitechapel, as a probationer in 1896 under Miss Eva Luckes, who did much to improve the training of nurses during her long term of office as matron.

While a probationer at The London Hospital, Edith Cavell was one of many nurses who went to Maidstone to help with the serious typhoid outbreak of 1897. This outbreak, which involved 1847 cases and resulted in 132 deaths, was traced to pollution of water from the Farleigh Springs, one of three which fed the town's water supply at that period. Edith Cavell served in Maidstone from 15 October 1897 to 6 January 1898, working at a temporary hospital which had been set up in the Padsale school, and lodged with five other London Hospital nurses at the home of Mrs. Josiah Baker at 72 Bank Street.

At the end of 1899, Miss Cavell was appointed as a staff nurse at The London Hospital, but soon left for posts at the St. Pancras and Shoreditch Infirmarys and then as temporary head of the District Nurses in Manchester. In these two latter posts she was involved for the first time in the selection and training of probationers and in the organisation of nursing

services, and this was the aspect of nursing which occupied the rest of her life.

Towards the end of 1906, she was recommended by her Francois family friends to Dr. Antoine Depage, who was organising a training school for nurses in Brussels, to be run on English lines. Until then, nursing in Belgium had been undertaken mainly by nuns, and Dr. Depage and others in the Belgian medical profession were anxious to change to a system that would allow greater advantage to be taken of modern developments. She was faced by a challenging task, not only in setting up the school in converted buildings in the Rue de la Culture in the Ixelles district of Brussels, but in overcoming public prejudice and attracting suitable candidates for training. Progress was made, however, and in 1910 Edith Cavell was appointed as matron of the newly-built, secular Saint Gilles hospital, serving Ixelles and Uccle, where probationer nurses who had received their initial training at the Rue de la Culture went for clinical experience.

Like millions of others, Edith Cavell's life was rudely disrupted by the outbreak of the Great War in 1914. The German High Command

had long planned to invade France through Belgium, and it was in defence of Belgian neutrality that Great Britain declared war on Germany. Resistance to the advance was, however, poorly co-ordinated and too late, and the German army entered Brussels on 20 August. English nurses working in Belgium were soon repatriated, apart from Edith Cavell and a few of her colleagues who were allowed to remain at Saint Gilles, which had now become a Red Cross Hospital, treating wounded soldiers.

Belgium was one of the few countries occupied during the 1914-18 war in which a resistance organisation developed, the principal objective being to help the escape of French and British soldiers who had been cut off behind German lines, and of Belgians who wanted to continue the fight elsewhere. Edith Cavell first became involved in this operation as early as September 1914, when two escaping British soldiers were hidden at the training school, before being passed on to another safe house. She was soon playing an important part in organising the escape network, especially after early 1915, when the Germans took over the Saint Gilles hospital and staffed it with their



Edith Cavell's coffin being taken from the Admiralty Pier to the Marine Station at Dover.

(Imperial War Museum)

own nurses. By mid-1915, the suspicions of the German secret police had been thoroughly aroused, but Edith Cavell refused to compromise and lie low; no doubt her character and moral principles made her unwilling to undertake the deception necessary for successful undercover activities. On 5 August 1915 she was arrested, and taken first to police headquarters and then to the Saint Gilles prison. A few days later the German authorities published a confession which they claimed she had made, giving details of the escape operation and of the others involved. It is not clear whether this was made under duress, or whether she simply felt that there was no longer any point in trying to hide the truth.

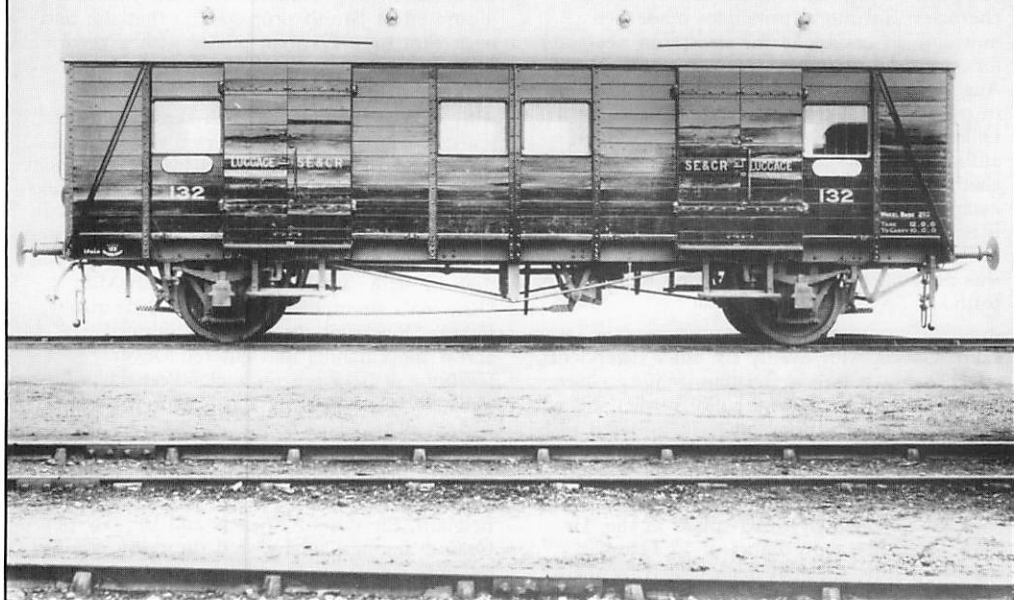
Edith Cavell, with twenty six other defendants, was brought before a German military court on 7 October 1915. The guilty verdict was inevitable; she and four others considered to be leaders of the network were sentenced to death on 8 October. Despite efforts by the United States and Spanish legations to secure a delay, she was executed by firing squad at the Tir National in the early hours of 12 October. Shortly before, she had been visited by the chaplain of Christ Church, Brussels, who brought away her last messages, including a letter to her nurses and her famous words "I have no fear or shrinking. I have seen death so often that it is not fearful or strange to me, and this I would say, standing as I do in view of God and Eternity, I realise that patriotism is not enough. I must have no hatred or bitterness against anyone". Philippe Baucq, a Belgian architect, was also executed; the other three condemned to death were reprieved. While the Germans represented Edith Cavell as a spy whose actions had led to the deaths of German soldiers, public opinion in Allied and neutral countries was outraged, and Allied propaganda depicted her as having been martyred in another German atrocity. It has even been suggested that two events of 1915, the sinking of the liner "Lusitania" (in which, coincidentally, Dr. Depage's wife died) and the execution of Nurse Edith Cavell, were instrumental in preparing the American public for a declaration of war on Germany.

With the end of the war, arrangements could be made for the return of Edith Cavell to England for burial with appropriate ceremony. It was eventually decided that she should be buried at Norwich Cathedral, in the county of her birth, with a memorial service in Westminster Abbey. Her body, which had been buried at the execution ground, was exhumed

on 17 March 1919, the site having been visited by King Albert of Belgium and King George V and Queen Mary. A post-mortem examination disproved the rumour (extensively illustrated in British propaganda) that she had been shot by a German officer with a revolver.

In May 1919, she was returned to England with military honours at each stage of the journey. Her coffin was escorted through Brussels to the Gare du Nord by a detachment of British soldiers from the Army of the Rhine and carried by train to Ostend on 13 May. It remained on the quay, guarded by Belgian and British troops, until the following day, and was then brought aboard the destroyer H.M.S. "Rowena". Accompanied by another destroyer, H.M.S. "Rigorous", the "Rowena" steamed across the Channel and entered Dover Harbour at 5.45 pm on a cloudless day whose sunshine was belied by a cold east wind. The ensigns of warships in the Harbour were lowered to half-mast. The lighter "Adder" brought to the Naval Pier the flag-draped coffin, wreaths, from the Queen of the Belgians, the city of Brussels and the city of Ostend amongst others, and the party of relatives accompanying the body. Six bluejackets carried the coffin to the upper level of the Pier, where it was met by the naval and military commanders and their staffs, placed on a wheeled bier, and covered with a Red Cross flag. The procession proceeded to the pierhead, where the coffin was placed on a hearse accompanied by sixteen pall bearers from the women's service: four W.R.N.S. officers, four other officers, four Q.M.A.A.C. officers and four Army nurses. With a military guard of the Connaught Rangers and accompanied by a party of fifty six seamen and representatives of other organisations, the cortege moved off along the sea front, watched in silence by a crowd which had gathered from a considerable distance around. The Mayor and Corporation of Dover met the procession at the Indian War Memorial Obelisk, and it continued up Snargate Street to the Admiralty Pier while the band of the Royal Marines from Deal played solemn music and church bells rang a peal of grandsire triples with muffled bells. At the recently-completed Marine Station, van No. 132 was standing, suitably prepared, and the coffin and wreaths were placed in it and hung with drapes. It stood there overnight, with a guard provided by the Buffs.

On the following morning, 15 May, a fine spring day, the van was attached to the 7.30 am train, together with a special saloon carrying the funeral party, which included



Builders photograph of Van No. 132.

(National Railway Museum)

Edith Cavell's sisters, Miss Florence Cavell and Mrs. Lilian Wainwright. The train ran via the Chatham route (necessarily, as the line through Folkestone Warren had not yet reopened after the great landslip of 1915), and at bridges and stations all along the line people had gathered to pay their last respects. The largest party, said to be of two thousand, was at Sittingbourne, where Florence Cavell had at one time been matron of the hospital. The van and saloon were detached at Herne Hill and taken on separately to Victoria, arriving shortly after 11.30. At Victoria Station, the train was met by a small party including nurses, and the coffin was placed on a gun carriage drawn by six horses and covered with a Union Jack. A wreath of a cross of red carnations on a ground of white was placed on it. Escorted by a detachment of the Coldstream Guards, and with the bands of the Coldstream and Welsh Guards playing a funeral march, the procession moved along Victoria Street to Westminster Abbey, watched by a silent crowd which filled the pavements on both sides.

The coffin was carried in to the Abbey while the band of the Grenadier Guards played Chopin's Funeral March, and the first part of

the funeral service was conducted by the Dean and Precentor in the presence of a congregation including Queen Alexander, foreign ambassadors and representatives of many hospital and nursing organisations. On the conclusion of the first part of the service, the coffin was taken from the Abbey and replaced on the gun carriage. The procession then moved through Westminster and the City, again with large crowds standing on the pavement to pay their respects, and arrived just after 2 pm at Liverpool Street Station, where it was met by Lord Claud Hamilton and other directors of the Great Eastern Railway. It was placed on a special train which left at 2.30 pm for Norwich, where it arrived at about 5 pm. The coffin was placed on a gun carriage and, escorted by the Norfolk Regiment, taken through the streets of Norwich to the Cathedral, where the Bishop and Cathedral clergy completed the service and performed the last rites by her grave in Life's Green, which is now marked by a modest cross. A monument to Edith Cavell was erected in St Martin's Place, London, and every year on the anniversary of her death a wreath is laid by two nursing sisters in the traditional London Hospital uniform.

After this grand ceremonial, the later career of van 132 inevitably appears as something of an anti-climax. In 1921, it was joined by a batch of 20 similar vans built by the Bristol Carriage & Wagon Co. and in 1922 by a further 24 built by the SE&CR at Ashford. Variations of details existed between vans; those built for the SE&CR can be distinguished from the later, more common SR examples by their lack of bodyside ventilators and 132 had only two matt-painted panels for chalked inscriptions on each side, compared with four - one under each window - on later SE&CR and SR vans.

It was renumbered as 1972 by the Southern Railway in November 1925 and spent many years in traffic as a luggage van, mainly on Continental boat trains. In August 1946 it became stores van No. 374S, working between Lancing carriage works and Brighton, and it was later used as a staff and tool van by the Power Supply Section with number DS374. Transferred to the internal user series as No. 082757 in October 1967, it ended up at the Guildford cable depot.

It was purchased by the Tenterden Rolling Stock Group from Hoo Junction and was delivered to Wittersham Road on 22 January 1992. Because of its historical significance it has been repaired and restored more thoroughly than usual for a stores van, and appears in its original livery of umber with yellow lettering, a livery introduced by the SE&CR during the Great War to replace the more familiar crimson lake.

Tom Burnham

Those wishing to read more about Edith Cavell may be interested in a booklet "Edith Cavell: her life and her art", published by the Royal London Hospital Archives & Museum, Whitechapel, London E1 1BB at £2.95 plus £1.00 postage, which includes coloured reproductions of several of her paintings. The history of the whole Southern utility van family will be found in "Southern Railway passenger vans" by David Gould, to be published by Oakwood Press in late 1992.

The author would be please to hear the whereabouts of any photographs of the actual funeral train.



No. 132 newly restored outside the carriage shed at Tenterden Town Station, September 1992.

(Philip Shaw)

The WR Class 16xx Tanks and the Burry Port & Gwendraeth Valley Railway

Dick Riley reveals that our recent acquisition would have been very much at home on another Colonel Stephens line

The recent arrival of 0-6-0PT No. 1638 prompts some recollection of the class of undoubted GWR design although the first engine, No. 1600, did not enter service until October 1949, nearly two years after nationalisation. Between then and May 1955 seventy engines of the class were built. They replaced very similar engines of the "2021" Class, built 1897-1905, and shared many common dimensions, notably 4 ft 1½ ins wheel diameters, 16½ x 24 ins cylinders and 14 ft 8 ins wheelbase. With an increased boiler pressure of 165 lbs and enlarged coal and tank capacity the 16xx Class weighed one ton more than the older engines at 41 tons 12 cwt, with axle loading below 14 tons. They were built to a restricted loading gauge enabling them to work in yards or docks with sharp curves or poor clearances. More than half of the class was initially allocated to engine sheds in Wales, Llanelly having an allocation of eleven. The only other large concentration was at Lydney where ten engines were based for work in the Forest of Dean.

No. 1638 started life at Llanelly in March

1951, being withdrawn from Wrexham Croes Newydd in August 1966. It was sold to the Dart Valley Railway in November 1967 so spending a great deal more of its life in preservation than on BR, where the class was rapidly replaced by dieselisation. No. 1638 was the penultimate survivor of the class, No. 1628, another Wrexham engine, outliving it by one month.

At Llanelly among other duties the 16xx engines worked on the lines of two railway companies absorbed into the GWR at the time of the 1923 Grouping, the Burry Port & Gwendraeth Valley Railway and the Llanelly & Mynydd Mawr Railway. The latter was purely a mineral line opened in 1883. I travelled over it in 1953 in a brake van with two 16xx tanks heading the train and another 16xx banking. The BPGVR had a more interesting history. It dated back to the original tramroads and canal in 1765. The line opened to freight traffic in 1869 to an extent using the course of the disused waterway. What might be described as the main line extended from Burry Port to Cwm Mawr; there were branch lines serving



No. 1618 pulls out of Cwm Mawr with the 6.10 pm train to Burry Port on 4th August 1951. (Author)

industry, notably coal, but the whole railway only conveyed freight. However, in this century a Light Railway Order was obtained in order for the BPGVR to convey passengers. To supervise this transition Colonel H. F. Stephens was called in as Consulting Engineer. The entire 12¼ "main line" of the railway was relaid and passenger services between Burry Port and Pontyberem began on August 2nd 1909. They were extended to the Cwm Mawr terminus on January 29th 1913. No doubt Colonel Stephens attended on both occasions. It is on record that he travelled in an ex-Lambourne Valley Railway saloon to the Cwm Mawr opening, where the guests adjourned to the Gwendraeth Arms for what was presumably the customary cold collation.

Apart from the LVR saloon, passenger stock was provided by ex-Metropolitan Railway bogie coaches. Separate accommodation was provided for workmen. Third Class passengers only were conveyed. It has been recorded that the BPGVR had some similarities with the K&ESR in having Tyer's patent system of signalling. Fifteen engines were taken over by the GWR in 1923 and of these, thirteen survived into BR days. Two engines, Nos 2194 "*Kidwelly*" and 2195 "*Cwm Mawr*" were perhaps the best known as the only engines to leave Wales and work on the Weymouth Harbour Tramway. The line had stations at Burry Port, Trimsaran Road, Pontyates, Ponthenry, Pontyberem and Cwm Mawr, also four unstaffed halts. Passenger service was eventually withdrawn on September 21st 1953.

On 4th August 1951 I visited the line, first visiting Llanelly shed, where No. 1638 was among the engines present. I was accompanied by Ken Davies of Neath and his son John, who appears in the photograph and who is now Regional Railways Manager, Wales. By this time there were only three trains each way (M-F) and four (Sats). At Burry Port No. 1618 had charge of the 5.20 pm train to Cwm Mawr. The two coaches were of the standard GWR branch line type (B sets) but with low roof profile because of the low bridges on the line. The journey was uneventful. Only Pontyates and Pontyberem had two platforms and train crossing facilities. The first three halts were in a dilapidated state. Glyn Abbey Halt between Trimsaran Road and Pontyates was better cared for and had its own ticket supply in charge of a lady in a green dress and best bonnet, who locked the station and joined the train. The line's branches looked overgrown to some extent and while there was an active colliery between Ponthenry and Pontyberem



More modern motive power in the form of diesel Class 03 No. 152, banks a train of empty coal wagons for Cwm Mawr, passing the site of Ponthenry Station on 13th October 1982.
(John Miller)

there were other derelict collieries. Gravity shunting appeared to be used on the active colliery siding as no industrial locomotives were seen. As the train entered Cwm Mawr, itself looking rather neglected, another derelict colliery was passed. The line's heyday appeared to be over. There were two 19th century GWR four-wheeled coaches present to convey miners.

Remarkably part of the line is still open. Because of the height restriction it was worked until 1985 by low height Class 03 diesels, but in 1985 Class 08's with reduced height cabs were introduced for the upper reaches of the line. However, a remarkable event took place on October 27th 1983. The Coedbach Anthracite Washery was yielding much traffic as were new open cast coal sites and it was decided to close the inhibiting part of the line from Burry Port, where the railway ran underneath the GWR main line, and which was subject to marshy conditions. A new one mile link was opened from Kidwelly to Coedbach Washery; this brought about the closure of the BPGV line between Kidwelly Branch Junction, north of Trimsaran and Burry Port, but enabled main line locomotives to work to the washery. With a fine sense of occasion and in the best Stephens' tradition the first train was a *mixed train* with two Mark II coaches and 13 high capacity coal wagons hauled by No. 37180 "*Sir Dyfed - County of Dyfed*". The Kidwelly branch had previously been closed in 1964, having been in a weed covered condition for some time before that.

Thus it will be seen that No. 1638 on the K&ESR had a distant connection with another Colonel Stephens line. I must acknowledge the assistance of Ray Bowen, who is compiling a history of the BPGVR and Neil Sprinks, formerly Press Officer, W.R. Wales, who was responsible for the organisation of the mixed train.

Letters to the Editor

Pullman Car Barbara

Sir - No one reading the brief note of the modification and repair to this car could have conceived of the reality of the situation. Even the picture on page 10 of the last edition of the *Terrier* does not bring home the full horror of what has been done to this once magnificent car.

Once more the "needs" of the Commerical department have been cited as the only justification necessary for an action which was not only in my view, ill conceived, but also misbegotten.

"Barbara", in her previous incarnation, represented the full glory of her era. She possessed dignity and an aura of a bygone age. Whilst her interior may have undergone some changes since her construction, on the whole she was precisely what the public expected and wanted from a Pullman Car. The deep plush seats, the small intimate tables and the long elegant bar all contributed to an atmosphere that made habitués of the "Wealden Pullman" feel that their money had been well spent. It was no accident that it was considered a viable proposition to charge extra for those who wished to dine in her. From personal experience I know that a dinner served in this car was something "extra special". Now I do not think that anyone could consider her anything but "extra awful". The bench type seating is atypical and does not harmonise with its background. Not only that, it is extremely uncomfortable. The moquette is totally out of keeping with the period, and the sawn off ends of the benches merely add the finishing touch to a scene which jars, and cannot provide the same luxurious setting for an evening out as heretofore. To add insult to injury, one of the bench supports has already collapsed.

The "Wealden Pullman" does not sell just a dinner on a train, but an evening spent in another era. Atmosphere is a large part of that experience. If I was a customer who had known "Barbara" before her downfall, I would feel cheated.

Profit has been placed before customer care, and to a lesser extent, volunteer care. The reasoning behind this change seems to be "more customers can more easily be persuaded to spend more money on drink in more comfort". Even if the first part of this equation is true, the final part is not. In any event in today's

climate with regard to drinking and driving, should we be doing our utmost to enable customers to drink to excess?

St. Michael's, Tenterden, Kent Carol Mitchell

Rails to Sandwich Bay

Sir - While stationed at Richborough in June 1944 I walked on one occasion from Sandwich to Sandwich Bay. On the right-hand side of the road I came across a building similar in shape and size to a private garage, but am unable to remember whether it was of wood or brick construction.

Peering through a window on one side of the building it was possible to see a locomotive bearing the name "WALDERSHARE", but not to ascertain its wheel arrangement. From the track leading into the shed it was obviously narrow-gauge, and although the light was poor inside the shed, the polished brass and copper-work showed that it was well cared for.

On returning to the site in the 1960s, I was unable to find any trace of the railway or shed, and have never seen anything in print about it, but now, after 48 years, the mystery has been solved, and I send my grateful thanks to Tom Burnham for his interesting article.

Whitchurch, Shropshire

D. B. Barnard

Where are they now?

Sir - In your article on nameplates of locomotives on the former "Stephens railways", Spring 1992, you mention the Burry Port and Gwendraeth Valley Railway's No. 2 "Pontyberem", which is preserved here at Didcot.

To the best of my knowledge, the nameplates do not exist having been removed from the engine sometime after its sale by the BP&GVR in 1914. The engine was sold for colliery use and remained in that employment until 1970 when it was acquired for preservation and moved to the Great Western Society's sub depot at Taunton. The locomotive was subsequently moved to Didcot in 1977 although it is still awaiting its turn in the restoration queue. At least it is now kept under cover.

A wooden pattern, based on enlargements of photographs taken pre-1914, has been made for replica nameplates and it is planned at

some stage to have castings made so that the engine is "named" once again. If the originals do survive somewhere we would be interested to know.

Great Western Society Ltd.

Mick Dean
General Manager

Robertsbridge 1947-1950

Sir - Having read Alastair Wilson's interesting article, it brought to mind my own early experiences of the K&ESR which coincided with the years Mr. Wilson talks about.

Just after the war we had a number of holidays at Northiam, travelling by train from our home at Anerley in South London. My first ride on the line I don't remember, being only six months old in 1947. Northiam, and our landlady Mrs. Charnley, were first recommended to us by our local dentist Mr. Barden. Would he be related to the Willie Barden referred to by Mr. Wilson? A strange coincidence if not.

At the age of three I well remember boarding the train at Northiam and travelling to Bodiam, passing hop fields on the way. Sadly, those have gone but at least Bodiam Castle is still there! Perhaps we will again be able to travel to Robertsbridge by steam on the K&ESR - possibly in the year 2000, the 50th anniversary of my last such trip.

If I may quickly make a comment also on Nick Pallant's article about the events of 1967. I was then a regular volunteer and took part in the hastily arranged petition following the Ministry's refusal of the Light Railway Order. I and another lad covered the area of Robertsbridge north of North Bridge Street crossing on a house to house basis. It was amazing the support we received from people who were all for the line re-opening. We even met a couple of ex-employees of the line including a ninety year old Permanent Way

man who invited us in and reminisced about old times. A grand gentleman he was too.

Bromley, Kent

Vernon Brown

Hotel at Tenterden

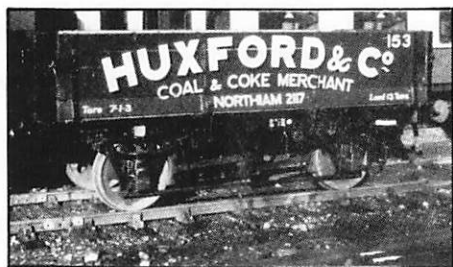
Sir - I read with disbelief at the proposed plan to erect a hotel on a site adjacent to Tenterden Station. Is it to be taken seriously with a recession and surplus of hotel rooms in the area? How is it possible for someone to present such a plan, the mind boggles. One fact does emerge, it will not help the Railway or Tenterden and what of the residents who reside opposite the proposed site, they surely did not move there in the first place to watch a building site rise from the meadows with all the horrors that it will bring them but not to the owner of this destroyer of the beautiful country scene that the people of Tenterden have been blessed with for so long. The question that we now have to ask ourselves is . . . what action we should be taking and which is the best way to tackle this monstrous plan.

One may well ask, why cannot some of the empty but attractive buildings in the High Street be converted into hotels, that would be an attractive proposition. As our Chairman David Stratton once said . . . "The Railway has run parallel with the High Street making a divide between Tenterden Town and the countryside", why change and spoil it in one move?

At a time when our countryside is under continuous threat it is hard to understand the wish to make money without considering the inevitable consequences - a permanent disfiguration after some 90 years of harmonious company . . . something money cannot buy.

Bexley, Kent.

Malcolm V. Heywood



FOR A
WARM WELCOME
TRY
HUXFORD & CO

Solid fuel merchants
for over 20 years

Northiam 252117

The K&ESR Education Service in changing times

"Members able to visit Tenterden only at weekends may have little idea of how busy it is on Wednesdays and Thursdays in June and July, when up to 500 schoolchildren a day descend on the railway . . . The K&ESR has built up an education service which attracted 3400 pupils in 1985, 5100 in 1986 and should approach 6000 in 1987."

So began my article published in the Winter 1987 edition of the *Terrier* (No. 44), describing the railway's provision for schools. It went on to describe our package aimed at making a visit to the railway a learning experience and this continues to be the basis of our education service. Each party is met on arrival and divided into small groups for conducted tours of the station site, during which the main features of locomotives, rolling stock, signalling, etc., are discussed at a level appropriate to their age. Older children go to the classroom, where a talk on the K&ESR and wider aspects of the history, geography and technology of railways is provided. With the aid of sponsorship from the Woolwich Building Society work books are provided, while on the train journey ticket inspectors point out features of the landscape.

This package was highly successful in the 1980s but unfortunately since then the number of children visiting us has declined quite sharply. By 1990 it was down to 3600 and to 2750 by 1991, with about the same number this year. This is in line with the experience of other railways, some of which have abandoned the provision of special schools services.

The reason for the drop in the number of visitors can partly be found in the changes in the education system instituted by the politicians. Under the 1988 Education Act payment for non-examination orientated school visits has to be by voluntary contributions from parents; if some are unwilling or unable to pay the cost of coach hire and expenses then the visit cannot take place. As disposable incomes have been reduced to has the number of school excursions. The 1988 Act was followed in the early 1990s by the introduction of the National Curriculum and an increased emphasis on the individual testing of 7 year olds, who make up a large proportion of the railway's visitors. Testing proved to be a time-consuming business, leaving teachers with little time for organising excursions. All this has taken place simultaneously with a great increase in the number of organisations

competing for schools business - for example the Eurotunnel Centre near Folkestone and the White Cliffs Experience at Dover, offering the kind of "hands on" opportunities popular with today's schoolchildren.

These changing circumstances provide a challenge which the K&ESR is determined to meet, for without schools traffic both the profitability of some of our early season midweek running and our status as an educational charity could be undermined. A continuing flow of appreciative letters from children and teachers also persuades us that what we are doing is worthwhile. Visits on non-operating days, when it is possible to take the children to places normally out of bounds, have proved quite popular and have the advantage that all the money taken is profit. Also, Alan Feltham in particular has established valuable links by giving talks in schools to prepare children for their visit.

There seems little doubt, however, that the key to success in the future lies in providing learning opportunities which are clearly relevant to the National Curriculum, as compulsory visits are not then subject to parental financial support and it may be possible for more children to visit us. Themes such as forces and energy (science), Victorian Britain (history) and environmental geography can well be developed by visiting the railway and we try whenever possible to gear our talks to them. Next year we hope to cater for particular themes - for example by having Victorian days, when staff and older pupils are appropriately dressed, with the workshops at Tenterden and Rolvenden open for conducted parties and our vintage train providing a service between them.

An important lesson can be learned from the experience of the education department. It is fine to have ambitious plans to extend the railway and to run more and bigger trains but in the end these things depend on the money coming in from passengers. Our operations and finances can easily be adversely affected by factors absolutely beyond our control and, in the current depression and others that will follow, we will probably have to work that much harder to maintain what we have, let alone to finance an enlarged operation. We act at our peril if we too easily assume that the number of passengers we carry will go on constantly increasing.

In conclusion, I would like to record my gratitude to John Bourne, Vic Bradley, Alan Feltham, Harold Davies, John Liddell, Di Siviour and, in particular upon her retirement,

to Kay Smailes for their help over the years with the schools service.

Gerald Siviour
Education Officer

A VERY SPECIAL OFFER ... FROM THE ASSOCIATION OF RAILWAY PRESERVATION SOCIETIES

With so much happening in the preservation world, and the pressures of legislation (much emanating from Brussels) building up, a subscription to the ARPS becomes a necessity, indeed if you hold a managerial post, it is an insurance. A quarterly journal, and three meetings a year will keep you informed about the National and International scene. A panel of expert advisers will help with technical advice or information about aspects of the Railway world.

You can also help Tenterden Railway Company by joining. To help members of the TRC, the ARPS will credit the Company with £2 off next year's subscription provided you state your membership number, or send a photocopy of your membership card to the ARPS.

Private membership of the ARPS costs £14 for 15 months from January 1st 1993, including a Transport Trust Travel Back concessionary rate when visiting sites up and down the country. It also gives free admission to the National Railway Museum at York.

Membership forms can be obtained from Raymond Williams at Tenterden Station or write to Arthur Harding, 6 Ullswater Grove, Alresford, HANTS SO24 9NP, enclosing sae.

SHOP AT PAYDENS

DISPENSING CHEMISTS
COSMETICS
TOILET REQUISITES
FILMS
BABY CORNER
MEN'S DEPARTMENT
PERFUMERY
HOMOEOPATHIC REQUIREMENTS

WIDE SELECTION OF BOOKS
ON ARTS AND ANTIQUES
CLASSICS
TRAVEL & TRAINS. ALSO
BOOK TOKENS - MAPS
PERSONAL STATIONERY

A privately run
Pharmacy & bookshop
— Estd. 1760 —

**Paydens Ltd., 60 High St., Tenterden,
Kent
Tel. 2730**



*** *** **Four books recommended as Christmas presents**

The Bicester Military Railway by E. R. Lawton and Major M. W. Sackett. Published by Oxford Publishing Company.

160 pages, hard covers.

ISBN 0-86093-467-5

Price £18.99

The Bicester Military Railway was built during World War Two to serve a new Central Ordnance Depot which at the time was described as the largest single military project ever launched in the United Kingdom. To serve the five sub-depots, there were 48 miles of track (although amazingly we learn that the Shropshire & Montgomeryshire Railway had nearly 85 miles during its military period). This is a very readable account of the building of the BMR and of its operation, motive power and rolling stock from then until the present day. Both authors have practical railway experience and have served with the Army, and write with considerable working knowledge of the BMR. This account also covers the Army's Central Railway Workshops. There are many good quality black and white photographs in the text and appendices give details on the fate of all steam and diesel locomotives and railcars allocated to Bicester.

I would have liked a map showing the location of the BMR in relation to mainline railways in the area - I had to consult a map to find Bicester - and possibly a more complete Index - details of the old K&ESR carriages Nos 18 and 19 are indexed under "Pickering" the builder, not "K&ESR". Having said that, this large format book is of the usual high quality standard expected of OPC and is to be recommended to anyone with a general interest in railways or military history.

E.J.R.M.

Pullman Craftsmen by Don Carter, Joe Kent and Geoff Hart.

Published by QueenSpark Books.

74 pages including 22 photographs.

ISBN 0-904733-505

Price £4.95

Subtitled "life in the Pullman Car Company's Preston Park works, Brighton, 1947-1963, a view from the shop floor", this book is compiled from the tape-recorded reminiscences of three craftsmen who worked at "The Pullman" before its closure in 1963. Pullman cars arriving for overhaul would receive thorough treatment, with all the brass fittings removed and soaked

in caustic soda before being washed and polished, interior stripped, paint burned off and panelling removed. There was also outwork, when repairs had to be done without taking the cars out of service - at Stewarts Lane (where there were rats, as big as cats), Clapham Yard, Rotherhithe Road (for the Hastings line cars, including "Barbara" and "Theodora"), or even while the car was in traffic. The lighter side is not neglected, with stories of shenanigans on works outings and of practical jokes around the works - one favourite was to throw a tiny screw at a sheet of glass being fitted, so that the resulting "ping" would make the man think he'd cracked it. But craftsmanship always came first. Anything less would be condemned by Mr. Gilbert, the Works Manager, with "You're treating this car worse than a garden shed", or, as his last word on sub-standard work, "It's not Pullman".

T.G.B.

The North Devon Line by John Nicholas. Published by Oxford Publishing Company.

192 pages, hard covers.

ISBN 0-86093-461-6

Price £25.00

An earlier book by the same author covered Colonel Stephens' North Devon & Cornwall Junction line - this book covers the former LSWR North Devon line from Exeter to Barnstaple. In nine chapters, a detailed history of the line is given from its construction and opening in 1854, through to the present day operation by British Rail. Chapter one is a description of the route, including photographs and plans for each station, and takes up almost half the book. The remaining chapters cover broad gauge, LSWR, Southern and British Railways periods, and finally there are sections on train services and a detailed survey of locomotives and rolling stock used on the line.

The book is profusely illustrated; I counted over 200 photographs and there are reproductions of relevant documents, timetables and ephemera. Lastly, there is an index which I found worked well. I have not travelled on this 39 miles long branch through the Devonshire countryside, but I am told it is well worth a visit. When I do go, I will want to have this book with me, particularly for its first chapter.

There is something very attractive about these

detailed illustrated line histories and this book is a very good example; good paper, excellent photographs, well researched text written in an interesting style. The book is expensive but would make a most acceptable present.

E.J.R.M.

**The Llanelly & Mynydd Mawr Railway
by M. R. C. Price.**

Published by The Oakwood Press.

176 pages, hard covers.

ISBN 0-85361-423-7

Price £13.50

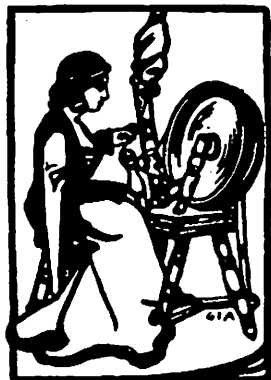
This book will appeal to anyone with an interest in minor railways. The LMMR was essentially a mineral line built to serve the various collieries in that part of Carmarthenshire north of Llanelly. It ran almost parallel with the Burry Port & Gwendraeth Valley Railway with which it connected at Sandy Junction, a little north of Llanelly. Unlike the BP&GVR, the LMMR was not converted to a public passenger carrying line although discussions did take place with the Light Railway Commissioners. Both lines became part of the GWR in 1923.

The LMMR has continued as a colliery line

until recent days though the future must be insecure with the gradual abandonment of the British coal industry. Mr. Connop Price's book is a very readable account of the line and its predecessor, the Carmarthenshire Tramroad. In twelve chapters he tells a fascinating story from the 1790s to the present day. In the text there are many good quality black and white photographs, tables and diagrams. Incidentally, the line was also a user of the 16XX pannier tanks, an example of which has recently arrived on the K&ESR.

This book is in the Oakwood Library series with high quality paper, conventional sewn binding and hard covers and is such an improvement over the Locomotion Paper series - and well worth the additional cost. I found the smaller page size ideal for reading in bed and I recommend it - I just wish I could pronounce the railway's title.

E.J.R.M.



*You are cordially invited
to browse freely at one of
England's finest linen
houses.
Seeing is believing!*

Mr Anstey's Linen House

142 High Street, Tenterden, Kent TN30 6JS

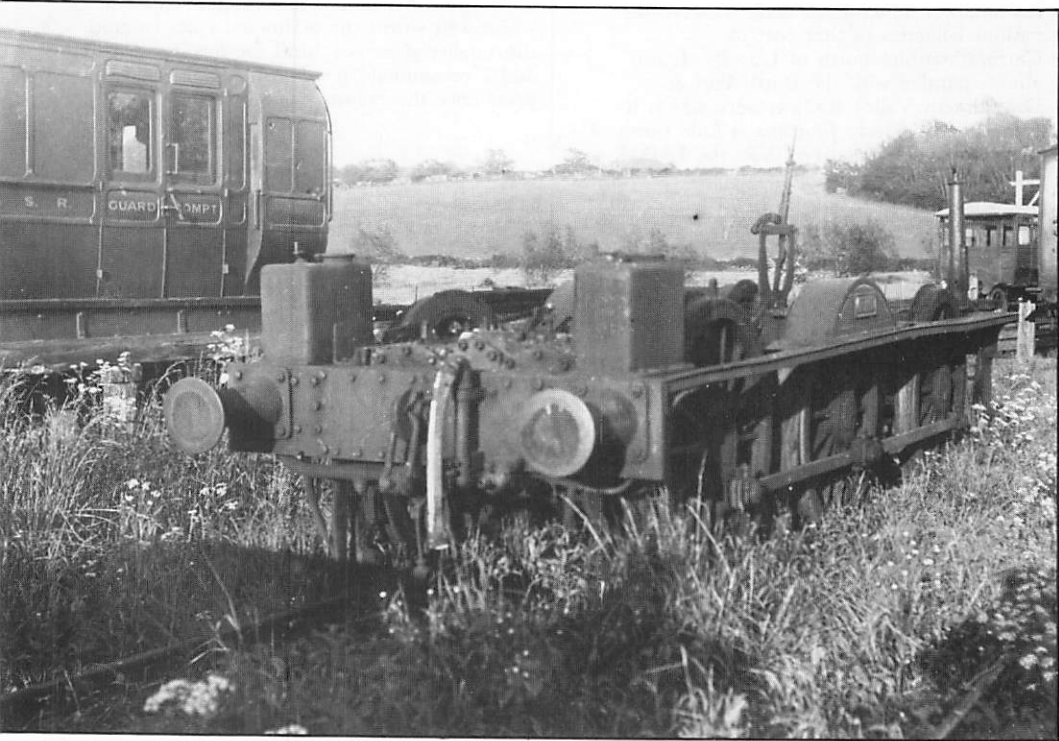
Tel: (STD 05806) 2802

The Ilfracombe Connection

By R. W. Kidner, with photographs by the author

It is easy to forget that the branch line from Barnstaple to Ilfracombe was originally a Light Railway, opened in 1874 under the Regulation of Railways Act of 1868. Certainly a passenger in the tail observation Pullman of the Devon Belle, watching an N class 2-6-0 banking the train up to Morteohoe, would have had difficulty believing it. However, there it was, 14½ miles of single track with gradients up to 1 in 36 and an axle load limit of 8 tons.

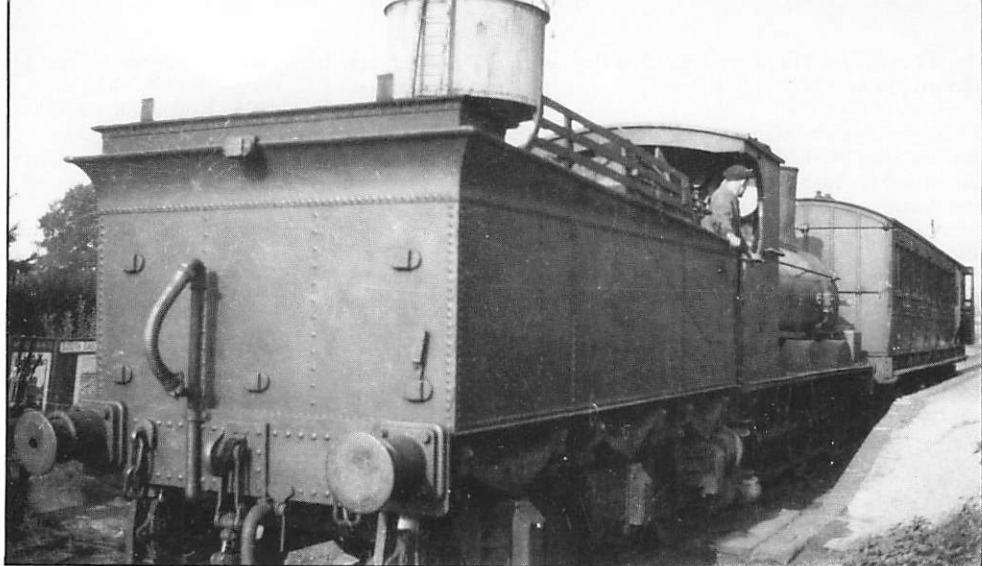
6½ ins, cylinders 16 x 20 ins, boiler pressure 130 lbs, and weight in working order 25 tons 13 cwt - slightly over the permitted axle load but no objection was raised. The engine had its works plate around the rim of the open centre splasher, a very small cab, four-wheeled tender, and in view of the gradients, wooden block hand-brakes on the engine, at a time when many engines only had brakes on the tender.



"Rother" after removal of its boiler in Rolvenden yard on 2nd June 1935. The Shefflex railcar set can be seen on the far right.

What was needed was a light locomotive capable of very hard work, and the answer was an LSWR 0-6-0 later called the Ilfracombe Goods, of which eight were built between 1873 and 1880; six were purchased after some thirty years of work by Colonel Stephens, two being for the K&ESR. It has been said that W. G. Beattie had a hand in the design, but it seems more likely that it came "off the peg" from Beyer Peacock. The wheel diameter was 4 ft

The class was limited to a load of 28 wheels per engine; that is to say it could take two six-wheeled carriages, three four-wheeled and a van, or a similar combination. There was a 25 mph speed limit, which remained in force even after the line ceased to be a light railway in 1887. Fifty minutes were allowed, with five stops. Climbing up to the summit was slow, but then so had to be the final descent; a special brake van was added to each train at

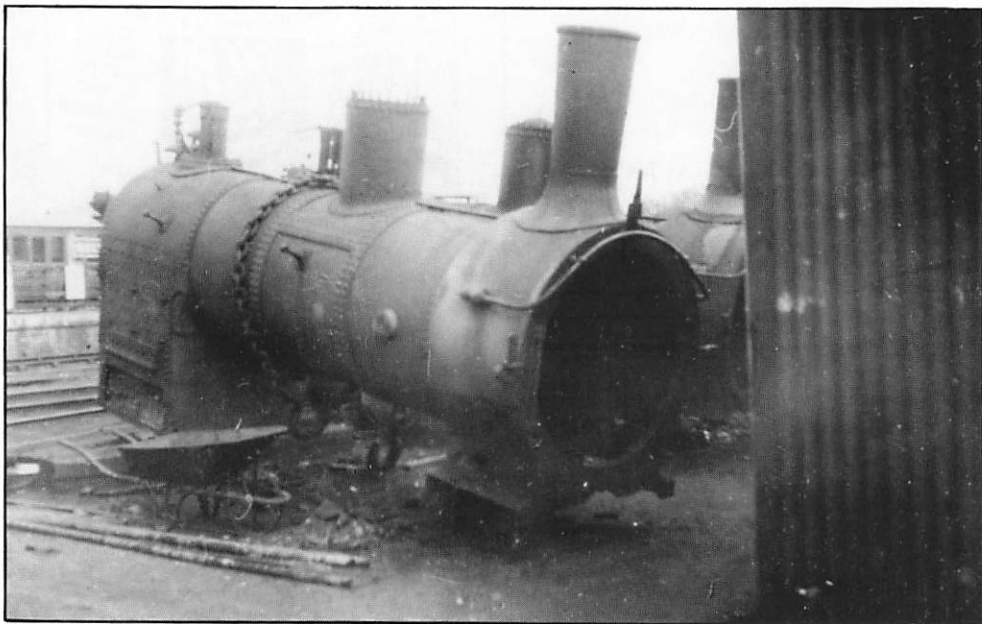


"Juno" about to leave Tenterden Town for Robertsbridge on 16th September 1932. The tender is older than the engine, dating from 1866.

Braunton in addition to any already on the train, but it is a safe guess that the wooden brake blocks were smoking merrily by the time the train reached the remote terminus perched above the town of Ilfracombe.

After the weight limitation was lifted, the class

was rebuilt with Adams boilers, steam brakes, and six-wheeled tenders off scrapped engines, and it was in this condition that the Colonel made his purchases between 1910 and 1914. By this time the "Ilfracombe Goods" had left its old territory for light duty in various places; traffic on the line was building fast, and when



The boilers of the two "Ilfracombe Goods" engines awaiting removal from Rolwenden on 14th April 1937.

the T1 class 0-4-4Ts arrived in 1900 they were allowed "44 wheels".

Of the two of the class coming to the K&ESR, the first was "Rother", LSWR 282 and later 349, purchased in June 1910; reportedly it arrived via Portsmouth, Brighton and Hastings. It had been at the head of the first train to Ilfracombe, one of twelve coaches with an engine also at the rear. "Juno", LSWR 284, followed in December 1914, at a time when the other seems to have been out of service, since it is recorded as returning to service in November 1915 with cylinders bored and bushed to 15 ins.

"Rother" may have been an unlucky engine; she was derailed at Barnstaple in 1880 and on Tenterden bank in 1914. Laid aside about 1931, she saw her colleague put in another two years of work in a plain dark green livery, unlined, which soon weathered off. Boilers of both were removed by 1935 though not disposed of at the time. The two tenders joined other old stock in the sidings; they were not identically-painted, "Rother's" having the letters K&ESR spread out along the whole length, and the other lettering bunched towards the rear. In its dark green period "Juno" carried no lettering on the tender, nor number on the buffer beam.

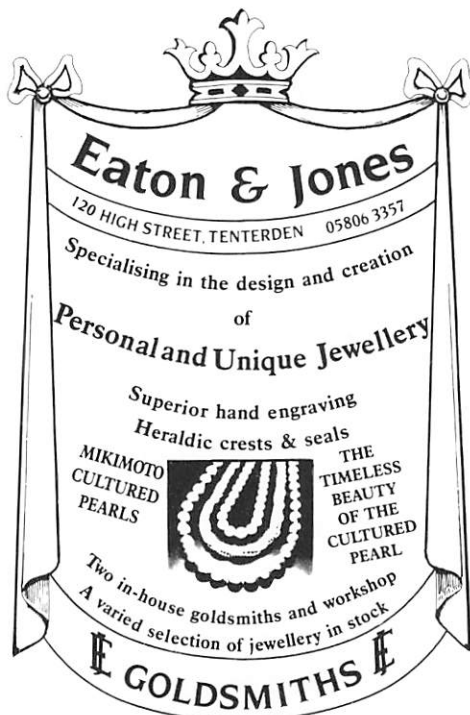


We offer our original a la carte menu which changes approximately every six weeks seasonally.

SUNDAY LUNCH
from 12 noon
GARDNERS ENGLISH TAPAS
15 dishes for £8.95

ALSO
Open Tuesday-Saturday 7.30 p.m.
Last orders 9.30 p.m.

GARDNERS RESTAURANT
57 High Street
Rolvenden, Kent TN17 4LP
Telephone: 0580 241992



Barry Jones
Florists




Order your flowers by telephone from
62 High St. Tenterden, Kent
Mon-Sat 8.30am - 5.30pm
05806 5550

VISA AMERICAN EXPRESS Access

Memoirs of a Fat Controller

From the "Friends of Thomas the Tank Engine" Weekend, 27/28 June 1992

Commercial Manager Graham Hukins telephoned me one evening earlier this year. He was straight to the point. "We need a Fat Controller at our 'Friends of Thomas the Tank Engine' weekend in June. Will you take on the part?" I had noticed the event in the Railway's timetable and had mentally diarised to steer well clear of Tenterden. I had vowed a long time ago to have nothing to do with engines sporting silly faces.

Perverse really, my dislike of "Thomas" events. I had enjoyed the Rev. W. Awdry's books as a child and had read many stories to my own children, but their books were now safely stored away in the loft to await the next generation of Roses. Graham must have been persuasive for I heard myself saying yes. Against my better instincts, but a bit of me likes acting and I suppose I could not resist the challenge to dress up and show off a bit. To my family I expressed surprise that I was considered to have the right build for the rôle but they had no such doubts: after all I had a

passing resemblance to a certain red-coated gentleman who travels on the trains at Christmastide.

Putting my doubts to one side, I embarked on a rigorous training programme to ensure that I was in good physical trim for the weekend. I was to share the task with Chris Wood, who would keep the Railway in order on the Saturday, whilst it would be under my care on the Sunday. The Weekend was months away and I dismissed it from my mind until Chris telephoned me to ask my vital statistics. I was somewhat relieved when he assured me the measurements were for our outfits. Perhaps wisely I decided that this was not the occasion to breathe in to lose an inch or two around the middle; guessing my hat size was a mistake, I realised later.

With the event looming closer, I thought I had better do a little homework. Having almost forgotten the stories, I decided to reread them and so rescued our books from the loft. I was



A resplendent Fat Controller, Neil Rose, poses for the photographers on Tenterden platform. (John Liddell)



"Sutton" - a very old and wise engine.

(John Liddell)

perhaps a little unwise to get them out one evening on the 18.25 from Cannon Street; I drew some very odd glances. Strange looks at work, too, when I was caught muttering "Thomas is blue, James is red, Henry is green, . . ." Their suspicions about me were confirmed! My family tutored me until I was engine colour perfect and I knew enough of

the stories to get by: questions from small people about Edward, Duck, Annie and Clarabel, Percy, Bertie the bus and other characters held no fears.

Saturday 27th June. I called in at Tenterden to spy on Chris, to pick up some tips for my performance the next day. It was super weather, plenty of visitors and a somewhat perspiring, red-faced Fat Controller greeted me. He appeared to have the Railway under firm control; trains were running on time.

But shock! Horror! No Thomas. No Gordon. No sign of any of the other engines and vehicles I had carefully rehearsed! Where were they? Chris patiently told me to look at the posters - *Friends of Thomas the Tank Engine Weekend*. He explained that the copyright holders only allowed engines to be called Thomas, or any of the other named characters if they appear identical to those illustrated in the books. Our engines did not fit the image, so they became Thomas's friends.

I checked out the friends. "Holman" and "William" (Nos 23 and 24) had come from the army - no surprises there. "William" had hayfever, sneezing from his cylinder cocks. "Linda" (No. 26), sister to the army engines, used to shunt troublesome trucks at a South Wales coalmine; I bet she didn't wear lipstick

in front of her wagons there! "Sutton" (No. 10) was too much of an old engine to change names for the weekend. On the other hand, No. 14 had no objections to being called "Charlie". Just in case the steam engine needed a hand, diesel D9525 "Teddy" was on pilot duty. Rolvenden (No. 27) watched the proceedings from his siding, rather wishing he had a hot fire and steam inside him so he could pull trains, instead of having children climb over him rattling his levers. "Diana" and "Barbara" spent their time working up and down the line. In the yard "Smithy" the coach looked a little lonely behind a bouncy castle, whilst "Validus" the traction engine rested in the shade of a tree, gently puffing away to himself.

Before I left Chris told me that someone had complained that there were too many children milling around the station!

If the Saturday was fine, the Sunday was a wonderful summer's day. It was a scorcher when I arrived at Tenterden and I was hot by the time I first stepped onto the platform, just before 9.30 am; by lunchtime I felt like a greasy blob!

My image was slightly spoilt by the early realisation that my hat had to be stuffed full of paper to keep it up; without the padding only my ears stopped it from covering my eyes. I really should have tried it on earlier. I was glad I did not know then that I would still be dressed up ten hours later, with barely a quarter of an hour's rest.

By mid-morning all the engines had assembled, as had a good throng of visitors. Most seemed to be children under five, with parents in tow, showing varying degrees of enthusiasm.

Although "Thomas" was not there in person, he appeared everywhere; on tee-shirts, dungarees, hats, clutched flags and toys. Some children even carried toys that appeared suspiciously like me. There were several stalls with "Thomas" goods and seeing the brisk business I wished I had a commission on sales.

We were fortunate to have the company of Christopher Awdry, for whom the stories were first written by his father and who nowadays pens them. He said he gets ideas from events such as ours. He seemed well impressed by our show and organisation. He put me right on one point. As devotees will know, Thomas's railway is centred on the Isle of Sodor: I now know the proper pronunciation is as in whisky and soda.

Off the platform children were bashing the sides out of the bouncy castle and enjoying the sideshows. A childrens' roundabout gave rides and the Punch n' Judy shows were very popular, as was the Jester. I was a little surprised to see a popgun gallery, given the young age of most of the children. Not surprisingly, the buffet/refreshment tent did a roaring trade all day. The Fat Controller must have been the only person there who resisted the temptation of an icecream - it did not fit the image.

Quite apart from the slick train operation, advance bookings proved their value. At least one courteous young person in uniform was at hand at each coach to show passengers to their seats and trains were not jam packed with sullen standing passengers. The booking arrangements also had the benefit of staggering visitors' arrivals through the day which meant the station area was comfortably busy without

being a mad scrum. An extra train was run in the morning for people without reservations; unfortunately there was no room in the timetable to squeeze in another service mid-afternoon.

My instructions were simple. Walk imposingly up and down the platform, talking to children and engines. Even if the faces on the smokeboxes didn't answer back, their drivers were not short of a succinct comment or two! I'm sure the engines appreciated being told their work was very satisfactory after puffing up the bank with fully loaded coaches behind them. "Teddy" spent his day clanking troublesome trucks in the yard. With commentary ably broadcast by Ben Ramsden, I am glad to say that my PA announcements were limited to reminding passengers to board trains promptly so they could depart on time. After all we were running a well-regulated Railway.

Kodak's profits were boosted as children were snapped with the Fat Controller. Conversations with the junior fan club members generally followed the same routine:

"Where's Thomas?"

"He's on his branch line today and is sad he can't come to Tenterden. But he is happy all his friends are here instead."

"But I wanted to see Thomas."

Advertising had spelt out that it was the Friends of Thomas Weekend, but the message did not come across to younger visitors, some of whom were obviously disappointed. As was one visitor of pensionable age who hadn't read about the weekend either. He complained to me that while it was good to see so many engines, why did they have to wear such silly



"Holman" - used to be in the Army.

(John Liddell)

faces. I wonder who he thought I was! Several visitors obviously thought I was in charge from their questions - which engine is on the next train? When does the train arrive at Northiam? I've lost my camera/child! - but I probably knew least of anyone what was going to happen next. And I didn't have a single question about engine colours!

How I envied the visitors who all seemed to be wearing very little. I was dressed up to the nine's and by lunchtime I was fantasising about long cool drinks in the shade. Eventually, Mrs. Kyndley brought me a basket containing my lunch, fortunately mainly liquid, and "Charlie" took me away in the LNWR inspection saloon. At the top of the headshunt I could at least remove my topper and slake my thirst. All too soon it was back to work.

During the afternoon "William" had another bout of hayfever. Fortunately the "tall stationmaster" was on hand to produce a large towel for his nose. This seemed to do the trick, much to general amusement.

It was not until sometime after 7.00 pm that the last visitors departed and I was able to stagger off duty, a somewhat dehydrated and lighter Fat Controller. Did that first beer at

home taste good! I now have a model Fat Controller on my desk at work to remind me of a fun weekend. Sadly, no-one addressed me as Sir when I next visited the Railway!

Over the weekend some 4,600 people visited the Railway, of whom 4,100 travelled on the trains. It was a welcome booster for the Railway's finances. Most importantly, it generated a good spirit of co-operation and fun amongst the many staff who helped make the weekend a success. If we have a similar event next year, and I am told the provisional dates set are 26/27 June, count me in.

Many people put in a lot of work to make the weekend a success. Special thanks are due to Britt Allcroft for the big 3-D glass fibre faces for the Austerities, which made them look very human" engines; to the Bluebell Railway for lending faces for Sutton" and Charlie; and to the Buckinghamshire Railway Centre for providing faces for "Teddy" and the troublesome trucks. Finally, two Fat Controllers are most indebted to the Savoy Tailor's Guild, Tenterden, for supplying the morning coats, striped trousers and toppers, not forgetting a rather splendid yellow waistcoat. I missed the spats though!

Neil Rose



**Lambert
& Foster**

TENTERDEN ANTIQUE AUCTION ROOMS

SALEROOM 102 HIGH STREET, TENTERDEN, KENT
REGULAR MONTHLY AUCTION SALES OF ANTIQUE
FURNITURE AND EFFECTS

1992 SALE DATES

23rd January - 20th February - 12th March*
9th April - 14th May - 11th June*
9th July - 6th August - 10th September*
8th October - 5th November
*3rd December

* These Sales are Special Evening Events
commencing at 4.30pm
All other sales commence at 9.30am

For details of Catalogue Subscription, entries and all other matters,
please contact Glynis Brazier our Sale Room Manager

Valuation work for Sale, Insurance and Probate
undertaken for all clients

AUCTION OFFICES
PADDOCK WOOD 0892 832325
TENTERDEN 05806-2083
ANTIQUA AUCTION ROOMS



Purveyors of Quality Meat Poultry and Game Home Cooked Meats English and Continental Cheeses

Come and visit our new Delicatessen to
view our wide range of homemade
sweets and savoury pies from the
Kentish Pie range. We also have a
large selection of fresh ground coffee
and speciality teas.

9 Ashford Road, Tenterden, Kent
Tel: Tenterden 3493

Free delivery in the Tenterden area

HALIFAX PROPERTY SERVICES

Tenterden Branch

**53 HIGH STREET
TENTERDEN, TN30 6BG
Tel: (05806) 2241**

wide selection of properties
available throughout KENT
and SUSSEX

Illustrated details of individual
properties on request

AUCTION SALEROOM

Frequent Sales of Antiques, Pictures
Porcelain, Objets d'Art

Specialist Departments dealing with

- ★ Distinctive and Country Homes
 - ★ Property Surveys and Valuations
 - ★ Valuation for Probate, Insurance,
and Family Divisions
 - ★ Full Structural Surveys
- Offices throughout
KENT, SUSSEX AND SURREY

READY TO MOVE WHEN YOU ARE

Scotland & Bates

Established over 50 years

A FAMILY BUSINESS WITH
MODERN LUXURY COACHES



Available for—

- Private Hire Excursions, including
Sports Meetings
- Theatre Parties and Club Outings
- Continental Work Undertaken

For a Quotation for Any Distance
Ring Georgina Bates

THE GARAGE — APPLIEDORE

Telephone: Appledore (023 383) 325

- BED & BREAKFAST
EN SUITE ROOMS
WITH TEA, COFFEE
AND TELEVISION
- PARTIES



- RESTAURANT
- RECEPTIONS
- FUNCTIONS

- COLD BUFFET & SNACKS AVAILABLE

NEW

* THE OUTSIDE INN *

Barbecues Lunch-time Saturdays & Sundays

Plus Sunday Roast

THE VINE INN

Telephone: 2922

High Street, Tenterden, Kent

STD Code 05806

Ristorante Italiano
IL CLASSICO
Traditional Italian Food



OPEN 12-2.30 AND 7-10.45 P.M. EVERY DAY FOR BUSINESS OR PLEASURE

Try our extensive A La Carte Menu or just the set lunch
Friendly Italian atmosphere — Parties and children welcome

75 High Street, Tenterden. Telephone: Tenterden 3624

Arrivederci e grazie

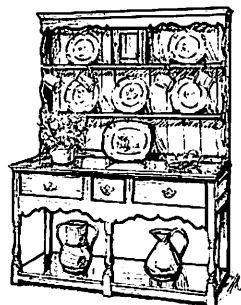
TENTERDEN HOUSE INTERIORS

— welcome you to one of the largest selections of
hand-made **TRADITIONAL ENGLISH OAK**
FURNITURE in the South.

*Fine mahogany and yewtree furniture, quality
sofas and chairs, pictures, mirrors, oriental rugs,
tapestries, lamps, porcelain, pewter and many
other furnishing accessories.*

*Free delivery within the UK.
Closed on Wednesday.*

4 West Cross, Tenterden
Tel: (05806) 4481



*English Oak Dresser
by TITCHMARSH & GOODWIN*