

The Tenterden Terrier



Number 72

Spring 1997



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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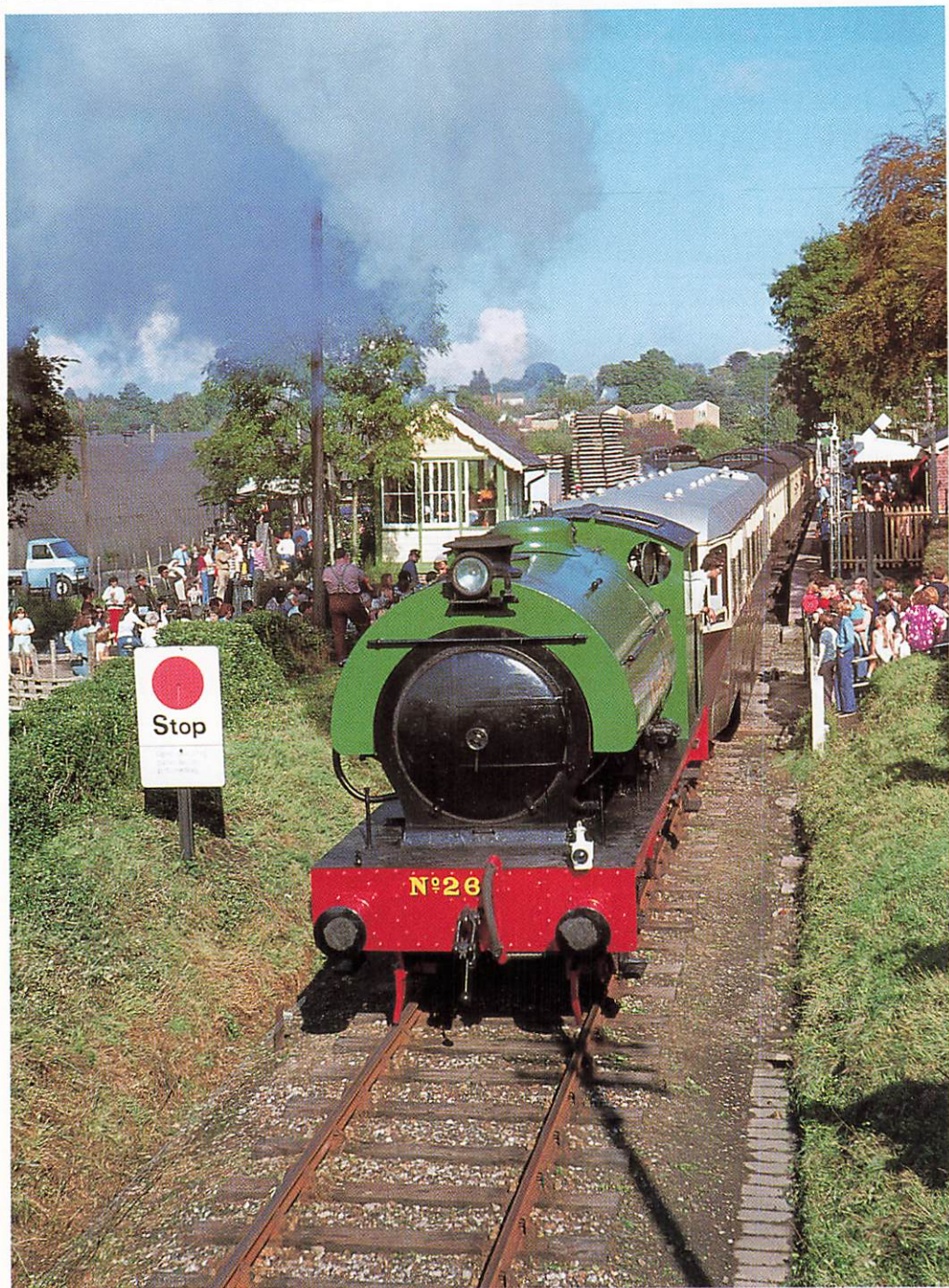
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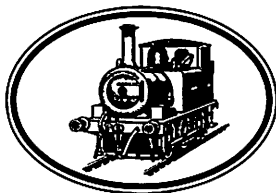


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Contents

- 3 Editorial
- 4 – 17 Lineside News
- 18 – 19 Letters to the Editor
- 20 – 21 Changing Seasons
- 22 – 25 The Fate of the
Colonel's Royal Saloons
- 26 – 27 Tickets Please!
- 28 – 30 People in Profile
- 31 – 34 A Quarter Century of
Company Membership
- 35 – 39 More Might-Have-Beens
- 40 Book Review

FRONT COVER

SERVICE SUSPENDED: *Norwegian, now out of service pending repairs, approaches Willow Curve with the 4.45pm Northiam to Tenterden Town train, August 1995. (Brian Stephenson)*

FRONTISPIECE

21 YEARS AGO: *The original No26 leaves Tenterden Town with a train for Newmill Bridge on 26th September 1976. (Brian Stephenson)*

Editorial

Into the Millennium

The exciting news that we have moved forward to the long-listed stage in our bid for Millennium funding brings the Bodiam project one step nearer. Putting this into context, it means that we are one of 156 organisations from around 1900 original applicants bidding for a share of around £170m available and we have a 1 in 4 chance of success. Furthermore, we are one of only two heritage railways to be included. Our crucial hurdle at this stage is to provide matched funding although this in itself will not guarantee success. Now, so far only 10% of the membership have indicated that they will support a bond issue so the campaign must be both broadened and better publicised. It would be a pity to fail now, when there is so much to go for and so much has been achieved.

★★★★★

The index for the years 1993 to 1995 is included with this issue and should be detached for binding purposes.

Easi-binders, which will comfortably accommodate 9 issues can be purchased from the station bookshop. We regret that we cannot provide full binding facilities.

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Lineside News

Compiled by Duncan Buchanan

From the Chairman – Robin Dyce

I would like to take this opportunity to wish you all a Happy New Year and to briefly review 1996, a year in which the Railway has continued to develop and has gone from strength to strength with some notable achievements.

More aggressive marketing produced a whopping 21% rise in passengers. This was matched by control of expenditure which resulted in a net reduction of our current liabilities in excess of £40,000. All advertised trains were run and for the first time ever, over 500 driving turns were undertaken which was a tremendous achievement by everyone concerned.

Section by section our permanent way has continued to improve enabling higher speeds and shorter journey times to be attained in safety. Efforts by the commercial staff have allowed new and important areas of income, such as cruise ship charters, to be exploited. The reintroduction of mixed trains in service schedules has proved very successful and Railway Experience Days have developed into a useful source of significant extra revenue. Our presentation continued to improve and our stations and level crossings areas are now much more attractive. The new museum at Tenterden opened towards the end of the year providing an essential educational visit for families and scholars alike.

Results of market research conducted last year again showed a very healthy level of repeat business demonstrating the importance of maintaining high standards of preservation and customer care. Our twinning celebrations with the Chemin de Fer de la Baie de Somme were featured on television and national newspapers, further highlighting progress made by our railway.

In 1997 we must take every opportunity to increase income while still controlling expenditure. Changes in our working environment brought about by financial restraint and new health and safety legislation will affect us all and are challenges which must be addressed. Without doubt the failure of the

Norwegian loco has come as a considerable and unwanted surprise which emphasises our vulnerability to mechanical failure.

The news of our gaining long-listing by the Millennium Commission is a fantastic achievement and is a testament to the professionalism of the railway. This is covered elsewhere in this issue.

The achievements of 1996 were accomplished by a small but dedicated group of volunteers to whom the Railway owes a huge vote of thanks. For 1997 your Board has again set a balanced budget which will not be realised unless more members offer their services. If you care about the future of your Railway please make it a resolution to help in any way you can.

Commercial Visitors

As reported elsewhere, total passenger figures rose by 21% from 65,751 in 1995 to 80,528 last year, a very pleasing result indeed. Hidden in the overall figures there are some other very encouraging signs. The number of passengers starting their journeys at Northiam rose by a staggering 45% from 7,793 in 1995 to 11,278 in 1996 and takings at the Sussex end of the line now represent over 20% of the total for scheduled services (compared to 16% in 1995). Passengers from Northiam, probably get better value for their money as they are more likely to break their journey and return on a later train, so experiencing travel on two trains with different types of carriages and locomotives.

The number of passengers paying the first class supplement for a single journey also grew substantially from 10,111 to 16,509 showing both the value of well-restored first class vehicles and that a significant proportion of our visitors are discerning enough to appreciate this quality – and prepared to pay extra for it. Many thanks to the hard working and dedicated band of Ticket Inspectors who are responsible for collecting most of the supplements – the total value of 1st class sales on the trains was over £7,300.

The number of visitors simply purchasing platform tickets also increased during 1996 to 10,012, up from 8,051 the previous year.



Graham Hukins receives the Ian Allan National Heritage Award for the Guide Book from Rail Regulator John Swift accompanied by Andrew Scott, Director, National Railway Museum, 9th December 1996.

Improved signage highlighting the attractions at Tenterden Town Station coupled with continued good work by Station Masters and Station Assistants have helped achieve this.

Santa Special Steam Trains

Once again most of the trains ran to capacity and throughout the busy Santa season 11,300 passengers were carried. This figure is very similar to the 1995 total of 11,157 and shows that with a good product it is possible to fill trains to capacity season after season. Two five-coach trains, each operating four trips per day is really the upper limit for this operation, so the scope for increasing numbers is limited.

The improved battery charging system installed by the Carriage & Wagon department worked extremely well and the trains which operated after dark were better illuminated than ever. The platform at Tenterden Town Station was also brighter with strings of bulbs running the full length providing both light and a festive atmosphere. White bulbs were chosen to match those used to decorate the trees in Tenterden High Street and to avoid any confusion with the

coloured signal lamps and handlamps used by operating staff.

Extra time was allowed in the working timetable for steam heat first thing in the morning and this too improved the service offered to passengers. Most of the steam heating and station pilot turns were to have been performed by No. 376 "Norwegian" and Adrian Landi fitted the engine with Christmas Trees complete with lights powered by the locomotive's own generator. The result looked very good indeed on 24th November, but sadly the discovery of cracks in the firebox meant the engine was not available for December – its place being taken by P Class No. 1556.

After 20 years as "Chief Pixie", Chris Wood has decided that the 1996 Santa season will be his last in that role. When Chris first took on the job, Santa Specials ran on three Sundays before Christmas and comprised of two or three carriages running to Rolvenden and back three times a day! Through all the changes Chris has continued to roster Santa and pixies and make sure that they and the presents are in the right

place at the right time. The success of the Santa Specials is a testimony to his hard work. Of course, there have been occasional hic-cups such as a few years ago, when an over-enthusiastic Station Master despatched a train whilst Santa was still supping tea – but it was Chris who rescued the situation by chauffeuring the VIP to Rolvenden! He has also ensured the costumes are kept clean throughout what is now a six-week season. This has involved Chris shampooing wigs and beards and hanging them out to dry – goodness knows what the neighbours think!! Many thanks to Chris for his tremendous efforts over the past two decades – he will continue to be involved as a Guard, Station Master and in the important role of The Fat Controller at the Friends of Thomas the Tank Engine Weekends.

Whilst looking back at the success of the Santa Specials since their launch in 1974, thanks must also be passed to Donald Wilson who started the ball rolling and who still undertakes the mammoth task of purchasing (and organising the wrapping of) around 4,000 assorted presents. The quality and range of gifts is frequently

commented upon by our passengers and is another reason why these trains are the success they are.

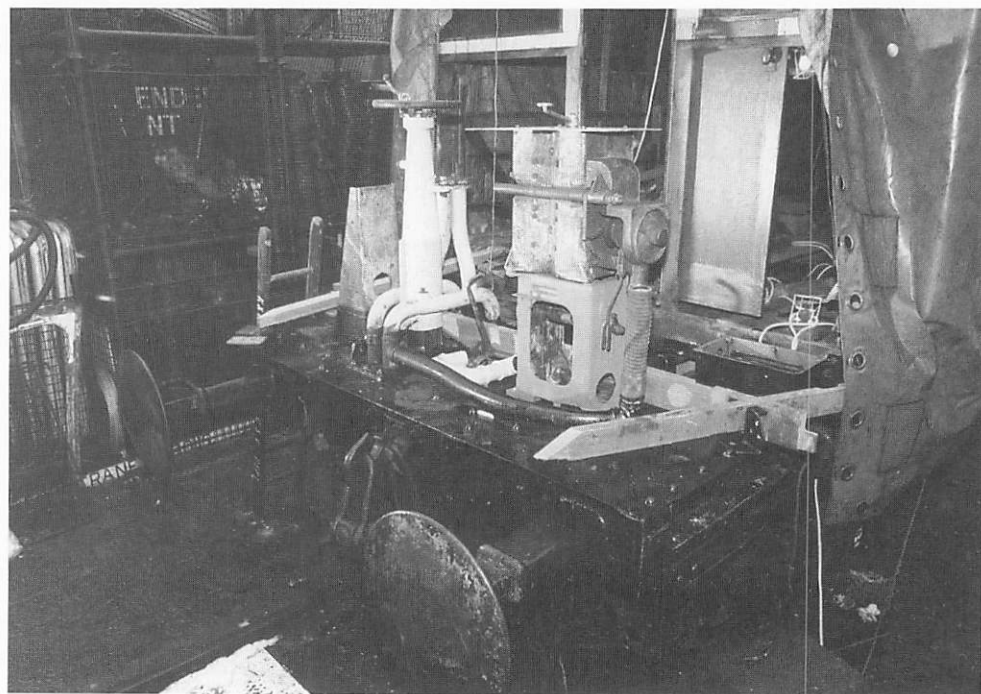
Filming

Tenterden Town Station was used on Thursday 16th January by Sandra Phillips Hats who were shooting stills for a forthcoming catalogue.

Colonel Stephens' Railway Shop

Net takings for 1996 totalled around £83,000 – comfortably ahead of budget and around 11% ahead of 1995.

The shop is being given a facelift during the closed season and the internal layout changed so the way out of the Tenterden site will be via the gift shop. The doors from the shop to the station forecourt which had been sealed up for many years, have been replaced and the windows uncovered and reglazed to permit far more daylight into the sales area. The counter and till have been moved nearer to the new way out and access to the storeroom is now from behind the counter rather than from the sales area. At the time of writing this work had just commenced and the shop should re-open in February – a full



GWR railcar undergoing repairs, December 1996.

(Brett Scillitoe)

report on the refurbishment will be included in the next edition.

The Wealden Belle



Catering

Catering was undoubtedly one of the success stories of 1996 with the facilities at Tenterden Town and Northiam stations taking around £57,000, dramatically up on 1995 and well ahead of the 1996 budget. Income from the small tea rooms at Northiam amounted to £12,515 up 49% on the previous year's total of £8,425.

Clearly the increase in passengers was partially responsible for these rises but improvements to the range of food on offer have certainly played their part too and the innovation shown by Catering Managers Dave & Christine Tibbatts has certainly borne fruit. The contribution from Northiam is also rising steadily and is produced completely from volunteer resources. The Friends of Northiam must be thanked for their persistence in seeing this through.

More aggressive marketing and an improved range of on-train catering products also helped to grow the business in this area with most groups now opting for an inclusive package including some form of refreshment rather than a train journey alone. Trolley sales were also very healthy throughout the year.

The outstanding performance for the year was the Wealden Pullman and Charter Trains with 2,566 diners travelling on these luxury trains in 1996 – almost double the 1995 figure of 1,476 and the highest level of patronage on this prestige service since 1989. The Pullman made an overall profit of around £40,000, which is up

25% on 1995 while the Sunday Lunch train, the Rother Valley made over £20,000 profit. This shows the continuing importance to the railway of these trains.

Marketing

The 1997 timetable leaflet was published in early December in time for the Santa Special season – a copy is enclosed with this mailing. The format is similar to last year with new photographs throughout and the result is very eye-catching.

The next of the annual leaflets off the production line was that promoting Group Visits and already this has been mailed to 3,600 coach operators with further mailshots planned. The aim is to make our marketing more pro-active – until recently it was only just possible to respond to enquiries received, now it is intended to mail previous customers as a matter of course and to supplement this with mailshots to potential customers.

The aim for 1997 is to build on the successes of 1996 and pursue extra business in certain areas but without jeopardising the great strides made during the last 12 months.

The dining car services and schools leaflets are currently being produced. The popular 'Victorian Experience Days', launched last year for the education market, will again be offered on Wednesdays in June and July; while other products have been revised to reflect changes in our operation and the National Curriculum. A tour entitled 'Changing Trains' will contrast the historic equipment in use at the K&ESR with that used by modern railways and stress the reasons why railways made the change from steam to other technologies. Groups will have the chance to board at Northiam, travel one way by steam train, have a study tour at Tenterden Town Station and return by diesel observation train.

With Pullman Car 'Barbara' due to be withdrawn from service shortly after Easter, it has been decided to rebrand all luxury dining trains under one name – 'The Wealden Belle'. This still has strong links with the named trains of the former Pullman Car Company and with the 'Wealden Pullman' name that has been so successful. As Barbara had been an integral part of the Wealden Pullman service since its launch it was felt necessary to change the name to reflect her forthcoming absence. Sunday lunch and afternoon tea trains will also run as 'Wealden

Belles', replacing the 'Rother Valley Limited' a name which really only confused passengers. A new logo, has been devised for the train and this will be used on leaflets, menus, after dinner mints and a new headboard.

The 'Wealden Belle' will normally be formed of three coaches – Pullman Parlour Car 349, Mk1 Restaurant Car No. 69 which is currently having a bar fitted in the saloon area, and Mk1 BTO No. 73 which will serve as a stores and staff vehicle. Additional (non-dining) coaches will be added to the train on Sundays.

Award

As reported in the November edition of the Rooter, the railway was successful in the Ian Allan National Railway Heritage awards, scooping top prize in the new National Railway Museum award, sponsored and judged by that organisation. The category seeks to reward "the best interpretation to the public of a railway heritage project" and it was the colour guide book that won. Commercial Manager, and the book's author, Graham Hukins, plus Directors Bernard Sealy and Chris Lewis attended the awards ceremony in London on Monday 9th

December. Graham was presented with a framed certificate and a cheque for £500 by Rail Regulator John Swift and Andrew Scott, Director of the NRM. The judges commented favourably on the clarity and wide appeal of the guide and also on the excellent photographs.

Thanks are due to the photographers who allowed their work to be used in the guide and who continue to make pictures available for the timetable and other publicity material.

Locomotive

The winter period has been very difficult for the Loco department as we have aimed to meet the obligations for supplying motive power for the Santa Special trains and the winter P.Way work programme. The long spell of bad weather has understandably reduced the work output, as many volunteers have stayed away. Additional time is needed for locomotive preparation for frost precautions, laying up and draining boilers etc., particularly over the very cold Christmas period.

Steam Locomotives

No 3 ('Bodiam'): Contract work for the new boiler is proceeding steadily with the forming of



New Year's Day 1997, Guard Carol Mitchell seeks advice on frozen points at Northiam. (John Liddell)

component plates at Israel Newton of Bradford. The contract is for two Terrier boilers, with priority being given to the boiler for the Isle of Wight Railway.

No 8 ('Knowle'): Work continues at a rather slow pace due to other commitments in supporting the operating service. However various components are being repaired in readiness for re-assembly. The cab has been riveted to the footplate and the reverser bridle rod and quadrant fitted.

No 10 ('Sutton'): On static display at Tenterden Station.

No 11 ('P class'): Over the Christmas Santa Special period this loco was used for steam heating and banking duties. The loco will be withdrawn on 4th June 1997 for its 10 yearly boiler exposure and overhaul, immediately after the Ashford Railway Workshops 150 years celebrations, the place of the loco's manufacture.

No 12 ('Marcia'): Routine movement, oiling and greasing has been carried out this autumn to preserve the frame and motion as far as possible.

No 14 ('Charwelton'): After a wait for shed space this loco has now been lifted and repaired. The work consisted of refitting the brass thrust plates onto the trailing axleboxes, remounting the bearing brasses and refitting. Charwelton is now awaiting test runs after the winter lay up.

No 19 ('Norwegian'): Having run for over 5,000 trouble free miles since recommissioning this loco has unfortunately suffered from long term corrosion defects at the base of the firebox, immediately above the foundation ring. This meant that it could not perform its booked duties for the Santa Special trains. After a 9 inch strip, including the lowest row of stays, is cut out it will be possible to assess the state of the inside of the outer firebox. The boiler has been removed and left for Chatham Steam Restoration on 24 January. The repairs should take 4 months allowing the locomotive back in service by mid-summer. The work could cost £10,000 of which the Norwegian Locomotive Trust will contribute £2,500. New members will therefore be very welcome, please contact Neil Rose c/o Tenterden Station.



No 21, Wainwright, banks a Santa Special approaching Cranbrook Road.

(Meg Gooch)

No 21 ('Wainwright'): In service and performing satisfactorily. Firebox fusible plug bosses have been fitted since the last report.

No 22 ('Maunsell'): Overhaul work is almost complete. The main outstanding job is the fitting of a new brake valve which is awaiting delivery from Hugh Phillips Engineering company.

No 23 ('Holman F Stephens'): The new gunmetal slide valves were tested over Christmas when the loco piloted a service train. Unfortunately the new valves required further 'bedding-in' to the valve port faces. This work has now been completed and the loco is ready for another test run.

No 24 ('Rolvenden'): The loco has passed another boiler inspection although close monitoring of firebox condition will be necessary to achieve the 10 year operating cycle. It is now in the workshop after working the Santa trains, for a valve and piston exam and attention to the smokebox door.

No 25 ('Northiam'): The reprofiled wheels have been set under the frame and 'dressed' with axleboxes and eccentrics. Painting of the frame has continued slowly, weather permitting. New footplate sections have been riveted into place about the cab position. The fitting of brass thrust collars is being carried out on the coupling rods by John Hutt.

Loco 1638: Has been serviceable for most of the autumn except for a short period following collision with buffer stops, caused during a Railway Experience Course. The repairs consisted of straightening brake components and guard irons which took several weeks in early December.

Diesel Locomotives

Drewry 03: Following the 'A' exam this autumn the coupling rod brushes have been remetalled and the right hand side fly crank drive key and keyway refitted. After a period under test in Rolvenden yard the loco is now carrying out P.Way duties at Wittersham Road.

08 Shunter: Serviceable as yard shunter at Tenterden.

Class 14, No 48: This non-operational loco has had some work carried out as space has allowed. Currently the oil cooler is removed and being overhauled. Awaiting an order for new seals.

Class 14, No 49: The repaint was carried out this autumn with a concerted effort led by John Houselander. In addition the loco received an 'A' exam.

Ruston: In addition to an 'A' exam this winter the loco has had new electrical contactors manufactured and fitted. It is also at Wittersham Road this winter undertaking P.Way duties.

Cranes

10 Ton Grafton: Laid up and greased with tarpaulin protection awaiting boiler overhaul.

10 Ton Taylor Hubbard: It is in service and requires a routine maintenance exam following winter P.Way work. In addition plans to renew several bronze gear wheels are in hand.

36 Ton Ransom Rapier: The boiler has been retubed and hydraulically and steam tested to the satisfaction of the Insurance Surveyor. The lifting elements have also been inspected successfully and the minor repairs arising completed. It is likely that the first job for the crane will be lifting the Norwegian loco boiler from its frames.

Workshop and yard work

Work involved with the installation of the new roller shutter door is being carried out by volunteers, which includes refitting of electrical trunking, installation of yard lights above the doors, flaps to prevent bird ingress and other security measures. However much work remains to be done before these major improvements are complete.

The opportunity was taken, before running the Santa Specials, to concrete over another part of the yard in order to comply with Health and Safety regulations with regard to supporting access trestles when working on locomotives.

We were fortunate in being advised of redundant equipment available at Whitbread's Brewery, London. In conjunction with C&W a full lorry load collection was made. Whitbread's also sponsored the hire of lifting equipment to remove the items from a cellar location and we estimate that £5k worth of machine tools, taps, dies etc. were obtained. One particular item, a vertical drilling machine, has been assembled and is currently being installed in the jobbing area. As a result we have moved the brazing hearth and press to gain more room and improve safety.



Brian Heyes, Chairman of The Terrier Trust and Bernard Sealy, TRC Director, sign the agreement for the joint restoration of No3 Bodiam in the Colonel Stephens Museum at Tenterden on 7th November 1996.

(Mike Esau)

Detailed drawings have been produced for the loco department shed and yard extension scheme. The documents will provide the basis for a planning application.

Management systems

Some work has been carried out in readiness for the routine updating of the department's risk assessments. Various outstanding actions to improve safety documentation are also continuing following last year's management systems review.

Considerable effort in reviewing the boiler insurance statutory records is being undertaken. This is a result of very close scrutiny by our Insurance Surveyor and the developments in legislation that have occurred recently. It is hoped that the loco department's record system will clarify any outstanding matters with regard to intervals for inspections and repairs on boilers.

Wants list

The department would be grateful if anyone could help with provision of the following items

or services:

- Rags, old coats, sheets etc. Urgently needed for frost precautions.
- Drill bits up to ½" diameter
- Lockable cabinets and lockers
- Bench vices 4" or 6" size jaws
- Storage heater firebricks – for use when brazing
- Persons interested in building and/or electrical work
- Polyurethane foam to expand and block the gaps in the workshop – for preventing bird ingress

The loco manager needs help with production of newsletters, articles etc. to publicise the work of the department. Would anyone be interested in becoming a PR officer to assist the manager? So too should any persons interested in building and electrical work contact him. (Lawrence Donaldson at Rolvenden 01580 241448 daytime).

Carriage and Wagon People

The vacant fitter's post was advertised and it proved possible to make two appointments. The new fitter is Alan Brice who comes to the K&ESR with experience in the preservation movement, including service on the Romney Hythe & Dymchurch Railway. At the suggestion of Chris Cheney, who had managed C&W since early 1993, the Board also offered Clive Young the post of part time manager, thus allowing Chris to move sideways to the position of Senior Foreman. Clive will deal with admin, meetings, Health and Safety issues as well as giving us the benefit of his extensive experience of railway rolling stock. Chris Cheney's role on the shop floor will continue much as previously.

The supervisory staff are:

Manager (part time) – Clive Young

Senior Foreman (full time) — Chris Cheney

Vintage Coach Restoration Foreman (volunteer) – Andy Fielder

Electrical Supervisor (volunteer) – Mick Thorne

Chief Examiner (volunteer) – Nick Pallant

Fitter (full time) – Alan Brice

Mark 1's

CK No 86 has re-entered traffic in the bottle green livery complete with new style lettering. RU No 69 has been in the shed for a bar to be fitted and for the livery to be changed to brown and cream. The vehicle will be used on Pullman services during the 1997 season.

Vintage Stock

The Great Eastern six wheeled brake and District coach have been in the shed for routine examinations including a tidying up of their paintwork and revarnishing. The handbrake (installed at Longmoor) has been removed from the SE&CR Family saloon. It is intended to return the 'guards van' to its original use as a luggage compartment.

Pullmans

After many years of service on the 'Wealden Pullman' restriction 'O' car Barbara was taken out of traffic at the end of the 1996 season. Options for a return to traffic are being actively considered. Work on overhauling and remodelling the interior of PMV No 1808 (also part of the Pullman set) commenced after

Christmas. Pullman services for 1997 will be maintained by Car No 349 and – as mentioned above – RU No 69.

SE&CR six wheeled brake van

The extensive overhaul to this vehicle is nearing completion at the time of writing. The new livery is SE&CR brick red livery with red ends of a brighter shade.

Infrastructure

C&W now has permanent possession of No 2 siding (the shed road) to help provide protection for staff working on berthed stock or in the workshop. The shed interior lighting system is being further upgraded to enable work to continue in good conditions irrespective of the available natural light. The new battery charging circuit has now been extended outside and lighting installed along the shed next to No 1 siding. A recent, and much welcomed improvement, was a thorough reorganisation of the stores holding our extensive stock of spare parts.

Working week 1997

The Working Week is a good way of finding out whether or not you might like to join C&W as a volunteer. This year it's 26 July - 2 August. Perhaps we might see you!

GWR Railcar project

Although over two years have elapsed since the Railcar was last mentioned in the Terrier, work has continued and good progress made with this challenging task. The Robertsbridge end driving cab is now in the process of being rebuilt having been completely dismantled in order to facilitate access to the badly rotted footplate beneath. This was duly removed and a new item riveted to the underframe in accordance with the original. New sections of vacuum brake pipe were made up and fitted, along with a new electrical junction box and the control box, after corrosion damage to its aluminium base had been rectified. Attention has now turned to reassembling the timber framework following manufacture of a number of replacement items and thirteen pieces of the cab structure have now been refitted to the vehicle with more to follow.

The Railcar group would like to express their thanks to Adrian Landi, and his assistant John Houselander, for carrying out the superb riveting operation on the footplate, and to Lawrence Donaldson, for his co-operation in allowing them to be available for the time

required. Finally it is pleasing to report that No.20 has been scheduled to enter the Carriage and Wagon shed for a set period this summer. This is much appreciated and gratefully welcomed by those concerned.

Permanent Way

The department have been actively engaged in the routine maintenance tasks of fishplate greasing and shimming plus the replacement of life expired fishplate bolts. In addition there are many non-routine tasks like the replacement of 45' rails over Hexden bridge with 60' lengths. This was needed due to problems experienced with the joints at either end of the bridge. We have also spent time both repairing and overhauling concrete sleepers for the November working week and the winter works programme.

Last November's working week at Willow curve, saw us install a new cross culvert and side drains to help stabilise the embankment and prevent any further washouts there. The opportunity was taken to deep dig the accommodation crossing and remove the horrible lurch that was present. Five lengths of old 91½lb. rail were replaced with 95lb. rail on concrete sleepers at

the same time.

The winter's work programme is fully underway at Pope's Cottage. The old 91½lb. rail and wooden sleepers have been removed, the sides of the cutting scraped and new drains installed. The track will then be relayed with 95lb rail on concrete sleepers. For several days we worked through blinding snow storms to keep the job moving. Many thanks are due to those who turned up to help.

The Junior PWay gang at Tenterden have continued their good work at this end of the line. The main items have been spot resleepering on Orpins Curve and around Tenterden. Additionally lots of jacking and packing with more timber changing was thrown in for good measure. Help has been given to the S&T led yard clearance, thus improving the view for visitors. The gang have also undertaken training courses and tests to show their proficiency in trackwork and the results have been a credit to them.

Signal & Telecomms Engineering

A further working week was held in November,



New RVR bridge near Robertsbridge, installed by Southern Water.

(Mark Yonge)

which attracted a good attendance, despite some atrocious weather towards the end of the week. The 10 ton Taylor Hubbard steam crane was kept busy all week, around Tenterden, sorting and tidying stored signalling materials. Once most of the contents of the GW ventilated van had been transferred to the aluminium stores container, the contents of one of the grounded van bodies alongside the headshunt were transferred into the GW van. Two wooden container bodies were also cleared into alternative accommodation, including, for the present, the old S&T coach (S7400S). The opportunity was also taken to clear a further redundant van body, and unload C&W materials to their storage area, beside the shed. The containers and van bodies then travelled to Wittersham, using both of the newly acquired 'Sturgeon' wagons, and the bogie flatrol, where they could be burnt, along with a (further) large quantity of old sleepers and other combustible waste.

Work has also continued, following the working week, on clearing ground for replacement vehicles for the remainder of the life expired and unsightly wooden bodies dotted around the headshunt area.

Wickham motorised trolley 7438 has had the roof and ends removed in order to arrest heavy corrosion between the bodywork sections. New metal was welded in and the body reassembled, but this time with a proper sealant between the joints. Although serviceable, it awaits the better weather in order to complete the painting, and to refit the front windows. A new instrument panel is under fabrication, and an interior light fitted, for use after dark.

On the Overhead line side, Chris Lowry and his assistants have been busy in preparation for both the November PW work, as well as the traditional winter major works. New poles have been erected at Pope's cottage, and Willow Curve, along with new 'stays' to take the strain where wires are terminated. At Pope's Cottage, the wires have been taken down, and the pole route moved to the edge of our land, ready for it to be replaced with suspended cable in late February; this will allow the use of the wide area of land for storage purposes. New insulated galvanised iron wire is now being erected as and when time permits, between Rolvenden and Wittersham Rd. in preparation for replacing life expired circuits later this year.

Urgent offers of assistance are sought for later this year, to renovate & repaint the exterior of Rolvenden box; this was last painted around 8 - 9 years ago, and is now showing its need of urgent attention. Any willing offers will be gratefully received, please contact Nick Wellington on 01622 844306, (weekday evenings).

Building

Since the last report, in the Summer *Tenterden Terrier*, the Outside Maintenance Team has made a start on the many unfinished jobs at Northiam.

Various piles of old timber which littered the site for years have now been cleared away and re-usable material stored for future use. Together with the PWay work associated with the new sidings this has transformed the Bodiam end of the site.

The down platform fence has received minor repairs and a repaint in black tar while the same platform has been white lined for the first time. A start was made on repainting the level crossing gates but deteriorating weather has postponed completion until the Spring.

It is intended to hold a working week at Northiam from the 12th to 17th May when some of the larger jobs will be tackled. These will include completion of the up platform copings, repairs to the station lean-to, reinstatement of the old gents lavatory as a utility store and provision of a fence from the Wittersham side level crossing gate to the Rye side of the Boundary. There are many smaller tasks suitable for those confined to light duties and anyone who can give a hand will be most welcome. Details from Peter Davies or Graham Hopker c/o Tenterden Station.

At last the new Tenterden Running-in Board has been erected on the original posts and very fine it looks too. In fact the view of the station from the C&W forecourt is now much as it was in pre-war days and will provide an authentic backdrop for photographers.

Part of the team's remit is to periodically inspect buildings, fences and gates and make good any damage or deterioration. In this respect further work has been carried out at Tenterden where rot in the window frames and the rear awning support has been dealt with.

Both sets of portable platforms at Tenterden have been repaired and fitted with heavy duty

castors at one end making them much easier to move around.

The team now has covered accommodation at Wittersham Road, courtesy of the PW Department, where in the case of bad weather the winter task of refurbishing platform seats can continue.

Operating

The 1996 season was a particularly busy one for the operating department with a 16% increase in charters, filming and Railway Experience days. There were only a couple of cancelled trains and these were due to loco failure on days when staffing levels were low and we were unable to supply a relief locomotive quickly.

The Santa Special services ran very well although the services over the New Year were disrupted by the extreme weather conditions when water supplies froze solid and many staff were unable to attend.

1997 will see the introduction of a scheme to train all volunteers in Basic Railway Safety to bring us in line with new legislation. All existing and new volunteers will attend a short training course where they will be trained in railway safety matters. 1997 should also see the introduction of a new rule book which has taken many months to produce, type and proof read.

Modern facilities are to be provided at Cranbrook Road Level crossing where for the first time an electricity supply is to be installed. We will then be able to provide a flood light and electric gate lamps as well as fit out the new crossing keepers hut with lights and heating.

The operating department has vacancies for staff in all areas so if you feel like becoming a Signaller, Guard or Locomotive Driver please contact Simon Long at Tenterden Station. In addition the department needs the following items:

- Rags, for engine cleaning and lighting up
- Classroom equipment – chairs, tables, whiteboards etc.
- a Slide projector

Museum

Thanks are due to those readers who have offered material for display, though we have to emphasise that only items with a specific connection to the Colonel Stephens railways will be accepted.

When the Museum re-opens in March there will be more to see and the admission charge will be increased accordingly. However, TRC members are admitted free on production of a current membership card. There is also reciprocal admission arrangement to the Tenterden and District Museum in Station Road for TRC members.

Shropshire & Montgomeryshire Railway locomotive 'Gazelle' arrived at the museum on 20th February, on loan from the National Railway Museum, York. More news will be included in our next issue.

We would still like to hear from anyone who could offer the occasional day as an attendant. Ideally, there should be a minimum of two people on duty so it is very suitable for a husband and wife team. More information from John Miller on 01580 765350.

Bodiam 2000

The request, issued with the last mailing, to indicate interest in any new bond issue to support a Millennium Commission grant has attracted a steady flow of returns. The amounts offered have been good though the number of responses a little disappointing. Only 10% of the membership have indicated that they will buy bonds, which is lower than the Northiam bond take up. This is one occasion in which little effort is needed, no time required and most can make a contribution, unlike many other appeals for help in this edition of the Terrier. Whilst the total offered is important the actual number of offers is equally, if not more, important. During the spring and summer the campaign will be extended to the passengers travelling with us.

On February 4th we heard from the Millennium Commission that we had progressed to the long-listed stage. To put this into perspective there were around 1900 original applicants bidding for £7 billion with around £170 million available.

1011 actually applied, or were allowed to apply, to stage 2, still bidding for £4.3 billion. Only 119 organisations have been long-listed, plus 37 carried forward from earlier rounds, now bidding for £853 million, still with the original £170m available. We understand that there are only two railways successful so far, in round 3, with the other being the Ravenglass and Eskdale. In our area the Bluebell Railway and Cuckoo line have unfortunately been unsuccessful. We must now redouble our efforts to ensure that our

proposals are viable and attract the attention they deserve. Having increased our chances from 35:1 to 4:1 it would be a pity to fail now.

Rother Valley Railway

Since the last report, in the previously separate RVR newsletter, much has happened.

Track

Permanent Way materials have come from a variety of sources, notably British Gypsum at Mountfield, the now dismantled North Downs Steam Railway and the Tenterden Railway Company. All this has allowed us to lay four sidings and a running line from the front of the site to the first bridge, a distance of about one quarter of a mile.

Rolling Stock

The Tenterden Rolling Stock group has now moved around eight vehicles onto the site and restoration has begun on the Southern box van. As further sidings are laid the remainder of their stock will be delivered from the Tenterden end.

Two extra carriages arrived during the winter in the form of early Tyneside electric rolling stock. These will be ideal for carrying passengers as they are in good condition and can be pressed into service quickly. More details on these coaches will be included in the next edition of this magazine.

Motive power

A fully functional, air-braked, Drewry Diesel locomotive, on loan from the North Downs Railway, has proved ideal for the movement of rolling stock and works trains. Initially it will be the main-stay of passenger services when they begin.

Civil Engineering

Much soil has been moved on site to allow for the laying of track and the filling of a large hollow which lies to the north of the site at the start of the branch. This has considerably expanded our area of operation and will allow for the construction of a restoration shed in due course.

The RVR supporters are very grateful to Southern Water for their assistance with the construction of the second bridge on the branch which was totally derelict. The new steel span now in place was one of the bridge sections that came from the main line at Staplehurst as was reported in an earlier newsletter. This bridge, built in true 'Stephens' style, has given the

scheme a major boost and the group will endeavour to build other structures to this high standard in the near future.

News from the CFBS – Philip Pacey

The gremlins which attacked my original article on the CFBS also had a go at my first instalment of CFBS news. The CFBS newsletter is called Ch'tchot Train. The K&ESR loco gave 'la plus grande joie' to the assembled enthusiasts. But also a whole paragraph, for which I was not and could not have been responsible, insinuated itself into the text reporting on the visit by CFBS members to the K&ESR in October. A sentence which I did write, explaining that I would probably be unable to be present on that occasion, because I live far away in Lancashire, was omitted, which is a pity because it was also intended to help make sense of my remarks about travelling to and from St Valery. Oh, and while I'm about it, the 'former CFBS driver' in the photograph on page 9 surely deserves to be recognised by his name as much as the dignitaries beside him? I'm afraid I only know his first name, which is 'Alfred', and if indeed he is a 'former' driver then he has retired since last July when he returned to the depot one day with a tale of how his loco had frightened a horse, which had nearly thrown its rider, near Le Crottoy. On reflection, I'm not certain whether he was driving or firing; if the latter, then it's possible he is a former driver who sometimes helps out with the shovel. Whichever, Alfred is still active, and he doesn't just wear those clothes for the sake of appearances.

The big news from the CFBS concerns very welcome timetable changes for 1997. There are to be more trains at the beginning of the season, and a morning train on Saturdays, Sundays and holidays in July and August. The train will comprise the coaches used for the Cayeaux service, and will be diesel hauled leaving St Valery at 10.00, calling at Noyelles, departing from Le Crottoy soon after arrival, at 11.00, and returning to St Valery at 12.00. It can be assumed that Noyelles departures times will be 10.30 and 11.30. The same coaches will then be used for the Cayeaux service in the afternoon. Thus, the prime significance of this is that for the first time, I think, in the preservation era, it will be possible to travel the whole railway in one day.

Weekend services will operate from 29th March to 28th September (except Saturday April 5th).

They will be supplemented by Wednesday services between April 9th and September 10th (except Wednesdays April 30th and May 7th). Trains will run on Thursdays and Fridays, May 1st, 2nd, 8th and 9th. The full service (trains every day except Mondays) will be in operation between July 1st and September 3rd. Finally trains will run on Bastille Day, Monday July 14th, and with a bit of luck I'll be there to lend a hand and to enjoy the fireworks on the quay at St Valery in the evening.

Ch'tchot Train No 30, issued in October, contains two more photos of interest to K&ESR members: another shot of No 1556 at Noyelles, and a parting shot of the K&ESR party posing in front of 'Béton-Bazoches'. This same issue includes a brief article, in French, about the K&ESR, which Guy Lenne made it known he was expecting from me shortly before my last visit. I duly checked out some (I hope) reliable sources before setting out, and put pen to paper in the mess room at St Valery Canal late one evening in July. I hope it will serve its purpose.

Other news in brief. The Pinguely 0-6-0T has been out of action since July and awaits a major overhaul which may be some years away. Efforts

during this winter were being concentrated on getting the Haine St Pierre ready for service, complete with new boiler. The Cail is being re-tubed for boiler inspection. Coaches Nos 10507 and 10302 are undergoing reconstruction; restoration of fourgon D801 is nearly finished – it will be included in train formations in 1997 – and Guy Lenne's perfectionist restoration of a 'wagon couvert à vigie' (van with lookout) is now well advanced. I can claim to have assisted with this in a very modest capacity. Underground cable has been laid at Le Crotoy, in preparation for automating the level crossing over the main road near the station. Winter trackwork was scheduled to include relaying 1.2km between Hurt and Lanchères, a stretch which I walked and was horrified by last summer. (Indeed, some emergency work was undertaken the very next day, after I had supplemented my explanations in French with a gesture, using both hands, which made some onlookers think I was evoking the female form!). Finally, it may be of interest to note that the Association currently has 129 members of which 71 are active (active membership is a distinct category, with its own membership card and entitlement to vote).

PLEASE SUPPORT THE TERRIER TRUST

In the winter 1996 edition of The Tenterden Terrier (pp44-45) it was reported that the purchase of the original Kent & East Sussex Railway Terrier No3 Bodiam from Messrs Ron and Vic Wheele, who bought it from BR in 1964, was imminent. This has now happened. At a ceremony in the new Colonel Stephens Museum at Tenterden on 7th November cheques totalling £20,000 were handed to the Wheele family and ownership of this survivor of the Stephens era passed jointly to the Terrier Trust and the Tenterden Railway Company. The opportunity was taken to sign an agreement between them covering its full restoration and use in perpetuity on the K&ESR.

The TRC will now finance in full the cost of the new boiler being built in Bradford for use on No3, while the Trust will concentrate on raising the money for the other parts needed, estimated to cost £20-25,000. These include new side tanks and cylinders. Although these parts on the engine were in sound condition when it was withdrawn, they may well have deteriorated after 12 years of open storage. Clearly there would be great advantage in renewing them now rather than having to take the engine out of service again in a few years time for this purpose.

Bodiam is in the Rolvenden Works Programme for completion by the year 2000, hopefully to be at Bodiam when the railway returns there on its centenary. The publicity value of such an historic event would be enormous. Please join the 65 members who have taken us so far down the road to getting our most historic engine back into service by completing the leaflet enclosed with this edition of the Terrier and returning it to me, Gerald Siviour.

Letters to the Editor

Diesels Again

Sir – I refer to the letter from Mr. Norman Langridge in Terrier No. 71. I'm afraid he is completely wrong when he says that the passenger doesn't worry whether the traction is steam, electric or diesel. Does he realise that within a few miles of Tenterden there are equally scenic lines, part of the National Network, both diesel and electric, where a passenger who just wants a train ride can travel twice as far for comparable fares such as ours.

I work in the booking office at Northiam quite regularly and Mr. Langridge would no doubt be surprised at the number of passengers who either waited for a steam loco, or who didn't travel at all and went away, rather than travel in at that time the Hastings Diesel Unit, or now the new diesel multiple unit.

The attraction of the Kent & East Sussex is definitely the Steam loco and train ride, just watch the faces of the general public at times. (The only exception to this could be travel in the ex GWR Railcar at some future date, because of its uniqueness.)

St Leonards on Sea

T J Mason

No Bananas

Sir – Graham Williams asked in the Letters column of the Winter issue whether we would have lost the film contract for No Bananas had we pointed out the historical inaccuracy of the loco used. The most likely answer is "No", they already knew.

As a Signaller on the K&ESR, and in my spare time an Engineering Manager in charge of BBC Outside Broadcast crews on site, I am sometimes one of the perpetrators of these inaccuracies! Technical crews tend to have a greater interest in steam trains than the general public, and usually we know at the time that what we are doing will enrage correspondents of *Steam Railway*.

The problem is, can we afford to make it correct in every respect? On a drama with television, rather than feature film, budgets will generally have a main location, perhaps a stately home, an old village, a farm, etc., chosen to be away from a motorway or flight path (ever noticed the vapour trails in costume drama?). The nearest preserved

line will be the first choice for any period railway sequences, unless it is completely inappropriate, as moving crews, artistes, and equipment any distance costs time and money.

If a passing shot of a steam train is scripted, the plot may require the viewer to believe the journey will be of several hours. The Director may decide to use an Ivatt tender loco of the wrong period and try to paint out wrong markings, such as a BR logo, rather than use a correct vintage tank loco which would give the wrong impression of the scale of the train journey to the vast majority of the viewers.

Was our *Steam Railway* correspondent's enjoyment also spoiled by the rosebush in the back of shot which was a variety not propagated until 1959, the wartime tune playing on the radio that was never recorded with a saxophone, and the pinstripe weave of the suit that was first produced the next summer? You can bet somebody was, and that they wrote to the BBC!

If we were to shoot a period piece at Wittersham Road with the correct vintage of loco, rolling stock, signals, and station lamps, is it wrong to ignore the non-period concrete sleepers? You have to call a halt somewhere, and the budget will often determine that point.

Another minefield is shooting an actor boarding a train, let's say an HST at Paddington. The railway company may give you 30 minutes on a platform while a trainset is turned round, to shoot the scene. You then need a shot of the train at speed for a later scene. It's gone to Plymouth at 125mph and won't be back until after dark. So you head out to Pangbourne to get a rural shot at speed of any passing HST. Sods Law will have ensured that the train they gave you at Paddington had a new livery on the rear power car, and the First Class was marshalled at the other end to all the trains that pass. Another letter to *Steam Railway*!

Several years ago I was in charge of the technical operations on *Railwatch*, a series of 10 live Outside Broadcasts over 5 days from the East Coast Main Line. We had units at York, Doncaster, and Leeds, and my K&ESR background helped enormously in setting up a good working relationship with the BR staff. It was a fascinating week's work.

We had a Single Camera Unit shooting the happenings overnight at Edinburgh Waverley, as an insert to the live show. They had to edit their contribution in the back of a cramped van in the car park, on a very cold night having been on duty since the previous morning, before putting their tape on the 07.00 southbound so that we could collect it at York and play it into the morning show. Running out of time, they needed to match the closing commentary with a final shot of an HST arriving at Waverley. They didn't have such a shot, and so improvised by judicious use of the rewind control.

I first saw the insert as it was transmitted on air, and seeing the final shot was one of my most embarrassing moments as a railway enthusiast. As soon as we were off air I phoned their hotel, waking them up, and told them they would never work on any of my shows again should they even consider editing in a shot of a High Speed Hoover entering Waverley with red lights on the front, sucking diesel fumes out of the air!

Sunbury, Middlesex.

Ian Dow



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October 96

C&W Dept

1st	L W Norris	(361)	£40.00
2nd	Norman Brice	(223)	£30.00
3rd	Lancelot Tyler	(367)	£20.00
4th	Lynn Thorogood	(226)	£15.00
5th	Miss P Stevens	(127)	£10.00
6th	H Nightingale	(359)	£5.00

December 96

Tenterden Station

1st	Gerald Siviour	(108)	£200.00
3rd	Vic Grigg	(320)	£100.00
5th	Peter Smith	(366)	£80.00
7th	John Debling	(104)	£60.00
9th	Mrs S R Adlington	(376)	£40.00
11th	Richard Worts	(128)	£20.00
13th	J A Pearson	(337)	£10.00

November 96

Wittersham Road S&T

1st	Peter Smith	(366)	£40.00
2nd	Muriel Atfield	(115)	£30.00
3rd	Sue Campbell	(164)	£20.00
4th	John Clark	(037)	£15.00
5th	Tony Golding	(283)	£10.00
6th	D K Morgan	(358)	£5.00

2nd	D Dowling	(013)	£120.00
4th	Mrs D Riley	(126)	£90.00
6th	Mr & Mrs R J Williams	(273)	£70.00
8th	Ian Legg	(140)	£50.00
10th	R M Flanagan	(224)	£30.00
12th	Simon Long	(021)	£15.00
14th	Muriel Atfield	(115)	£5.00

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Changing Seasons

*Photographed by Robert Berry
on 31st August 1996 and 4th January 1997.*





The Fate of the Colonel's Royal Saloons



The body of the K&ESR Royal Saloon behind chicken wire at Dunsfold, 29th September 1951.

(R.F.Weeden)

The Shropshire & Montgomeryshire Railway and the K&ESR each acquired a four wheel saloon from the L&SWR royal train of the 1840s. They were built in 1844 and 1848 respectively and were probably used for conveying the Queen and her Consort to Gosport on their frequent journeys to the Isle of Wight. Both vehicles were transferred from the PD&SWJR and were well known and extensively photographed during the twenties and thirties, but there has been little published about their subsequent history.

The S&MR and its rolling stock were requisitioned by the War Department in 1941 but it was not until June 1950 that 'Gazelle' was transferred to the Longmoor Military Railway, followed by the saloon in December 1953. There they were retained as interesting relics and 'Gazelle' was eventually painted up

and displayed on a plinth by the parade ground. The saloon languished in the diesel shed for several years and certainly seemed to have a secure future.

I first visited Longmoor in the Spring of 1956, cycling down from Surrey in time for the mid morning train from Liss to Longmoor Downs. Travel on the LMR was free and, although intended for soldiers and their families, anyone was welcome to use the service. On this occasion I was the only passenger and the train consisted of two ex LT&SR bogie coaches in olive green and the LMS built 350hp diesel electric 'Basra' in royal blue and crewed by uniformed Sappers. Sadly this loco was destroyed soon afterwards in a head on collision with a WD Class 8 2-8-0 costing eight lives.

Unlike other military establishments security was non-existent, perhaps it was recognised that the technology on view was hardly likely to excite Soviet agents. Unhindered I wandered about the extensive yards, workshops and sheds noting 'Gazelle' and the last WD Dean Goods, by then used for rerailing practice.

The S&MR saloon was found quite unexpectedly in the diesel shed where the accompanying photograph was taken with a Brownie box camera. The saloon was in sound condition and painted in a light blue matt finish, which may have been undercoat for the standard LMR dark blue. Also noteworthy are WD No 890 an Alco centre cab Bo-Bo diesel electric and almost out of the picture a very early Drewry toastrack petrol railcar

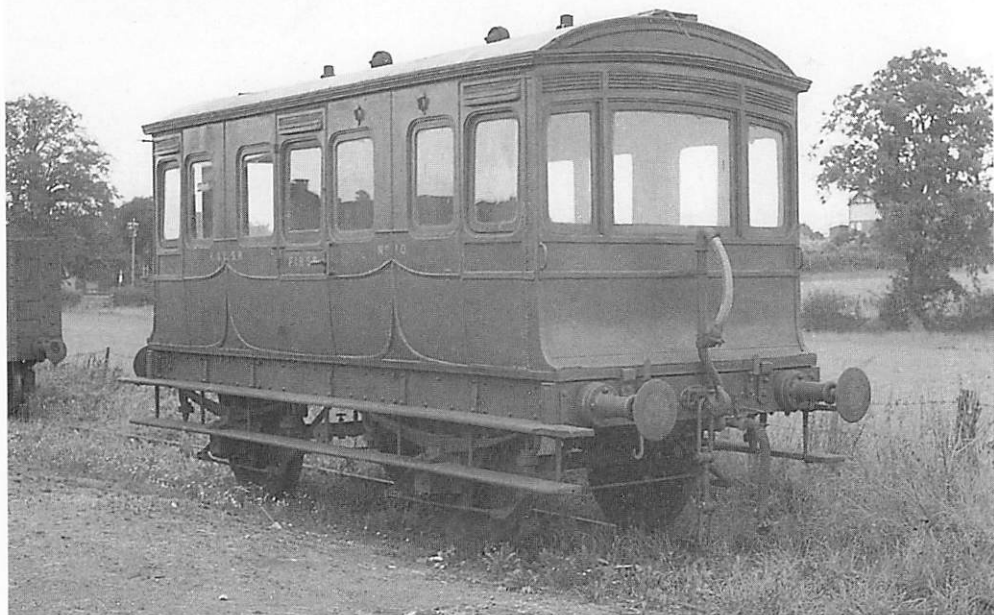
At the time it was thought that Longmoor would continue indefinitely and it's interesting stock would be rather more secure than on the nationalised system where modernisation was just around the corner. It was quite a shock therefore, when less than a year later the Railway Magazine published a note that the S&MR saloon had been broken up because it was beyond economic repair. It was

claimed to be riddled with woodworm and dry rot, a situation that would not daunt today's preservationists, least of all our own C&W Department.

This was an unbelievable act of vandalism and one wonders whether any attempt was made to find an alternative home, perhaps at York or even Eastleigh where a few items were already earmarked for preservation.

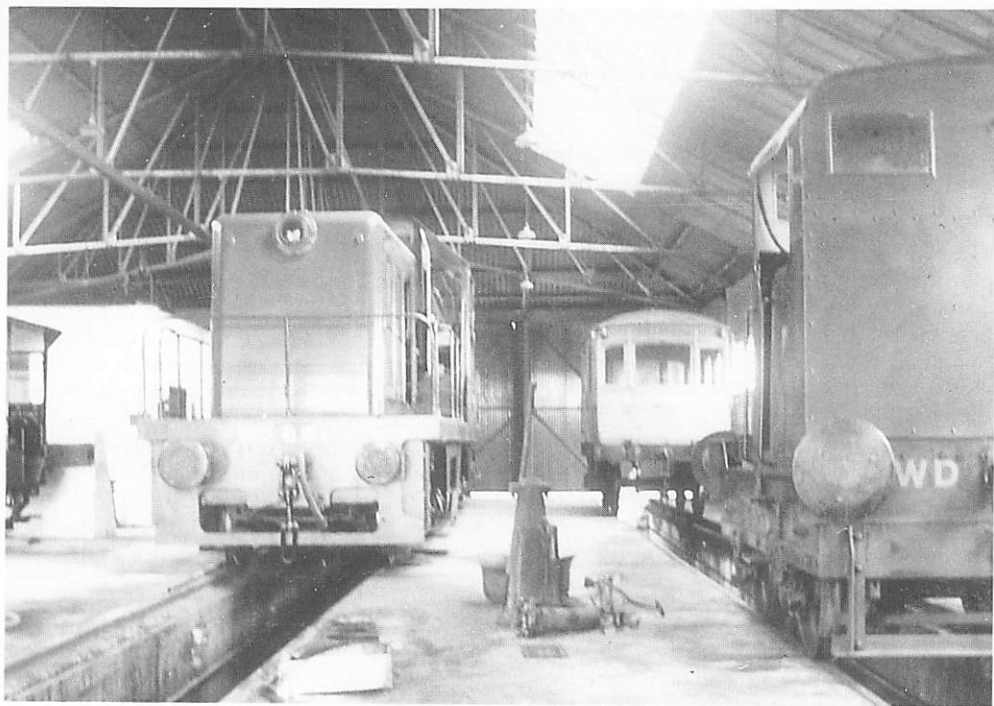
Incredibly, the K&ESR saloon lasted somewhat longer. It was reported as sold to the Southern Railway in 1936 for exhibiting in the company's intended museum. It was put into store at Eastleigh with other preserved items, including Drummond's 4-2-4T inspection locomotive known as the 'Cab', the Shropshire & Montgomeryshire Terrier 'Daphne', Isle of Wight Beyer Peacock 2-4-0 W13 'Ryde' and nameplates from the Lynton & Barnstaple Railway locomotives.

It is thought that the SR museum exhibits were cleared out at the beginning of the War when space and scrap were at a premium and the fact that by 1940 the saloon portion of the 'Cab' had become a hut in the works bears this out. It is popularly believed that the K&ESR saloon was scrapped at the same time, but that

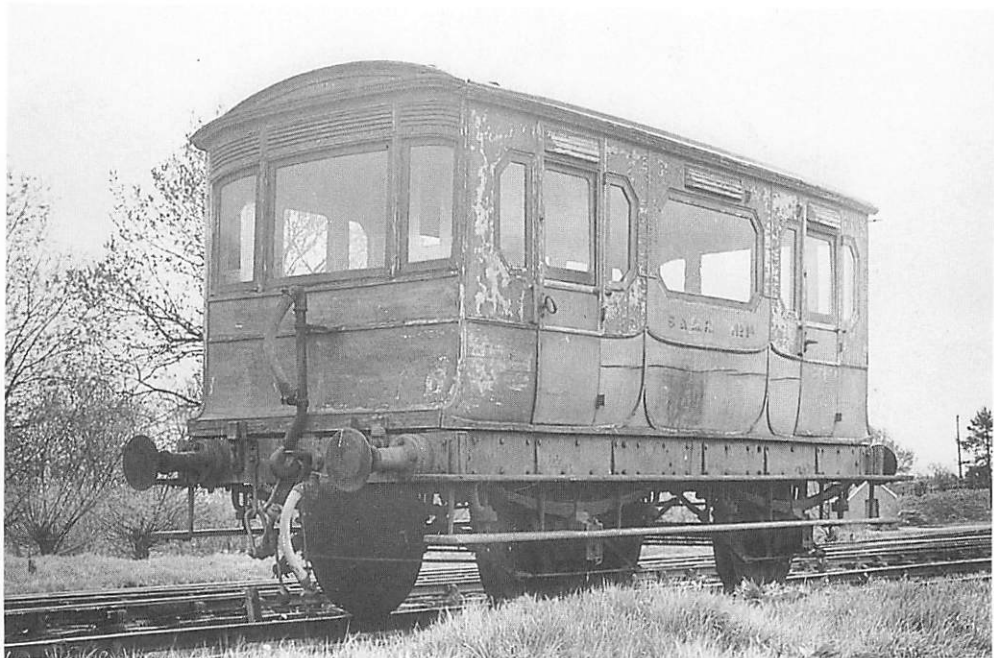


K&ESR Royal Saloon at Rolvenden, 1930's.

(J.G.Dewing)



*Interior of Longmoor Diesel Shed, spring 1956, with S&MR Royal Saloon at rear of photograph.
(Peter Davis)*



S&MR Royal Saloon at Kinnerley, 1930's.

(Col. Stephens Historical Archive)

was not the case.

I believe it was in 1965, but I cannot be precise, when a member, or perhaps an interested well-wisher, left a photograph at Tenterden showing the saloon in use as a summer house. Although its clarity is slightly impaired by having been taken through the wire mesh of a chicken run it was proof that the saloon still existed in the fifties. Written on the back of the photo is the name RF Weeden, 29/9/51 Burn Hill, Dunsfold, Surrey.

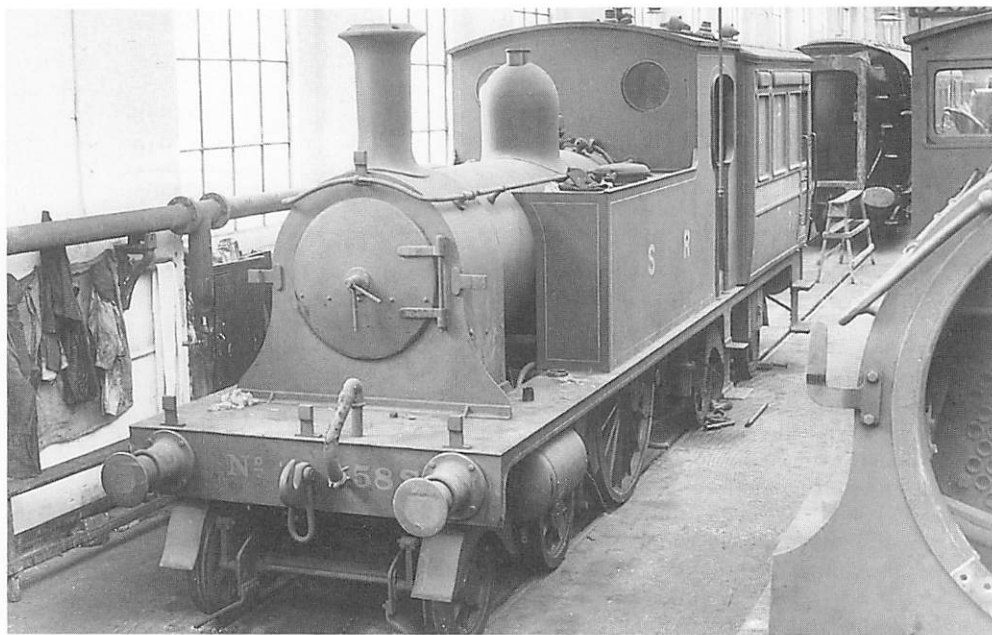
Apparently the saloon was used as an annexe at the rear of a lightly constructed bungalow of a type built in great numbers after the 1914-18 War. The photo shows the grounded body in a rustic setting and looking remarkably similar to Old Dan's house in the Ealing Studios comedy *The Titfield Thunderbolt*. The roof had been felted and one end recently repainted. It is possible that the bungalow belonged to a railway employee who had acquired the saloon through the scheme that enabled staff to purchase redundant vehicle bodies at nominal cost. Does any member know of the circumstances and whether Mr Weeden was the purchaser or the photographer?

Anxious to discover whether the saloon still survived and harbouring thoughts of recovering and restoring it I soon found myself in rural Surrey. After making enquiries around the area I was directed to a location at Plaistow in Sussex, which is quite close to Dunsfold. Alas, the bungalow had been demolished and its woodland clearing occupied by gypsies. I ventured into their encampment enquiring whether a very old railway carriage had been on the site. It certainly had they said, "but it was a bit rotten so we broke it up for firewood, we've still got the floor though if that's any good to you". I stared sadly at the remains before hurrying away, both distressed and annoyed at having lost the saloon by a few weeks.

It is remarkable that after several changes of ownership and having been as far afield as Cornwall and Shropshire the two saloons should meet their fate within 12 miles of each other and the K&ESR saloon, thought to have gone long before, should have outlived its sister by some eight years.

Peter Davis

(An historical article on the two saloons was carried in the winter 1974 issue of The Tenterden Terrier. Ed.)



Drummond Inspection Locomotive inside Eastleigh paint shop with other historical relics c 1936.

(Rail Archive Stephenson)

Tickets Please!

Passenger numbers grow for the first time in 3 years and by a large margin. Ray Collins presents the facts.

	1995				1996			
	Op. Days	Trains	Paying Passengers	Avge. per Train	Op. days	Trains	Paying Passengers	Avge. per train
March	4	25	1083	43	5	30	1241	41
April	16	107	6925	65	14	92	6445	70
May	12	103	5327	52	14	100	7340	73
June	23	120	6374	53	25	160	9915	62
July	31	166	9952	60	31	172	10089	59
August	31	208	12799	62	31	204	16262	80
September	22	96	4416	46	21	122	7943	65
October	9	62	2343	38	8	52	2470	47
Nov/Dec	17	99	12187	189	14	87	11660	134
	165	986	61406	62	163	1019	73365	72
Pullmans and Charters			1476				2566	
Privileges			3869				4597	
			66751				80528	
Bookings from:								
Tenterden			52561				61177	
Rolvenden			119				-	
Wittersham			26				-	
Northiam			7793				11278	
On train			907				910	
			61406				73365	

1996 was a very good year for the Railway with total passenger numbers up by 21.6% overall from 66751 to 80528. This has more than made good the drop in numbers in 1995. Indeed if Santa Special passengers are eliminated, then the rise is almost 24%. This is the largest increase for over 10 years - and possibly ever. Even the 1990 increase, year of the Northiam extension opening, was smaller at 22.5%. The number joining the train at Tenterden rose by 16.4% whereas the number joining at Northiam rose by a massive 44.7%. Indeed, in absolute terms, this is close to the highest ever numbers carried, in 1990, of 88,671. This was partly due to deliberate targeting

of the South coast resorts with a promotional campaign during the summer months and partly due to several coach parties starting their journey at Northiam.

Wealden Pullman and Charters also showed a large increase from 1476 to 2566. Several more charters ran this year compared to 1995 and as most of these parties included catering facilities the Railway benefited on both counts.

Other items which also showed large increases were platform tickets up from 8051 to 10012 and the first class supplements up from 10111 to 16509. If we exclude 'Thomas' weekends and Santa's

the supplements collected by Ticket Inspectors rose from 9382 to 14613. A quite remarkable performance when it is borne in mind that during the daily running period we were very short of Ticket inspectors and many trains ran without anyone to collect the supplements. The number of privilege tickets, 45697, was the highest ever recorded.

In 1996 we operated on two fewer days but ran 33 more trains than during 1995 and our average loading rose from 62 to 72. If we exclude Santa passengers, the numbers rose from 55 to 66 per train. This remains disappointing when compared to the totals before we opened to Northiam which were routinely in the mid to high 70's. We still need to look critically at months with low totals to see what can be trimmed in our continuing attempts to find cost savings.

It was quite noticeable, especially during the spring and summer months, that a considerable number of our visitors came from the Continent. Many of these were over on day trips. Let us hope that the

Channel Tunnel is back to a full service as soon as possible so that we can continue to benefit from this market.

One aspect of our success in 1996 which nearly caused us embarrassment was that we had to bring forward our order for adult return tickets and this coincided with our printers having difficulties in obtaining supplies of green card. However new tickets arrived with only one days supply left much to the relief of all concerned!

1996 has been a difficult year for volunteer availability and we have been stretched to the limit to find enough staff on many days. If any members out there can help, as Booking Clerk, Ticket Inspector or Platform Staff, they will be very welcome. The training period is fairly short and you will have the satisfaction of knowing that you are helping to keep the Railway running and at the same time enjoying yourself.

Let us now turn our attention to 1997 and trust that I will be able to give another satisfactory report next year.



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People in Profile

Two regular volunteers, Cathy Roberts and Richard Potter, tell what the K&ESR means to them.

AROUND THE RAILWAY IN 30 YEARS

or

FROM OFFICE JUNIOR TO COMPANY SECRETARY IN 30 DAYS

In a moment of aberration in 1966, my father said I ought to do something useful in my school holidays, like join one of the organisations in the town, instead of reading peacefully at home or riding about the town on a bicycle rigged up as much like Boadicea's chariot as I could manage.

Being of a literal turn of mind, I investigated the number of clubs & societies open to me... there were 103 at that time & doubtless there are even more now. Needless to say (for anyone who knows me), the WI & suchlike did not appeal.

I joined the fledgling railway preservation society and was never again seen out of trousers or without a grease smudge somewhere.

In 1966 (as you will have read in Nick Pallant's book) it was a very different world. Health & Safety were very much the responsibility of the individual, i.e. if you hurt yourself it was your own stupid fault. Red tape was more the old company livery blue & not so much tape as threadbare cotton. The whole place was held together on a wing & a prayer, with the help of the odd shoestring. Come to think of it, some things never change.

I worked in every department, well there was really only 'Us' then, there were no divisions between the various groups other than their sleeping accommodation, S&T or Mess Coach. My parents, being not exactly delighted with my choice of 'useful' occupation & not being at all 'enlightened', had no qualms at all about insisting that I slept at home.

In the fullness of time I began to be more useful than merely the loco dept tea boy. I trained as a Guard and as a Signaller & even breached the male-dominated ranks of Diesel Secondmen. Over a period of years, I rostered



in turn the Cranbrook Road Crossing Keepers, the Signalmen & eventually collected the Drivers, Firemen & Cleaners under my wing.

In May 1996 I was one of the casualties of the 'down-sizing' of my Bank. Nothing daunted, I applied for, and gained, the position of Commercial & Administration Assistant on my own Railway. Work for the railway & get paid for it? Not many people are lucky enough to do that!

As office junior I started all over again as teaboy, answering the phones, running errands and selling the Railway's services at every opportunity. 'Soweto' surprised me with the volume of work handled - the phones of course, a constant stream of volunteers and public visitors calling, booking sheets to be filled in, letters to be written, menus to type, invoices to be raised, to mention just a few of the varied tasks that came my way - what would the next thirty years bring, I wondered?

Thirty days later I was offered the Company Secretaryship. Now I know what hard work is really like. Will I last thirty more years?

ICE STATION WITTERSHAM ROAD

A GUARD'S LIFE ON THE NEW YEAR'S EVE PULLMAN

Amongst a lot of things, there was one thing that stuck in my mind whilst training to be a Guard on the Kent & East Sussex Railway. One sunny summer afternoon Malcolm Webb, Guards Inspector, described how bleak and cold Wittersham Road Station could be on a wintry night. On New Year's Eve 1996, I was to find out for myself.

On the Monday evening of 30th December '96, most of Kent and East Sussex was covered in a heavy blanket of snow. By lunch-time the next day, it was decided to run the New Year's Eve Pullman Service. All roads to Tenterden were slippery, barely gritted but passable. Customers had been phoning most of the day, maybe hoping the train had been cancelled.

I had signed on as usual at 6pm at Tenterden, there had been no more snow but it was cold. I met up with Clive Lowe and Chris McNaughton, the footplate crew, and talked about how we got this turn and the conditions.

The wind by now was blowing harder and it was getting colder. I did my usual checks under the train and even though the steam heating had been on for some time, no amount of steam was likely to warm the train sufficiently tonight.

I disconnected all the electrical leads from the train and tried to tank-up the PMV, which had run out of water. This was almost impossible because the water was freezing as soon as it came out of the hosepipe.

We were just about to leave Tenterden, when I was told that we were to operate Pilotman working between Tenterden and Rolvenden, the section signal being frozen solid. Tail lamp on rear, we departed a little later than usual and by now, with the wind chill, the temperature must have been -10°C.



With the bells of St. Mildred's ringing in the background, we crossed Harpers Bizzare and down to Cranbrook Road crossing. Not a car in sight. The axles were warming up now and we were running well but it seemed colder inside the train than outside.

At Rolvenden, the Pilotman went back to the PMV to continue his original job of washing-up. We collected the staff and headed off past Popes Cottage. There had not been a public service since the weekend so we were running on about four inches of frozen snow. It is a nice station Wittersham Road in the summer but tonight it is an *ice* station Wittersham Road. On this remote corner of Romney Marsh; it was bleak. The wind was causing snowdrifts, there were three foot icicles hanging from the signal box roof. No gritters had been down here. I followed the fox footprints down to the crossing, I could not see the rails for compacted ice.

I gave the Driver, Clive, a green light from my hand lamp and the Pannier slipped its way up the bank. The Fireman, Chris,

shouted down to me that because of the slip they would go to the top of Wittersham Bank, and could I walk up the four foot and meet them up there. As I closed the crossing gates a car pulled up, I was tempted to ask what the driver was doing out on a night like this, but thought better of it in case he asked me the same thing!

Somewhat relieved to arrive at Northiam our problems were not over by far. The Pannier was almost dry but the water column arm was frozen stiff. Hot water was summoned from the PMV and thrown over the column arm, this did little more than freeze. Even though the rubber tubing on the arm was not exactly long enough, by pushing up a fire iron into it, for support and direction, enough water was collected in the Pannier's tank, although a lot was wasted. This gave us sufficient water to get us back to Rolvenden, where we could take on more.

Midnight came and went, now the run round and back to Tenterden. I went down

to the points by the crossing at Northiam only to find the facing points lock (FPL) frozen. I went back to the PMV to get hot water, there was no one around, so I helped myself to some left over dish water. That did the trick. I screwed the hand brake down and Clive ran around safely. As soon as we could we were on our way home. By this stage I was going blue with cold! Who says it's glamorous being a Guard? Our passage went well on the way back, Dishwasher turned Pilotman again at Rolvenden. We all laughed when someone optimistically asked "Is there anyone at Cranbrook Road crossing?" You cannot get people on sunny summer Sunday's let alone at 1am on New Year's Day, in the freezing cold. We finally arrived back at Tenterden at about 1.15am very relieved.

Like Malcolm, I am sure that memories of that night will be told to my trainees in years to come. Well done to all the staff who worked that night. I am sure we all learnt a lot from that experience.



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A Quarter Century of Company Membership

A review of recent events
by Membership Secretary
Norman A Johnson

It is six years since Tenterden Railway Company Limited membership was fully analysed in these columns. Since then a number of important events and changes have taken place during which a further 1950 members have been recruited.

By way of an alternative to Standard membership, Gold Card was introduced in 1992 offering additional benefits plus a superior membership card. This category has proved extremely popular and 373 members, over 13% of the total membership, have upgraded. In response to numerous requests, Life Membership was introduced in 1994. Initially this offered the two grades of Standard and Gold Card but it was later decided to concentrate on Gold Card life at the Standard life subscription rate which was felt to be a better 'buy', a fact which was appreciated by members leading to a current total of 154, 5¼% of the membership.

Membership strength is 2788, over 300 down on the peak of 1991, the year following the euphoria of the opening of the extension to Northiam. However, the figures are beginning, slowly, to rise again although the invitation to members to show interest and endeavour to each introduce at least one further member was largely ignored; a pity because if the membership does not champion our Railway, who will? Membership figures are being boosted by participants in the Railway Experience Day scheme and I am pleased to report that a number of those introduced to the Railway in that way are renewing membership for the following year.

The number of members who fail to renew their subscriptions continues to give cause for concern. Sadly, during 1995, the Railway's Silver Jubilee year, 15% of the membership failed to renew; why? Each year, many summer visitors sign up in a flurry of enthusiasm which rapidly wanes but this, in itself cannot account for the loss

of 457 members in one of the most important years of the Company's existence so far. This was the worst deletion rate since 1982 and included 68 members of 8 years standing and over. Fortunately, 1996 was better with a drop-out rate reduced to 11%.

Despite the aforementioned, there is light; 196 members remain of the original 801 members who joined, in 1971, the nascent Tenterden Railway Company Ltd. New membership is showing signs of again increasing, doubtless helped by the inclusion of a membership application form in the timetable brochure. BUT, the total of 353, whilst looking good compared with the previous 4 years, was boosted by Railway Experience Day membership of 90. I shall leave readers to do their own mathematics. Remember those school reports of long ago? "*Can do better*" / "*Must do better*" Each and every member, please go out of your way to encourage recruits. Without a strong membership base, we wither.

During March, a very special event occurred. Tenterden residents Mark and Christine Sweetland became TRC members number 10,000 and 10,001. A small publicity event was organised to mark the occasion.

The Deed of Covenant Administrator and myself make no apology for the relentless pressure we put on members to take out covenants! Although the number continues to rise, albeit very slowly, the 400 covenants extant is but 25% of the membership actually paying the subscriptions. Think about it; are you *really* happy for the Inland Revenue to keep the income tax taken on the amount of your income earned to pay your membership subscription when it could be reclaimed by the Railway and put to *much* better use running the K&ESR? If every member paid in this way, the Railway – *your Railway* – would benefit, courtesy of the taxman, to the extent of several thousand pounds a year.

Membership Figures Year by Year

Year	Life	Full/Assoc Honorary	Family	Total Membership	New Members	% Renewals
1971	-	801	-	801	801	-
1972	-	1262	-	1262	558	88%
1973	-	1149	-	1149	225	73%
1974	-	1343	-	1343	403	82%
1975	-	1418	-	1418	371	85%
1976*	-	1361	-	1361	305	74%
1977	-	1540	-	1540	342	88%
1978	-	1642	-	1642	358	83%
1979*	-	1603	-	1603	277	83%
1980	-	1722	342	2064	688	86%
1981	-	1740	540	2280	560	83%
1982*	-	1653	573	2226	337	83%
1983	-	1635	617	2252	351	85%
1984	-	1762	701	2463	487	88%
1985*	-	1770	700	2470	340	89%
1986	-	1789	732	2521	326	87%
1987	-	1822	755	2577	331	90%
1988	-	1890	820	2710	313	92%
1989*	-	1851	830	2681	375	87%
1990†	-	1965	990	2955	539	93%
1991*	-	2051	1056	3107	443	90%
1992	-	1990	1011	3001	273	89%
1993	-	1952	1009	2999	298	91%
1994	31	1952	992	2975	290	90%
1995*‡	82	1834	839	2755	294	85%
1996	154	1806	828	2788	353	89%

* Subscription revision

† Northiam extension opened

‡ Silver Jubilee year

Where our Members Lived in 1996

Centre	Includes	%age	Area Code
TENTERDEN	Rolvenden	7%	01
ASHFORD	Headcorn, Charing, Wye Lydd and New Romney	6%	02
EAST KENT	Approximate line of Whitstable and Hythe and east thereof	7%	03
HASTINGS	Rye, Robertsbridge, Battle and Bexhill	10%	04
TUNBRIDGE WELLS	Area bounded by Westerham, Wrotham, Paddock Wood, Staplehurst, Cranbrook, Hawkhurst, Etchingham, Heathfield, Uckfield and Edenbridge	11%	05
MAIDSTONE AND MEDWAY	Faversham, Sittingbourne, Sheppey, Grain, Rochester, Chatham and Gillingham	13%	06
NORTH EAST KENT	Dartford, Gravesend, Swanley and parts of Kent not included elsewhere	10%	07
SUSSEX COAST	From Pevensey to Littlehampton and Arundel; includes Hassocks and Lewes	4%	08
REST OF SUSSEX		2%	09
SURREY		7%	10
LONDON	All London postal addresses	5%	11
EAST ANGLIA	Norfolk, Suffolk and Cambridgeshire	1%	12
BERKS, BUCKS, HERTS, MIDDLESEX, ESSEX		6%	13
REST OF UNITED KINGDOM		9%	14
EUROPE		1%	15
REST OF THE WORLD		1%	16

Where does the membership live? This is shown in the attached table and differs little from the last membership review. Once again, more members reside overseas (2%) than in East Anglia (1%)! Elsewhere it is difficult to draw comparisons as the geographical areas differ greatly in size and population, but the largest number is drawn from Medway and Maidstone with 13%, of the total.

Have you ever wondered what the numbers mean on your magazine envelope label? To the casual eye, they appear random figures but they are, in fact, an indispensable aid to accurate membership administration. An example and explanation is shown here:

Finally, I must express my grateful thanks to those who make up the membership volunteer support team in *particular* Alan Piggins and Rachel Backhouse A-K and L-Z Membership Renewals Secretaries respectively, Norman Brice the Covenant Administrator and Malcolm Bentote, co-Membership Secretary, who is responsible for maintaining the membership records. All give up a great deal of spare time,

particularly during the winter, in order to keep matters up to date and ensure the wheels continue to turn smoothly. I must also mention Bob Parsons of Bob Parsons Associates who maintains, professionally, the membership computer records to a high standard.

Field 1	Field 2	Field 3	Field 4	Field 5
12345	010	0	M	01

- Field 1 Membership number
 Field 2 Membership type
 Field 3 Pay type ie. Cash / Cheque / Banker's Order
 Field 4 Magazine mailing guide:
 M = Multiple copies
 S = Single copy
 or
 X = Railway Experience Day Recruit. This field will be blank if none of the foregoing applies.
 Field 5 Internal area code of member's residence.



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More Might-Have-Beens

Nick Pallant finds some more K&ESR preservation proposals that were not to be.

Readers may recall that I concluded my article 'The Ones that got Away' (*Tenterden Terrier*, Spring 1992) with the comment that it was unlikely the locomotives mentioned made up an all inclusive list of failed proposals. Further research into the early years of preservation on the Kent and East Sussex Railway has, indeed, proved this to be the case.

For the first locomotive we have to go back to October 1961 in fact only about a week after the K&ESR Preservation Society became the tenants of Tenterden Town station. On 16th of that month George Jones, Committee member and the Society's first museum curator, wrote to Samuel Williams and Sons of Dagenham:

"...to ascertain your views on the possible loan, for exhibition purposes, of your Manning Wardle saddle tank locomotive No.4.

This locomotive was, I believe, withdrawn from service and preserved a few years ago, although at the time its resting place was not known.

I should explain that this enquiry is made in

pursuance of a long term policy as the Light Railway Museum is not yet firmly established and no suitable accommodation is available for exhibits of a larger nature. However, when these matters are arranged, your locomotive would be very representative of the type extensively used by practically all of the companies managed by the late Col. H.F. Stephens of which the Kent and East Sussex Railway was a member. In fact No. 8 in the locomotive list of this company was Manning Wardle No. 630 built in 1877, only eleven engines, by serial numbers, from your locomotive which is works No. 641."

George Jones was referring to a Manning Wardle K class 0-6-0 saddle tank which he had never intended for other than static display. Early in its career, No. 641 had been used during the construction of the Lewes-East Grinstead Railway. It was, indeed broadly representative of Col. Stephens Mannings although these had extended over several of their manufacturer's classes. K&ESR No.8 had, incidentally, looked most untypical of



Dom, the motor portion of railcar Brittany, at Tenterden Town Station, 22 June 1963.

(Col. Stephens Historical Archive)



*The body of Dom formerly railcar Brittany at the Pallot Heritage Steam Museum, Jersey, September 1995.
(Philip Shaw)*

Manning Wardles by the time it had arrived in the Rother Valley via ownership by the GWR.

Samuel Williams and Sons Ltd. replied very quickly, saying:

"We tried for several years to find a museum or society who could preserve this machine for posterity, but at the time no suitable organisation was located.

We have now built covered storage for the old locomotive and keep it regularly cleaned and preserved. We enclose a photograph of the machine in its new surroundings. You will appreciate we are not now considering moving it."

No. 641 later went to Bressingham although remaining the property of Samuel Williams. She subsequently went to the Bluebell Railway for the Lewes – East Grinstead centenary in 1982. Whilst the locomotive was at Sheffield

Park her owners went broke and the Bluebell put in a successful bid to the liquidators. There No. 641 remains.

Two further comments need to be added to the above. Firstly, and not too long after the correspondence with Samuel Williams Ltd., the newly-arrived Derek Dunlavey was (obviously erroneously) told "We are getting an engine from Dagenham Dock". Secondly the reference to the 'Light Railway Museum' is not to the project as a whole but to what became the small collection at first housed in the parcels office at Tenterden. The items are, of course, now part of the exhibits in the new museum at Tenterden.

In the latter part of 1962 the K&ESRPS utilised the services of George Cohen and Sons to obtain a valuation for the movable assets of the railway. Cohens undertook this and concluded a letter of 18 December:

"Whilst writing, I am wondering whether your Society would be interested in the acquisition of a steam locomotive should they be successful in obtaining the track. Full details of the locomotive we have available are attached."

These revealed the loco to be standard gauge 0-4-0 Bagnall No. 2569 of 1938 which had been 'Admiralty Yard No. 1938'. Other details were:

Cylinders (2) – 14"x22"
Boiler – 3'4" diameter, 9' long
Heating area 550 sq. ft.
Test Pressure 270 lbs. psi
Working Pressure 160 lbs.
Sprung buffers, front and rear
Weight (empty) 22 tons 12 cwt
Length over buffers - 22'8"
Length excluding buffers 19'9"
Overall height – 10'9" to top of cab
 10'11" to top of chimney.
Overall width – 8'1"

Leonard Heath-Humphrys, then Chairman of

the Engineering Sub-Committee, replied to Cohens on 1 January 1963. He said:

"...I have to inform you it is not likely to be a great deal of interest to us. There is apparently a MoT ruling against the use of 0-4-0s. If you happen to be offered any 0-6-0s..."

The K&ESR's attitude indicated a realisation that the sidings should not fill up with locomotives of limited use (despite which 0-4-0s continued to be delivered until 1968). I would surmise that the need to pay hard cash also influenced the decision, and Derek Dunlavey agrees with me about this. The two Sentinels already delivered had been donated. According to two listings consulted, this Bagnall does not seem to have survived.

Mention of the Sentinel 0-4-0Ts 'Dom' and 'Gervase' brings us to the next piece of 'alternative history'. In mid 1962 the K&ESR was only just beginning to acquire its in-house expertise and had to look elsewhere for a survey of these locos. This was undertaken by



Gervase takes on water from Tenterden Town Station hose pipe, 1963.

(Col. Stephens Historical Archive)

Richard Hilton who signed himself 'Mechanical Supt. Festiniog Rly.' and was known to Leonard Heath Humphrys from that line.

To recap, 'Gervase' was a Manning Wardle-Sentinel hybrid whilst 'Dom' had once been the locomotive portion of a railcar on the Jersey Eastern Railway. Both had worked at the Standard Brick and Sand Company of Merstham Surrey. To summarise Mr. Hilton's report, both locomotives had sound boilers and engines but required new tyres. Dom's superstructure was 'rough and ready' and the right hand brake gear was missing from Gervase. Mr. Hilton recommended that:

"... 'Dom' be put into use and 'Gervase' be dismantled for spare parts. 'Dom' is of a design which has proved satisfactory in use whereas the other engine is something of a 'makeshift' possessing some poor features such as poor weight disposition, countershaft drive giving low speed, extra parts for maintenance and short wheelbase with considerable overhang. The side rod coupling and horn axleboxes would require more attention than chain drive and radius rod axleboxes."

Despite this recommendation, which contradicts what the writer previously understood, work began on 'Gervase'. Further investigations have revealed that the decision to do this stemmed from 'Dom' having worked at the quarry, where she was well liked, right up to the end. This had left her with very sharp wheel flanges whereas those on 'Gervase' were somewhat better. To further tip the balance, it was thought 'Gervase's' engine was in better order (there was certainly little wrong with it) and a single drive chain in good order. 'Dom' had two drive chains in poor repair.

'Gervase', complete with her strange waddling motion, is a well remembered sight from early sixties on the K&ESR, and although she was dismantled ten years later her parts are still in store at Rolvenden. 'Dom', on the other hand, was sold to a member and later went to Quainton Road where she was, allegedly, broken up for spare parts. This put an end to the most tantalising restoration 'might-of-been' of all, for up to at least the sixties the Metro-Cammell coach body portion of the railcar survived in the Channel Islands! Yes, I know such a complex, not to mention



Sharpthorn propelled by Baxter approaching West Hoathly, 10th May 1993.

(Mike Esau)

expensive, project would have been more typical of the 1980's rather than earlier decades, and I am told JER railcar 'Brittany'

would have been underpowered for Tenterden bank. But think what a vintage train with a difference might have resulted!



Gervase is flagged over the crossing at Tenterden, 22 June 1963 (Colonel Stephens Historical Archive)

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Book Review

Tavistock to Plymouth by Vic Mitchell and Keith Smith, published by Middleton Press priced £10.95. Hard laminated covers, 96 pages and 120 captioned photographs and introductory text.

The latest album in the distinctive Middleton Press series of Southern Main Lines completes the final scenic part of the journey from Waterloo to the Tamar Valley and gives an insight into the evolution of the railways of Plymouth. For Colonel Stephens enthusiasts the Callington branch is dealt with in detail and incorporates one third of the total photographic content. This line is, of course, a unique survivor – the only Stephens line now in the national network, albeit truncated back to Gunnislake. There is a double page shot of the magnificent Calstock viaduct under construction and pictures of the quay and incline at Calstock. Some rare historical views of Callington station itself are present, also the ubiquitous O2 class locomotives and

L & SWR gated coaches which provided the mainstay of services for many years up to the late 1950's.

Other subjects in the book include Tavistock North and the intermediate stations on the PD & SWJ line between Plymouth and Bere Alston; lines in the Plymouth and Devonport areas, including Plymouth Friary. The maps which accompany the text are particularly useful and the book will be an invaluable source of reference for visitors to the area.

Vic Mitchell and his colleagues have now covered all the passenger carrying Stephens lines in one or other of the Middleton Press titles and are to be congratulated on bringing together a unique coverage of the subject to a wide audience. A list of all the titles in print is contained at the back of the book.

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