

The Tenterden Terrier



Number 69

Spring 1996



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

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The Tenterden Terrier is published by the Tenterden Railway Company Ltd, three times a year on the third Saturday of March, July and November. Opinions expressed in this journal are, unless otherwise stated, those of the individual contributors and should not be taken as reflecting Company policy or the views of the Editor. ISSN 0306-2449

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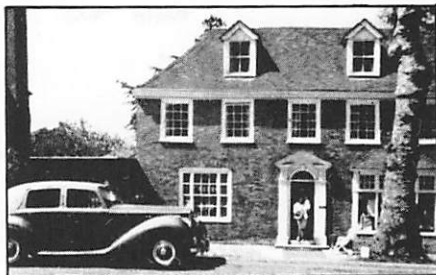
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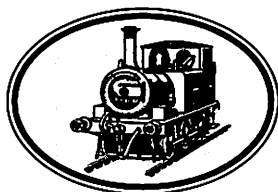


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FRONTISPIECE

Chemin de Fer de la Baie de Somme: No 101 crosses the swing bridge over the Somme Canal as it leaves St Valery with a train for Noyelles, 9th May 1994.
(Brian Stephenson)

FRONT COVER

K&ESR No 1638 on holiday at Wainhill Crossing Halt on the Chinnor and Risborough Railway, 1st October 1995.
(Mike Esau)

Editorial

Entente Cordiale

Our Twinning with the Baie de Somme railway in France – a mere 80 miles from Tenterden will give new opportunities for the exchange of ideas and joint marketing efforts with our French counterparts. Now an easy day journey utilising the Channel Tunnel, we hope that French visitors will enjoy coming to Tenterden and likewise we shall take every opportunity to encourage our supporters to visit this classic French light railway.

Preservation in France attracts a considerable amount of financial support from public authorities. Is it too much to hope that the twinning initiative will lead to a higher degree of awareness, from public bodies in the UK, of our needs in this respect?

Alys Shaw, the wife of the Editor, died on 19th December 1995 following a road accident. Her contribution to the compilation of the *Tenterden Terrier* over the years was considerable. The Editor would like to thank the many members of the Tenterden Railway Company who have supported him at this difficult time.

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Printed by Rother Valley Press Ltd, Tenterden, Kent. 1996

Lineside News

Compiled by Duncan Buchanan

From the Chairman – Robin Dyce

For 1996 your Board has set a 'balanced' budget in which we have balanced our confident income against our vital expenditure. This is the first time that such a budget has been set and will ensure that our core needs can be met without increasing our borrowing.

Having set the policy and direction of the budget we have turned our attention to our other main concerns for 1996 and in particular, membership, volunteers and quality.

To achieve our ambitions we must attract more members to our Railway. Our paid staff are being retained in key positions but unless we can attract and retain more volunteers, more and more pressure will fall on the same few people, volunteers as well as paid staff, with inevitable results.

In 1996 I implore every member to recruit

another member. Every volunteer to enrol another volunteer.

Chris Lewis expands on quality in his notes but unless we can improve the quality of our product our visitors will go elsewhere. Improving quality does not necessarily require extra funding. Many improvements can be achieved in our customer care and appearance and presentation of our station areas. Trains must run on time with high standards of presentation both inside and out. Our visitors expect and must be provided with high standards or they will go elsewhere.

From Chris Lewis, Managing Director

I would like to start off by giving you an extract from the Isle of Wight Steam Railway News. Apologies for those at the volunteers meeting, you've heard it all before. "The hot weather has really taken its toll on our traffic this year, or has it. Ask



29th October 1995: Robin Dyce, Chairman, and Norman Brice, Funding Director, greet the President of the Chemin de Fer de la Baie de Somme, Jean Marc Page, on the footplate of No 23 at Tenterden before enjoying Sunday lunch on the train.
(John Liddell)

anyone in marketing for reasons when the business is down, they will tell you that the operators generally blame external factors such as weather and the financial climate. The marketing man suspects other more fundamental factors such as the product and its quality. He might also note that any improvements the operator has made will be claimed for any upturn. So has the market changed? Does the customer want the product? Is the product up to expectations? And so on.

Now lets try again. Why has it been a slow year? Was the overcrowded one-train service last year a factor? Were the sticky tables and wasp plagues anything to do with it? Was the smell from the drains in the toilets an influence? How did burnt tops on a batch of sausage rolls affect the situation? **UNLIKE THE WEATHER THESE ARE MATTERS WE CAN DO SOMETHING ABOUT.**

JUST ASK YOURSELF: WHAT DO YOU EXPECT FROM A DAY OUT... AND YOU MAY HAVE ANOTHER PART OF THE ANSWER.

With thanks to the IoW Steam Railway News.

This railway is getting sloppy. Too many times the little things that can make the difference between a family enjoying their day out and coming back/recommending us, and them vowing never to bother again, can be spoilt by people's carelessness or the can't be bothered syndrome. People not signing on promptly, carriages not cleaned, platforms not salted, phones left ringing. Each in its own is perhaps a trifle, but will result in our product (OUR HOBBY) NOT BEING UP TO SCRATCH.

We can succeed this year, and we will succeed, but everyone must put that extra bit into their work. That doesn't have to be an extra turn or visit, just to do that little bit extra while you here. How many hours are lost in mess room gossip, whingeing, and blaming others. How many of us have either walked past the crossing gates at Rolvenden when a train is due or driven past Cranbrook road, without bothering to stop and help the train crew out? Yes I'm as guilty as the rest of you, and I'm sure if we are all honest with ourselves we could all

do that bit extra whilst we are here instead of expecting someone else to do it for us. To sum up, what we need for this year is:

ATTENTION TO DETAIL

TEAMWORK

CUSTOMER CARE

MAKING THAT EXTRA EFFORT

REMEMBER IT IS OUR RAILWAY NOT YOURS

Twinning Agreement

The formal signature of this agreement between KESR and the Chemin de Fer de la Baie de Somme (CFBS) will take place during the afternoon of Saturday 27th April 1996 at Noyelles in northern France. We are honoured that Admiral Sir Lindsay Bryson KCB FEng, Lord Lieutenant of Sussex and Patron of the railway, has said that he hopes to be able to attend; also representing KESR will be Robin Dyce our chairman and Norman Brice, the director principally responsible for establishing this agreement.

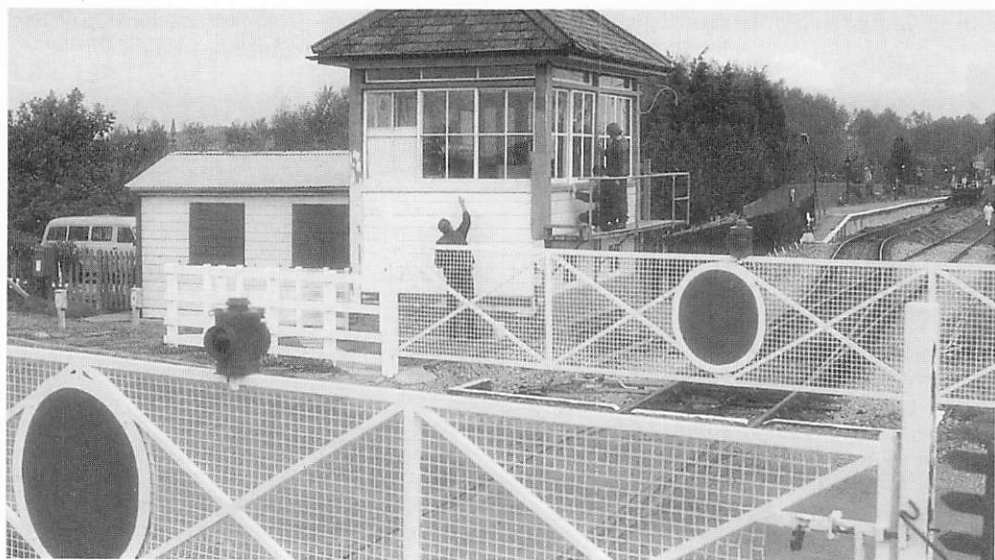
The ceremony will be part of a major "Festival of Steam" organised by the CFBS over the whole weekend. Noyelles is the point where the metre gauge CFBS meets the standard gauge SNCF (and where there is dual gauge for a few kilometres) and a number of main line steam locomotives will also be present. Many French dignitaries are expected to attend, including the Presidents of the Region and the local Mayors.

All KESR members would be most welcome at the Steam Festival but because of its popularity, they should be aware that local accommodation will be very limited and must be pre-booked.

Commercial

Santa Specials

1995 ended on a high note with the income target for the Santa Special Steam trains exceeded, total income from these trains was a little over £90,000. This was very pleasing especially as the target had been increased to cover the transport and repainting cost of Pullman Parlour Car No. 349. The coach, on loan from Waterman



Three members of the Community Action team at work on Wittersham Signalbox. Note the repainted crossing gates and new fencing on the left of the picture: 31st October 1995. (John Liddell)

Railways, entered service on 26th November 1995 and drew many favourable comments from our first class passengers.

For the record, 11,157 passengers travelled on the Santa Specials over 11 days, compared to 11,390 on 13 days in 1994 – thus the operation was more efficient than previously. Furthermore, bookings opened earlier than in 1994 which meant that it was not necessary to carry out any local newspaper advertising.

The Santa Special 'formula' is well established and greatly appreciated by our Yuletide visitors, many of whom come year after year – others try similar products elsewhere but return to book with us. Much of this continuing success is thanks to Donald Wilson who continues to obtain quality presents at excellent prices and 'Chief Pixie' Chris Wood who ensures Santa and his helpers are in the right place at the right time.

General and Marketing

The story elsewhere was not so good with passenger figures ending the year 14% down on 1994 levels at around 67,000. The long hot summer was a factor last year, but curiously we could yet benefit as it seems that bookings for domestic holidays,

particularly short breaks, are on the increase – partly because of the heat wave. Our marketing activities in seaside resorts will be increased this year to try and capitalise on this growing (and for us largely untapped) market.

A number of staff attended 'Welcome Host' courses operated by the South East England Tourist Board in November. Chris Wood was the 25,000th delegate nationally and a photoshoot was arranged at Tenterden Town Station by the English Tourist Board to further promote these courses. The Railway was able to use the photograph to obtain local publicity. Commercial Manager, Graham Hukins, was amongst the first to undertake the new 'Welcome Management' course attending a one-day seminar in early November. It is intended to send other staff on 'Welcome Host' courses this year.

The 1996 timetable was published at the beginning of December and is extremely eye-catching. All but one of the photographs are new to the timetable leaflet and several result from a special day for invited photographers last August. This year the leaflet includes sections in French, German and Dutch and a Membership Application Form.

Increasing our membership is as important as boosting our passenger numbers and every member can help with both tasks. Two copies of the timetable are enclosed with this mailing, it is a very good leaflet but it is up to you to use it. Please encourage your friends, relatives and workmates to pay us a visit, or to become a member – or better still both! The membership has the potential to be the Railway's roving ambassadors 'selling' our products and services the length and breadth of Britain – and in some cases beyond. This is one area in which 'armchair' members, who are not able to physically help with the running of the Railway, can be of great assistance. If every member persuades two families to visit in 1996 then passenger numbers would increase by around 18%! Just think what would happen if a few of the extra visits were groups or schools. If you are involved with a club then make 1996 the year your outing is to the Kent and East Sussex Railway. Cream Tea on a Steam Train is particularly popular with Women's Institutes, Thursday Clubs, Retirement Fellowships etc. So suggest it to your club members.

Full details of our packages for groups and

schools are contained in leaflets published in January. They are bright green and blue respectively, A5 in size and designed to complement the timetable leaflet. The major innovation for schools is the introduction of 'Victorian Experience Days' which allow school groups to travel on the Victorian Train and also include a tour of Tenterden Town Station and a Victorian-style lesson at Tenterden Museum.

For groups, the popular Steam 'n' Scones package has been joined by a more substantial Cream Tea, while coffee with a large Danish Pastry is available for groups travelling in the morning. We have combined forces with other local attractions to offer packages for a whole day out. Groups opting for the 'Vines, Wines and Railway Lines' tour will visit Biddenden Vineyards for a ploughman's lunch followed by a tour of the winery and tasting session before travelling to Tenterden to join an afternoon train for 'Steam 'n' Scones'. 'A Rare Day Out in the Country' is a similar venture with the Rare Breeds Centre at Highlands Farm, Woodchurch which offers groups morning coffee on a train before visiting the farm for lunch and a stroll around the fields.



*The old wooden sleepers removed and track bed dug out ready for concrete sleepers (ready on left):
12th January 1996.*

(John Liddell)



(l-r) Brian Muston, Peter Barber, Ken Grover and Dave Smith of the P.Way gang persuade a recalcitrant sleeper into place: 12th January 1996. (John Liddell)

Catering

January also saw the publication of the 1996 Dining Car services leaflet. This features the Wealden Pullman Saturday evening dinners which this year will run most weeks from April until October with a number of themed evenings scheduled for the Spring and Autumn.

These include Sherlock Holmes 'Whodunits', 'Fawlty Towers style evenings' and Greek, Italian, Spanish, Mexican, Olde English and French dinners.

Metro-Cammell Pullman Parlour car No 349 will be used on the Wealden Pullman services this year allowing a modest increase in the number of covers from 36 to 42. The wide aisles and smooth ride of the Metro-Cam were noticeable when the coach made its Wealden Pullman debut on New Year's Eve. On that occasion 60 diners were served with Maunsell NBO 54 also used as a dining car. The train also included Petros which was used as a dancing car with revellers swinging to the sounds of the Syncopators Jazz Band.

An innovation for 1996 is the scheduling of Wealden Pullman trains on certain Wednesday evenings in June, July and August. A three course meal will be served on these trains and themed menus from around the world have been selected.

Pullman Car 'Barbara' will be spruced up by the Carriage and Wagon department prior to the start of the season with attention being paid to the roof before the coach is repainted – the arrival of the freshly painted 349 has rather shown up this stalwart.

The Rother Valley Limited Sunday Luncheon train will operate from March to October. This year, Maunsell NBO 54 will serve as the dining car in this train seating 36 diners compared to the 32 that can be accommodated in the Restaurant Car.

Railway Experience Days

At the time of writing (late January) bookings were coming in steadily for the Spring dates but there were still a few spaces available. Bookings had been slower than anticipated so a couple of dates in January were shelved so that bookings could be consolidated on the remaining days. As these can only be operated when no public service is running, the next series will take place at weekends in November.

Filming

As mentioned elsewhere the Bluebell Railway borrowed half of the Victorian train. The filming overran, as is quite normal, giving a welcome boost to our income. We were required to provide two representatives for each day of filming and,

while most of the time was spent waiting for the film crew to set up and rehearse each shot, there were several times when our staff were able to help the film crew by offering advice or simply stopping them doing something downright silly!

The Victorian set was again used for a feature film shoot on Monday 14th November, this time for 'Jude the Obscure'. The action involved was very simple, that of Jude and friends chatting in one of the compartments but this had to be filmed from the outside while the train was moving! To achieve this the film crew built a wooden platform to accommodate the camera, camera-dolly and track plus a cameraman on the outside of the SECR 'Ashford' coach. This out of gauge load was then shuttled between Wittersham Road and Newmill Bridge – one of the few stretches on the line with adequate clearance for a sufficient distance to allow the train to travel for enough time to film each 'take'.

While filming proved a valuable income source in 1995, it is almost impossible to predict and so cannot be relied upon when

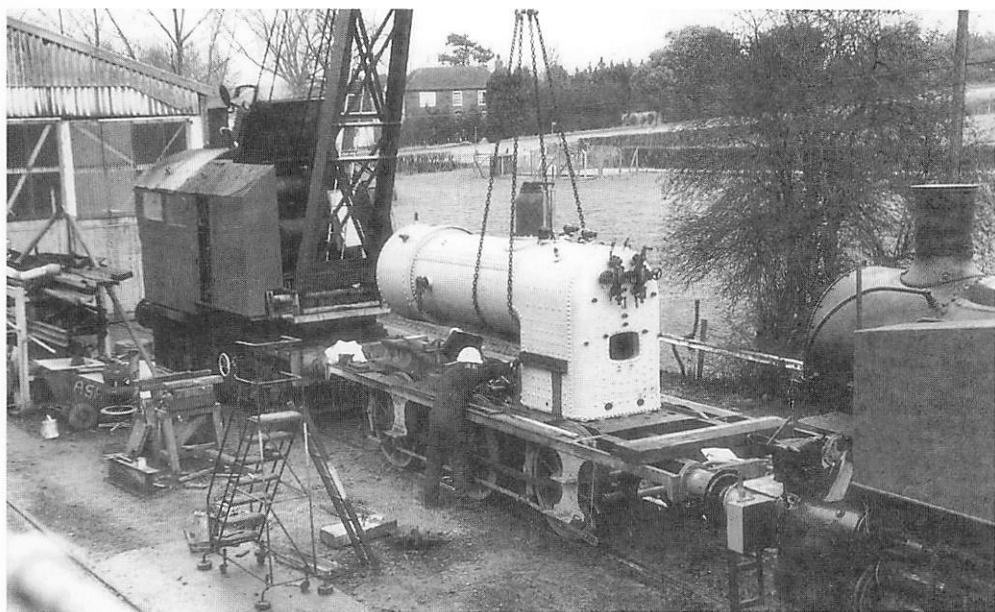
setting budgets. Nevertheless, promotional activities to film makers will be increased this year to ensure we continue to cash in where we can.

Staff

John Emmott retired as Chief Booking Clerk at the end of 1995 after 13 years of sterling service. In addition to keeping and interpreting the statistics you see published in the *Terrier*, John also ordered ticket supplies, sorted them for each station as well as rostering and training booking clerks. In between times he would take a turn at the ticket hatch himself – a job he will continue to do but without the pressures of having to oversee things.

Ray Collins will add the post of Chief Booking Clerk, to his role of Chief Station Master. Dave Campbell will assist Ray with the rostering of Station Masters, Station Assistants, Ticket Inspectors and Booking Clerks.

Fiona Anning, who during her nine month Community Action and Training for Work placement has been assisting with commercial administration and bookings at Tenterden, left in early February to work



During the Rolvenden boiler lift week the boiler for 32678 "Knowle" is craned into place, Lawrence Donaldson attends: 11th January 1996.
(Gerald Siviour)

for the British Library where she will be an Administration Officer. Fiona's help – strengthening the team on three days a week – will be missed, but she has indicated that she will return to help as a Station Assistant and on the Wealden Pullman.

Colonel Stephens' Railway Shop

Despite the 14% drop in passenger numbers, takings in the shop fell by only 10%. Improvements to the display and better signage probably helped cushion the effect of fewer visitors and it is hoped to continue with this throughout 1996.

It was realised relatively early that takings would not meet the budgeted figure of £88,500, the final figure was in fact £76,000. However the result is not as bleak as it might have been; careful purchasing and stock control measures meant the actual cost of purchases was around £10,000 below the budgeted level so the nett contribution to CSRE finances from the shop was approximately £25,500 – less than £3,000 below budget.

The introduction of gift tokens has been very successful with a number of large purchases being made before Christmas. As a result, a number of larger denomination tokens have now been printed by the Tenterden Railway Press. These tokens make excellent birthday presents and can be purchased in the shop or by telephone from the Administration Office, while they may be redeemed at the shop, booking office, catering outlets or for dining car services.

Several lines of logoed souvenirs were exhausted late last year and these will be reordered for the new season. The opportunity is being taken to change the motif on a number of items with a charming design of the Victorian train in silhouette being adopted.

Locomotive

The larger steam locomotives were prepared for service satisfactorily to operate the Christmas trains. With this completed we are attending to routine maintenance on our operating fleet and preparing for major steps forward on locomotive overhauls. At the time of writing (8/1/96) we will be having a 'boiler lift week' using the 36 ton

Breakdown Crane to carry out various lifts:

1. Remove No 25 "Northiam" boiler from its frames for storage on a boiler wagon.
2. Dispatch No 3 "Bodiam" boiler to Israel Newton at Bradford who will use it as a pattern for new terrier boilers.
3. Place No 8 "Knowle" boiler into its frames.
4. Move No 8's cab into the yard for overhaul work.

Diesel maintenance continues with attention to the class 14 to ensure its continued availability. To try to add interest, commitment and continuity of work a "staff availability" whiteboard has been set up in the workshop so that members can book when they will be coming to work. This, in addition to a work list also established, should lead to less waiting and quicker scheduling of work to remove frustrations.

Steam Locomotive

No 3 Bodiam – A draft contract specification for manufacture of a new boiler has been written and awaits review comments. The project is part of a joint venture with the Isle of Wight railway, to place an order for two new Terrier boilers together, one for each railway. The existing boiler will be despatched to the contractors and used as a pattern for manufacture of new boilers.

No 8 Knowle – Work continues to prepare the boiler for steam tests. Many parts are also being overhauled and made ready for re-assembly.

The next major step is fitting the boiler in the frames. To facilitate this the smokebox saddle has been repaired and strengthened by using a bolted steel sandwich plate and plastic metal to seal.

No 10 Sutton – Continues on display as a static exhibit at Tenterden Station. It also proves useful as a pattern for the "Knowle" rebuild.

No 11 P Class – "Laid-up" for the winter. Requires boiler inspection prior to entering service for its last year before overhaul.

No 12 Marcia – No report.

No 14 Charwelton – Undergoing a repaint. Requires boiler inspection prior to entering service.

No 19 Norwegian – Received annual boiler inspection in December. Available to work railway experience days during this winter.

No 21 Wainwright – In service and “running-in” satisfactorily following major repairs last year on axle boxes and wheels. Requires boiler inspection in March. Repairs to rectify a faulty injector are currently being undertaken.

No 22 Maunsell – Overhaul work continues apace with fixtures and fittings being tack welded onto the new tanks. The tanks will then be sent away for internal protective coating. Lubrication and steam sanding pipe systems are also being installed at present.

No 23 Holman F Stephens – Due an annual boiler inspection in February. A thorough examination of the motion has been undertaken by Bob Forsythe to monitor wear and identify where any slack should be taken up as practicable.

No 24 Rolvenden – Passed annual boiler exam last autumn. Remaining boiler wear under close observation to maintain loco serviceable for the rest of its 10 year operating cycle.

No 25 Northiam – To combine cranning work this loco's boiler has been exposed to allow lifting and removal for storage on the boiler wagon. In the meantime the loco's motion examination will take place.

No 1638 GWR Pannier – Returned from six weeks on hire to the Chinnor and Princes Risborough Railway. Due annual boiler inspection in February. Further advice on the operating period remaining on this loco (prior to overhaul) will be clarified at this stage.

Diesel Locomotives

All diesels have had their anti-freeze levels checked and a basic safety check last autumn.

Class 14 D9525 – In service following remedial inspections and oil change.

Class 03 D2041 – In service as Tenterden Station pilot.

Class 08 08108 – In service at Rolvenden.

Titan 43 – No report.

Ruston 41 – In service for general and P.Way work while stabled at Wittersham.

Ford diesel – Mechanically examined last autumn to assess outstanding work and determine future role on the railway.

Cranes

10 ton Taylor Hubbard – Received its 6 monthly washout and inspection. Various repairs undertaken whilst crane has been under cover in the workshop over the Christmas period. It has been pressed into service to assist with boiler lifts during the working week.

10 ton Grafton – In store awaiting a boiler overhaul.

36 ton Ransomes & Rapier Breakdown – In service following boiler inspection this autumn. However suffered a tube leak in the course of operation during the boiler lifts week.

Rolvenden Yard Work

A new oil storage tank has been received and is due to be fitted. Meanwhile the diesel storage tank brick bund wall has been completed up to full height to accept the larger tank. Railstops have now been placed outside the shed on both roads thus providing some physical protection rather than the illusion created by closing the doors. Wire netting has been placed in the workshop cladding sheets to fill gaps and prevent birds fouling the working areas.

Finally the department has need of the following: Please see Simon Long or Lawrence Donaldson at Rolvenden.

- Old coats, rugs and rags – frost precautions
- Lockable filing cabinets – loco records
- Tool boxes for volunteers
- Paint scrapers and wire brushes
- A working automatic washing machine – for the mess room
- Heavy duty tarpaulins – to cover motion of cranes and locos
- Persons interested in undertaking building work

- ② Second hand timber – for repair of ladders and steps
- ③ Polyurethane Foam Spray machine – to fill gaps in workshop cladding and prevent ingress by starlings
- ④ Industrial vacuum cleaner

Hastings Diesels

Two vehicles of the three car Hastings unit left the line in early December and the third departed in February. With diesel mileage cut for the 1996 season, and the restoration of the class 108 DMU nearing completion it was mutually agreed with Hastings Diesels limited not to renew the hire agreement which expired in November.

Contrary to some reports in the national press, there is no rift between the Railway and Hastings Diesels, indeed it is pleasing to report that a four car Hastings DEMU (including two of the vehicles that visited the KESR) is to be used for special services on the main line. These duties will be far more akin to the job for which the units were designed and are perhaps a better form of preservation than could be offered on a seven mile stretch of light railway.

Co-operation with Hastings Diesels is ongoing – indeed it was at St. Leonards that minor repairs and a repaint to the Metro-Cam Pullman were carried out.

Carriage and Wagon

TSO 85 – this vehicle re-entered traffic in time for the second weekend of Santa Specials. As we write, No 85 is due back in the shed for further work to fully complete its overhaul. For the first time on the KESR this mark I has been finished in bottle green (used by the KESR during the Austen era).

BSO 73 – One of our best Mark I's. We aim to keep it that way and the maroon brake will be in the shed for an 18 monthly examination and revarnish during May. This coach suffered an unusual fault in the early part of the year when a steam heating gasket blew out, filling the passenger saloon with an instant pea-souper. Fortunately this occurred during a Railway Experience day and the problem was rapidly corrected. On the other hand do I foresee a marketing opportunity for sauna cars?

Pullman Car Barbara – The centre piece of the "Wealden Pullman" is also scheduled for attention during the closed season. Particular attention will be given to keeping the roof watertight and protecting the distinctive interior marquetry.

Southern Railway 25 Ton Brake Van – With the introduction of mixed trains for the 1996 season this vacuum fitted goods brake will come into its own. It is due for a general tidy up to fit it for this role.

Victorian Train – The flagship of the carriage fleet has earned much useful filming revenue for the railway in recent months as reported elsewhere. While on the Bluebell it was unfortunate that the carriages were not used for service trains despite the obvious coupling with the C class. The GER and District vehicles have since been in the shed for an 18 month overhaul and revarnishing.

Permanent Way

The work underway at Wittersham has continued, mostly during the departmental working week, with the ballast retaining wall for the through road now complete. This will allow the through road to be properly packed and aligned to give a good ride for trains. This section was still on the original ash formation and in places was two or three feet below the platform road. At the same time the headshunt has been relaid with concrete sleepers and 95lb rail. The 75lb track panels had seen good service but the weight of traffic over this siding had seen many sleepers crack and the track was in danger of spreading wide of gauge.

At Northiam there has been some preparatory work before the siding is reconnected. The track panels, which were in the way, have been moved to the other side of the track, while the rest of the accumulated debris has been removed. The siding point on the main line was put in some time ago but funding for the rest of the work has not been available until the East Sussex Area group came to the rescue. The ground in the area is a particularly sticky type of mud and clay which has to be dug out and replaced with suitable sub-base before any track is laid. This dig out is part of the winter works ready for the track work

in the summer. A small relay, of 8 panel lengths, at Pope's Cottage has been not only started but was completed by the end of January except for the final alignment and ballasting by machine. This is a far cry from the days of 3 months of PWay works each winter.

Community Action

Unfortunately the Government has decided to replace Community Action with a US style warfare scheme which from first impressions seems unlikely to suit our purposes. The rundown of Community Action began at the beginning of December and the last participants left us on the 11th January.

Community Action started in June 1994, since when nearly fifty men and women have helped with literally hundreds of jobs, ranging from administration and catering to engineering, carpentry and painting. The majority have enjoyed themselves and it is gratifying that former CA participants often call in to see how things are progressing.

Since the last report work has continued at

Wittersham Road level crossing where conditions under foot have been made more comfortable for the signalmen and the flanking post and rail fences completed. The signal box was only half painted in top coat by the time the weather broke but will look very attractive when complete. Meg Gooch kindly repainted the signal box nameboard in KESR blue enamel and it has been mounted centrally on the front of the box, rather than the offset position used previously. John Stansfield repainted the GNR(1) ground signal employed as Wittersham down platform starter and had started to paint the down through starter when the weather stopped play.

At Tenterden the new finials have been fitted to the signalbox by Roger Ketley and the nameboard has also been repainted in KESR blue by Meg Gooch. Brian Melville-Cross has decorated the administration office reception area, which looks much more civilised as a result.

The team have carried out a good deal of leaf clearance and tree trimming around Tenterden yard. Iain Dapson, Corin Hoad



The new mezzanine floor is part completed in the new Museum. The far bay of four posts now form the corners of "The Colonel's Office": 17th November 1995.
(John Liddell)

and Max Mileham have made a start on breaking out and reinstating the potholed areas in the yard where the old coal bays once stood.

Fiona Anning has continued to help in the Commercial department, giving invaluable assistance to the hard pressed booking staff during the Santa Special period.

Now that Community Action has finished it would be nice to continue working through the many small maintenance and improvement jobs that remain. How about a mid-week volunteer task force? Come on all you fit and able early retirees, give the wife a break now and again and help us improve the image of the railway. Contact Peter Davis on 01797 270 232 for details of working parties.

Signals & Telecommunications (Engineering)

Early in October saw a flurry of activity, with the arrival of two vehicles for the department. First to arrive was a 'GUV' (General Utility Van), by road from Cambridge, where it had been withdrawn as surplus. Built in 1959, by the Pressed Steel Co. of Birmingham, this vehicle is to be grounded on the site of the old workshop to provide the new. The bogies from this are the same as those under the Mark I coaches, and will be used to replace those with worn wheels. Internally, fitting out is already well under way, with construction of interior partitions by Steve Beastall, and benches by Richard "Frim" Halliwell. The electrical fitting out is gradually progressing, along with interior painting. The second vehicle to arrive (the same week), was the new S&T coach, (referred to briefly in the last issue). Built in 1961 at BR Swindon works as a BCK (Brake Composite Compartment) and used on the Western Region, until 1988. It was then transferred to private ownership, for an ambitious project - The Travelling College launched by the Princess of Wales in 1989 - where young students could travel as they learned. Sadly the college was dogged by problems, and went into receivership in 1991. Following a period in store at Old Oak Common, the train was purchased by the Bluebell Railway, who have returned some vehicles to service, and resold others. Through a contact on the Bluebell we

became aware that the vehicle was available for sale and thus we moved quickly to conclude its finance and purchase.

Internally, the vehicle is in superb condition, having been refitted at Cardiff Cathay's depot into a staff sleeping car to modern standards, and has had barely 18 months use since. It provides two single compartments, and three twin berths, along with a shower, and has full emergency lighting and fire alarm systems, which are being retained as they are ideal for our use. The brake compartment has been completely stripped out and is in the process of being refitted as a kitchen. We are indebted to Marley Industrial Flooring of Lenham, who are providing heavy duty PVC floor coverings for the kitchen and corridor at no cost. The luggage area has also been stripped in preparation for its conversion into a lounge/rest room. Andy Brooker has spent much of his time on modifying the wiring arrangements to suit permanent connection to the mains shore supply, but there still remains much to be done, in parallel with the fitting out of the workshop.

The department is looking for a small petrol powered cement mixer at reasonable or no cost. This must be capable of being handled into a lorry/van by two people, and will make construction work much easier for us. We are also looking for a No 3 morse taper floor standing pillar drill, and a small power hacksaw, for the new workshop, plus any drills etc. please contact Nick Wellington on 01622 844306 if you know of one.

We can also use short term help on painting of the workshop and stores between March and July this year. Again, please contact Nick Wellington as above if you would be interested in helping us at this important time.

Forestry and Conservation

Owing to damage to the track formation because of root action at Willows curve the Willow trees have been removed. It is anticipated that cricket bat Willows will be planted along this section but they will be sited on the field side of the ditch so that the same problem that has been experienced will not occur again.

During the early winter leading up to Christmas work has been concentrated along the section between Cyster's curve and Rother Bridge. The area has been tidied up and 'windows' opened up so that views can be appreciated. This Spring further work will be carried out along this section together with opening up the view to the field where the boars are situated.

Membership

The 1995 'Membership Year' ended at the close of October with 2755 members on the record, 220 down on 1994. Although initially discouraging, this appears to be in line with similar organisations although one, at least, has lost a far higher percentage of its membership than ourselves. As usual the modest subscription increase (although the first for 4 years) resulted in a higher than normal level of lapses and a number of members not fully paid up by reason of their failure to update bankers' order mandates. This has resulted in the names being deleted from the record.

However, there are encouraging signs that the reduction may only be temporary. Gold card full membership was up from 233 to 253 (there are also many more Gold Card family members linked to these for which

separate counts are not available) and life membership transfers increased from 31 to 82 although now that most of the life subscriptions by monthly installments have recently matured, the total as at the end of December is around 120. A new member application invitation has been incorporated into the 1996 timetable which, hopefully, will boost applicant numbers but by far the best way to sign up new members is to give our visitors a lasting impression from their visit, thus making them want to be part of our railway. It is incumbent upon all staff to play their part in this way.

The 1995 figures are summarised below:

Full/Associate/ Honorary members	1916	(1983)	-67
Family members	839	(992)	-153
Total	<u>2755</u>	<u>(2975)</u>	<u>-220</u>
paid under Deed of Covenant	389	(342)	+47
Gold Card (Full)	253	(233)	+20
Life (fully paid up)	82	(31)	+51

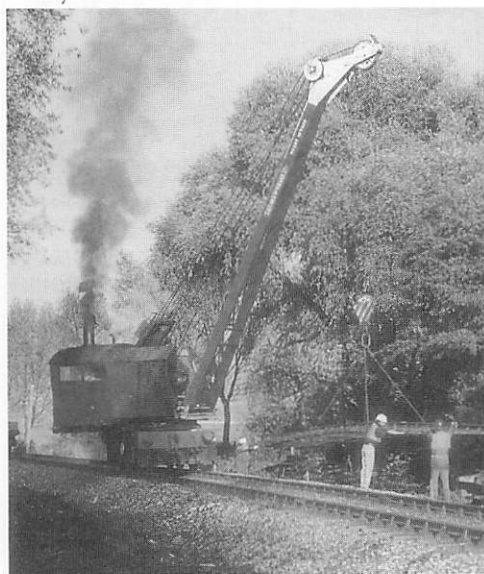
Finally, please do pay subscriptions under a Deed of Covenant. Please do give this your urgent consideration; the covenant secretary or membership renewals secretaries will be only too pleased to give further details if they are not already answered by the article elsewhere in this edition.

Museum

For nearly 20 years, we have had space in the Tenterden & District Museum at the top of Station Road to display part of our railway collection. Following the last booked party viewing on 10th December, a start was made on dismantling the contents of the 'railway room' and this was completed early in the New Year.

It has been agreed that a KESR representative will remain on the Town Museum committee (at present John Miller), to provide a link between that museum and the new railway museum.

During November, a Dexion mezzanine floor was installed in the railway museum building, and the contents of the old archive store were transferred to the new mezzanine. This move has reduced our rent commitments and the old store has now become the showroom for The Forge.



The old Wittersham headshunt panels being lifted out of the way by the Taylor Hubbard 10 ton crane: 31st October 1995. (John Liddell)

After several weeks of labour, John Liddell, John Miller and Ken Lee finally completed lining of the party wall between ourselves and The Forge. This provides a one hour fire stop and sound insulation and has been inspected and passed by the Ashford Building Control Officer.

A new door has been inserted in the front (end) wall which will form the public access to the museum and this has a shallow concrete ramp to make possible wheelchair access. The concreted pad on the Carriage and Wagon workshop side of the building will form the outside landing for the emergency exit to be installed later in the programme. For these and other aspects of the building, our thanks go to Ian Poulter for his professional services on design and planning regulations.

Work has also started on erecting the partitioning which will form the basis of the exhibition. The framework for 'Colonel Stephens Office' is just about finished; the entrance room will be next followed by the display areas between the two.



Louise Patterson, the South East England Tourist Board's training officer, Graham Hukins and Chris Wood pose for a promotional photograph for the English Tourist Board's Welcome Host courses.
(Robert Berry)

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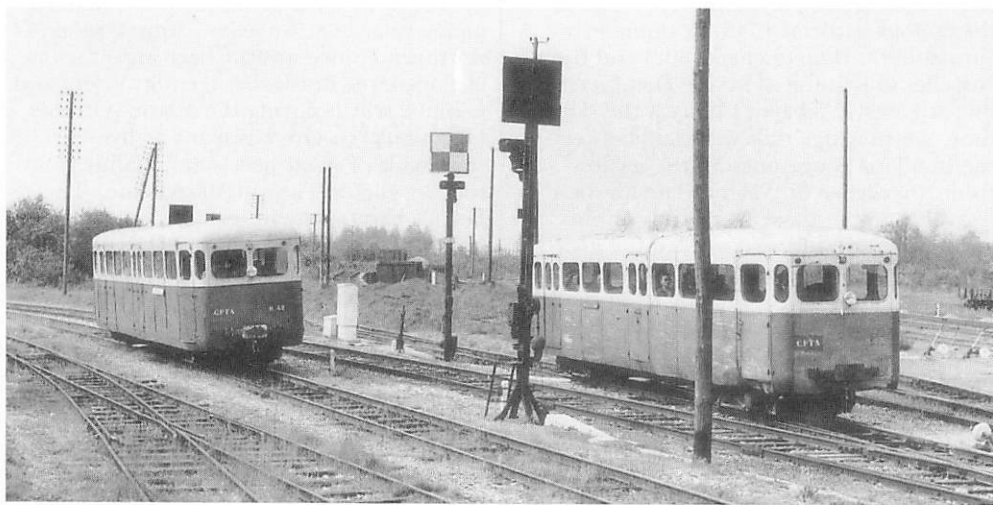
Little more than 80 miles from Tenterden, the Chemin de Fer de la Baie de Somme has happily preserved one of the last genuine railways of 'intérêt local' in France to provide a public passenger service on the metre gauge. As we celebrate the twinning of the CF de la Baie de Somme with our own Kent & East Sussex Railway, it may be of interest to look back over its history, which differs in many ways from that of light railways in Britain.

"They order this matter better in France", said Laurence Sterne, and it certainly seems to be so as regards the planning of the national railway system. A law of 11 June 1842 laid down that all railways were to belong to the state, although construction and operation would generally be in the hands of private companies, which would be granted concessions for each line for a period not exceeding 99 years. This law also laid down the initial network of main lines, and so it was that the Chemin de Fer du Nord opened its main line from Paris to Amiens, Lille and the Belgian frontier by 1846, while Amiens via Abbeville to Boulogne followed in 1850. The latter route followed the valley of the Somme as far as Noyelles, where it turned northwards,

Tom Burnham relates the history of the Chemin de Fer de la Baie de Somme, with which the K&ESR will be twinned in 1996.

roughly parallel to the coast. In the summer of 1858, a branch some 6km in length was opened from Noyelles to the little port of St. Valéry-sur-Somme, from which William of Normandy had sailed in 1066 to invade England. St. Valéry is located on the south side of the Baie de Somme, a broad estuary which almost dries out at low tide, and is the seaward end of the Canal de la Somme, a river navigation commenced in 1770 but not completed until 1843. The principal engineering work on the branch was a timber trestle viaduct some 1300m in length across the Baie, and there was also a swing bridge across the Canal to reach sidings on the quayside.

The first reference to light railways in French railway legislation was in the 'Loi Migneret' of 12 July 1865, which introduced for the first time the distinction between railways of 'intérêt général', for which the state continued to issue concessions, and those of 'intérêt local', which were the responsibility of the various départements. This law, however, required use of standard gauge and did not greatly simplify the legal procedures which preceded construction of a new railway, and its effect was accordingly modest. The real



Autorails M42 (15.36 Cayeux-Brighton to Noyelles) and M43 (16.09 Le Crotoy-Noyelles) approach Noyelles for a 16.26 arrival: 16th May 1966.
(Brian Stephenson)

breakthrough came with a law of 11 June 1880, which allowed the use of narrow gauges (1 metre and 750mm) as alternatives to standard gauge for lines of intérêt local, introduced a new category, 'tramways', built mainly alongside roads on land already owned by the département, standardised the administrative procedures, and guaranteed subsidies from the state and the department for light railways which proved unprofitable. This measure was certainly successful in encouraging the building of light railways – in some ways too successful as the cost of the subsidies became excessive and less generous provisions were substituted in subsequent laws.

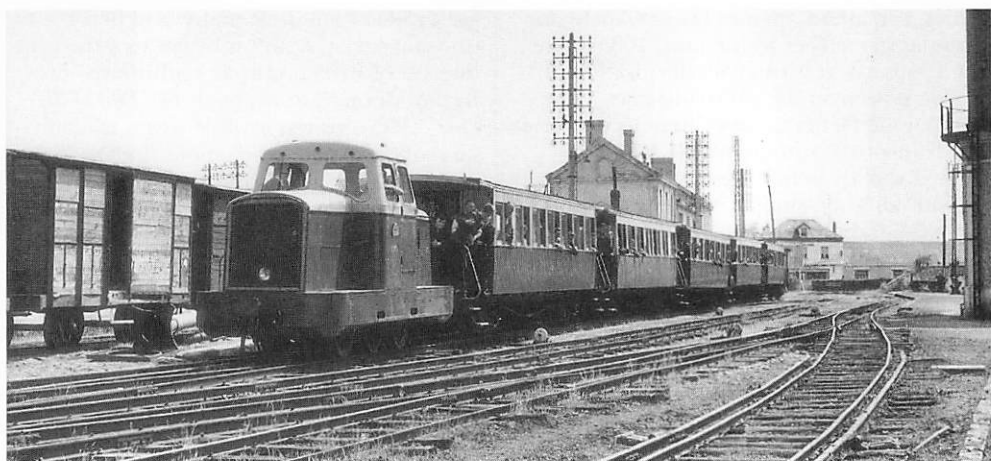
A few companies were able to accumulate quite large empires of light railway concessions, either concentrated in a particular region or spread throughout France. One such was the Société Générale des Chemins de Fer Économiques (or SE for short). Amongst its concessions was one obtained in 1884 from the Département de la Somme for a metre gauge system north and west of Abbeville known as the Réseau des Bains de Mer, or later the Réseau de la Somme. The lines were from Noyelles along the north shore of the bay to the resort of Le Crotoy (7km, opened 1 July 1887), from St. Valéry to Cayeux, another resort to the south of the estuary (12km, opened 6 September 1887), from Abbeville north through the forest of Crécy (site of the famous battle of 1345) to Dompierre-sur-Authie (31km, opened 1892) and from Noyelles to join the Abbeville-Dompierre line at Forest-l'Abbaye (11km) at the same time, metre gauge rails were laid between the standard gauge ones on the section from Noyelles to St. Valéry. The SE then provided all the passenger trains on this part of the line and also worked the goods traffic on behalf of the CF du Nord, hauling standard gauge wagons with narrow gauge locomotives, although it remained a line of intérêt général, and separate tickets (latterly SNCF ones) were issued for that portion of the journey up to the end of public passenger services. The engine shed and workshops of the system were established at St. Valéry Canal.

The resorts of the Somme estuary, although historic, did not become as fashionable as,

say, Fécamp or Trouville, although Cayeux did try to acquire a more cosmopolitan air by establishing an offshoot named Brighton Plage. They were, however, popular with families from Paris and the northern industrial cities. In the days of lengthy family holidays, middle class husbands would come down to join their wives and children for the weekend, and the evening train from Paris became known, somewhat cynically, as the 'train des cocus'. Passenger traffic was quite heavy during the holiday season before the growth of road transport, at least on the Cayeux and Le Crotoy branches, although as the extracts from the January 1903 edition of *Bradshaw's Continental Railway Guide* show, only the Noyelles to St. Valéry section had more than two or three trains a day during the winter. One feature of the service which would certainly not have been found in a British light railway timetable of the period was a departure from Noyelles to St. Valéry at 3.30 am, giving a connection with the 10.30 pm departure for Calais from Paris Gare du Nord.

In addition to the usual agricultural produce and fish and shellfish, the line developed a less usual source of goods traffic, the flint pebbles found on the beach at Cayeux, which were especially suitable for various industrial processes and were transported by rail either for shipment at St. Valéry or for transhipment to standard gauge wagons at Noyelles. More typical of northern France was the beet sugar factory at Lanchères-Pendé, between St. Valéry and Cayeux, which during the season (October to January) received as many as five trainloads of sugar beet a day, mainly from the Noyelles to Forest-l'Abbaye line. The factory had two metre gauge steam engines for shunting, one of which, a Corpet-Louvet 0-6-0T named 'Scarpe' has been preserved at the Tramway Touristique de l'Aisne, in Belgium.

The timber trestle viaduct on the Noyelles to St. Valéry section had to be replaced by a solid embankment in 1911, a move which reduced maintenance costs but hastened the silting of the estuary. During the Great War, some of the fiercest battles of the Western Front took place in the upper Somme valley, but the Réseau de la Somme was not



Diesel-Hydraulic No 352 departs from Noyelles with the Railway Magazine/LCGB 'Somme' Rail Tour for Cayeux-Brighton. Note Dual gauge track in foreground: 15th May 1966. (Brian Stephenson)

directly affected. However, traffic through St. Valéry increased greatly as the port was used to supply Allied troops, and indeed Noyelles has a military cemetery with graves of men of the British Army's Chinese Labour Corps who died while serving as dockers at St. Valéry. In 1918, when it seemed possible that the German offensive might cut the main line from Paris to Calais in the vicinity of Amiens, a second standard gauge track was hurriedly laid alongside the mixed gauge track between Noyelles and St. Valéry as part of a project to create an alternative route to Calais via a connection with the branch from Beauvais to Le Tréport. This was never required, however, and the second track was lifted in 1920.

The motive power provided by the SE to work the system typically comprised 0-6-2T types, by builders such as the Société Alsacienne de Constructions Mécaniques, although these were supplemented by locomotives transferred from closed lines elsewhere in the last days of steam. According to Bryan Morgan, Fairlie articulated locomotives were tried on the line at one time, although details are lacking. The SE started to use railcars on the line in 1935, mainly boxlike De Dion Bouton NJ-type 4-wheelers plus an NR-type bogie car, although steam engines were kept for peak periods. In 1938 a major rationalisation scheme saw the main line connection, the CF du Nord, become part

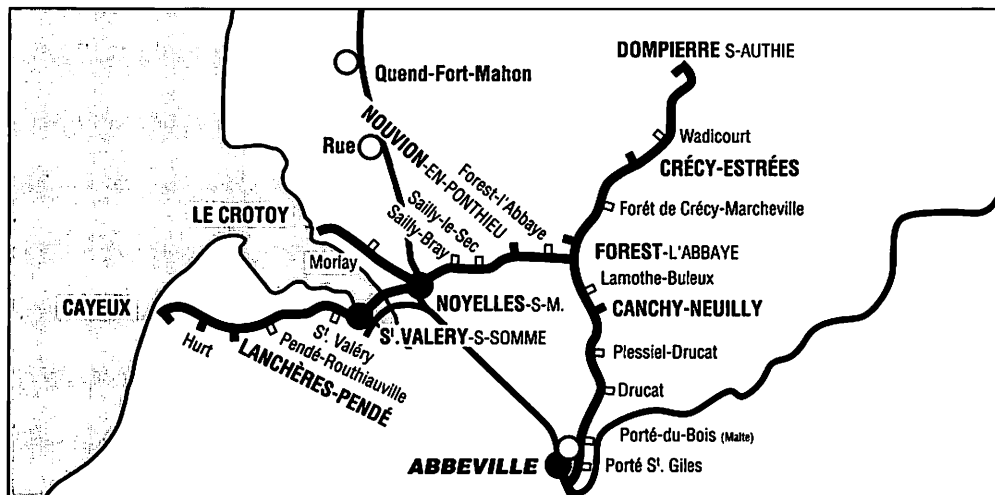
of the nationalised SNCF. However, the Réseau de la Somme managed to escape closures which hit light railways throughout France as a result of the plan for coordination of transport which each département was required to provide. Indeed, such was the confidence in the future that a new station was built at St. Valéry Ville in 1937, superseding the old station at St. Valéry Canal as the town's principal station. One reason for this confidence was perhaps legislation which guaranteed French workers a 40 hour week and two weeks paid holiday a year from 1936, and which resulted in marked increases in rail traffic to the French resorts.

The Second World War saw the line pressed into service by the German occupiers to carry materials for the concrete blockhouses built as part of the coastal defences and still to be seen. Also to be seen in an overgrown scrapyard at St. Valéry are the remains of some of the locomotives transferred to the line from other metre gauge railways by the Germans. The depot at St. Valéry Canal was destroyed by an Allied attack in 1944.

The post-war years saw traffic on the coastal branches continuing at a reasonable level, but the other lines were subject to rationalisation. Passenger services between Abbeville and Dompierre were withdrawn in March 1947, and from Noyelles to Forest-l'Abbaye in 1951, although the latter

section remained open as far as Canchy for seasonal sugar beet traffic until 1965. The late 1950s saw a further modernisation of motive power on the surviving lines. The Compagnie Générale des Chemins de Fer et des Transports Automobiles (CFTA) – formed shortly before by the merger of the SE with another, similar, concern – acquired three 0-6-0 diesel locomotives built by the workshops of the Compagnie des Voies Ferrées d'Intérêt Local (VFIL) at Lumbres as recently as 1951 for use on its Pas de Calais system, and these, together with some second-hand railcars from the VFIL at Hazebrouck, served to displace the last four serviceable steam engines, which were scrapped in 1992.

The closure of so many minor railways in France over the previous 20 years meant that the Somme system, from being just one



The Chemin de Fer de la Baie de Somme, showing also connecting lines, as it was in the pre-preservation era.

NOUVELLES CAVES and LE CROTOY.																			
Noyelles.....dep	8 30	9 10	8 58	12 17	1 p 27	4 p 10	10 23	11 p 9	...	...	...	...	...	...	...	...	...	...	...
St. Valéry.....arr	8 43	8 27	9 10	13 33	1 39	4 26	10 37	11 21	...	...	...	...	...	...	...	...	...	...	...
Cayeux.....arr	9	3	...	...	4 57	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cayeux.....dep	9 54	9 50	...	...	5 17	p.m.	...	...	...	...	...	...	...	...	...	...	...	...	...
St. Valéry.....arr	6 22	7 28	10 75	11 40	12 58	3 40	5 33	8 51	...	...	...	...	...	...	...	...	...	...	...
Noyelles.....arr	6 34	7 50	10 37	11 52	1 10	3 52	6 5	9 3	...	...	...	...	...	...	...	...	...	...	...
Noyelles... dep	8 29	4 12	...	...	...	...	...	...	Le Crotay...dep	8 15	10 23	5 40	...	...	...	...	...	...	...
Le Crotay... arr	8 29	4 13	...	...	...	...	...	...	Noyelles...arr	8 32	10 40	6 9	...	...	...	...	...	...	...

ABBEVILLE and DOMPIERRE.	
Abbeville.....dep	7 40 11 50 3 p 50 7 p 15 Dompierre.....dep 5 25 9 35 1 p 00
Forest l'Abbaye.....arr	8 37 12 33 3 33 7 33 Crocy-Estrees.....arr 5 41 9 56 5 12
Noyelles.....dep	8 5 12 10 12 10 7 33 Forest l'Abbaye.....arr 5 58 10 12 5 30
Forest l'Abbaye.....dep	8 35 12 35 2 38 9 6 Noyelles.....arr 6 35 10 43 6 8
Crocy-Estrees.....arr	8 57 1 8 4 7 8 23 Forest l'Abbaye.....dep 6 4 10 20 5 48
Dompierre-Authie.....arr	9 13 1 25 4 27 8 48 Abbeville.....arr 9 48 11 4 6 32

* Not on Thursday.
† Thursday only.

Extract from Bradshaw's Continental Railway Guide, January 1903.

On 15 May 1966, the 'Somme' tour organised by the Locomotive Club of Great Britain and the *Railway Magazine* gave the opportunity for a day trip to the line. Leaving Victoria at 8.22 and crossing via Folkestone and Calais, the party was treated to a non-stop steam-hauled main line run to Noyelles, and a special train headed by diesel No 352 to Cayeux-Brighton Plage and back. There was even a description of a visit to the line in the Autumn 1970 and Summer 1971 numbers of *The Farmers' Line*, the predecessor of *The Tenterden Terrier*. The author, Trevor Griffin, was intrigued to find a four-rail, three-way stub point in the yard at St. Valéry Ville, and was worried by the track on the Le Crotoy branch, which, he said, "reminded me of that on Drusilla's Tea Cottage railway near Eastbourne in that it was completely invisible beneath the grass. It was as if one were hurtling along an overgrown footpath, every bump in the trackwork making itself felt through the springless wooden seat. There are no official intermediate stops, but a passenger did leave the railcar at a neighbouring farmhouse en route. Approaching Le

Crotoy the railcar crossed the main road on a slanting unprotected crossing, with no more than a toot on the horn".

Such an operation seemed increasingly anachronistic as the 1960s wore on, and holidaymakers and sugar beet alike deserted the light railway for road transport. Finally, despite some local opposition, the Le Crotoy line closed on 31 December 1969, to be followed just three years later by the Cayeux line, bringing to an end 85 years of faithful public service by the Réseau des Bains de Mer. Such standard gauge freight traffic as remained to St. Valéry was worked by the SNCF using a 'locotracteur' based at Abbeville, until this service too was withdrawn on 27 January 1989.

The author would like to acknowledge the help of Mr Philip Pacey, a member of the CFBS, who commented on the text and in particular some of the information was sourced from a series of articles contributed by Mr Pacey to the narrow gauge magazine. The story of the preservation of the railway, written by Mr Pacey, will be told as a sequel to this article in our next issue.

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(Photographs by Brian Stephenson.)

Tickets Please!

Passenger numbers fell by 15% in 1995 and average loadings dropped from 69 to 62, despite a reduction in the number of trains. John Emmott and Philip Shaw present the facts.

There can be no doubt that 1995 was a disappointing year for the K&ESR with the lowest paying passenger numbers since 1987. Despite this the year ended on a brighter note, with Santa Specials only 2% down on the previous year and income from these trains above budget. The Santa Special trains do represent excellent value for money which is largely attributable to the present buying expertise of Donald Wilson, and many visitors felt that the quality of the presents alone justifies a visit to the K&ESR at this festive time. Wealden Pullman numbers were down again, but next year we shall have the use of Car No 349 which should lead to an increase in covers and income. Sunday Lunches continue to be popular, but afternoon teas could be better patronised. A determined effort to bring in coach parties is to be made

in 1996 and added attractions, such as the new museum, will mean that there is more for the visitor to see. So we look forward to 1996 with enthusiasm; that the end of the recession will bring many more passengers, higher income and success in bringing down our debts. We do have a good product and travelling on our vintage train is a unique experience. Our twinning link with the Baie De Somme combined with the Channel Tunnel, open up unrivalled opportunities for us to expand our railway – let us make sure that we take them.

John Emmott retires as Chief Booking Clerk at the end of the 1995 season after 13 years of unstinted service. We would like to thank him for his considerable efforts, not the least of which has been compiling these detailed statistical reports for the *Tenterden Terrier*.

1994

	Op Days	Paying Trains	Paying Passengers	Avg per Train
March	4	24	1147	48
April	15	108	7039	65
May	12	99	6175	62
June	23	128	9083	71
July	31	163	9258	57
August	31	214	16282	76
September	21	122	7557	62
October	10	76	2851	38
November	6	36	1445	40
December	17	91	11856	130
	170	1061	72693	69

Wealden Pullmans/Charters	1527
Privileges	3605
	<u>77825</u>

Bookings from:-	
Tenterden	61605
Rolvenden	130
Wittersham	152
Northiam	9293
On train	1513
	<u>72693</u>

1995

	Op Days	Paying Trains	Paying Passengers	Avg per Train
March	4	25	1083	43
April	16	107	6925	65
May	12	103	5327	52
June	23	120	6374	53
July	31	166	9952	60
August	31	208	12799	62
September	22	96	4416	46
October	9	62	2343	38
November	4	21	948	45
December	13	78	11240	144
	165	986	61406	62

Wealden Pullmans/Charters	1476
Privileges	3869
	<u>66751</u>

Bookings from:-	
Tenterden	52561
Rolvenden	119
Wittersham	26
Northiam	7793
On train	907
	<u>61406</u>

THE K&ESR 300 CLUB

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To join the 300 Club, telephone either Brian Heyes on 01622 744509 or Chris Garman on 01424 772799

June 95

Drawn - Pullman, Northiam

1st	Doreen Dyer	(406)	£60.00
2nd	Doreen Dyer	(406)	£45.00
3rd	Dave Felton	(312)	£35.00
4th	K S Adlington	(374)	£30.00
5th	Doreen Dyer	(406)	£20.00
6th	Chris Ford	(407)	£15.00
7th	Philip Williams	(143)	£10.00
8th	Kent Evenden	(381)	£5.00

July 95

Drawn - Rolvenden Mess Room

1st	Clive Norman	(390)	£40.00
2nd	John Barnes	(395)	£30.00
3rd	P J Pass	(046)	£20.00
4th	J Ashton	(364)	£15.00
5th	M J Hoad	(141)	£10.00
6th	D K L Morgan	(358)	£5.00

August 95

Drawn - Tenterden Buffet

1st	Barbara Garman	(12)	£40.00
2nd	Joan Williams	(319)	£30.00
3rd	D Blazdell	(291)	£20.00
4th	S Long	(21)	£15.00
5th	A M H Baker	(191)	£10.00
6th	Tom Webb	(412)	£5.00

September 95

Drawn - Tenterden C&W

1st	C McNaughton	(008)	£70.00
2nd	C A Lark	(84)	£45.00
3rd	R Ellis	(302)	£30.00
4th	H Wallace-Simms	(234)	£25.00
5th	D Bowden	(98)	£20.00
6th	John Pearson	(205)	£15.00
7th	J P Lennell	(247)	£10.00
8th	D J Mann	(325)	£5.00

October 95

Drawn - Tenterden C&W

1st	Mrs S F Nichols	(239)	£40.00
2nd	Jean Clark	(348)	£30.00
3rd	Ian Hale	(230)	£20.00
4th	Mrs S Tait	(409)	£15.00
5th	Tony Pearson	(001)	£10.00
6th	Mr & Mrs F Turner	(065)	£5.00

November 95

Drawn - Tenterden

1st	Miss Natalie Long	(124)	£40.00
2nd	Miss T H F Green	(242)	£30.00
3rd	W E Cobbett	(262)	£20.00
4th	D Scott	(362)	£15.00
5th	A F Moore	(144)	£10.00
6th	Alex Jones	(296)	£5.00

December 95

Drawn - Tenterden

1st	J Ashton	(364)	£200.00
2nd	L W Norris	(361)	£125.00
3rd	Neil Rose	(307)	£90.00
4th	J P Lennell	(244)	£80.00
5th	Richard Worts	(132)	£70.00
6th	Frank Lambert	(385)	£60.00
7th	Bill Perry	(403)	£50.00
8th	Tony Golding	(282)	£40.00
9th	Steve Race	(130)	£30.00
10th	Keith Brown	(177)	£20.00
11th	Ian Legg	(208)	£10.00
12th	Dave Green	(083)	£5.00

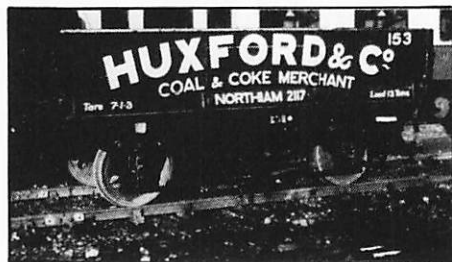
January 96

Drawn - Tenterden Club

Volunteers Meeting

1st	D J Haynes	(055)	£40.00
2nd	Philippa Jones	(295)	£30.00
3rd	Steve Race	(130)	£20.00
4th	Ian Hale	(230)	£15.00
5th	Simon Long	(022)	£10.00
6th	Lindsay Bryant	(322)	£5.00

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D.J. if required.

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walk across the border from Northiam Station.

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Let the Taxman Help Us

Company Director, Norman Brice, extols the virtues of paying membership subscriptions by Deed of Covenant and answers some members' questions.

Included in the last *Terrier* mailing, members will have received a leaflet exhorting them to pay their membership subscriptions by Deed of Covenant, to enable TRC to recover tax from HM Inland Revenue. I am pleased to report that this was partially successful – 65 members have taken out new covenants worth £503 to TRC in tax refunds. But there is still a further £6,000 to aim for; just think what difference that would make to our bank debts!

One of my main difficulties as Covenant Administrator is that, dealing with them on a daily basis, I cannot readily stand back and appreciate what discourages members from covenanting their subscriptions. It requires no additional payment on their part, is very simple to apply for and is very beneficial to TRC. HM Inland Revenue, not famed for its generosity, is prepared to give TRC 33% of each covenanting members' subscriptions. So if you pay £12, we can claim a further £4.

But it was clear from the recent Volunteers' meeting that a great deal of uncertainty still remained, inhibiting members from entering into Deeds of Covenant. The problem I have is anticipating the various individual worries that people have, but the following 'Question and Answer' will hopefully provide some guidance:

Q. Who can pay by covenant?

A. Anybody who is a UK resident taxpayer; the rate of tax you pay (20%, 25% or 40%) does not matter.

Q. Do I have to pay by standing order?

A. No. Payment may be cash, cheque or standing order from your bank or building society.

Q. How many payments must I make?

A. A minimum of 4 years; you can pay for as long as you are a member – there is no maximum.

Q. Do the payments have to be made over 4 consecutive years what happens if I have

to miss a year or cease to be a member?

A. HM Inland Revenue requires that payment be made for a minimum of 4 years from the date of signature. If a member resigns or cannot pay for all 4 years, TRC just refunds the tax already claimed. There is absolutely no penalty for the donor.

Q. I am a taxpayer but my partner/children are not. Can I still pay for them by Deed of Covenant?

A. Yes. It is the tax status of the member paying that matters, not that of the people for whom he or she pays.

Q. What happens if membership subscriptions change?

A. The form of words on the Deed accommodates increases in payments.

Q. How is tax reclaimed? What do I have to do?

A. At the end of each tax year (April), we submit a claim to HM Inland Revenue for that immediately previous year. At the end of the first year only, we will send you a form asking you to confirm that you have paid tax.

Q. Supposing I cease to be a taxpayer during the 4 years.

A. TRC has to refund the tax claimed to HM Inland Revenue. There is absolutely no penalty to the donor.

Q. Can you offer a reduced membership rate to members paying by Deed?

A. No; for two principal reasons. Firstly, neither the Charity Commissioners nor the Tenterden Railway Company's Articles of Association permit such discrimination, it would be unfair to members who were unable to pay by Covenant, perhaps because their income fell below tax levels.

I hope the above has covered the most frequently raised questions. But if any member wants advice on his/her own situation, do please get in touch with me through the Station office.

The Rother Valley (Light) Railway Act 1896



Imagine a 30 foot cutting in place of this surface line at Wittersham. The view c1938.

(Col. Stephens Historical Railway Archive)

This year sees two important centenaries in the history of the Kent & East Sussex Railway: the passing of the Light Railways Act 1896 which made possible many of the practices on which Holman Stephens was to base his railway career, and the passing of the Rother Valley (Light) Railway Act 1896 which gave the first statutory authority for a railway between Robertsbridge and Tenterden. Curiously, although Tenterden was all agog for the coming of a railway and had been so for some years, there is relatively little contemporary mention of the plans for the Rother Valley line. Instead the town lived in constant expectation of the building of a South Eastern Railway branchline from Headcorn through Tenterden to Appledore. The bulk of comment on railway matters in the local press throughout 1896 was centred on this long-delayed project eventually coming to fruition. Tenterden was, of course, to be disappointed. A line from Headcorn to Tenterden was eventually opened in 1905

but only because the South Eastern Railway had been able to persuade the Kent & East Sussex, successor to the Rother Valley, to take over its responsibilities in exchange for long-term financial guarantees.

The above is by way of explaining the apparent lack of controversy surrounding the proposal of the Rother Valley (Light) Railway Bill. If Tenterden was to have a 'proper' railway anyway there seems to have been little objection to the town also providing a destination for a 'light railway'. Since the Light Railways Act had not yet been passed some explanation is perhaps necessary for the meaning of a 'light railway' at this time. Essentially the term covered railways constructed to less substantial standards under the authority of the Regulation of Railways Act 1868. Such railways still had to obtain their own Act of Parliament but by a simple reference to the Regulation of Railways Act 1868 were relieved of the necessity of detailing how the railway was to be constructed and operated

as the details could be obtained by reference to the 1868 Act. Section 6 of the Rother Valley (Light) Railway Act therefore consisted of the simple statement: "The railways shall be constructed and worked as a light railway subject to the provisions of the Regulation of Railways Act 1868".

Armed with this authority the Railway could be built more cheaply with simplified signalling and more basic passenger accommodation than was usually required. There was a price to be paid for these economies: such railways were subject to a 25 m.p.h. speed limit and a crippling maximum axle load of only 8 tons.

The original proposals for the Rother Valley (Light) Railway were very similar to the line eventually built between Robertsbridge and what is now Rolvenden Station but was originally designated Tenterden. Only three major differences existed:

1) At Robertsbridge the Rother Valley would have had its own station to the east of the South Eastern Railway station. A short line, known as Railway No.1, on a gradient of 1 in 50 would have linked the Rother Valley line with Robertsbridge goods yard pretty much along the alignment eventually built. 'Railway No.2', incidentally, described the line from Robertsbridge to the Sussex-Kent boundary while 'Railway No.3' described the line beyond that point.

2) On the approach to what was eventually to become Wittersham Road Station there would have been a cutting thirty feet deep instead of the steeply graded surface line eventually built.

3) Beyond Wittersham Road the line would have crossed the Newmill Channel as soon as it was encountered and would have run alongside it on the eastern bank rather than the western bank alignment eventually selected as far as the Newmill Bridge.

The House of Lords Library holds the various reference books associated with the Rother Valley (Light) Railway Act as regards the owners and occupiers of the lands required by the Railway. Some of these are familiar names like John Hodson at Robertsbridge whilst others, like the Duchess of Cleveland, conjure up a different epoch entirely. Particularly appropriate for the economically-minded

Rother Valley promoters was the fact that the greater part of the land forming the approach to Rolvenden Station was occupied by one Thrift Ridley.

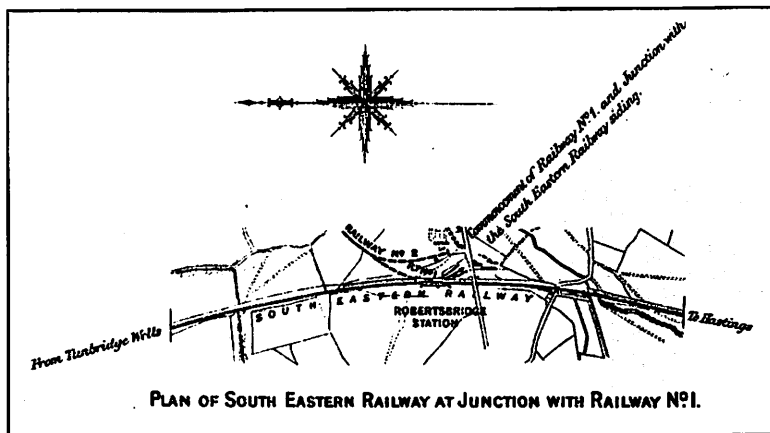
Thrift Ridley appears on a second list of occupiers who had been served notice "on or before 14th December 1895" of the intention to apply for the Rother Valley (Light) Railway Act. These occupiers had to indicate whether they assented to the Act, dissented, or were 'neuter'. Of the 40 occupiers so given notice 6 failed to reply (including the South Eastern Railway and Her Majesty's Postmaster General), 20 assented, 7 dissented, and 7 were neuter. Amongst those dissenting was Captain Joseph Munn Mace, a colourful local personality responsible for organising the local Volunteers, predecessors of the Territorial Army, and whose only interest in the land required for the Railway was a field dedicated to use as the Volunteers' Rifle Range. Since the Captain had made an impassioned plea on behalf of the Volunteers and the need for more drill in schools at the Mayor's Banquet on 10th January 1896 it is clear that this was a cause dear to his heart. It is all the more surprising then that Captain Munn Mace failed to lodge a formal objection when the Rother Valley (Light) Railway Bill came before the House of Lords Select Committee on 11th May 1896.

Even more surprising is the fact that all four formal objectors scheduled to be heard on that day failed to appear. These were the East Sussex County Council, the Trustees under the Will of the late John Catt, Emily Andrews, and John Stewart Odiarne Robertson Luxford. However, on consulting the Rother Valley (Light) Railway Act as eventually passed it can be seen that these four objectors all had clauses inserted in the Act for their protection. Section 7 of the Act protected Mr Robertson Luxford's interests in the Parish of Salehurst by restricting the limits of deviation and requiring "level crossings... not exceeding five in number" to connect the severed portions of any of Mr Robertson Luxford's fields crossed by the Railway. Section 8, "For the protection of the Bantony Estate", protected Emily Andrews' interests at

Salehurst with a considerable package of level crossings, flood protection works, roadways and "a sufficient length of... siding to accommodate four trucks being loaded at the same time". This last was the siding beside which Salehurst Halt was later opened. Section 9 protected the interests of John Catt's trustees in Robertsbridge Mill by requiring the installation of culverts under the railway to prevent flooding of the Mill and the laying in of a siding to serve the Mill. Section 35 controlled the extent to which the Railway might interfere with the highways and drains belonging to East Sussex County Council. There had apparently been no objection raised by Kent County Council and no clause was inserted for that authority's protection.

With no objections to be dealt with at Select Committee the Railway's Bill was deemed to be 'an unopposed

bill' and its progress through Westminster became a formality. The Rother Valley (Light) Railway Act received the Royal Assent on 2nd July 1896. However, the passing of the Light Railways Act later in the same year pointed the way towards constructing the line even more cheaply but with a heavier axle loading. Accordingly the Cranbrook & Tenterden Light Railway Order 1899 authorised the construction and working of the Rother Valley (Light) Railway as 'a Light Railway under the Light Railways Act 1896' but that is another story.
Stephen Garrett



21st Anniversary Grand Draw

As part of the 21st Anniversary celebrations in 1995 a draw was held to raise money towards the cost of restoring the K&ESR's two fast deteriorating Pullman Cars 'Barbara' and 'Theodora'. The overall response was very disappointing but special thanks are due to the staff of the station shop, passengers on the Wealden Pullman, all members who made the effort to sell tickets and to those who contributed prizes.

The total profit so far is £2665 and this will be used for the urgent re-roofing of 'Barbara'.

LIST OF PRIZEWINNERS.

Weekend in Paris	L Smith	46609
Weekend in Tenterden		
& Dinner on Pullman	P Barclay	16230
TV	R Levett	36763

CD	M Gathercole	28605
Daytrip to Dunkirk	O Smith	20918
Daytrip to Calais	T Ingrams	21928
M&S Voucher	?	11582
SE Railcard Voucher	K Aldington	41400
SE Railcard Voucher	T White	26341
Eurotunnel Book	A Deacon	12026
Eurotunnel Mole	M Knott	41575
Eurotunnel Mole	A Wilson	19864
Eurotunnel Jug	C Hillsmith	14255
Jigsaw	G Ford	16752
Video	J Bradford	55551
Thomas Train	E Baker	20347
Percy & Trucks	Kennedy	31016
Thomas Jigsaw	Mordaunt	11604
Thomas Game	H Jarvis	29629
Bag of Soaps	B Boreham	16091
Bottle of Cider	Blanchard	57002

Grants and Donations or – How Can We Get Any Money?

Funding Policy Director, Norman Brice, outlines plans for obtaining grant aid to enhance the attractions of the railway.

How little did I realise that a journey to Paris in the summer of 1994 would ultimately lead me to a co-opted seat on the Board of the Tenterden Railway Company and an invitation to write this article on public sector funding for the Kent and East Sussex Railway, on which I have been a working volunteer since perhaps 1977.

With the Channel Tunnel yet to open and as a change from flying, I was on a train from Boulogne to Paris one Sunday afternoon. Glancing out of the window as we passed through the small station of Noyelles, I noticed a couple of diminutive metre-gauge steam locomotives shunting rakes of wooden bodied coaches – the Chemin de Fer de la Baie de Somme. From that random sighting, KESR has moved on to a formal twinning with CFBS as part of our strategy of attracting external funding for the new projects to which we aspire but which we cannot afford at present.

Although we now have a Railway we can all be proud of, much still remains to be done both to enhance our attractiveness to our visitors, whose standards and expectations are ever increasing, and to protect our priceless assets. For the public, we must match what other tourist attractions – our competitors for the 'leisure pound' – offer by way of quality and we also need to improve the 'spend per head' through providing larger shops and buffets. On the operating side, many projects remain uncompleted and our maintenance support infrastructure – the locomotive works and carriage and wagon facilities – is in urgent need of expansion. There is little point devoting valuable and scarce human and financial resources to coaches and locomotives, only for them to deteriorate for lack of covered accommodation. Not to mention the need to offer comfortable and

efficient working conditions to assist in the retention of existing staff and the recruitment of more.

However, nobody who read Bernard Sealy's article in the last edition of the *Terrier* can be under any illusion that we can finance new projects from additional borrowings or even from retained surpluses; that is simply out of the question. Our primary objective must be to reduce our bank borrowings and hence the very significant interest charges we have to pay. Nor can we depend upon large scale donations from the membership or bond sales – there are still too many unsold bonds from the Northiam extension. So we must find new sources of funds, which is where I come in, having been co-opted onto the Board in September 1995 with the Executive post of Funding Policy Director.

There are actually a large number of organisations willing to make grants available for specific projects but one of the most difficult tasks is determining who they are and what criteria apply to their grants. Just by way of example, I have identified no less than 30 organisations – public and 'Quango' – who either offer grants or advice on business development in Kent and East Sussex and who all have slightly different objectives. The key is to match the donor to the project we have in mind.

But despite the availability of such grants, the Kent and East Sussex Railway has been able to take only limited advantage of them in recent years because of the '50% rule'. What this means is that public sector donors, be they the European Commission, National Government or local authority, offer a maximum of half the eligible project costs. Our difficult financial position has meant that we have not been able to provide the matching half. But there is now

a potential solution to this conundrum...

The National Lottery operator, Camelot, estimates that in the first year of operation, people will have bought lottery tickets and scratch cards worth more than £5,000 million – that is close to £100 for every single person, adult or child, in the whole country. When the jackpot was £40 million just recently, sales that week alone were more than £130 million. That is £130 million that was not spent on sweets or cinema tickets, could not be dropped into charities' collecting tins – or to buy tickets on a preserved steam railway.

But the other side to the coin is that just over a quarter of the Lottery's income is given away to 'Good Causes', so in the first year, £1,200 million has been available for these. There are actually five separate Funds which disburse the grants: Arts, Charities, Heritage, Sport and the Millennium Fund. The Tenterden Railway Company, being a registered educational charity, is eligible to apply to both the Heritage and Millennium Funds. The former is aimed at preserving and restoring Britain's heritage, including Industrial and Transport projects. The Millennium Fund, on the other hand, is devoted to creating projects which will mark the forthcoming millennium; these latter projects can be new or restorations but have to have a relevance to the year 2000 – and which must be finished by 31 December 1999.

How could these Lottery Funds affect the Railway? As I mentioned earlier, we have been unable to find the half of our project costs that the public sector would not contribute but now we have the opportunity to obtain grants from both the Lottery's funds as well as the Government. The Welsh Highland Line in North Wales is an excellent example of this. The Ffestiniog Railway has ambitious plans to build a new line from Caernarfon to Porthmadog. Project costs for Phase 1 to Rhyd Ddu are some £9.1 million and include land purchase, 12 miles of track, 4 river bridges, seven road bridges as well as new steam and diesel locomotives, passenger carriages and works wagons – effectively a brand new railway! The Millennium Fund has awarded them no less than £4.3 million and

the Welsh Office, with the approval of the European Commission, a further £4 million. Leaving the Ffestiniog to find just 9% of the overall costs.

Every grant is given for a specific purpose and to achieve clearly defined economic and social aims. A few examples will illustrate the point. Hastings has long had connections with commercial fishing but over-exploitation of fisheries reserves has brought about ever diminishing quotas. In response to the economic and social damage caused by declining fish sales, the European Commission has introduced a support scheme – called 'Pesca' – to offer grants for the economic regeneration of such declining fishing ports. Their purpose is to generate alternative sources of income and employment in the area and successful applicants must demonstrate that their projects would meet these aims. Apart from normal job creation in new factories, Pesca is also closely targeted at enhancing tourism and the wealth this brings to a region; the Kent and East Sussex Railway is such a tourist attraction. And the definition of the 'Hastings Travel to Work Area', eligible for Pesca funding, extends as far as Northiam and Bodiam.

The 'InterReg II' programme of the European Commission has similar objectives: to regenerate border areas which might have suffered as a consequence of the introduction of the 'Single Market' a couple of years ago. Whilst really aimed at land frontiers, eligibility for InterReg funding also extends to Kent and East Sussex, which are considered near enough to France to be 'borders'. It is our interest in gaining access to InterReg funds which brings me back to that train journey in the summer of 1994 and the KESR's agreement to twin with the Chemin de Fer de la Baie de Somme (CFBS).

A prime requirement of InterReg is that a project in one country be supported by a partner in the other country; the project need not be a joint one, nor actually involve trans-frontier activity, but it must have the support of a body on the other side. For the purposes of InterReg, Kent is linked to the Départements ('Counties') of Nord and Pas de Calais and East Sussex is linked to

Somme and Seine Maritime. So, to qualify for InterReg, KESR needs a partner in any one of these Départements. This partner need not actually be a steam railway but there is every merit in mixing business with pleasure, where the opportunity arises.

For steam railway enthusiasts looking for a partner in a related activity, the CFBS fits the bill perfectly. The text of the Twinning Agreement incorporates interesting benefits for both individual Members as well as the two companies. There will be reciprocal travel benefits for members of KESR and TRC – which for us means unlimited free travel on CFBS; the opportunity to work on each other's line (subject of course to suitability and appropriate training – though fluency in French is not essential for many jobs) promotion of each other's line and the sale of books, videos and other material. The Twinning Agreement will be signed at a formal ceremony in Noyelles on 27 April 1996, during the major 'Festival of Steam' being organised by the CFBS and members are very welcome to attend.

KESR members may actually have noted that this arrangement is already bearing fruit. In recognition of the increased holiday opportunities offered by the Channel Tunnel and consequent intense fare competition from the ferries, for the first time ever our timetable contains sections in French, German and Dutch. We have arranged for our timetables to be distributed in France and Belgium, as well as on the ferries.

How do we go about getting money in practice? It may be worth emphasising at this point that many donor organisations, especially the Lottery and some Agencies, are cash-limited so our application would be in competition with many other charities and good causes. It is therefore vital to meet exactly the criteria and objectives of the scheme, and offer excellent value for money in terms of the economic gain to the region for the grant outlay. Timing is also crucial. Some donors need applications to be submitted in the summer of 1996 for grants which will not be paid until the start of the next financial year, 6 April 1997. It is essential not to disqualify ourselves from eligibility by starting a scheme before

approval is received. All donors need to know that their contribution, large or small, is crucial to the scheme going ahead; in other words, the project could not be undertaken without their grant. So if we start before a grant is approved, we have demonstrated we do not need the money and it will be given elsewhere! Nor is it effortless to prepare and submit applications; large amounts of information are needed at the outset but then would follow a process of refinement and change over, perhaps, three or four months.

I have so far concentrated on Government grants but sources of funds are by no means limited to the public sector. There are a very large number of trusts who will make grants to charities. Private sector sponsorship is a subject in itself but many companies, large and small, offer grants to charities and non-profit making bodies.

So much for where we might get money from. But what could we do with it? The first point to emphasise is that nobody – neither public nor private sector – is going to give us money to repay past debts. As far as paying for the Northiam extension is concerned, we are on our own. Grants are for the future.

What we must do is draw up a list of projects we want to undertake and then set these against the criteria of the donors. Such projects could include the Museum at Tenterden, as well as an all-weather car park; a viewing gallery at Rolvenden, coupled with shed extensions and car parking for staff and visitors, not forgetting all-important landscaping and tree planting to minimise the visual impact of the loco shed from the road from Tenterden. We should also be looking at enlarging the Tenterden shop and buffet where income falls short of potential.

Then there is always the Bodiam extension...

The Wind in the Willows

In October 1995 three coaches from the K&SER Vintage Train were loaned to the Bluebell Railway for a three week period in order to film an extract from the latest production of the classic children's book. Bluebell volunteer Heidi Mowforth was there and tells the story.

A new feature film directed by Terry Jones, of Monty Python fame, of Kenneth Graham's classic 'The Wind in the Willows' will appear in 1996 based on the book written in 1908. There is a brief railway scene in the story, which Terry wanted to build up into an exciting and action packed few minutes, and the unit spent almost three weeks at the railway filming these scenes.

The original book casts as heroes four animals of the English countryside: Short sighted and naive Mole, the confident and sensible Water Rat, wise, retiring Badger, and the ebullient, posturing Toad. Toad is prone to crazes, and his latest one, for the motor car, lands him in big trouble – prison

for twenty years, in fact, for the crimes of stealing a car, dangerous driving, and 'cheek'. He manages to escape dressed as a washerwoman, and makes for the nearest station. There he discovers that he has no money to buy a ticket, and bursts into tears. The kindly engine driver takes pity on him, and allows him to ride on the footplate, even though it is "against company regulations". The forces of the law, also against accepted railway practice, follow aboard a light engine, and Toad reveals his identity to the engine driver and throws himself on his mercy. The driver agrees to let Toad jump off at the end of a long tunnel, and drives on with the police chasing him, so that Toad may escape.



Filming train assembled at Sheffield Park Station: 9th October 1995.

(Gerald Siviour)

The main changes to the story consisted of the police travelling in the train behind Toad's engine, and the driver falling off the engine and Toad crashing it after the other animals had detached it from the train.

The last scene to be filmed was the first one in the sequence, the arrival of Toad, accompanied by Mole and Ratty, at the station. Toad is played by Terry Jones, with more than a hint of the pantomime dame, Ratty is played by Eric Idle, Mole by Steve Coogan, the engine driver by Bernard Hill, and the pursuing prison warder by Don Henderson. After a chase through the station, the animals hide behind a pile of trunks. The train draws in – the C class no 592 hauling the KESR's vintage train, brought over specially for the filming, with the Bluebell's GN saloon. The engine stops by the trunks, and a puff of steam (from a smoke machine) shoots up Toad's washerwoman dress. The apologetic driver offers to make amends by taking the animals on the footplate, and, with the driver only just getting on in time, Toad clambers aboard and drives the train away.

As the train gathers pace through the countryside, police, detectives, and prison warders start to shoot at the animals from the train. Toad then comes clean, revealing his identity and throwing himself upon the driver's mercy. For the footplate crew of the C class, this was one of the most nerve wracking scenes to shoot. It was shot between Monteswood Lane Bridge and Waterworks Bridge, at normal line speed. A rig was built over the top of the tender and on one side of the engine, to house the fourteen members of the film crew who had to travel on the engine. The driver and fireman had to make up the fire, fill the boiler, set the engine going, and then get out of the way – the fireman on the tender and the driver on the camera platform. The actors then did their piece, and, well before the bridge, the driver climbed back onto the footplate to stop the train. It was quite an experience to be standing on the tender as the train rattled along the line, watching Toad kneeling by the open firedoor with his arms around the legs of the engine driver, pleading for help.

Whether or not the engine driver is

sympathetic to Toad's cause, he was certainly not enamoured of people shooting at his engine, and he then has to climb up onto the tender and throws coal at the pursuers, finally climbing down onto the running plate to get a better aim, losing his balance, and falling off. Bernard Hill had to climb onto the tender at normal line speed, and throw lumps of specially made polystyrene coal, carefully placed so that Bernard didn't confuse it with the real stuff. A box was strapped to the front of the coal door for Bernard to climb up with ease, which meant that the fire had to be made up to last the duration of that shot. As a fireman, I found it most disconcerting to be thus cut off from my coal supply for such a length of time!

The close up shots of Bernard falling off were done with the train stationary in the carriage yard. The carriages were rocked with long poles, and an enormous wind machine and some impressive smoke guns, backed by moving scenery, provided the effects of movement and speed. Bernard threw himself off the running plate onto a layer of mattresses laid across the rails, but, as he got to his feet massaging his back, for the subsequent retakes, several layers of



*Don Henderson 'Prison Guard' and Eric Idle 'Ratty' during filming of the train splitting scene.
(Mick Blackburn)*



Terry Jones 'Toad' on the footplate

(Mick Blackburn)

empty cardboard boxes were added under the mattresses, to reduce the fall and the effect of the rails underneath.

With the driver gone, Toad takes over the driving of the train. Suffice it to say that Loco Inspector Tom Dobson would be unlikely to issue him with a driver's ticket. Toad finds 'the accelerator' – a special lever bolted onto the cab with 'SLOW, FAST, FASTER, and EVEN FASTER', coupled to a radio controlled speedo which reached a speed of 106 miles an hour! This scene was also filmed with the engine crew not on the footplate, and Terry Jones was taught how to open the regulator and use the vacuum brake (after a fashion) which made the scene look almost realistic, until he went for the 'Go Faster Lever'.

With the train hurtling along the track, and the pursuers still shooting at them from the train, Ratty decides to get rid of them once and for all by uncoupling the train, assisted by Mole, whilst Toad remains on the engine, going faster and faster. Eric and Steve climbed onto the tender at normal line speed in section, with the engine crew hiding out of shot, and followed the engine

driver's example in throwing coal at the train. The close up shots of the uncoupling were done in the carriage yard with the special effects. The coach next to the engine was the GER No.197, a 6 wheel brake third, and a special plate was bolted onto this for Eric to stand on whilst uncoupling. He practiced parting the vacuum hoses, and then he and Steve had to unscrew a guard's handbrake type wheel to undo the couplings. The engine was slowly driven away to simulate the carriages losing momentum at speed, and Ratty and Mole are stranded on the back of the carriage. All this time, two detectives are trying to shoot Ratty and Mole around the corner of the carriage, hanging out of the door, and they drop the gun onto the carriage footstep, and then fall off trying to retrieve it. Prison warder Don Henderson suffers the same fate after trying to poke them off with his halberd – all onto the mattresses and cardboard boxes. Once the close up shots had been done, it was the turn of the stunt doubles to do the real dirty work. For the uncoupling scene, the coupling was remote controlled to come apart at a given moment, when the loco accelerated to get away from the train and the guard in the brake van screwed the handbrake down to reduce the speed. Ratty and Mole's stunt doubles were strapped to the carriage for these shots, and Toad's double was on the engine, with the loco crew hiding in the corner of the cab.

Once he is free from the train, Toad drives the engine away at even greater speeds through a tunnel and out the other side, before hitting a 'dangerous bend' far too fast, and coming off the rails to plough into the trees by the side of the line. Several long shots were done near the tunnel, with Toad's double on the engine, and Ratty and Mole strapped to the train, as the engine speeds through and the train passes more slowly. It was a still day when all this was filmed, and as the engine was in and out of the tunnel like a fiddler's elbow, it soon filled with smoke, which must have been unpleasant for the stuntmen. Of course, the runaway train had to be propelled into the tunnel by the C class, and the assistant director was anxious that there should be no giveaway smoke from the engine. As the

train worked up the sharp gradient to the tunnel, the instruction "Cut the Smoke!" came over the radio, so the driver shut the regulator, to hear immediately "No, keep going! Cut the smoke and steam but keep going!" A bit difficult, that!

In order to simulate the speed of 106 mph that Toad managed to reach with the C class, the film of the light engine was considerably speeded up, and then an explosion was set up at the crash site for the engine finally coming off the road, and the cameras cut to the wreckage of the C class in the trees, and Toad crawling out from underneath it. Members who have a soft spot for this beautiful and unique Wainwright engine need not be too distressed. A perfect wooden and plastic replica of the back of the C class tender was built by the film company, and placed by the lineside, buried in the trees. It was admired by all the Bluebell members who saw it. It was certainly realistic enough to have given a nasty surprise to anyone chancing upon it as they came up the footpath to cross the line.

In Toad's final scene at the railway, he was filmed crawling out from beneath this wreckage, surrounded by blasts of steam, dishevelled and very much the worse for wear, but ready to fight another day. Meanwhile, the runaway train slows down and comes to a stop, and Ratty and Mole climb down, whereupon Mole decides that

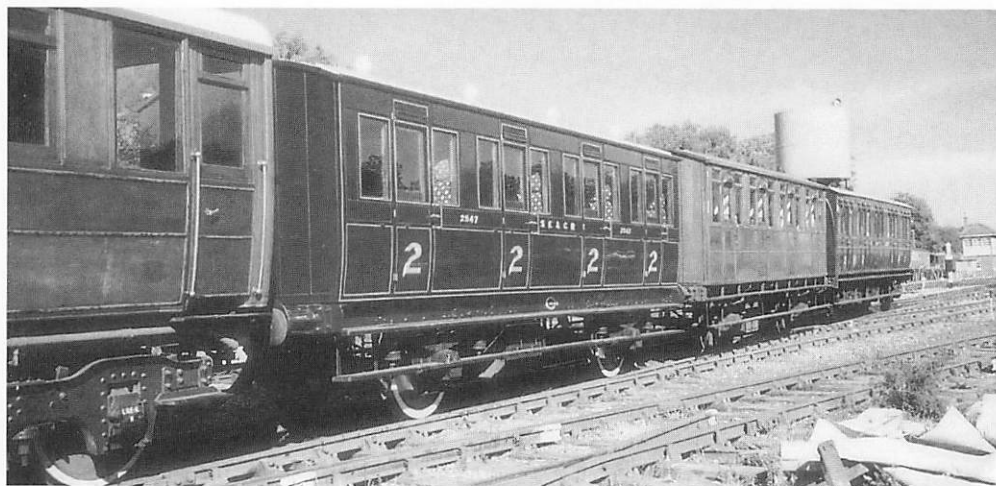
he had had enough, and decides to go home, digging a hole by the railway line.

Most film contracts at the Bluebell consist of little more than shots of trains passing through the countryside and stopping at stations, without the railway being central to the plot, so this contract was the most exciting and interesting since the days of Ken Russell in the 1970s. If the film is a success, the publicity will be well worth the effort, and the C class could become as well known as 'Toad's Engine' as Stepney is as 'The Bluebell Engine'.

For anyone who has watched a Monty Python film and thought: "they must be fun to work with", the answer is, yes they are – all the actors and film crew treated the Bluebell workers as part of the unit, they respected our judgements and soon got the hang of railway practice (not always the case with film crews) and everyone enjoyed themselves. We missed them all when they had gone, particularly 'Paul the Smoke', who had spent most of the three weeks strapped to the running plate with a smoke gun. All of a sudden the footplate seemed very lonely with just two of you!

Cutting and editing should have begun at the end of 1995 and the film will be out in the late spring or early summer this year.

(This article has also appeared in the Winter 1995 edition of Bluebell News.)



Coaches of the KESR Vintage train in Horstead Keynes sidings.

(Mick Blackburn)

A Tradition Continues

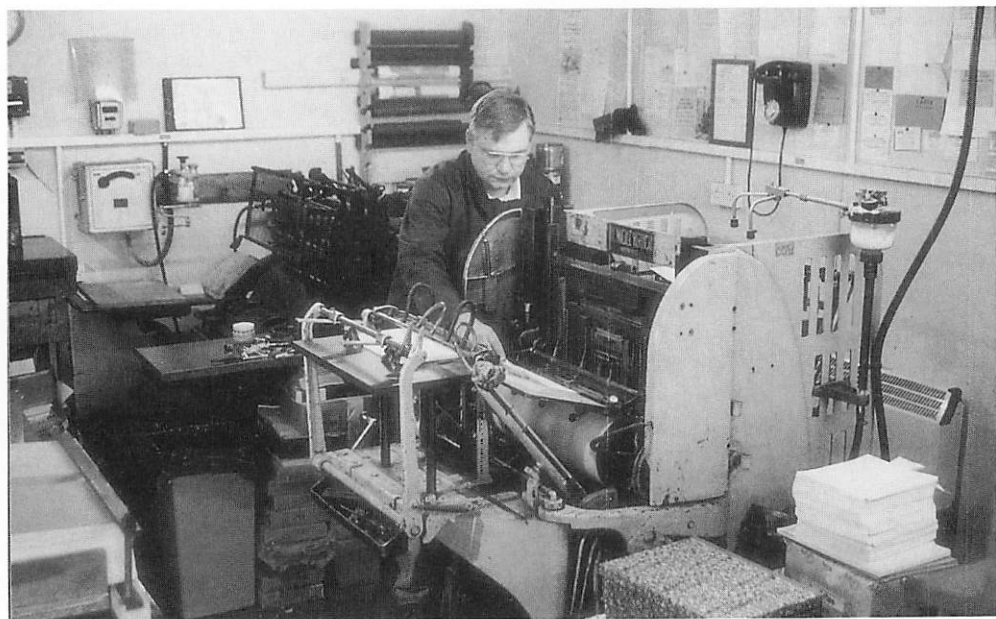
Duncan Buchanan describes the relocation and expansion of the Tenterden Railway Press.

Continuing on from the last article in The Tenterden Terrier No 54 Spring 1991 the tradition of a railway press has been extended, but now at Tenterden.

The Tenterden Railway Press was described in its former location of the old parcels office at Northiam. These premises were illustrated and showed the cramped conditions in which work was undertaken. After the railway extended to Northiam there rapidly came a need to expand the Station facilities, specifically the provision of a buffet, and the press was obviously in the way. Additionally the presses, being rather heavy, had fallen through the floor onto the clay below and hence needed to be resited anyway. Various alternatives were sought including relocation to one of the cottages at Northiam. The condition of either cottage and the need to strengthen the floor, to prevent the presses falling through, eliminated them from the choices. The

chosen solution was to bring all the machines and the storage facilities to Tenterden into what had been the 'temporary' classroom used for the School's visits. Money was sought and when a legacy was given to the railway the work was progressed rapidly. After using the railway grapevine, materials were obtained at the usual competitive rates and not only was the new print room re-floored, the video room was also done as part of the deal. Combined these two facilities considerably enhance our visitor attractions.

Once reinstalled Ray Bowden and Colin Edwards set about the task of regaining the business lost during the transition. The first and most obvious difference from Northiam was the number of visitors who would come in and just simply watch as the press took blank paper in and produced the printed copy. Far from the hidden efficiency of the modern photocopier the press has a



Phil Clark-Monks coaxes the old Miehle press. The Victoria Platten is in the background with spare rollers above on the wall.
(Duncan Buchanan)

Kent & East Sussex Railway
Tenterden Town Station, Tenterden, Kent TN30 6HE

This is to Certify that
Danielle Madigan
visited the Friends of Thomas Weekend
July, 1995.

The Fat Controller

timeless magic of its own as the wheels rotate round and the platen moves in and out from the image to be printed. Visitors stand there mesmerised for seemingly ages. Indeed the donations tin, used to provide for small bits and pieces in the Press, seems to fill quickly.

The Miehle Press has been pressed into service again from its relatively quiet life as more and more work was found. A contribution from the Rolvenden 300 club resulted in the purchase of a set of new rollers for the press which encourages larger print runs to become the norm again, with the small runs of specialist work remaining on the Victoria platen. During 1994 the age of the Miehle press began to show itself and it was decided that the work load could justify looking for another press or reconditioning the Miehle. It was decided to purchase a second-hand reconditioned Thompson-British Auto Platen press. Some money was donated by the 300 club and the rest was justified to the CSRE board on the grounds that the whole cost would be recouped in two to three years and that is even allowing for the very low rates being charged for internal TRC work. The Thompson is capable of up to 5000 sheets per hour. Although the print

speed of the Miehle, nominally 3000 sheets per hour, can be altered this involves changing gear wheels and is not done unless absolutely necessary. Indeed there is evidence that a repair some years ago to the gears may make this a more than difficult process. The print speed of the Thompson can be changed by simply turning a small hand wheel – a considerable advance.

The variability of the print speed becomes important if different grades of paper, with different weights and thicknesses, are going to be used. At full speed it

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tests

the nerve of the operator since things happen very quickly and it takes faith to believe that all is going well, especially the all important check of register. It is true that you cannot see when things go wrong, unless the eye is well practiced. The Thompson is a model still in much use in the industry and hence spares and service are freely, and economically, available.

Money is a subject dear to all on the railway with all budgets pared to the bone. The Press aim to be self sufficient in that by charging for all the work done the maintenance of the machines, the cost of the consumables (paper, ink, etc.) not to forget the £30 a time to re-sharpen the guillotine cutter blade, the Press produces

sufficient profit to pay back for the new Thompson machine and sets aside enough to prepare for an overhaul of the Miehle. Obviously the contributions from others, including the 300 club and the legacy, are a major part of the funding. The large runs of company stationary have now been brought in-house once again bringing not only a saving to TRC and CSRE but also a tidy 'profit' to the Press. This also allows the press to undertake similar runs of stationary for other small businesses either part of the railway or associated with it.

The range of work undertaken by the Press is now as wide as it has ever been. A few examples illustrate this article. Work from outside the railway is eagerly sought and at the end of 1995 included over-printing the Christmas cards and envelopes for the Mayor of Tenterden. The finished product gives a thoroughly professional touch to the cards and at a reduced price compared to other printers. Obviously all the railway's special tickets are printed (and numbered) including the large run for the raffle last year. The raffle tickets were done at the

same rate as had been quoted outside. However the Press not only made a profit but paid for new numbering boxes which have been more than useful in helping to gain other work. During the friends of Thomas the Tank Engine days the Press was not left out. Personalised commemorative certificates were produced, which proved very popular since the chase has to be made up for every example thus showing the whole process – not just the printing.

The Tenterden Railway Press has joined the British Printing Society, Canterbury Branch. The Society organises days out for members and the railway makes an obvious and different day out. Only a few members turned up for a visit last Autumn, but they were all impressed, little realising the range of work undertaken and the machines available. One member, Ron Bromley, has joined the KESR to help with the work of the Press. It is also likely that the Society will organise another visit and, with the recommendation of the those on the first trip, many more are expected.

Letters to the Editor

The Last Days of the Headcorn Extension

Sir – Following Doug Lindsay's article in the last two issues of the *Terrier*, and the surprise I received when my neighbour showed me the photograph of myself in issue No.66, I feel compelled to write. His article has really stirred my memory and caused me to remember those days when I worked on the footplate.

I first worked as a Cleaner at Haymarket shed, Edinburgh, just at the time of nationalisation so I saw the change from LNER to BR. My time there was spent cleaning the large express locomotives used on the East Coast route as well as trips out on freight and shunting turns. However, I did have a pen-friend, Stella, down in Kent at Bethersden who I had corresponded with since I was in the forces at the very end of the war, and one day decided to up and go to Kent! I left Scotland on the Friday, was in Kent on the Saturday and got myself a job at Ailsa Craig's

diesel works at Ashford during the following week. After a couple of years at Craig's I rejoined a motive power depot, but this time it was Ashford, it would now be about 1951. I was taken on as a Passed Cleaner and as there was a shortage of labour at that time I was nearly always out firing. These shortages were useful to me as it allowed me to work longer hours and therefore earn extra overtime, I was saving to get married. Often we would be sent to Hither Green, Tonbridge or even Nine Elms to cover duties and all the travelling time was paid for as well which meant long days up to fourteen hours sometimes!

It was whilst on a firing turn up to Maidstone that I must have encountered the young Doug Lindsay, but I really don't remember him particularly, there were often many young enthusiasts wishing to get a look or ride on the footplate in those days. However, I do recall vividly my firing turns on the Kent & East Sussex line before the passenger service

ceased and also the several turns during the demolition in 1955.

Since nationalisation, Rolvenden had become a sub shed of Ashford, so when required Ashford men were sent to fill duties there. This again was a good duty for me, it entailed catching the bus from Bethersden to Ashford, walking to the loco shed to 'book on', walking back to the bus station, and getting the bus to Rolvenden; all this before starting the real work of the day! Having crewed two return trips on the KESR the aim was to get the 8.10pm bus back to Ashford (if I missed this one I had to wait 2 hours for the last one at 10.10pm). Officially there was not enough time to dispose of the loco in time to catch the 8.10pm so in any event I was paid until the 'official' booking off time at Ashford, which I think was about 11.30pm, whereas if I was lucky and got the early bus I would be home at Bethersden by 8.30pm – I never usually went all the way back to the depot to sign-off on this turn as, of course, Bethersden lies between Rolvenden and Ashford. I well recall this concern about catching the early bus, lead on one occasion, to a near-reportable offence. It was custom that whilst awaiting the Up connection at Headcorn, the crew would partake of refreshment in the Railway Hotel on the station approach, and on this particular evening, we were enjoying our pint when the barman reminded us that the Up train had in fact left and shouldn't we be on our way! The Driver and I rushed back to the train just as the Guard was about to give us the 'Right Away' and off we went, at speed, towards Tenterden, I was also concerned about my bus! However, as we whistled for the first crossing out of Headcorn, the driver looked back to discover that we had forgotten to couple the train on! We then had to set back to the station and make amends with the Guard, passengers and station staff! Needless to say, I did miss the early bus that night!

Another very embarrassing moment for me was whilst on my very first turn on the line, I just wasn't used to having a very small fire with so little steam being required, for until then I had always worked locals or trip work on the main line, and as we approached High Halden that day, I opened the fire hole door to find the fire had gone out! The driver just laughed and said I would soon get used to the line!

I do remember actually having to damp down the fire once at Biddenden. During a shunting move, between us, we managed to totally de-rail the locomotive. So I realised that it would be some hours before help arrived by way of the Ashford crane and decided to douse the fire and spend the waiting time picking blackberries! There was an official enquiry into this derailment, the actual enquiry took place at Biddenden and I was called to 'give evidence' as to what happened. The chairman, after hearing what happened, actually congratulated me on my forthcoming marriage to Stella, and put the accident down to 'inclement weather'... in fact the incident occurred in the middle of a heatwave, so nobody was actually blamed!

On another occasion at Biddenden I remember a more serious accident when a member of staff was injured. We were shunting the yard and had a raft of about ten wagons with a brake van on the end, Cyril Packham, the Guard, was in the end balcony of the brake van and waved us away briskly. Being used to taking shunting orders exactly as they were signalled to us, I shouted to the driver to pull out 'briskly' as signalled, and as we did so the couplings of each wagon took up and by the time the brake van couplings 'snatched' the movement was so severe that poor old Cyril wasn't quite ready for such a sharp jolt with the result that he suffered a broken arm as he was thrown against the upright pillar of the balcony. Such were the hazards of being a Guard in those days.

I did have one or two encounters with the station staff as well. One day whilst preparing to leave Rolvenden for Robertsbridge with a Terrier, I had, as usual, 'washed-up' in the bucket which I had filled from the injector overflow down on the trackside away from the platform. As we were to run bunker-first it was customary to damp down the coal, so I threw the contents of the bucket, from track level, over the bunker, at least that is what I intended, but I misjudged the throw and the entire contents went way over the coal and landed on the station agent, I think his name was Arthur, who had just walked up to the cab on the platform side to send us on our way! As I walked round the loco to hang the bucket on the lamp iron I looked up to see Arthur, watch in one hand, tipping the water out of his waistcoat pocket with the other! He was

less than pleased with me having just had an involuntary shower of dirty soapy water. I do remember that the station staff were quite smart and Arthur was no exception.

George Dobell on the other hand, who was the Station Master at Tenterden, was always immaculate, with clean white collar and pressed uniform, and very proud of his position. We often loaded fish boxes at Robertsbridge for the fishmonger at Tenterden, and sometimes carried them on the footplate, presumably to avoid the smell in the Guards compartment in the single carriage. On this occasion, we had ascertained that there were no passengers for Rolvenden so, as was the custom, we attempted to avoid stopping there to aid our journey up the bank. Much whistling prior to Rolvenden ensured that the station agent there had the gates open for us to run through non-stop. He would stand by the gates with the single line staff for us to collect as we passed.

Unfortunately, as I leant out over the fish boxes to collect the staff, I missed it, but felt that if I told the driver he would stop and our 'dash' up the bank would be foiled, so I didn't tell him until we were well on the way round Orpins Curve. The driver didn't seem too concerned as it was very unusual for anyone to check on the staff on arrival at Tenterden. However, on this occasion, as we rounded the bend at the top of the bank we saw George Dobell standing by the track with his hand up obviously expecting to collect the staff! Quick thinking lead me to think I had to find something to hand him, for going without the staff was a very serious offence, so I did no more than take the hand brush out of the soapy bucket on the footplate, and held it out, handle down as if it were the staff, and as he caught it the force of the movement of the train at the point of collection, let forth a spray of dirty soapy water from the bristles all over poor George's immaculate uniform! I don't recall whether we were taken to task for not having the staff, but I do recall George was not happy at all about the mess on his uniform.

I was often rostered with the regular KESR drivers and well remember Nelson Wood, Jimmy Webb, Jack Hoad and others who always had a tale to tell of 'the old days' on the line. It was so different to work on the main line, being on the KESR was like being in

another world. On occasions I remember, stopping the train and chasing cattle back into their fields, or as sometimes occurred, being asked by the driver to go into a field and right a sheep which had got onto its back, whilst the occasional passenger peered out of the window wondering why the train had stopped! You really felt you were part of the countryside on this line!

Eventually, the line was closed to passengers and with the remaining freight service only being worked from the Robertsbridge end, the footplate staff worked from St. Leonards shed and Ashford men worked it no more, until of course the demolition work in 1955, which brings me full circle to my encounters with the line again and that young lad Doug Lindsay!

I was to leave the railway for good in about 1956 and spent the rest of my working life at Colts in Bethersden, however this revival of my memories brought about by Doug's article has certainly been a pleasure, for it has reminded me of the very close community spirit and camaraderie that existed in those post war years amongst the footplate staff on the railways.

I hope you find these reminiscences of interest.

George Fraser

Bethersden, Kent

The Betjeman Letters

Sir – I have been reading Volume 1 of the *Letters of John Betjeman* (edited by Candida Lycett Green) and was intrigued to find that in a letter to George Barnes dated 21 April 1944, Betjeman wrote "The Kent and East Sussex was rather cold but very beautiful. They did not take my ticket at Headcorn".

Betjeman was returning from the first of many visits he made to George Barnes – then high up in the BBC – and his wife Anne and son Anthony, who lived in a clapboarded farmhouse named 'Prawls', between Wittersham and Stone-in-Oxney. One attraction of the house was a large Bassett-Lowke electric model railway which George Barnes had set up in the loft, and which fascinated both Betjeman and his young son Paul.

A year or so earlier, John Betjeman had mentioned branch line trains and light railways in a BBC Home Service talk as two of the

things he believed England stood for, so it is to be hoped that he travelled by K&ESR whenever possible on his subsequent visits to Prawls. The railway does not appear again in this volume of correspondence, although he does refer to catching trains at Ashford and at Rye.

Neither does the beauty of the Headcorn extension seem to have inspired Betjeman's muse, at least as far as his published verse is concerned, so I have taken it upon myself to rectify the omission:

*Shivering in a first-class carriage
Of the eleven twenty train
Sits JB, on faded moquette,
On his way to town again.*

*Church bells ring from great St Mildred's
(Rebuilt in eighteen sixty-four),
Then the ancient engine whistles,
The green flag's waved and shut the door.*

*Faded signs pass by the window,
Suttons Seeds and Eiffel Tower.
As the train sets off for Headcorn
He hears the clock strike the half hour,
And to him the church bell calls,
'Come back again to us at 'Prawls'.*

Tom Burnham

Sidcup, Kent

The Sheffield Set

Sir - With reference to the November issue No.68 of the *Tenterden Terrier*, under the heading "The Sheffield Set" by Monty Baker, which I found very interesting and accurate, he mentions my father, Charlie Turner.

He has a couple of dates wrong which I would like to correct if I may. I am Maurice Turner, Charlie's eldest son.

Charlie started work at Rolvenden shed in 1922 and, apart from a short period in 1928 when he was sent to the Selsey Tramway to help out with repairs to their steam stock, he was at Rolvenden until the Autumn of 1937. Our family left the area in 1937 and no replacements had arrived up to that time.

My father was the most resourceful and skilled engineer I have ever known. He, along with Jack Hoad, Drivers Webb and Wood, and not forgetting Monty, kept the railway going under very difficult circumstances for very low pay. In all those years he was only classed as a temporary staff member.

I left Rolvenden school at Easter 1935 aged 14, and started an apprenticeship under my father straight away, taking over from Jack Hoad, who had just finished his apprenticeship. He left to join the RAF.

Over the two and a half years or so I worked there I enjoyed most of it. The work consisted of such tasks as wire brushing Bodiam's boiler inside and out (my first job on starting), through filling up the Sheffield and Ford railcars with fuel, oil and water daily, lighting up the locos when Monty was away, and relief fireman to covering holidays, hop picker specials, road stone specials and shunting and cleaning down the motion of, I think No.8, after she hit and killed a cow near Wittersham Road one night. It was anything but boring. I have many pleasant memories of those days, too numerous to mention.

I don't get down there very often now, approaching 75, but my brother still lives in the area and keeps me in touch with all you are doing. Congratulations on your achievements so far.

In conclusion Monty, did those late night cycle trips to Hastings at weekends pay off?

M C Turner

Witney, Oxon



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FGS and the PRB

Colonel Stephens's father, Frederic George Stephens, is often described as having been a member of the Pre-Raphaelite Brotherhood. What exactly was this mysterious organisation, and how did Fred Stephens come to be involved?

Fred Stephens was born on 10 October 1828, in modest circumstances; his father, Septimus, and mother were at one time the master and mistress of the Strand Union Workhouse in Cleveland Street, London. Although lame as a result of an accident at the age of nine, he grew up to be considered a handsome youth, credited with qualities of perseverance and conscientiousness rather than brilliance. On 13 January 1844, he entered the Royal Academy as a student, having been nominated by Sir William Ross, who lived not far away from Cleveland Street in Fitzroy Square, and at the RA he made the acquaintance of William Holman Hunt (1827-1910), of whom he became a particular friend, and John Everett Millais (1829-1896).

Hunt and Millais despaired, as young artists will, at the derivative nature of contemporary painting, which they believed to have taken a wrong turning with Raphael, the great Italian painter of the Renaissance, and advocated painting from nature. In 1847 they met Dante Gabriel Rossetti (1828-1882), poet and aspiring artist, and in the autumn of the following year the three formed their fellowship into a quasi-secret society, the Pre-Raphaelite Brotherhood. During Millais' absence from London, Rossetti and Hunt decided to increase its membership. The new recruits were Rossetti's younger brother, William Michael Rossetti (1829-1919), who was a clerk in the Inland Revenue Office by day but was studying drawing by night, Thomas Woolner (1825-1892), a sculptor, James Collinson (1825-1881), who had already distinguished himself in genre painting, but now promised to adopt the methods of the Brotherhood, and Fred Stephens. While Hunt admitted that Stephens had not yet achieved anything as an artist, he "urged that he also, with the whirl of enthusiasm in operation, and under seal of promise to us,

might become an active artist". On his return, Millais was taken aback at this sudden development, and asked Hunt "Are you getting up a regiment to take the Academy by storm? I can quite see why Gabriel Rossetti, if he can paint, should join us, but I didn't know his brother was a painter. Tell me. And then there's Woolner. Collinson'll certainly make a stalwart leader of a forlorn hope, won't he? And Stephens, too! Does he paint? Is the notion really to be put into practice?"

Stephens at least attempted to paint, producing a picture of King Arthur and Sir Bedivere, but it was when he contributed some articles on Italian painting to the PRB's short-lived journal, *The Germ*, that he discovered his true vocation, that of art critic. Rossetti, Hunt and Millais achieved recognition as artists; Millais was soon elected an Associate of the Royal Academy, joining the establishment which the PRB had vowed to overthrow. Woolner left for Australia hoping to make a fortune in the gold rush. Rossetti's sister Christina (1830-1894) wrote the PRB's obituary in a witty sonnet:

*The P.R.B. is in its decadence
For Wooller in Australia cooks his chops,
And Hunt is yearning for the land of Cheops.
D.G. Rossetti shuns the vulgar optic:
While William M. Rossetti merely lops
His B's in English disesteemed as coptic.*

*Calm Stephens in the twilight smokes his pipe
But long the dawning of his public day.
And he at last, the champion Great Millais,
Attaining Academic opulence,
Winds up his signature with A.R.A.*

*So rivers merge in the perpetual sea;
So luscious fruit must fall when over-ripe:
And so the consummated P.R.B.*

But as a final act, as Hunt explained in his book *'Pre-Raphaelitism and the Pre-Raphaelite Brotherhood'*, "we gave up a full day to a task which proved that we had not forgotten our bond of good fellowship. Woolner had in his letters explained his want of good fortune in the gold-fields, and that he had again made art his profession by establishing himself as a portraitist in medallions and busts, and it

seemed his practice in this branch of work was improving. He informed us further that as our names appeared so often in the home newspapers it would be an advantage to him with the colonists to have visible evidence of our friendship.

We therefore all met one morning at Millais' studio, and set to work to complete a collection of our portraits, in pencil, chalk, or pastel. Millais did William Rossetti and Stephens. William did, if I am not mistaken, make a beginning with some one, but gave up his purpose to save the time for others. Stephens abstained from any attempt. Gabriel chose me for his subject, and I managed to get Millais and Rossetti done, although the slowness of Gabriel, with his appeals for special posings, gave the dusk the opportunity of overtaking us before I had quite finished Millais... However, the drawings all went as they were left that evening, and they were framed together to hang in Woolner's studio at Melbourne, and afterwards in London, not without the desired effect upon his clients, while he was waiting for recognition."

The portraits are now in the National Portrait Gallery, and Millais' drawing of Stephens is reproduced here.

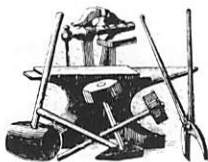


F G Stephens in 1853, from a portrait by J E Millais. (National Portrait Gallery)

Of course, several of the former Brethren continued to meet socially with each other and with other members of their set such as William and Janey Morris and Edward Burne-Jones. Stephens in particular continued to be a personal friend of Hunt; he acted as

go-between in extricating Hunt from an ill-advised proposal of marriage to a former model, arranged for the despatch of supplies during Hunt's painting expeditions to the Near East, and as readers of the *Tenterden Terrier* will be well aware, named his son after him. Although the two fell out in later years, it is likely that neither Hunt nor Stephens would have achieved their eventual success without the support of the PRB as they set out on their careers.

Tom Burnham

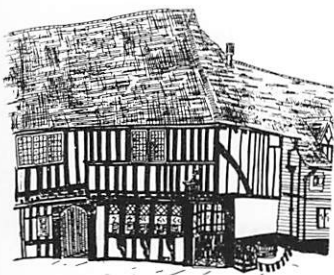


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