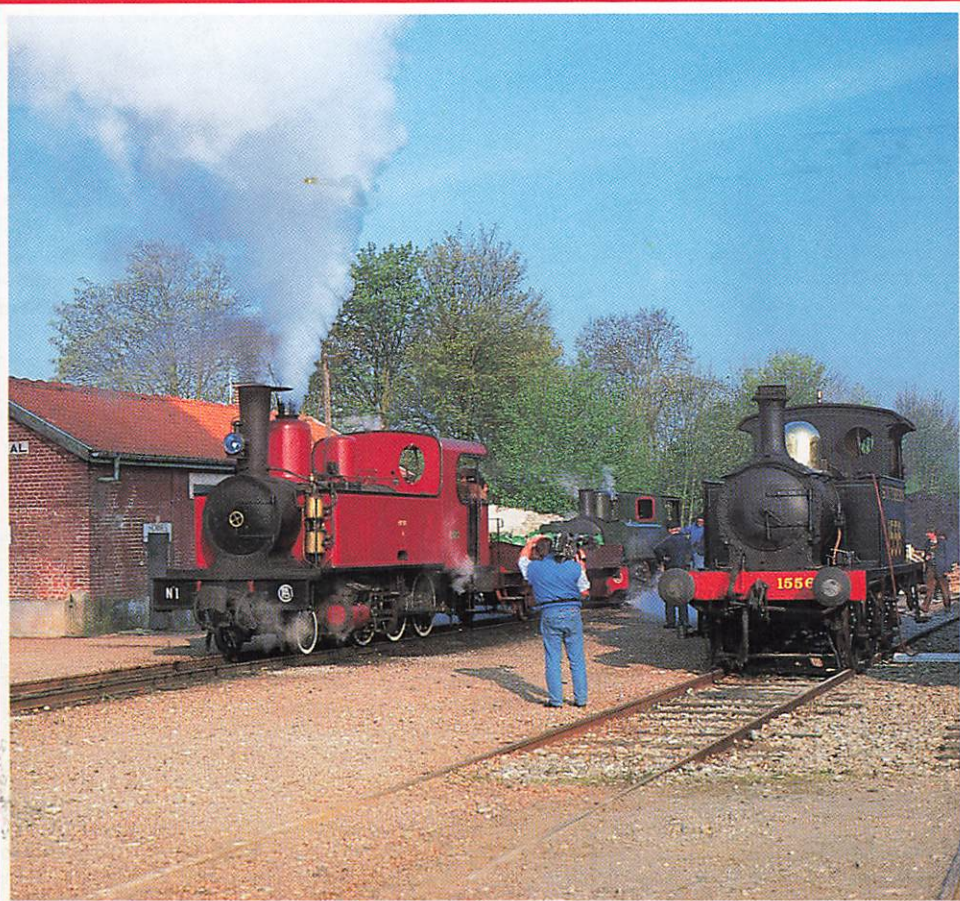


# The Tenterden Terrier



Number 70

Summer 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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Chris Lewis – Managing  
Bernard Sealy – Treasurer / Finance  
Peter Davis – Heritage

Norman Brice – Funding Policy  
Graeme Richards – Non Executive  
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## COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED (*A wholly owned subsidiary*)

**DIRECTORS:** Bernard Sealy – Chairman; Chris Garman – Finance; Chris Lewis – Commercial;  
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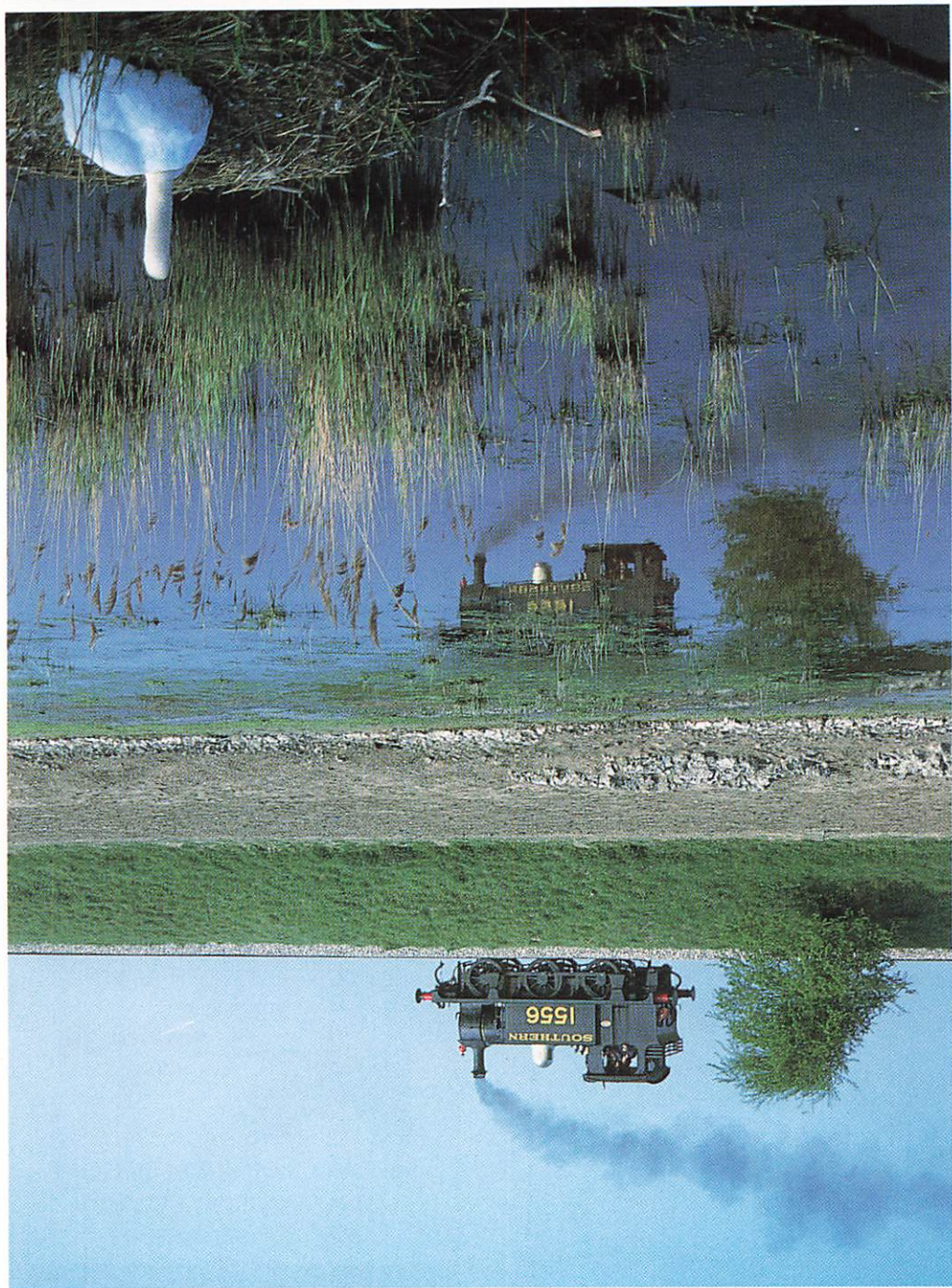
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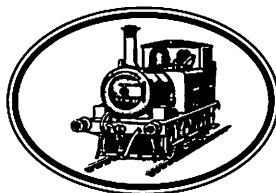
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# The Tenterden Terrier



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## FRONTISPIECE

*The swan enjoys the spectacle of the 'P' class running light on the dual gauge track from St. Valery-Canal to Noyelles on Sunday, 28th April 1996. Compare this with the centre spread in the last edition.*

*(Donald Wilson)*

## FRONT COVER

*K&ESR 'P' class and CFBS 2-6-0T No 1 prepare for the day's events at St. Valery-Canal on Sunday morning 28th April 1996.*

*(Brian Stephenson)*

## Editorial

### Added Attraction

The new Colonel Stephens Museum in this, the centenary year of the passing of the Light Railways Act, is a delightful new feature for our visitors. Designed to appeal to all ages and to all levels of interest, it helps to set the scene for the Kent & East Sussex Railway in its historical context, for the Railway's founder and his unique position in the annals of railway lore. For those who come primarily for entertainment, the museum is an added facility on a wet day or to fill in the time waiting for the next train. In any event, the degree of professionalism that has gone into planning and construction has resulted in a facility of which we can be justly proud. Now, the huge collection of light railway memorabilia amassed over a period of some thirty years can be seen and enjoyed by everybody who comes to Tenterden.

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# Lineside News

Compiled by Duncan Buchanan

## From the Chairman – Robin Dyce

The audited accounts for 1995, which are discussed in this edition of the *Terrier*, indicate that the new strategies and management policies adopted by the Board are enabling real progress to be made which should lead to reducing our level of indebtedness to the bank.

These successful policies will be carried through 1996. Lessons learnt in 1995 and previous years have been used to formulate this year's budget and initial returns indicate that we are on target.

By no means does this indicate that pressure can be relaxed in our drive to reduce unnecessary expenditure and to maximise income. What it does indicate is that at long last the tide is being turned and that, with continuing financial expediency, the Railway can look forward to a viable and exciting future.

## Commercial Passengers

1996 has got off to a good start and passenger numbers to the end of May were approximately 16,200 compared to 14,320 in 1995 – an increase of around 13%. The four-day Easter Steam Up & Family Fun Weekend attracted a similar number

of passengers to the 1995 event but the special offers employed to attract visitors were less generous than previously, resulting in a more profitable weekend.

The season's second special event, The Teddy Bears' Picnic, held over the three days of the May Bank Holiday Weekend was extremely successful with 2,783 passengers, up more than 1,000 on 1995. The numbers were swelled by a party of 196 French tourists who had booked coffee and Danish pastries on Sunday afternoon – but more of catering later.

The extension of the Summer Sunday service into May seems to have worked well. The timetable includes a break between lunch and tea to enable the catering crew to relay the tables and this preparation time has made it possible to accommodate extra diners for tea when there is a heavy demand – it also means the crew have time for a quick lunch! Summer Sundays also see a 'Mixed' train of passenger coaches and goods wagons in operation, usually hauled by the 'Norwegian' and this innovation has created considerable interest for visitors.

The use of Metro-Cammell Pullman Parlour Car



*Driver Clive Lowe leaves Wittersham Road, on one of the last turns for the Hastings Diesel set, having obtained the token from signalman Neil Rose. (Tom White)*



No. 349 on Wealden Pullman trains has released Maunsell NBO No.54 for use on the main service set. The coach is used as a dining car on Sundays and to provide 1st Class accommodation at other times. It's high backed chairs and 1930's charm have undoubtedly contributed to a significant increase in the number of passengers opting to pay the supplement and ride first class.

The Victorian train continues to be very popular and its two first class saloons are also well patronised.

Although at the time of writing (1st June) it is still early in the season, the improved range of packages available to groups also seems to be having a positive effect. Visits including on-train catering are certainly on the increase, numbers swelled by reservations from agents handling on-shore visits for cruise ships calling at the new terminal at Dover.

There has also been interest from tour operators from across the Channel, current exchange rates making England a very attractive destination for day trips.

Fares income to the end of May was in excess of the target level for the period set by the Board in the 1996 budget and is running some 13% up.

### Marketing

The increase in passenger numbers is, in part, attributable to the increased advertising budget allocated for 1996. The additional money spent being recouped several times over in fares revenue alone.

In addition to the paid-for advertising, our energetic public relations campaign is ongoing and the Railway has been consistently in the news in recent months with the launch of the Children's Activity Booklets, themed Wealden Pullman, the appointment of a new catering team (see later), special events, the screening of the BBC's 'No Bananas' (filmed at The K&ESR last year), our 10,000th member and, of course, twinning. The movement of 'P' Class No. 1556 to France for the weekend for the twinning ceremony certainly captured the imagination of the media with extensive coverage achieved on local television radio and newspapers as well as photographs in two national newspapers and articles in the specialist railway press, freight and shipping journals.

More staff have attended 'Welcome Host' courses operated by the South East England Tourist

Board, indeed on 1st June a special course was arranged especially for 12 of our volunteers – a further 8 staff attended scheduled courses in April and May.

### Colonel Stephens' Railway Shop

After a relatively slow start to the season, income in the shop picked up in May and is slightly up on 1995 and on target for the year to date.

As reported in the last issue, the stock was deliberately reduced in the last quarter of 1995 to minimise the impact of the reduction in passenger numbers on the contribution made by the shop. Inevitably this meant starting the year with a limited range of goods while supplies of lines with the new 'Victorian Train' and 'Steam' logos were ordered.

Many of those lines, including notebooks, erasers and other 'collectibles' plus T-shirts and sweatshirts (available in a variety of colours in both adult and children's sizes!) arrived in May and the initial reaction and sales has been good.



## Kent & East Sussex Railway Steam Trains

*The main version of the new logo applied to souvenirs – derivatives in square and circular formats have also been devised, along with one without 'Steam Trains' for use on items aimed at the adult market.*

### Filming

The line continues to enjoy a high level of filming business, recent shoots have been for a German soap opera, a pop video, a mobile camera and equipment test plus two stills shoots for Period Living Magazine. The railway has also been booked later in June as a location for a post-graduate film group who are making a short film to add to their portfolio.

### Catering

Dave & Christine Tibbatts joined the Railway's staff in March as joint Catering Managers, responsible for the Station Refreshment Rooms at Tenterden, on-train catering – including the Wealden Pullman and the Rother Valley Limited Sunday Luncheon service – and the Tea rooms at Northiam.



*'Holman F. Stephens' and train await the Down in Rolvenden Up Loop, 4th August 1995.*

*(Terry Gough)*

Both Dave & Chris have been volunteers since 1989, Dave managing the Forestry & Conservation Department and assisting with Catering, while Christine worked in the Catering Department, managing the Rother Valley Limited services.

The two have expanded the range of food available to staff and volunteers from the Station Refreshment Rooms and increased the fare offered on buffet car services. These changes combined with the increase of passengers mean that catering income is comfortably ahead of the budget at the end of May.

In response to numerous requests last year Kentish Cream Tea is now available by prior booking on almost every day that the Dining Car runs and this innovation is also proving very successful. Unlike most of our bookable on-train catering packages, there is no requirement for a minimum number for this product.

Demand for charter trains – usually the Wealden Pullman – is also very healthy with over 15 additional trains already booked for the season. On-board catering ranges from coffee and a Danish pastry, through finger buffets, to full sit-down, six-course meals. A Wedding Reception was held aboard the train in February, while in May successive weekends saw the train used first to entertain European Clients of a Kent based

educational supplies company and then as the venue for an unusual 'Hen Night'.

With catering set to play an increasing role in our income, it is essential that additional help is forthcoming, so if you want to get involved in a department where you can actually see your efforts reflected in the railway's bottom line – get in touch with Dave or Chris at Tenterden Town Station.

### **Locomotive**

The benefits of the winter programme of improvement are now showing. For example the yard concreting has been completed making a tidier and safer yard area. In addition, we have procured various new tools, footsteps and an industrial Hoover. The waterlogged entrance by the coal pile should be a safety problem of the past, now that a surface water drain has been installed.

The 300 club has kindly agreed to finance the installation of new roller shutter doors for the end of the shed to replace the worn out wooden doors. This will greatly improve the shed appearance and security. In preparation for this project much 'behind the scenes' electrical and structural re-routing has been carried out to minimise the inconvenience during installation.

The completion of the roller shutter doors and



the prevention of holes should reduce the worst effects of the starlings nesting within the workshop and their subsequent fouling of the work areas.

Workshop space has been increased by removing the stored packing timber pile to a container in the yard complex and new racking for storage of springs is currently being manufactured.

Much background work is in progress to draw up detailed plans and costings for the Rolvenden yard extension. This has included a survey to determine railway track positions and sitings for workshops etc.

The Northiam water column has had a sturdy new wooden roof fitted and other overhaul work undertaken.

In order to machine eccentrics for our larger locomotives we are currently manufacturing adaptors to fit a large face plate to the large lathe in the machine shop.

The following documents have recently been compiled by the department:-

Locomotive Department:  
'Statement of purpose'

This is to ensure that the aims and objectives of

this department are clear and agreed by everyone.

#### 'Diesel Locomotive - 5 year plan'

Similar in principle to the plan we already have for steam locomotives but drawing attention to the requirement for diesel loco repairs, overhauls etc. to meet the Operating and Commercial Departments needs.

It is important to note that results of our precautions taken against frost during the winter months. It is only thanks due to the co-operation of all staff that damage to pipes and valves on locomotives has been minimised.

Following such a hard winter the frost damage amounted to several cracked pipes and valves. The worst was a water feed pump on the Taylor Hubbard Crane which suffered a cracked body, despite there being two drain valves opened after its last occasion in use. Subsequently we fitted a third drain valve following repair.

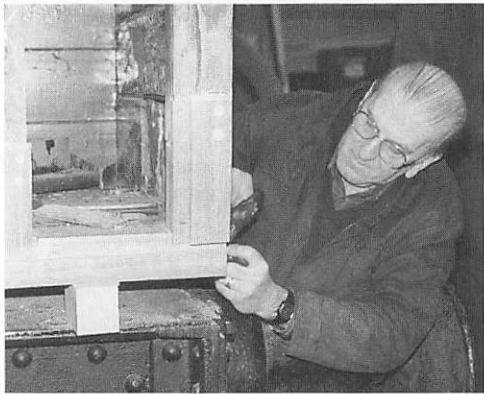
#### Steam Locomotives

No 3 Bodiam - The draft drawings for the design for new boilers (one for us and one for the Isle of Wight railway) have been reviewed by both railways. Comments raised have been returned to the manufacturers, Israel Newton's



IYDP and Loco Trust committee members at the hand over of 'Petros', 8th June 1996.

(Robert Berry)



*John Millward planes off new wood on the Birdcage coach, 31st January 1996.*

*(John Liddell)*

of Bradford, to incorporate when seeking approval by Lloyds Inspecting Authority.

It is intended that the frames of this loco will be moved into the yard for preventative maintenance as soon as possible.

No 8 Knowle – Formal steam testing of the boiler with our Insurance Company has taken place following the boiler being replaced into the frames.

Steady work in rebuilding and manufacturing parts continues apace.

No 10 Sutton – Remains 'laid up' on display for visitors while the overhaul team work on No 8.

No 11 P Class – The P Class started in its visit to the CFBS in France following an insurance boiler inspection. It is intended to keep this loco serviceable until next June when its 10 year overhaul becomes due.

No 12 Marcia – The opportunity to grease up this loco will be taken when No 3 enters the yard.

No 14 Charwelton – Extensive boiler repairs to the firehole door and a complete repaint were complete in time for a full test on the Whitsun Bank holiday Monday.

No 19 Norwegian – in service and performing well.

No 21 Wainwright – In service following attention to the brake system to improve performance. Service exchange injectors are currently being overhauled.

No 22 Maunsell – Overhaul continues with the

fitting of the new cab and fitting of the new tanks following protective coating. It is intended that the tank coating will reduce the quantity of sediment that often accumulates over a short time that leads to blockage and injector failure.

No 23 Holman F Stephens – In service

No 24 Rolvenden – in service

No 25 Northiam – Overhaul of the frames and motion continues with the awkward job of setting the slide bars parallel to reduce crosshead slack as far as practicable.

No 1638 GWR Pannier – Suffered a damaged slide valve. Luckily no other damage occurred. A repair has been effected by installing a set of new slide valves. Due to the time consuming job of fitting the buffer beam the opportunity was taken to test run the loco first.

### **Diesel Locomotives**

Class 14 D9525 – In service following rectification of minor defects including leaking hoses and air system reverse mechanism controls.

Class 03 D2041 – Station pilot at Tenterden.

Class 08 08108 – Various spares obtained from a scrap merchant has allowed us to overhaul the brake mechanism this Spring. The bent cross beam has been removed and now requires straightening before returning to the spares stock.

Ruston 41 – In service.

### **Cranes**

10 ton Taylor Hubbard – Currently awaiting a steam test following satisfactory annual boiler inspection. The opportunity to complete minor repair work was taken.

10 ton Grafton – In store awaiting boiler overhaul.

36 ton Ransomes & Rapier Breakdown – Boiler removed and prepared for inspection. We now have sanction to progress the boiler retube, after specialist advice.

### **Wants list**

The department would be most grateful if any reader could help with obtaining the following items:

- 4" or 6" bench vices
- Asbestos type graphite gland packing
- Polyurethane foam machine (used for packing)



to blocks holes in the shed preventing bird ingress.

- Heavy duty tarpaulins
- Drill bits (up to ½" diameter in size)
- Rags – old sheets and curtains etc.

### Hastings Diesels

The last vehicle, motor coach 1001, left the railway in mid-April.

### Carriage and Wagon

Pullman Car Barbara – This received a new canvas roof during the closed season and has eliminated some potentially serious leaks. Whilst the vehicle was in the shed the weathered southern side was repainted and now looks much more presentable. The northern side will receive similar attention in due course.

TSO 85 – returned to the shed after the New Year. At the time of writing, completion to this coach is progressing.

DBSO No 75 Petros – after many years of sterling service, our saloon for disabled people has received a general tidy up and repaint. The bottle green livery applied to No 85 has again been used.

The ownership of this coach changed on 8th June from the IYDP (International Year for the Disabled Person), who organised the original

renovation, to the Locomotive Trust. The money remaining in the IYDPs account will be used by the Trust for disabled provision on K&ESR coaches.

Four Mark 1 vehicles have now been fitted with smaller diameter dynamo wheels. These specially cast items allow battery charging to begin at 12.5mph instead of the usual 25mph (the light railway speed limit). Further vehicles will be similarly fitted as other work permits.

Southern Railway 25 ton Brake Van – this vehicle was repainted and also received minor repairs during early May. The brake van is now in service on the Summer Sunday's mixed train.

General – the scrap and other items at the rear of the shed have now been cleared and the area levelled. The sale of scrap material paid for the hire of a small digger to help speed up the job. The area is now both safer for staff and less of an eyesore when viewed from the platform.

Working week – this year, the department's annual working week will be held during 3-11 August. Featured vehicles will be the SE&CR Birdcage and Southern Railway CK No 56. Everyone is welcome to join us.

Sadly we must note the passing, at the great canine age of 14, of Carriage and Wagon's



*Colonel Stephens' Office in the new museum, partially complete, 1st May 1996.*

*(John Liddell)*

Labrador guard dog Seb. (His owner was C&W Manager Chris Cheney.) Seb was always popular with volunteers and visitors and is credited with scaring off at least one gang of burglars.

**Competition success for 'Ashford' Coach**  
SE&CR coach No.2947 has received the Rail, Sea or Air Category award of the Eastbourne Historic Vehicle Club's Transport Preservation Awards for 1996.

The vehicle, which is owned by the K&ES Loco Trust, was entered for the award by the Friends of Vintage Carriages (C&W staff support group) as their members had carried out most of the restoration work. This follows a highly commended award (second prize) for the Family Saloon No. 177 in the 1994 competition. The present award carries with it a cash prize. The money will be used to fund further restoration work under the tripartite fund raising agreement with the Loco Trust and the Ashford Area group.

Nick Pallant, Secretary, Friends of Vintage Carriages said, "This is wonderful news. No.2947 is widely admired by visitors to the K&ESR. It's good to know this has been echoed by preservation colleagues elsewhere."

### **Building**

Since the end of Community Action we are lucky to have recruited a small volunteer team which has enabled us to continue with maintenance and refurbishment of the stations.

The arrival of Stan Morrison has helped us to tackle a number of repairs that would normally have been entrusted to contractors. His skills having been put to good use in repairing the rotten window cills at Tenterden booking office and replacement of rotten timbers on the signalbox and yard gates at Wittersham Road. We have also welcomed Graham Hopkins, Humphrey Atkinson, Les Rosamond and Ray Eves since the last report.

Apart from the usual minor repairs, recent work has included provision of a post and rail fence behind the garden on Tenterden platform, replicating one that stood there in the 1920s. It has been painted black and embellished with K&ESR billboards and enamel advertising signs. The long overdue repairs to the steps leading up to the children's playground were completed just in time for the May Bank Holiday.

A start has also been made on reinstating the Tenterden Town running in board to its original

stanchions, which survive near to the earth and sleeper buffer stop. Curiously for such a small station the board was 16' long and 24" deep and when installed should look most impressive.

Wittersham Road booking office is now being partially re-clad in specially sawn shiplap board. The original is to Cambrian Railways/GWR pattern and not available off the shelf. Completion of this will allow the Wittersham Road team to finish the repaint in standard red/brown and cream.

The team will then move to Northiam to continue with the many small jobs outstanding since the station reopened.

### **Permanent Way**

During the last part of the closed season the ballast retaining wall on the Wittersham side of the Rother Bridge was renewed. The retaining wall sits under the track before the track leaves the formation to rest on the bridge. It is therefore a substantial structure which can only be renewed when the track is out of the way. Unfortunately the job over-ran, which was explained in the railway press as being due to the severe weather, though the track was reconnected in time for certain key trains through the efforts of the usual stalwarts sometimes working until 10pm midweek. Some details remain to be completed such as reinstatement of the walkway.

The Pope's cottage relay though complete by the time of the last edition has been tamped and each fishplate shimmed to allow for different height rails. Much tamping has taken place along the whole railway in recent months with certain key spots such as Cysters curve to Northiam, Cranbrook Road to the Wet Cutting and from Newmill bridge towards Rolvenden complete already. The completion of the ballast retaining wall alongside the through road at Wittersham Road has allowed the ballast to be dumped and the tamper has now lifted the track between the points. The previously interesting ride along the through road has been totally eliminated.

The gang has returned to Wittersham and one of the never ending jobs of repairing concrete sleepers ready for the next relay. It is essential that we get as many sleepers as possible ready since our stock of ready to use is almost exhausted.

### **If the Colonel could have used one...**

We hear that the Carriage and Wagon Department have been both upholding K&ESR tradition at the same time as keeping their eyes on contemporary TRC politics. When a design for yard lighting was required recently the Manager constructed a prototype out of some lengths of copper piping, an old paint tin and a frying pan. we cannot think of anything more likely to achieve the impossible and please 'Colonel Stephens Fundamentalists' as well as cost-conscious pragmatists!

### **Membership**

The drop in new numbers appears to have been arrested. At this stage it is difficult to say whether this is due solely to the new member application form printed in the 1996 timetable brochure; time will tell, but for the first time, the membership scheme has been drawn directly to the attention of our visitors.

Participants in Railway Experience Day courses (RXD) are asked to take out annual membership, mainly for Health and Safety reasons. Such members may, or may not, decide to renew their subscription the following year. For this reason they cannot be reliably included as bona fide members in statistics for their year. Comparative figures are as follows:

To Mid-May	1996	1995	1994
New members	175	126	125
deduct RXD	40	31	n/a
Net gain	135	95	125

Recently the Railway welcomed members numbers 10000 and 10001 from St. Michaels, Tenterden, and suitable local press coverage was arranged to record this notable milestone in the Railway's history.

Fully paid up life membership has again increased, now standing at 138, thus demonstrating the faith the membership has in the future of the KESR.

And now the not-so-good news! 230 full members plus 160 associated family members have not yet paid their subscriptions for 1996. Sadly, this is about the average number for the time of year and a final, individual, reminder will be sent, concurrent with this mailing, to each defaulting full member.

### **Museum**

In the last edition of the *Tenterden Terrier* it was reported that a start had been made on erecting

the partitioning for the various displays. Since then the scene has been transformed with the first phase of the exhibition completed. In this phase visitors will see about a quarter of the total displays, occupying about a third of the floor space.

Visitors will pass through a lobby into the entrance room where there is a small sales area (at present concentrating on second hand railway books). Having paid an admission charge they will then enter the 'Victorian Room' which serves as an introduction to Colonel Stephens' family background, his career and explains the nature of his railway interests. A corridor, which turns at 90° twice, then gives access to a number of glass fronted displays.

In this first phase the displays cover

The Hawkhurst Branch  
The Sheppey Light Railway  
Selsey Tramway  
Rye and Camber Tramway  
Upper Medway Navigation  
Cranbrook Water Works  
Surveying for Light Railways  
23 Salford Terrace, Tonbridge

Laurie Cooksey has built a very atmospheric model of the Rye and Camber Station set in 1923 for which we are grateful.

Possibly the most impressive feature is the recreation of the Colonel's office. the arrangement faithfully replicates his office with much of the original furniture, office equipment and pictures in their original positions.

The next phase, which should be finished in a few weeks time, will cover the Rother Valley Railway and K&ESR, and Stephens military career.

The small team which has been working 2 to 3 days per week on the exhibition includes

Ken Lee and John Liddell – carpentry  
Allan Tebboth – painting and decorating  
Dave Strivens assisted by Henry Cooper – electrical  
John Miller – display arranging and making the tea  
Philip Shaw – word processing captions  
Doug Lindsay – Floor coverings

With regard to floor coverings, we would like to acknowledge the generosity of the following:-

John Hunter (John Hunter Carpets Maidstone) for giving his time on screeding and laying coverings and providing carpet tiles.

Kent Floorings of Chatham for providing screed and adhesives and lino on very good terms.

Michael Wilkinson of C.P. Carpets, Kidderminster, for donating the excellent 'period' carpet in the 'Victorian Room'.

Venice Simphon Orient Express, London, for donating the lobby matting.

#### **Norman Chalfont**

Norman Chalfont died early in March aged 83. Norman was involved with the organisation of the Steam & Country fairs, and was well known as a trolley attendant for on train catering, dispensing refreshments during Santa Specials and as a resident pianist at the annual Wealden Pullman Staff Dinner. Sadly, illness in later years precluded his mobility without a wheelchair.

He was also a keen model railway enthusiast, with a large layout, many of the buildings and rolling stock he had built himself to a high standard.

He leaves a daughter, Anne.

#### **Photographs**

Some of the photographs in this issue have been provided by Terry Gough during his recent visits to collect material for his forthcoming book. This will take the form of a past and present comparison of our railway. Terry has contributed 3 books in this popular series by Silver Link, 'Surrey and East Sussex', 'Berkshire and Hampshire' and the 'Tarka Trail'.

#### **Advertising Manager – *The Tenterden Terrier***

Harry Benbow has finally retired as Advertising Manager, a role that he has carried out energetically and enthusiastically for many years. We now need a replacement to carry out this vital revenue raising function for the magazine. Advertising is accepted on an annual basis only and so the work, which consists of obtaining new accounts and the renewal of existing ones, is concentrated in the late Autumn period. If any member would like to take on this interesting position, which does involve visiting the various advertisers in the Tenterden area, would he or she please write to the Editor, Philip Shaw, The Malt House, 109 High Street, Tenterden, Kent TN30 6LB.

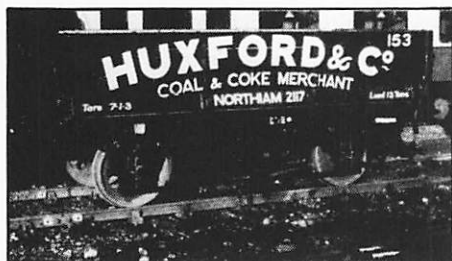
# The Colonel Stephens Railway Museum

## **First phase now open!**

- Victorian room with Stephens' family background
- Representation of Colonel Stephens' Tonbridge office as it was in 1928
- Authentic surveying instruments
- Displays on the Rye & Camber Tramway, Cranbrook & Paddock Wood Railway, Selsey Tramway

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# The Tenterden Railway Company Ltd and subsidiary company.

## Income and expenditure account for the year ended 31st December 1995

	1995	1994
Income from charitable activities:-		
Fares	£255,198	£245,811
Other income	171,649	157,168
Total income	426,847	402,979
Less expenses	(415,352)	(399,414)
Net income	11,495	3,565
Less exceptional items	(9,748)	(27,872)
Gives a surplus/(deficit) on operations of	1,747	(24,307)
add profits from trading activities of	45,023	47,356
and filming income of	37,495	4,300
gives total income before interest and tax of	84,265	27,349
Deduct interest payable	(54,263)	(49,294)
and taxation	(165)	-
Leaves a surplus/(deficit) for the year of	<u>29,837</u>	<u>(21,945)</u>

## Summarised cash flow statement for 1995

Income earned before interest	£84,265
Interest paid and similar charges	<u>(54,092)</u>
Income after interest	30,173
Depreciation charged against income but retained in the business	<u>26,670</u>
Cash flow from operations for the year	56,843
Capital donations	<u>4,160</u>
Total cash flow	61,003
Expenditure on fixed assets	(55,781)
Free cash flow	5,222
Additional working capital requirements for debtors, creditors and stock	<u>(12,452)</u>
Increase in total borrowings in 1995	(7,230)
Bearer Bonds issued during 1995	<u>2375</u>
Increase in bank etc. borrowings in 1995	(4855)

## Summary of bank and other indebtedness at 31st December 1995

Bank overdrafts less cash in hand	£126,325	£88,746
Secured bank and other loans	268,845	296,057
Unsecured loans	<u>16,355</u>	<u>21,867</u>
Total indebtedness to banks etc	<u>411,525</u>	<u>406,670</u>
Increase in indebtedness in 1995	4,855	

# How We Did in 1995

Financial Director, Bernard Sealy reviews last year's financial performance.

Members will by now have received and maybe read the accounts of the Tenterden Railway Company for 1995. Indeed by the time the *Terrier* is published, the AGM will be over and we shall be more than halfway through 1996. Since I took over as Financial Director in 1994, I have endeavoured to provide members with the maximum possible amount of information in the annual accounts so that those of you who are minded can delve into the figures and identify our strengths and weaknesses. However, for many of us this can be a little daunting so in this short article I would like to take you through the main points behind the figures.

The good news is that we managed to turn the finances round last year from a deficit of £21,945 to a surplus of £29,837. There were three main reasons for this. Firstly, our net income from running trains improved by some £8,000 despite a 17% drop in visitor numbers, which we attribute partly to the hot weather; secondly filming receipts increased dramatically from £4,300 to £37,495 and thirdly exceptional costs, which last year reflected the emergency repairs to the embankment at Tenterden, dropped from £27,872 to £9,748.

Fare restructuring had taken place prior to the 1995 season and as a result we were able to show a 12% (40p) increase in the average fare. The early results for 1996 suggest that there has been no customer resistance to the price change. Operating costs were pegged in the year. In particular, increased use of the Victorian set and more economical locomotives combined with reduced train lengths saved £10,000 in coal and water costs.

The increase in filming income was due to contracts being actively sought and I am pleased to say that the returns from this source so far in 1996 are healthy. Donations & Covenants rose from £29,000 to over £35,000, boosted by the 21st Anniversary

Appeal and because more people took out gold card and life memberships.

Catering receipts showed spectacular growth – up from £68,000 to nearly £82,000 as a result of much increased turnover from on-train catering. The bookshop showed a small increase in per visitor spend, but the overall results were not as good as the previous year. The lack of retail space is undoubtedly precluding business.

The increase in finance costs is due to the higher charges that the banks are making for their services. The actual interest (which is calculated on the net overdraft after taking into account bank credit balances) was actually lower than last year, due to a lower average level of borrowings. Our exposure to rising interest rates over the next year or so is minimal.

Turning now to the balance sheet, you will see that our bank borrowings rose slightly to £411,525 as a result of higher working capital requirements. Obviously this was not a welcome move, but the main reason was that we took the opportunity to reduce our level of general creditors to normal levels which has put us in good stead for 1996. We are maintaining our assets at their real level, taking into account inflation, and to this effect our capital expenditure (net of realisations) was kept in line with the target of a 3% increase.

Over all we moved forward in 1995 and the objective is to reduce our borrowings in 1996. This will be balanced with improving facilities (such as the new museum) and increasing our income, which at the time of writing is showing a healthy 13% increase on last year. Our objective is to achieve a surplus of at least £50,000 per annum in order to build up our reserves following several lean years in recent times.

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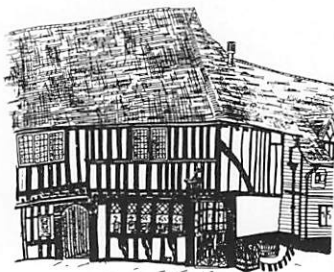
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(Next to Railway)



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# Dual Vision

Neil Rose attended the twinning ceremony at Noyelles on 27 April 1996.

Only a few days earlier my wife Alison, Tom White (a K&ESR fireman) and I decided to attend the Railway's twinning ceremony with the Chemin de Fer de la Baie de Somme ('CFBS') at Noyelles on Saturday 27 April. We took 'Le Shuttle' and by the time we reached France the sun was burning off the morning mist. First came an essential trip to a supermarché outside Boulogne and then we headed south to the picturesque old town of Montreuil, notable for its citadel and ramparts. After a brief stroll we found a suitable restaurant and set about the serious business of déjeuner. Two hours later we almost abandoned the idea of visiting our twin railway!

Duty beckoned, however, and we arrived at Le Crotoy soon after 14.00. We looked around the typical rural branch line station, complete, down to the remains of a goods loop in front of the building. We examined the collection of old photographs, illustrating the contribution the railway had made to the community. We wrote a salutation from England in the visitors' book and had a quick look at the steam powered timber cutter outside, for all the world like something out of 'The Titfield Thunderbolt'.

As we headed towards Noyelles we encountered the 14.30 train crossing the main road. Immediately differences from British railway operating practice were apparent. We expected the line to be completely unfenced but the speed of the train over the busy crossing was a surprise. A brief approaching whistle and that was it, no barriers, no red flags, no slowing down; admittedly there was good visibility but road users had to take care for themselves.

On to Noyelles, the hub of the weekend 'Fete de la Vapeur'. Our welcoming sight was our own P class in the yard, brass dome gleaming. Driver David Brailsford, a fluent French speaker, and Fireman Ian Scarlett, looked completely at home and no doubt 1556 was enjoying her second visit to France, eighty years after her first.

It was evident that much work had gone

into the light railway station area. I recall visiting the place on a wet autumn day a decade ago when it was full of crumbling platforms, rusty rails and potholes; not very inviting. Now la Place de la Gare looked in excellent order. The area was completely refurbished with new low platforms and an attractive entry made from the approach road. The main-line SNCF station adjoins, and there is an interesting mixture of standard, metre and dual gauge lines.

Accustomed to Steam Ups and Thomas weekends, this was a much lower key affair, perhaps reflecting the differences in the Gallic and Anglo-Saxon temperaments. In England two things are vital: decent refreshment facilities and toilets. We were able to buy beers and hot dogs if we wanted but that was all. A large marquee was going to be used for an evening dance.

Meanwhile inside the Post Office was selling stamps and covers and the SNCF had an



*Paris next stop! Brian Heyes and Dave Brailsford pose on SNCF 4-6-2 No 231G.558 at Noyelles, 27th April 1996. (Brian Stephenson)*



*Dual Gauge trackwork outside Noyelles. The line to Le Crotoy is on the right, 27th April 1996.*

*(Neil Rose)*

exhibition stand. As for toilets, there weren't any, at least none I could find apart from somewhere on the SNCF station, I think – I kept my eyes closed! It was also quite hard to part with money for the event. I believe there was an all day ticket at FF45 which allowed visitors to travel on all trains. After several inquiries I found a stall where train tickets were sold but there were no signs visible whatsoever.

There was a good throng of people but no service trains. They were down the line, or rather lines, as Noyelles is at the base of a Y of routes, one branch going to the north of the Somme estuary to Le Crotoy while to the south the second branch leads to Saint-Valery with an extension onwards to the coast at Cayeux. Still, there was plenty to see apart from the K&ESR's locomotive as it fussed about the yard. A metre-gauge inspection trolley gave rides as did an open coach attached to replica 1825 locomotive 'Marc Seguin'. The latter was fascinating as the draught to the fire was provided by bellows on the tender.

Perhaps the best exhibit was a Michelin

railcoach (the word railbus doesn't do it justice) from Madagascar. It was turned out in brilliant white and the wicker chairs were comfort indeed; even the driver looked the part with his solar topee. The only snag was that it could only be driven from one end. It could run backwards for short distances and gave occasional rides up and down the yard. This gave rise to certain problems. Firstly there was the actual difficulty of boarding. The Michelin had two doors and only limited capacity, so chaos ensued as people scrummaged to enter – no orderly queue here! When it moved off it would have caused our Health & Safety people to have a fit. In reverse the driver could not see where he was going and there did not appear to be anyone at the other end to guide him. Bad enough, but compounded by people strolling across the line in front of it or, worse, standing on the rails photographing, quite oblivious to the oncoming vehicle.

Drawing much attention was Peter Stanier's Leyland Lioness open bus dating from 1929. Doug Lindsay had arranged for a



*Topping up radiator water on the 1929 Leyland Lioness on 26th April 1996 at Garage Blanche, St. Valery. (Philip Shaw)*

party to travel over for the weekend in the charabanc and various personages, well known at Tenterden, were highly visible in their Victorian and Edwardian attire. They added colour to the event but what the locals made of them heaven only knows: probably preconceptions about the English were well and truly confirmed. Another K&ESR party had travelled over rather more conventionally by modern coach.

Railway activity increased with the arrival of the only train of the day from Cayeux. I never did note which locomotive hauled which train but they all looked smart and in good order. The coaches, too, were well turned out, all with end verandas. Two of the coaches on this set were especially smart in a natural teak finish. I later discovered that CFBS staff had finished their overhauls only late the night beforehand.

Plenty of people scrambled on board this train but it was not going anywhere until the evening when it formed a special service for dignitaries and guests to Saint-Valery. Eventually the two service trains arrived and shunting ensued as locomotives were remarshalled. A distinctive feature is that trains for the two branches leave from either side of an island platform – pretty

narrow too – and depart together, running parallel for the few hundred metres to the point where the lines diverge.

Having ensured that we were on the correct train to Saint-Valery we rested on the slatted seats (didn't discover whether there was first class!) and enjoyed the view though the drop windows. The branch curved sharply round to the west before running over a long straight causeway between water meadows and marshlands. This area must have been reclaimed because the line originally ran along a wooden viaduct on this section. Approaching Saint Valery, a distance of some 4 miles, the train passed the CFBS's works and across the Canal de la Somme by a long girder bridge. Entering the town the line to Cayeux branched off to the left: Saint-Valerie Ville station appeared to serve only this line with its less frequent train service. Our train continued over a couple of road crossings before coming to a stop on the quayside. Moored yachts in the marina in front and an array of old houses behind made this an attractive location. Above all it was hot in the afternoon sunshine!

For the return trip we secured places on the rearmost balcony which we shared with a

TV crew who leapt on board as the train departed. The track was dual metre and standard gauge between Saint-Valery and Noyelles; at the depot the two gauges parted for several hundred metres. Outside Noyelles the complexity of dual-gauge pointwork was very apparent.

As we arrived back we were welcomed by the local band and procession of firemen and residents in turn-of-the-century costumes. For the next hour (plus) we listened to civic dignitaries, as well as the Deputy Mayor of Ashford, CFBS President Jean Marc Page and Robin Dyce (K&ESR Chairman), take part in two ceremonies. The first was the inauguration of the newly reconstructed station area and the second was the twinning ceremony itself.

Speakers drew attention to the historical similarities between the two Railways and their new found closeness. Both lines are important tourist attractions in their areas and have ambitious development programmes. One benefit of the twinning agreement is access to a European Union trans-frontier development aid programme; it is a condition of any grants from this source that each applicant is supported by a partner in a frontier district of the other country. By good fortune Somme is linked with East Sussex, the destination of the K&ESR's Bodiam project.

I confess that from the spectator's viewpoint the speeches did go on, not least because each was given in two languages, and attention wandered. At their conclusion we gathered the day's events were over, apart from the dance and the special train. We then learnt that locomotives would be making their way back to Saint-Valery in a cavalcade, so we made our way to a suitable vantage point near the causeway. At ten minute intervals vehicles, including the special train, did come along, not so much in a cavalcade but interval working. The highlight was the K&ESR's own locomotive rolling along in the soft evening light, the image marred only by a cameraman hanging out of the cab.

And so we went to Saint-Valery for a final time for photographs. By now it was 8pm and as groups were dispersing, we made our way back to the Channel Tunnel, enjoying on the way the sight of a blood red sun sinking over Cap Gris Nez.

All in all it was an excellent day out and a great credit to Norman Brice who organised the event from the Tenterden end. It proved how accessible the CFBS is for a day trip from SE England. We liked our twin and would like to explore it further.

Perhaps we can arrange a special train to see all the line, including the section to Cayeux, before too long. Our only regret was to miss the main line steam. I am told



*The 'P' class being prepared beside the distinctive Michelin railcoach at St. Valery-Canal, 26th April 1996.*

*(John Liddell)*



two Pacific class 231 hauled steam excursions on the Sunday through Noyelles, plus the Venice-Simplon-Orient Express train, all stopped at Noyelles and looked splendid. The CFBS had an outstandingly successful day on the Sunday when a much enhanced timetable, and the sun, drew in the crowds.

Our new friends will be coming to Tenterden in early October. There were obvious differences between the Railways but the twinning must be mutually advantageous. In the words of Robin Dyce, "Je sais que la signature en ce jour de notre Accord de Jumelage ouvrira un nouveau chapitre dans l'histoire de nos deux Societies. pour notre plaisir et notre avantage mutuel." It can only be hoped that political wrangling with Europe does not spoil the relationship or the financial benefits.

*"I am confident that the signature this afternoon of our formal Twinning Agreement will open another chapter in the history of both our railways and be to our mutual benefit."*



Noyelles, 27 April 1996

(Tom White)

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# La Vision



# de Deux Pays!



*Above: The Deputy Mayor and Mayoress of Ashford plus the K&ESR 'Lioness' group pose in front of CFBS 0-6-2T No 3714 at Noyelle, 27th April 1996.*

*Left: (Clockwise) Jean Marc Page, President CFBS; George Koowaree, Deputy Mayor of Ashford; Michel Lataocard, Mayor of Noyelles and Robin Dyce, Chairman, Tenterden Railway Company, in front of CFBS No 1, seal the twinning, 27th April 1996.*

*Below: K&ESR 'P' class stands beside SNCF (former ETAT) Ouest Region 4-6-2 No 231G558 at Noyelles, 28th April 1996. Note the refreshingly casual approach to track safety, with people all over the running lines, compared to Railways in Britain.*

*(All photographs by Brian Stephenson)*



# The Colonel's Maritime Venture at Wick Wharf,

Weston, Clevedon & Portishead Railway.

Like many people I have been fascinated over the years by the history of Lt.-Col. Stephens' empire, and my interest was further aroused by the discovery of the book: *LAST OF THE SAILING COASTERS*, by Edmund Eglinton. In this my professional interest in coastal barge operations was linked to Col. Stephens' activities by the best description I had yet come across regarding working to his River Yeo Wharf at Wick St. Lawrence.

Consequently I resolved to unearth as much as I could about this aspect of his empire, and to let the *Tenterden Terrier* have the benefits of my research.

Apparently the Colonel had persuaded C. E. Heath of the Excess Insurance Co. (principal creditor of the railway) that considerable traffic, and thus income, would be generated by the construction of a ship to rail

interchange on the railway. In 1913, a spur line was built at Wick St. Lawrence from the 'main line' to the bank of the Congresbury Yeo, and the following year this, and the appropriate land, were transferred to C. E. Heath, to enable him to construct a wharf. The concrete wharf and the timber trestle Jetty leading to it were shown on a map dated 1915, but they were not completed until after the First World War. The wharf, jetty, and the land for the siding, were leased back to the railway Company at £150/annum.

The concrete wharf was 80ft. long, the wooden approach trestle 190ft. long. Ample concrete and timber piles protected the structure from shipping damage, and supported its weight in the estuarial mud. A mobile pile driver was used for repairs (even in 1993 six unused concrete piles about 20ft.



*The 'Lily' at Wick Wharf, probably 1927. Note steam crane which appears to have completed unloading coal into the private owner wagon (centre) and WC & PR wagons 25 and 11 (left and right).*

*(Colonel Stephens Historical Archive)*



long with iron caps lie in the undergrowth). The track on the wharf was laid on sleepers set in a continuous mound of loose concrete under each rail, rising to the outer end.

In 1919 a local boatman was engaged to clear debris from the river bed, to prepare for the expected ships, and in 1921 the first Muir-Hill Shunting Tractor was purchased for the Jetty. About the same time a 10cwt, steam crane was installed there, but it was not until 1922 that a suitable craft, the ketch SARAH, was located. This was purchased by Heath, and reconstructed with a Bergius petrol engine to assist the sails, and the coamings were raised to carry extra coal.

Apparently the SARAH made several journeys with coal to Ireland before bringing South Welsh coal to Yeo Wharf about July 1924. By the second visit on 9 August 1924, word had got round and virtually the entire village watched her arrival on the tide.

Subsequent shipments were about every two or three months, from Lydney, Newport, Barry, or Penarth, and was normally locomotive coal. Occasionally the Clevedon Gas Works took a cargo, although normally their coal came via the G.W.R. connection at Portishead. The ships involved worked to many Bristol Channel ports and beaches, and to Ireland, but the revenue was poor. It is said that on occasion barge captains loaded coal in South Wales for Wick, but returned with their cargoes when it was obvious they were not going to be paid 'up front' for their efforts.

There are no records or memories of any commodity other than coal being imported or exported over the wharf, although records for the railway describe 40 wagonloads of turf, cut from the saltings near Ham Lane Sidings, being moved. As this was for a bowling green in the Isle of Wight, it is quite possible that it left by coastal ship from the Yeo Wharf.

The railway could now incorporate in its promotional literature the words SEABORNE TRAFFIC CAN NOW BE DEALT WITH AT WICK St. LAWRENCE. However, the wharf was singularly unsuccessful in attracting the revenue which was its *raison d'être*. By far the majority of the coal handled was for the Company's own use. The light railway only served three towns, and coal could already be taken to each place in small vessels, landing on

the beach if necessary. The small coastal sailing craft industry was already dying and rarely economic. Apparently, although Col. Stephens, had persuaded Heath that the purchase of SARAH would show a saving in coal costs after paying for the upkeep of the ship, it was subsequently shown that he had not provided for insurance. This was a great problem with small craft, and was usually brought down to an acceptable level through mutual insurance associations based on a port where every member knew and trusted each other. Heath was unable to enter into such an arrangement.

The first Muir-Hill shunter was damaged beyond repair after de-railing whilst being towed to Clevedon Works "within a year of entering service", which would make it 1925. Indeed the replacement Muir-Hill shunter, the garden shed on equal sized wheels, came in 1926. In 1927 an even smaller ship, the LILY, was purchased by the Colonel himself for the Yeo Wharf traffics, but was lost on 9 June 1929 at the mouth of the Usk. The crew were saved, and the report in the following day's SOUTH WALES ARGUS is so descriptive of conditions in the industry that it is worth quoting verbatim:

#### "BOAT SINKS UNDER CREW'S FEET AFTER 16 HOURS AT PUMP"

The small ketch LILY, of Barnstaple, sank under the feet of her crew of two just outside the mouth of the River Usk on Sunday morning, after they had spent 16 hours on end at the pumps in a frantic effort to keep her afloat.

For a day and a night the LILY had been buffeted helplessly by the waves of the Channel. Waterlogged from only a short time after she left Newport on Friday evening, she was unmanageable for the whole of the time afterwards, and in her perilous drift up and down Channel at the mercy of the tide, she was carried down to Barry Roads, only just missing the Flat Holm, and back again to the lightship.

At the lightship, the LILY providentially encountered the Newport pilot cutter NANCY, and was taken in tow, but after half an hour's running she lurched, turned turtle, and sank under her exhausted crew's feet. They swam to the cutter, and were taken back

to Newport.

...The LILY, a 60 ton ketch (23 ton register) was owned by the Weston & Clevedon Light Railway Co., and it left the river on Friday evening carrying a cargo of about 30 tons of coal, bound for Yeo on the Somerset Coast.

...but we had only gone a short way when we discovered a leak.

Very soon we had to start the pump, and then we realised that we had a very bad leak.

...we found that she was carrying so much water that she would not answer the helm, and we could not steer her.

...but then the flood tide came, and we were swept again. All the time decks were awash, and we had to keep at the pump.

...Here the strain of the night proved too much for the master, and he collapsed on the hatches.

..."Then" said Mr. Hunter, (the mate), "she began suddenly to fill more quickly, and we saw that it was all over. I had just dived overboard, followed by Tom, (the master), when she shot up in the air, turned turtle, and went down to the bottom."

...thanks to the prompt action of Rev. Fogarty, a taxi was waiting to rush them to the (Seaman's) Mission. When the Rev. Fogarty took charge of the crew, he found them almost collapsed with exhaustion. Their food locker had been swamped on Saturday morning, and from ten they had no food or drink.

From 5.30 p.m. on Saturday till 9.30 a.m. on Sunday... continuous turns at the draw bucket and pump the master's hands were bruised and bleeding... (at the hostel) he could not even sign his name.

The sandbanks and rocks of the Bristol Channel were a continuous problem, and Eglinton recalls, in his book, the LILY being aground on a new sandbank adjacent to Lydney Pier. Because of the delay to the locomotive coal, this was reported to Head Office where somebody, possibly the Colonel, wrote to the master of the ship that he had: "never heard such rubbish! Was he expected to believe that the bottom of the sea had changed a few yards from the pier and so prevented the LILY from entering the dock?"

Such excuses were unconvincing. It was bad navigation. Nothing else and you are discharged sir, discharged forthwith!!" The Clevedon Manager was as upset as the crew; he had to find a competent replacement immediately. The crew solved the problem. Relying on the fact that Head Office would not know the name of the mate, it being normal practice for the master to employ and pay his own choice of mate, the mate's name was forwarded to Head Office as the new master. Aboard ship nothing changed!

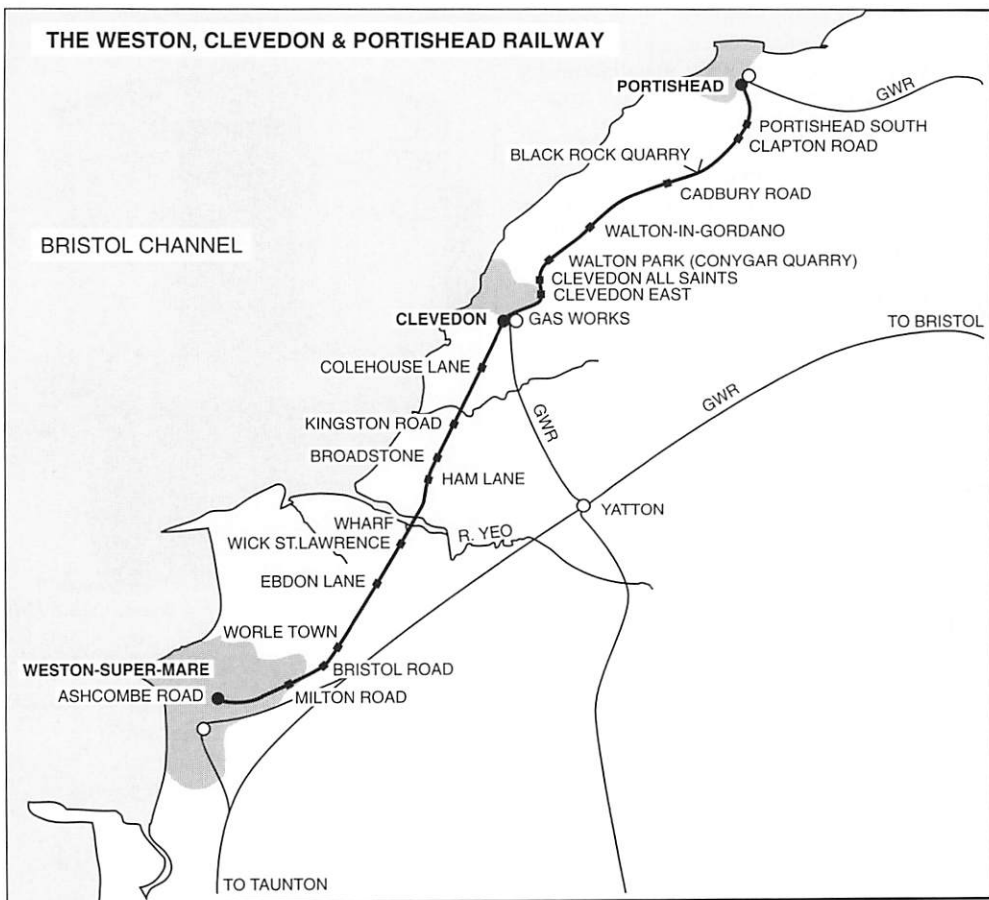
The SARAH herself was sold in 1931, but may well have continued to visit the wharf, as she was still a coal hulk when lost in the estuary in 1947. A regular visitor in later years was the EDITH, although her owners had no apparent railway connection. She was the subject of a series of photographs taken at the wharf in 1937.

In 1931 the steam crane was retired to the goods siding at Wick Station, and thereafter the ship's derrick was used for discharging the coal, using a 'kibble' or large tippable bucket.

From Eglinton's book it is possible to envisage the procedure for getting a loaded ship to the wharf. After loading on the Welsh Coast, the ship would sail to Woodspring Bay on a falling tide, and anchor in the shelter of St. Thomas' Head. On the arrival of flood tide, the ship would creep to the mouth of the Yeo and sail gently up, if there was any wind, or drop stern-first up the river with the current, if there was none. The anchor would hang over the bows as a brake in the latter case, and there would be plenty of time for the craft to nudge up until there was sufficient water to moor alongside the wharf. As the tide ebbed, the ship would sit on the mud. On the first trip, the Bergius engine was used to motor up to the wharf, but it was rarely used after that, and was eventually described as being rusted up.

Train drivers would be looking out for the arrival, as they crossed the adjacent bridge over the Yeo, and would report the news at Weston or Clevedon. Empty wagons would be taken to Wick St. Lawrence, and propelled onto the jetty four at a time by the Muir-Hill shunter. Weight restrictions prevented any steam locomotive, or more than four wagons, from passing onto the jetty. Even on the siding

## THE WESTON, CLEVEDON & PORTISHEAD RAILWAY



leading to the jetty, a timber bridge over a rhine collapsed in 1934 under the locomotive *HESPERUS*, leading to reports of "The Wreck of the Hesperus!" The wagons would be loaded from a bucket filled in the ship's hold by shovelling, and hoisted up by the steam crane or ship's derrick. A man was engaged to knock out the catch of the bucket as it swung over the wagon, so as to tip out the coal. The four loaded wagons would be drawn clear of the jetty, and replaced by four empties from the loop siding, by the Muir-Hill.

Two rakes of four loaded wagons would be made up into an eight wagon train, and drawn back off the spur by a steam locomotive. The wagons would then be propelled to Clevedon by the locomotive, with the guard riding astride the coal of the first wagon. Sometimes this propelling locomotive

would already be at the head of a freight or passenger train. The train would be propelled straight into the facing sidings at Clevedon Loco. Sheds or the Gasworks unless, as sometimes happened, the Gasworks coal had first to be weighed on the W. C. & P. weighbridge at Portishead.

An earlier wharf had been projected on the opposite bank of the Yeo, in connection with the export of coal found near Clapton Court (The Cadbury Light Railway), but this had not materialised.

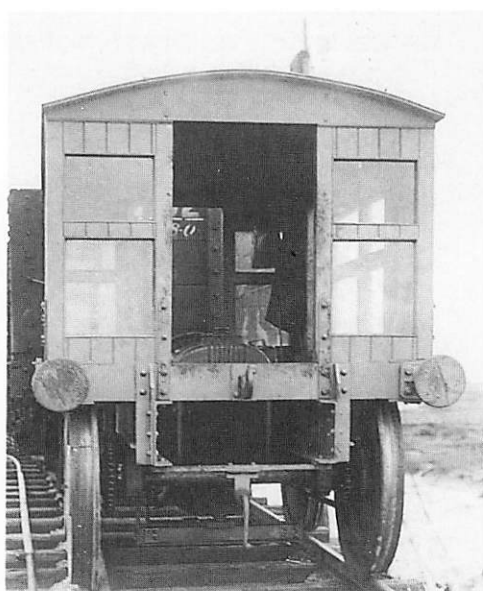
The railway served two stone quarries, which provided much of the railway's revenue, and it is likely that the Colonel envisaged stone exports over Wick Wharf. Pennant-stone was quarried at Conygar Quarry, near Walton Park Station, and limestone at Black Rock

Quarry, with transhipment from narrow-gauge between Cadbury Road and Clapton Road Halts. In the late 1930s, negotiations for a major expansion of quarrying in the area led to raised hopes, but the decision to concentrate on road haulage sounded the death-knell for the railway. By this time one would expect small steam or motor coasters to participate in such traffics, but there are no records of such visits.

In 1940 the railway closed, the tracks and the Muir-Hill shunter being scrapped. The concrete wharf remains, however, gradually collapsing into the estuarial mud.

I am indebted to 'LAST OF THE SAILING COASTERS' By E. Eglinton (publ. 1982 H.M.S.O./ National Maritime Museum). Also Newport Public Library, Woodspring Public Library Weston-super-Mare, the Somerset County Record Office in Taunton, the National Maritime Museum, and the Ships Registers held in various offices of the Marine Safety Agency and HM. Customs.

**Geoff Wheat**



*"Garden Shed on Wheels". The second Muir Hill tractor on the wharf C1927.*

*(Colonel Stephens' Historical Archive)*

#### **APPENDIX: The Craft.**

**SARAH:** Official No. 68208, registered at Newport, after 1905 at Bridgwater. Built at Framilode, Glos., 1873, by Ben. Gardner.

Registered Dimensions:

78.5ft. length

17.4ft. beam

7.6ft. depth in the hold.

Transome sterned.

Net Register Tonnage 42.7

Owned by C. E. Heath & Co. Ltd., on behalf of the railway, 1922-1931.

A 1916 Bergius petrol engine fitted 1923, but little used.

Sold for conversion to dumb coal hulk 1931.

Lost off Lydney 1947.

**LILY:** Official No. 108020, registered at Falmouth, after 1916 at Barnstaple.

Built at Penryn, Cornwall, 1897, by Rapsons.

Registered dimensions:

56.0ft. length

16.0ft. beam

5.7ft. depth of sides

Approx. capacity 32½ tons cargo.

Net Register Tonnage 25.25 (reduced to 23

tons after Bergius engine fitted 1927)

Gross Register Tonnage 60 tons.

Owned by Lt.-Col. Holman F. Stephens 1927-1929

**EDITH:** Official No. 111392, registered at Bridgwater.

Built at Chepstow, 1901, by William Hurd.

Registered dimensions:

74.6ft. length

17.1ft. beam

5.7ft. depth of sides.

Elliptical Stern.

Net Register Tonnage 44.

Owned by Renwick, Wilton & Co., Torquay (Coal Merchants) 1927-?

Bergius petrol engine (2-cyl., 30 h.p.) fitted 1927.

Second engine, making the ship twin-screwed, added 1932.

Broken up 1960.

**NOTE:** All three ships ketch rigged, i.e. main mast and sail assisted by smaller mast and sail just forward of the steering position. The EDITH later altered to sloop rig by the removal of the aft mast.

# 100 Years of Light Railways

To coincide with the Light Railway Gala on the 27th & 28th July 1996 at Tenterden, Tom Burnham explains the origin and history of legislation governing light railways.

1996 is the centenary of the passing of the Light Railways Act, which was intended to provide a simpler procedure for authorising light railways, and less stringent requirements for building and working them. It is under this Act that our own railway operates, and it shaped the career of Colonel Stephens, so it is worth taking a look back at how it came about.

We should perhaps start by saying that the Act of 1896 was not the first attempt by parliament to make it easier to build and work minor railways. The Railway Construction Facilities Act of 1864 allowed the Board of Trade (the Government department which was responsible for railways until 1920) to issue a certificate authorising the construction of a railway, provided that the owners of all the land along the route had already agreed to sell, so that no powers for compulsory purchase were needed. This was rarely the case, and so the Act was not often used. Colonel Stephens was one of the few who took advantage of it when he obtained a certificate to regularise the situation of the Selsey Tramway as the West Sussex Railway in 1924.

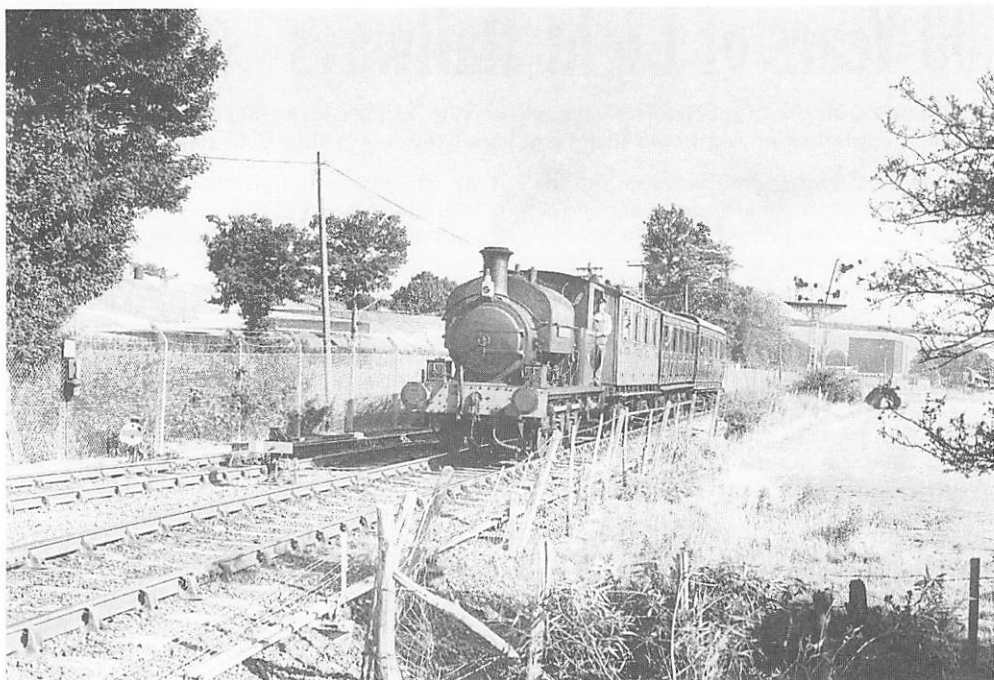
Again the Regulation of Railways Act of 1868 had included provision for the Board of Trade to issue a licence enabling a railway to be worked as a light railway. Regulations for such light railways were to be laid down by the Board, provided the axle loading was not to exceed 8 tons nor the maximum speed 25 mph. This concession did not remove the need to obtain a private Act of Parliament and so, again, relatively little use was made of it. One line to be built as a light railway under the 1868 Act was the Culm Valley, from Tiverton Junction to Hemyock in Devon, authorised in 1873 and opened in 1876. A few light railways, such as the Wantage Tramway of 1875 and the Wisbech & Upwell Tramway opened in 1883 were even built under the provisions of the Tramways

Act of 1870, although this was really intended for street tramways in towns rather than roadside tramways in the country.

Meanwhile, the Board of Trade's inspectors had been protecting the interests of the travelling public by advising the railway companies to adopt ever more rigorous means of ensuring safety. The larger and more prosperous companies were generally willing to comply, but some of the smaller railways particularly in Ireland, had been reluctant to make what they saw as unremunerative investments. It was on such a line that the Armagh disaster of June 1889 occurred, in which 80 people were killed, the greatest loss of life in a railway accident in the British Isles at that time. In response to the ensuing public outcry, the President of the Board of Trade, Sir Michael Hicks-Beach (1837-1916) dropped the Conservatives' previous opposition to state interference in the management of railways, and the Regulation of Railways Act of 1889 was passed. This Act enabled the Board of Trade to order railway companies to conform to its requirements, in particular regarding the use of the absolute block system for signalling and the provision of continuous automatic brakes on all passenger trains. The latter requirement, incidentally, created difficulties for minor railways with light traffic, as it made it very problematic to run mixed passenger and goods trains. Questioning whether such precautions were appropriate for all railways, one observer wrote that the Act "finally put an end to the possibility of constructing railways in poor districts" and established "the policy of treating the Ravenglass & Eskdale and the Corris Railway as on all-fours with the main line of the North Western between London and Rugby".

It was, however, the problems of agriculture rather than railways which led to the Light Railways Act of 1896. A slump in the





**THE CLASSIC LIGHT RAILWAY -**

*Chartwellton drifts past the Rolvenden Up Inner Home signal with the vintage set (upper) and runs across the A28 into Rolvenden station, 4th August 1995.*

*(Terry Gough)*



industry had intensified from 1893 onwards, much land had gone out of cultivation, even in usually prosperous counties such as Essex, and the price of wheat had fallen to its lowest level for 150 years. This was due in large measure to overseas competition, as railways and steamships enabled farmers in Australia, Canada or Argentina to sell their produce in the cities of Britain at prices which could not be matched by the home producers. Lord Rosebery's Liberal government needed to be seen to be taking action over the problem; according to *The Times* (admittedly no friend of the government) a minister had assured his hearers that they had only to vote straight and solid to see the fields once more "wave with golden grain", so expectations were high. Addressing the lack of transport in rural areas would be a sensible approach: in the era of the horse and cart three miles was reckoned as the desirable limit for carting goods to or from the station. Moreover, the existing railway companies were being criticised by farmers for what was seen as unfair preference in charging lower rates for trainloads of imported produce from the docks than for small consignments of individual British farmers, and so measures which tended to break their monopoly would be popular. Following the usual instincts of the politician, the President of the Board of Trade, James Bryce (1838-1922) called a conference on light railways which met for the first time on 6 December 1894. Those present included politicians from both sides of both Houses, with representatives of agriculture, industry and railway companies and a wide range of public and professional bodies. Mr Bryce opened the conference by making it clear what it would not be about: "There is one question which we think it will be entirely unnecessary for you to consider, and which indeed, ought to be regarded as being entirely outside the scope of our conference, and that is the question of anything in the nature of aid by the central Treasury of the country." Having disposed of this issue, the conference listened to several further speeches before appointing a committee of 22 members under the chairmanship of Sir Bernhard Samuelson MP (1820-1905), a Midlands

industrialist, to draft a detailed report. The report was presented when the conference re-assembled on 31 January 1895, and advocated cheaper and simpler procedures for authorising light railways together with more latitude to the Board of Trade in waiving unduly onerous requirements for their operation. Minority reports called for more radical measures towards the same ends.

On 25 April 1895, Mr Bryce introduced a Light Railways Bill which sought to implement the committee's main conclusions. The most novel feature was that county councils (which had been set up as recently as 1889) would be charged with considering proposals for light railways in their area and submitting draft orders to the Board of Trade for final approval. There would also be a relaxation of the Board of Trade's requirements for construction and operation which it was hoped might reduce the cost of making railways from the then average of £10,000 a mile or more to £3,500 or even £3,000.

The Bill was naturally criticised by the Conservative opposition as being quite inadequate as an answer to the crisis in agriculture. They – and indeed some of the government's own supporters – doubted whether many light lines would be built without a government subsidy, even at the lower capital costs which might become possible; existing railway companies would see little likelihood of a profit from extensions into sparsely populated areas, while the country landowners to whose public spirit the government had appealed were suffering on the one hand from lower agricultural rents and on the other from the increased death duties imposed by the so-called 'Democratic Budget' of 1894. MPs from rural constituencies in England and Wales were especially annoyed about the lack of subsidies in view of the grants which were already being made for building railways in Ireland and the Highlands of Scotland.

Mr Bryce's Bill was withdrawn before its second reading. Parliament was dissolved shortly afterwards, and at the ensuing general election the Liberal government was replaced by a Conservative administration

under Lord Salisbury, in which C.T Ritchie (1838-1906) became President of the Board of Trade.

The problems of agriculture and the need for better transport in country areas were still pressing, and one of the new minister's first steps was to visit France and Belgium, accompanied by the Earl of Dudley (the Parliamentary Secretary to the Board of Trade) and Sir Courtenay Boyle (the Permanent Secretary), to make a personal investigation of the construction, working and finance of their light railways. The two countries had very different systems; in France, light railways were of narrow gauge but were otherwise fully-equipped secondary railways, while in Belgium a national system of roadside steam tramways was being developed.

A new Light Railways Bill was brought before Parliament on 20 February 1896, and in view of the government's majority of 150 it was rather more ambitious than the previous attempt. The main feature of Mr Ritchie's Bill was the establishment of a Light Railway Commission Of three members (two of whom would serve unpaid while the third would receive £1000 a year) to examine schemes submitted to it, whether by existing railway companies, companies formed for the purpose, and even local councils. The Commissioners would hold a public inquiry if necessary after which proposals which they supported would be submitted to the Board of Trade for final approval. The Board would also determine which obligations as to safety procedures would apply to the new line. The question of finance was addressed by allowing local councils to take shares in light railway companies or to make loans to them, while the Treasury would also make a million pounds available for loans or free grants to schemes which would benefit agriculture or fisheries. There were some restrictions: the Treasury contribution was not to exceed 25% of the total capital, and the free grants were available only if landowners, local councils and other local interests had given all possible help and if the line was to be constructed and worked by an existing railway company. Amongst the other provisions was a clause enabling

railways already authorised to be worked as light railways. An interesting omission from the Bill was any definition of a light railway, although Mr Ritchie said that it would provide both for making conventional branches of existing railways (whether on the standard or the narrow gauge) and for much lighter steam, tramways on the Belgian model.

MPs on both sides of the House generally reacted favourably to the Bill although Mr Bryce, the former President of the Board of Trade, drew attention to the differences from his own Bill of the previous year: the creation of the Commission, the powers of local councils to promote or give financial support to light railways, and the possibility of subsidies from national sources. As far as the last point was concerned, he thought that existing railway companies would not build a light railway without a subsidy if they thought there was the slightest chance of getting one so that even the million pounds allocated would be more likely to stimulate than satisfy the appetite for light railways. This last objection was answered by Sir William Hart Dyke, MP for Dartford (and also a director of the London Chatham & Dover Railway, although he did not mention this fact in his speech), who expected the existing railway companies "would be ready to facilitate the reconstruction and working of light lines without regard to state subsidies".

The Bill was carried on its second reading at the beginning of March by 205 votes to 67. A couple of amendments were made during its consideration by the Grand Committee on Trade, including one exempting light railways from passenger duty (a tax on fares other than third class, eventually abolished in 1929). The third reading was passed after a lengthy debate in June, and, having been passed by the House of Lords, the Light Railways act received Royal Assent on 14 August 1896, just 100 years ago.

The first Commissioners were appointed in October 1896. They were the Earl of Jersey (1845-1915), a former Governor-General of New South Wales, who was Chairman, Colonel G F O Boughiey RE (1844-1918), who had served in India, and Mr Gerald A

R FitzGerald (1844-1925), a barrister. There was a rush of applications for Light Railway Orders after the Act came into force, with 85 received during the year ended November 1897 and 88 the following year. The first application was from the London & South Western Railway for the Basingstoke & Alton Light Railway, and this was also the subject of the Commissioners' first public inquiry and the first Order to be confirmed, on 9 December 1897. To celebrate its historic status, C.T. Ritchie was invited to cut the first sod, on 29 July 1898, and the line eventually opened on 1 June 1901.

However, H.F. Stephens was also among the pioneers, as he was the engineer (although not one of the promoters) of the Hadlow Light Railway (see the *Tenterden Terrier*, Winter 1986), which obtained the fourth Light Railway Order, confirmed on 24 December 1897. It was never built, a situation which was to become all too familiar. A more significant development was that the Rother Valley Railway took advantage of Clause 18 of the Light Railways Act to obtain permission to construct and work its line (which had already been authorised by Act of Parliament) as a light railway. Accordingly, when it was opened to passengers from Robertsbridge to the present Rolvenden station on 2 April 1900, it was the very first railway to operate under the Light Railways Act of 1896.

Subsequent developments in light railway legislation can be summarised briefly. The 1896 Act had established the Light Railway Commission for an initial period of five years, and so the Light Railways Amendment Act was passed in 1901 to extend its term of office. A Light Railway Act of 1912 revised some of the financial arrangements and also allowed the Commissioners themselves to promote a Parliamentary Bill for a scheme which they had rejected as too important to be within the scope of the Light Railways Act. More substantial changes were made by the Railways Act of 1921, which also amalgamated the mainline railways into the familiar four groups. The Act transferred the powers of the Light Railway

Commissioners to the Minister of Transport, who was also to be responsible for government grants to light railways instead of the Treasury. There was a clause enabling railway companies to take over light railways compulsorily, and also a requirement that the standard charges of a light railway connecting with one of the amalgamated companies were not to exceed those of the amalgamated company, although each mile of the light railway was to be regarded as a mile and a quarter for calculating rates.

Finally, and much more recently, the Transport and Works Act 1992 established new procedures for authorising new railways and other large scale construction projects, and superseded the Light Railways Act with effect from 1 January 1993 as far as England and Wales are concerned. However, there was a final rush of applications before this date, so that at the time of writing the last Light Railway Order is still some way in the future.

To what extent did the Light Railways Act achieve its objectives? One criticism of the Act which has often been made is that it failed to define what a light railway was; one textbook commented that it was impossible "to pick out any features of a light railway to distinguish it from a tramway on the one hand, and a heavy railway on the other; there are light railways indistinguishable from the one and the other. A light railway can only be defined as a railway constructed under the powers of a Light Railway Order". Indeed, of the 548 applications submitted between 1896 and 1914, 279 were for urban electric tramways (including practically all the applications made by local councils). In Kent alone, the electric tramways of Chatham, Dartford, Dover, Maidstone, Sheerness and Thanet were authorised wholly or in part by Light Railway orders.

Again, by no means all of the lines which were approved were actually built; one critic observed that the Act, intended to create light railways, had in practice created Light Railway Orders. And of those lines that were opened to traffic, many were in effect cheaper branches of the main-line companies, rather than the genuinely light

railways delivering wagons to individual farms which some enthusiasts had advocated. Nevertheless, many light railways did provide a valuable service to agriculture. Stephens' Sheppey Light Railway for example, had so-called 'farmers sidings' between the main stations, and these sidings soon had to be lengthened to cope with the traffic.

Some local councils took advantage of the Act to support light railways which they believed would benefit the local economy. For example, the two county councils, three rural district councils and Shrewsbury Corporation took a total of £5750 in debenture shares of the Shropshire & Montgomeryshire Light Railway which opened in 1911. Not all were so helpful; in 1932 East Sussex County Council turned down a request from the Kent & East Sussex Railway for financial assistance under the Act. The predicted flood of applications for subsidies by central government did not materialise. One

project that did receive a substantial grant from the Ministry of Transport as well as from the local councils was Stephens' North Devon & Cornwall Junction Light Railway, opened in 1925 and always worked by the Southern Railway (which was a requirement for government support and one reason why his directly managed lines did not receive it).

With the benefit of hindsight, it is easy to criticise the Light Railways Act for failing to produce really light railways and for failing to anticipate developments in road transport. However, legislation which created hundreds of miles of rural railways in the early years of the 20th century, and has been used for almost as many tourist railways at the end of the century must be credited with versatility if nothing else. If current proposals for 'microfranchising' as part of the privatisation process come to anything, we may even see light railways created to meet the needs of the 21st century.

## THE K&ESR 300 CLUB PRIZE WINNERS

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

### February 96

#### Drawn - Rolvenden Mess Room

1st	Jack Wood	(161)	£40.00
2nd	E C Moore	(195)	£30.00
3rd	P J Pass	(046)	£20.00
4th	W E Cobbett	(260)	£15.00
5th	E C Moorer	(196)	£10.00
6th	Bill Perry	(403)	£5.00

### March 96

#### Drawn - Tenterden Buffet

1st	Helena Withers	(416)	£60.00
2nd	Gillian Howie	(188)	£45.00
3rd	David Bowden	(097)	£35.00
4th	Brian Remnant	(246)	£30.00
5th	B A Rees	(142)	£20.00
6th	Mrs J F Lindon	(354)	£15.00
7th	Mr & Mrs J Bates	(329)	£10.00
8th	John Houselander	(003)	£5.00

### April 96

#### Drawn - Nothiam Station

1st	A F Coleman	(254)	£40.00
2nd	Mark Stuchbury	(24)	£30.00
3rd	Graham Ford	(120)	£20.00
4th	Helena Withers	(417)	£15.00
5th	David Bowden	(097)	£10.00
6th	John Houselander	(003)	£5.00

### May 96

#### Drawn - Rolvenden

1st	Carol Read	(060)	£40.00
2nd	F T Kent	(310)	£30.00
3rd	Mrs S F Nichols	(239)	£20.00
4th	Dave Slack	(272)	£15.00
5th	W B Hodgson	(017)	£10.00
6th	Vince Williams	(326)	£5.00

Registered with Ashford Borough Council, under Section 5, Schedule 1 of the Lotteries & Amusements Act, 1976



# Letters to the Editor

## Pullman Matters

Sir – It is with sadness that I have to report the passing of another great railway enthusiast and close friend, Henry Maxwell, who died on April 12th aged 89.

It was my interest in Pullman matters which brought us together and we met and corresponded for over fifteen years. Henry had a great love of Railways, first nurtured as a child at Folkestone when his nanny would take him to see the trains and boats at Harbour station there. The boat trains in those days of course sported Pullman Cars, and Henry became an avid Pullman enthusiast. This interest grew over the years and he became a personal friend of Sir John Elliot and Frank Harding, the Chairman and Managing Director of the Pullman Car Company, so much so that in 1961 he financed the saving of Pullman Car TOPAZ for the national collection. This Car, which now rests in York museum in the old SECR Pullman livery, would possibly have not survived had it not been for Henry's insistence that one be saved for posterity.

Henry wrote many articles for *The Railway Magazine* over the years and also edited 'Railway Magazine Miscellany', a bound compilation of interesting items from the Magazine in the pre and post war period.

His professional career was with ICI where he was a colleague of Sir Peter Allen, another well known and admired enthusiast. Henry became a member of the TRC some years ago and regularly donated sums of money to our Pullman Gratuities Collection. He was always very interested in how the Railway was getting on, and was latterly particularly interested in the formation of the new Colonel Stephens Museum. Henry was an admirer of Colonel Stephens, he often spoke of the Colonel's entrepreneurial spirit in his letters, and was an enthusiast for all of the lines in the Colonel's 'Empire'. Sadly, through failing health, he was unable to come to Tenterden of late, and therefore was unable to ride in the restored SECR Family Saloon, the very vehicle he rode in as a child in the 20s when going on family holidays. We have lost a true friend and supporter of the Kent & East Sussex, and indeed a supporter of Railways as a whole,

but have inherited a very fitting memorial to his name, the Pullman Car TOPAZ in the National Railway Museum.

Tenterden, Kent

Doug Lindsay

## Twinning

Sir – I was very pleased to learn that our railway is to twin with the CFBS and to read the article by Tom Burnham, including an extract of the article I wrote on the line back in 1971.

I am still a member of the Company although not an active one. I am a professional railway consultant specialising in the Light Rail field, ie. trams, not rural light railways. I am also a director of WyvernRail Limited which made one of the last applications for a Light Railway Order under the 1896 Act. The order is expected to be made soon and will give us powers to lease and work the nine mile Duffield to Wirksworth branch, which is owned by Railtrack and currently moribund. A regular passenger service is intended to link the city of Derby with leisure attractions in the Wirksworth area. Operation between Derby and Duffield will be by 'open access'.

I am mentioning this because it is interesting how many of the technical ideas and concepts pioneered by Colonel Stephens and his contemporaries still apply today. Ironically we might see an expansion of local and light railways and tramways in the next century as transport policies change. The ideas represented by the K&ESR and CFBS are much more than simple nostalgia, enjoyable though that is.

I wish the twinning success.

Belper, Derbyshire

Trevor Griffin

## The Last Days of the Headcorn Extension

Sir – Regarding George Frazer's interesting letter in your last issue, the Station Agent at Rolvenden was Arthur Harris who died on 14 June 1979 aged 77. He had 35 years of service with the K&ESR and happily lived to see the re-opening of Wittersham Road.

There is a photograph of him in issue number 7 of the Tenterden Terrier.

Bristol

Jack Burrell

# A New Lease of Life for the 'Réseau des Bains de Mer'

Philip Pacey, an active member of the Association du Chemin de Fer de la Baie de Somme, takes up the story begun by Tom Burnham in our last issue.

The 'Réseau des Bains de Mer' (the sea bathers railway) always was a holidaymakers' railway, while also providing a service to local people and carrying local products: sugar beet, chicory, whole and powdered flint pebbles. That's why these two lines, from Noyelles to Le Crotoy, and from Noyelles to Cayeux via St.Valéry, outlasted the rest of the metre gauge Réseau de la Somme, and it's why they were eminently suited to a new lease of life as a 'chemin de fer touristique'. They were closed down on the 31st December 1969 and the 31st December 1972 respectively, the Noyelles-St.Valéry-Cayeux line having become the last narrow gauge line in France to provide a regular public passenger service, although the SNCF continued to use the standard gauge rails on the mixed gauge section between Noyelles and St.Valéry for occasional freight. Happily, enthusiasts were on hand to keep these lines alive, and indeed were running trains between Noyelles and Le Crotoy even before the CFTA abandoned the Cayeux route. Their efforts were to be rewarded with success, although not without problems along the way; the result is the flourishing Chemin de Fer de la Baie de Somme (CFBS) with which the Kent & East Sussex Railway is now twinned.

The decision to form the Association du Chemin de Fer de la Baie de Somme was made on the 13th November 1969; the Association's life officially began on the 13th March 1970. The initial aim was to preserve the Crotoy line on a non-commercial basis dependent on volunteers, with steam-hauled trains in the summer months. Local enthusiasts were joined by others from the Paris region, and together they embarked on a period of intense activity.

The track needed and received immediate

attention, in addition, the Association was faced with two major tasks. First, it needed to obtain authorization to operate trains on the line, and secondly, it needed to find a steam locomotive. The second task was the first to be accomplished, thanks to the loan of a Corpet-Louvet 0-4-0T from the Fédération des Amis des Chemins de Fer Secondaries (FACS). This locomotive's first steam trials on the line, following restoration, took place on the 8th May 1971, just over two weeks before the last regular appearance of steam on the SNCF main line at Noyelles on the 26th May.

It took rather longer to reach agreement with the Département authorities, but authorization to operate passenger trains was finally confirmed by the Préfecture of the Somme for the 1971 Summer season. Under the terms of the agreements, the Association was only permitted to operate trains comprising no more than two carriages and a van. Although the SNCF granted permission for the Association trains to run into Noyelles, the local bus company persuaded the Association to agree not to collect or drop passengers at Noyelles, an agreement which remained in force until 1986, although exceptions could be made for organised groups. This agreement contributed to transforming the nature and orientation of the 'Réseau des Bains de Mer', diminishing, indeed virtually obliterating, the significance of the interchange with the main line at Noyelles, and ensuring that most passenger journeys began and ended at Le Crotoy (and later, at St.Valéry or Cayeux). Only in recent years has Noyelles begun to reclaim a little of its old importance; since I travel to St.Valéry by train, changing at Noyelles, I have been especially glad to see this happening.

Services commenced on 4th July 1971, and

continued on Saturday, Sunday and holiday afternoons through the summer. 2,700 passengers were carried in this first season, followed by 5,000 in the summer of 1972. Also during 1971, no less than six more steam locomotives arrived on the scene, in varying states of repair. Meanwhile the closure of the Cayeux line had been announced. The Associations' proposals to extend its operations to embrace the Cayeux line were called into question by an insufficiency of funds, experience, and volunteers, but the growth in passenger numbers in 1972, and an increase in membership, confirmed the Association's viability, and helped make it possible to run some trains on the Cayeux line in 1973. In that summer, some 7,000 passengers were carried altogether.

A second Corpet-Louvet 0-4-0T was acquired and put into service, and the Association took over responsibility for the motive power and rolling stock of the CFTA. (You will recall that the CFTA had by this time abandoned steam, and its steam locos had unfortunately been scrapped.) Alterations required by the two Corpets included the raising of the buffers so that

the locomotives could be coupled to the carriages. These two locos, known as 'les Teckels' (the dachshunds!) are low in relation to the carriages, which is not only unsatisfactory from an aesthetic point of view but also increases the likelihood of smoke swirling around and into the carriages, especially when the locos are running cab first. But they served the needs of the moment, being in excellent condition, simple to operate and maintain, and easy-going on the track while holding it well.

Unhappily at this crucial moment in its history the Association was riven by disagreement. An active minority of members wanted to turn the railway into a commercial venture. Dissension brought operations to a halt through 1975, notwithstanding the arrival of an eighth steam locomotive, a Pinguely 0-6-0T. The impasse was resolved in January 1976 by a division of forces: the original Association retained its interest in the Le Crotoy line and extended its operations to St. Valéry, whilst a splinter group took on the route between St. Valéry and Cayeux under the name Chemin de Fer Touristique de la Côte de Opale (CFTCO).



2-6-0T No 3851 (built Haine-Saint-Pierre 1920) leaves St. Valéry-Canal for Cayeux,  
27th August 1955.

(D.Trevor Rowe)

In 1976 the Association carried 5,240 passengers; in the same year a second Pinguely 0-6-0T appeared, completing a fleet of steam locomotives which was not added to subsequently until December 1994. However, the CFBS, like so many other voluntary bodies dependent on the goodwill of their members, was again to find itself vulnerable to the vicissitudes of human nature when in 1990 this same Pinguely and another loco were unilaterally removed by their owners to the Musée des Transports de la Vallée du Sauseron at Valmondois.

The CFTCO ceased activity in December 1977, following the departure of a key individual to another railway, and responsibility for the Cayeux line reverted to the Association. Now, in spite of ups and downs, there would be no looking back. In 1978 a record 20,717 passengers were carried, thanks in no small part to the dedication of just one member who devoted considerable efforts to publicising the railway. This level of publicity could not be sustained, and the passenger total dropped to 11,124 in 1979. A further reduction took place the following year, when the CFBS, like other tourist railways felt the effects of the economic recession and of an indifferent summer, while visitors were deterred by reports of pollution in the bay and the temporary banning of bathing. 10,100 passengers were recorded.

Since then passenger figures have multiplied. 25,500 passengers were carried 1984, when in addition to its regular afternoon trains the CFBS promoted trains specifically for groups in the morning and early afternoons – which it still does – and advertised excursions, by train and coach, involving, variously, an open-air barbecue, a visit to the Parc De Marquenterre (an ornithological centre), or a ride 'en carriole' (in a horse and cart) through the salt marshes at Cayeux. 33,700 passengers were recorded in 1990, and 41,700 in 1991, followed by a further increase, thanks to an eye-catching publicity leaflet with colour photographs, and to a first 'steam festival' to 43,500 in 1992. Poor weather reduced the numbers to 40,768 in 1993.

With the growth of passenger numbers, more carriages were needed. Most of those

inherited from the SE via the CFTA were in poor condition and not all could be brought back into use. so seven vehicles were obtained from Switzerland: two four-wheel vehicles, dating from 1911, were acquired from the Chemin de Fer Electriques Veveysans in 1978; three, dating from 1893, came from the Chemin de Fer de Yverdon-Ste Croix in 1981; and two bogies coaches of 1929 were obtained from the same source in 1984. A magnificent ex-SE bogie saloon of 1889 arrived in 1974 and is used for special occasions. Nine ex-SE/CFTA bogie coaches of 1923 remain; of these, five are usable, one is being restored at a school at Abbeville, and another is designated for restoration. The days of trains limited to two coaches have long since been left behind!

From 1973, Association volunteers undertook an ambitious but necessary programme of track renovation between Le Crotoy and Noyelles. Derailments continued to be all too frequent until 1976. 20kg/m rails were replaced with 30, and in places, 46 and 50kg/m rails. The complete relaying of the Crotoy-Noyelles line was finally completed during the winter of 1992-93. The section of mixed gauge track between Noyelles at St.Valéry was and remains in a relatively good state, thanks to the SNCF, who continued to use it for standard gauge freight until January 1989; they did not relinquish their interest in it until they sold the trackbed to the Département with effect from 1st January 1993. The mixed gauge track will, I am certain, be preserved as such. Meanwhile, the St.Valéry to Cayeux line, which in 1971 was in better state than the Crotoy line, having been renewed in the mid-1950s, was maintained as well as circumstances permitted by replacing sleepers at intervals; when I first saw it, not so very many years ago, I was frankly horrified, the more so after we had joined the train at Cayeux and the driver accelerated to what seemed an excessive speed along the very same stretch of track which we had just inspected at close quarters! However, this section of the line has been receiving attention from track gangs during recent winters.

Since 1978 the railway has been used from

time to time as a test site for new metre gauge railway equipment manufactured by French companies; ironically, it was the imperfections in the track as well as the gauge which caught the eye of M. Guillaumin, from Les Acières de Paris et d'Outreau when he recognised the potential of the line for testing the bogies of the metre gauge rolling stock for export to Africa. More recently, during the summer of 1992, some of the track received the benefit of the active presence of a 'flambant neuf', manufactured by Matisa for the national railway of Benin, employees of which came to the CFBS to be given training in its operation. It showed itself to be capable of ballasting 300-500 metres of track in an hour to a sufficiently high standard to allow trains to travel at 70-80km/h. Every preserved railway should have one! The CFBS nevertheless limits trains even on this stretch of track to no more than 30-40km/h for, as they say, visitors should be given their money's worth!

In the last dozen or so years, the Association has gone from strength to strength, thanks not least to generous grants in recognition of its contribution to attracting visitors and enhancing their enjoyment of the area. The day-to-day operation of the railway has been underpinned by the employment of a number of full-time and seasonal staff. The depot at St. Valéry Canal has been restored and enlarged, and a carriage shed has been built nearby; accommodation for up to four volunteers has been built into the attic over the mess room in the former St. Valéry Canal station building. Currently, the station area at Noyelles, immediately adjacent to the SNCF station, is being upgraded and a disused building is to be completely renovated to serve as a booking office and waiting room, thus restoring to Noyelles something of its former significance. A 'steam festival', involving steam-hauled standard gauge specials converging on Noyelles, along with appropriate activities on the metre gauge line and a model railway exhibition at St. Valéry, is becoming a regular event. In 1995 all previous records were broken when the CFBS recorded over 60,000 passenger journeys.

### **Motive power**

Steam locomotives in working order

comprise one of the three Corpet-Louvet 0-4-0Ts, no. 25; the Pinguely 0-6-0T; my own favourite, Corpet-Louvet 2-6-0T no.1 'Aisne' of 1906; and a magnificent Buffaud & Robatel 0-6-0T 'Beton-Bazoches' dating from 1909. Haine St. Pierre 2-6-0 no.15 of 1920 is currently undergoing restoration, and is likely to be back in action in the next year or two. Corpet-Louvet 0-4-0T no. 15 has been out of service since 1988, and the third Corpet 0-4-0T is used for spares; both can be found lurking in the depot at St. Valéry Canal. An exciting project to bring a Pacific locomotive from Vietnam unfortunately came to a sad end late in 1994 when the locomotive in question was scrapped by mistake at Hanoi. However, money raised for that project was deployed instead to enable a most interesting locomotive to be brought back to France from the U.S.A. This is a Cail 2-6-0T, built in 1889, one of six locos supplied by the Société Cail to work on De Lesseps' ill-fated Panama Canal project. This loco subsequently worked in Puerto Rico from 1891 to 1929; it was then chosen for preservation at the Henry Ford Museum at Dearborn before being withdrawn from the Museum's collections in 1977. Thereafter it was displayed outside a bank at Travers City, Michigan, from where it was brought to St. Valéry in December, 1994. Although it is generally in reasonable condition, it has to be re-tubed before it can enter active service; meanwhile it can be found in the depot, where I wire brushed some rust from its firebox last summer while waiting to be allocated to more urgent tasks.

Sadly, although two of the three diesel locos which came to the line in the 1950s are operational, as is a delightful little 'draisine' or trolley dating from 1923, the surviving railcars, such a characteristic feature of this and other French minor railways in the 1950s, are mostly in a poor state. Two are scheduled for restoration, while Billard No. R-6, supplied in 1937 to the Tramways d'Ille et Villaine, but subsequently transferred to the Réseau Breton where it was reduced to an engine-less trailing car, is undergoing long-term restoration off-site thanks to a local factory. A fourth diesel loco, BA12 from the Chemin de Fer du Blanc à Argent, built in 1941, arrived in 1989, and a fifth,



no. 824, built by Naval in Spain in 1966, was acquired from the Ferrocarrils de la Generalitat de Catalunya in 1991. The CFBS also has at its disposal a standard gauge ex-SNCF diesel loco.

### Operation and route

In recent years the CFBS has operated on Saturday, Sunday, and weekday afternoons (except Mondays) between July and early September, and on Sunday and holiday afternoons from mid-April and until late September, although trains between St.Valéry and Cayeux, which are diesel-hauled, run only at weekends and on holidays in the high season. Since 1994 additional operating days have been scheduled in April, May, June and September.

As noted above, trains can be chartered to run in the morning or the early afternoon. As at some other preserved railways in France, the regular service does not begin until mid afternoon, in the expectation that intending passengers will wish to enjoy an ample and leisurely lunch! Trains depart simultaneously from the picturesque quay at St.Valéry, and from Le Crotoy, on opposite sides of the bay (which is not so wide as to rule out glimpses of puffs of smoke on the other side), at 15.30 and 17.30, arriving at Noyelles, passengers have the opportunity to change from one train to the other if they so wish before the two trains depart simultaneously, at 16.00 and 18.00. This simultaneous departure of the two trains from Noyelles continues a tradition which dates from long before the preservation era; it is, as other observers have commented, a narrow gauge spectacle without parallel, but photographers should be warned that in practice one train sets off first, only to be overtaken by the other at the point where the tracks diverge.

The line to Le Crotoy haunts the uncertain, shifting border between farmland and estuary; the train scuttles behind hedges and trundles over narrow dykes on minimal bridges before crossing a busy road with much whistling and gesturing on the part of the engine crew (I speak from happy experience). Soon after crossing the road, the train rolls gently into Le Crotoy station. At Le Crotoy the original two-storey

building survives, combining the functions of station, goods shed, and station-master's house; the domestic quarters are presently occupied by Thierry, one of the railway's employees, and his family. The original track layout is intact, and an engine shed, the home of one of the operational locos during the season, stands at the end of a single road.

From Noyelles to St.Valéry the railway runs for much of its length on the embankment which replaced the timber viaduct, with meadows and pools inland and on the other side, the silted-up head of the bay, covered by grass and reeds and populated by sheep and occasional hunters who have dug themselves in by constructing 'hutteau' – turf – covered hides – overlooking pools on which they float decoys. The embankment curves towards St.Valéry; the train whistles as it passes the depot at St.Valéry Canal, then whistles again as it takes a sharp bend before rattling across the road-rail swing bridge over the canal lock. The fireman jumps out to press a button beside the road which changes a set of traffic lights to red – again, I speak from experience, and I'm happy to acknowledge that this is quite as much fun as waving down cars – before the train crosses the road, and swings right behind some houses, across another road, past St. Valéry Ville station (where it no longer stops) across the road again (whistling and waving) and onto the quay at St.Valéry. As at Le Crotoy, there is all the time in the world for the loco to take on water, and for the crew to enjoy ice-creams before running the loco around the train. What has life to offer more than this?

The line from St.Valéry to Cayeux is different altogether. St.Valéry stretches along the edge of a navigable channel, and up the side of a wooded hill; the railway, hidden in a long, tree-lined tunnel, bends and climbs around the back of this hill before emerging into open farmland. The train passes a much overgrown scrapyard, where still lie the remains of some of the steam locos brought here by the Germans during the Occupation, when the local flint extraction industry and the railway were exploited during the construction of the coastal fortifications which comprised the 'Atlantic Wall'. A temporary extension to the

railway was laid along the road south from Lanchères. Heading inland, the line passes over many unprotected level crossings; much use is made of the horn as the diesel-hauled train and farmers tractors approach the same point from different angles! At intervals along the line are two halts and the more substantial station of Lanchères-Pendé, where there was once a sugar-beet refinery with sidings and its own steam locomotives. The line turns toward the coast again, finally running into the station on the edge of the seaside resort of Cayeux. Here again, the original two-story station building survives. I have heard rumours of a long-term plan to somehow extend the line into the centre of Cayeux, close to the shingle beach, thus making it much more visible to holiday-makers, but whether anything will ever come of the remains to be seen.

### Finale

The Association of the Chemin de Fer de la Baie de Somme, which is just over 25 years old, can be proud of what it has achieved through the efforts of a limited number of volunteers and a handful of dedicated staff. At exactly the right time, it came into being to breathe new life into the two lines of the 'Réseau des Mains de Mer', which today constitute a single, intriguing railway, linking two pleasantly modest, undeveloped resorts and the delightful old port of

St.Valéry, through farmland and marsh and around the Somme estuary, always and everywhere under vast, expansive skies. Only against buildings, and in the depot, do the locomotives assume their actual size; out in the country, the trains take their place among the tractors, cattle, sheep and wild birds, tiny things whose movements nevertheless catch the eye of the distant observer.

Let me close on a personal note. I have found the Association, its members and its employees, to be most welcoming. Do pay the railway a visit, whether simply to have a look around or to lend a hand. It would be unwise to expect people to speak English, though you might be lucky; but even a very modest ability with the French language, such as my own, is appreciated, and errors are forgiven. I know that it is hopeless advising car-owners to leave the car behind, and indeed if you only have a day or two to spare, use of a car will be a great help in enabling you to take in the whole of the railway, but if you don't have a car, take the ferry to Boulogne, catch a stopping train at Boulogne Ville (after exploring the old town on the hill), and alight at Noyelles from where you can catch a bus if you haven't managed to connect with a CFBS train. Accommodation, cafés, and restaurants await you at St.Valéry. Relax, and enjoy!



*"Le Petit Chauffeur" at St. Valéry canal depot, July 1995.*

*(Philip Pacey)*

# Pullman Car No. 349

Pullmans were always 'Cars', never coaches or carriages, and Third Class meant that they didn't bear names, only numbers. This tradition was carried on right through their reign in this country from the 1870's until the demise of the Company in the mid 1960s, when it was absorbed by the British Transport Commission.

Car No.349, the subject of this little piece, and a much younger cousin of Barbara and Theodora, is a survivor of the very last series of locomotive hauled Cars ordered by the then nominally independent Pullman Car Company. Apart from the series of Cars introduced especially for the 'Golden

Arrow' service in 1951, to mark the Festival of Britain in that year, which were in fact a build which was authorised in the late 30s, but was postponed due to the War, the 1960 series of 'Mark I' Pullmans, of which Car No.349 is a member, were the first major order of new loco hauled Pullman Cars since 1928. There were the tranche of Electric Cars for the Brighton Electrification scheme in 1932/3, but these of course were all in multiple units.

The 1955 'modernisation scheme' of British Railways included the proposed replacement of Top Link steam on such routes as the East and West Coast Main



*A3 Pacific 60066 'Merry Hampton' climbs past Belle Isle with the down 'Yorkshire Pullman' on 8th May 1961 soon after the Metro-Cammell Pullman cars were introduced to this service. The fourth vehicle in the train is a third class Parlour Car similar to Car no 349. Note also the Brake/Parlour car of the original 1928 series at the head of the train.*

*(Rail Archive Stephenson)*

Lines north of London with the new Diesel-electric Class 4s and 5s. Coupled with this was the general speeding up of these services with regular schedules calling for 100 mph running.

On the East Coast route, where several key services were still all-Pullman trains like the Queen of Scots and Yorkshire Pullman, these trains consisted of Pullman Cars built between 1914 and 1928 and would hardly be suitable for regular running at 100 mph behind the new Deltics which were on order. In consultation with British Railways, The Pullman Car Company, under the direction of the dynamic Frank Harding, sought to 'modernise' these services by inviting tenders for 44 brand new Pullman Cars to be built to largely replace the ageing vehicles which had plied the route for so long.

In August of 1957 initial enquiries were sent out to six independent carriage builders, and it was eventually the Metropolitan-Cammell Carriage & Wagon Company who were successful with their bid to become the builders of this series of Cars. The order was for 7 First Class Parlour Cars, 13 First Class Kitchen Cars, 8 Second Class Parlour Cars, 15 Second Class Kitchen Cars and 1 Second Class Bar Car.

Car No.349 is a member of the third of these categories, being a Second Class Parlour Car. It has 42 seats arranged in seven bays of 2+1 configuration, each bay being fitted with table, table lamp and magazine rack. Above the seats are longitudinal luggage racks, with a lower, smaller rack for light items beneath. Each end of the Car between the entrance vestibule and saloon is a well appointed toilet on one side of the gangway, whilst opposite are a range of roomy shelves for excess luggage.

All the vehicles were based on the standard BR Mark 1 underframes and general body shell design. However, the Pullman specification called for many distinctive design features which were to give the Cars a very different appearance to the then numerous rakes of Mark 1s in service.

In order to give their passengers a more comfortable ride the Cars were fitted, from

the start, with the recently developed 'Commonwealth' cast bogies with roller-bearing axleboxes, and these proved to be excellent in service. In line with long standing Pullman tradition, passenger access was at the end vestibules only, where specially designed inward opening doors were provided. They also sported larger than normal windows, 5' in width, and these were double-glazed except for the sliding vents, and were mounted in aluminium frames surrounded by rubber inserts before being placed into the body sides.

The double glazing assisted the sound insulation as well as the temperature control which was in the form of Stone's pressure heating and ventilation system, this regulated the temperature of incoming air through a unit mounted on the underframe whilst stale air was expelled through ducts in the ceiling or the opening toplights. The ceilings themselves were a totally new innovation for Pullman being panelled with transparent plastic sheets concealing strip lighting. However, the familiar Pullman table lamp was retained, although now a fixed item and of typical 60s design – gone was the delicate brass table lamp of the past! Another traditional feature retained, in First Class Cars only, was the single moveable Pullman armchair with just single seats each side of the central gangway, this was to give way some years later to 2+1 fixed seating similar to the seating provided in the second class cars from the start. The general interior decoration was a far cry from the familiar wooden marquetry panelling associated with Pullman from its earliest days and was of light shades of 'Warite' plastic sheeting relieved at the ends of the Cars with veneered timber bulkheads. Finally the livery, this followed Pullman tradition and made the Cars quite distinctive, but again was re-designed to give a new 'modern' image. The Umber and Cream was retained but the lining was simplified a great deal, and the Company Crest, which had been unchanged since 1908, was re-designed with a 'stretched' look but retaining the essential features of the original. These crests were applied to the body sides below the waist line each side of the name or number panel, whilst above



*Car No 349 at Tenterden, 15th June 1996.*

*(Philip Shaw)*

the windows the elongated letters PULLMAN were applied in their traditional position, but without the additional rosettes at each end.

The first of the Cars entered service on the 'Master Cutler' service from Kings Cross to Sheffield in September 1960 (see *Tenterden Terrier* No.32, page 21) and once all the Cars were complete new rakes were formed for The Tees-Tyne and Yorkshire Pullmans and the Queen of Scots. One feature of this new build was that no provision had been made to supply new Brake/ Parlour Cars, so several of the 1928 Brake/Parlours were overhauled and their running gear brought up to required standards for 100 mph running. For many years in the 1960s these Pullman services on the East Coast had traditional Brake vehicles at each end, and we are told that regular customers, who weren't enamoured with the 'new image' Pullmans, would specifically book their seats in the old traditional Cars, foregoing the smoother ride of the new Cars for the comfort and ambiance of the forty year old Cars!

These new Cars then, which rarely ventured away from the East Coast services, plied their trade, day in, day out, first

behind steam then latterly behind diesel locomotives up and down the ex-LNER main lines for many years. Gradually, however, as services speeded up and airlines competed with shuttle flights, the requirement for full Pullman services declined. Also, from January 1st 1963, the former Pullman Car Co. became a wholly owned subsidiary of British Transport Catering, and the exclusivity of Pullman seemed to wane.

Following the introduction of the XP64 stock in 'experimental' livery, the standard coaching stock livery became the corporate blue and grey for main line services across the country, and eventually Pullman Cars (except the new Diesel Pullmans which were Nanking Blue and White from introduction), were re-painted in the new corporate colours, some however were given a 'reversed' livery of grey lower panels and blue upper panels. Gone were the names and lining, the cars simply sporting the word Pullman, in corporate lower case lettering below the waist line. Many of the Cars were used as ordinary 'First Opens' in non-dedicated services on the general diagrams, some were used as 'lounge cars' on the then popular 'Motorail' services but some 'Pullman' services



soldiered on until the introduction of HST's in 1978, when the last 'Hull Pullman' service ran. Thereafter the cars were used intermittently in excursion services and occasionally for football directors specials.

In 1980 nine of the Cars, including Car No. 349, were purchased on withdrawal by the Steam Locomotive Operators Association (SLOA) and refurbished over the succeeding years to run behind the then growing fleet of Main Line certificated steam locomotives. This 'second coming' for the Cars saw them repainted in their original liveries and run behind locos they had never previously been associated with, and also on routes that had previously never seen Pullman services, particularly the Settle-Carlisle route. Now owned by 'Pullman Rail' a subsidiary of Flying Scotsman Services, and regularly used on Steam specials throughout the eighties, they were to become the subject of difficulties with Main Line certification in the early 1990s and were laid-up, disused, at Ferme Park sidings where some vandalism was suffered. Eventually they became part of the Waterman Railways stock when most of the former FSS stock was brought under Waterman Railways umbrella. With no immediate prospect of cash being available to restore them to Main Line condition, Waterman Railways offered the Cars to private lines where perhaps they could be cared for and used to prevent further decay. We on the Kent & East Sussex were successful in securing Car No.349 for short term loan (approximately two years) to enable us to maintain our prestigious Wealden Pullman service whilst Car Barbara was in shops for major refurbishment. So it was that Car No.349 was transported by road to St. Leonards in the Summer of 1995 to be fully re-painted and given a light overhaul prior to being delivered to Wittersham Road in November of last year. She entered service on our Santa Specials on November 26th, and apart from a steam heat problem, which was quickly rectified in Tenterden Workshops within a few days, the Car has been used not only in Santa Specials but also on the Rother Valley Limited as well as our Wealden Pullman where she is united with one of her older cousins, Car Barbara, a

Car which she would never have previously encountered.

Another chapter therefore commences in the history of this Car as she conveys passengers on our line.

**Doug Lindsay**

Since this article was written, a change of ownership has occurred to the former FSS rake of Pullman Cars, including Car 349 currently on loan to our Railway.

In early 1996 the well documented purchase of A3 Pacific 'Flying Scotsman' by businessman Dr. Tony Marchington also included the nine Metro-Cammell Pullmans. Whilst this should not effect the current agreement for our loan of the Car, it is reported that Dr. Marchington hopes to eventually restore the whole rake to Main Line condition with the aim of running them again behind steam, particularly Flying Scotsman. Perhaps, therefore, the day will come again when our Car No.349 speeds up the East Coast Main Line behind a Gresley Pacific... just the way it was nearly forty years ago!



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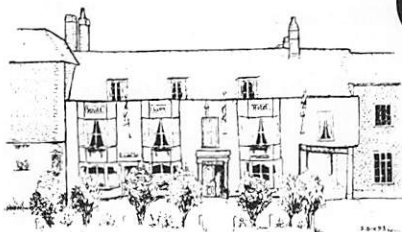
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