

The Tenterden Terrier



Number 79

Summer 1999



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

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital.)

Registered Charity 262481

DIRECTORS

Robin Dyce – *Chairman*; Norman Brice – *Funding Policy*; Peter Davis – *Heritage*;
Bob Forsythe – *Rolling Stock Engineering*; Chris Garman – *On-train Catering Policy*;
Bernard Sealy – *Managing & Finance*; David Stratton – *Rolling Stock Policy*;
Kim Richardson – *Development*; Graham Bridge – *Non-Executive*; James Veitch – *Non-Executive*

COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED (A wholly owned subsidiary)

DIRECTORS: Bernard Sealy – *Chairman*; Graham Bridge; Chris Garman

BODIAM 2000 LIMITED (A wholly owned subsidiary)

DIRECTORS: Norman Brice – *Chairman*; Chris Garman; Peter Tobutt; Bernard Sealy; Peter Barber;
Robin Dyce; Ray Collins; Roy Ellis

COMPANY SECRETARY & REGISTERED OFFICE:

Catherine Roberts, Tenterden Town Station, Tenterden, Kent TN30 6HE.

Telephone: 01580 765155 Fax: 01580 765654

OFFICERS:

<i>Finance</i>	Ray Collins, Helen Griggs
<i>Commercial Manager</i>	Graham Hukins
<i>Retail & Administrative Manager</i>	Angela Clark-Monks
<i>Catering Managers</i>	Christine & Dave Tibatts
<i>Marketing & Wealden Belle Executive</i>	Sandra Marsh
<i>Chief Booking Clerk</i>	Ray Collins
<i>Chief Ticket Inspector</i>	Douglas & Sheila Edwards
<i>Education Officer</i>	Gerald Siviour
<i>Chief Station Master</i>	Roy Ellis
<i>Resources Manager</i>	Neil Sime
<i>Locomotive Manager</i>	Lawrence Donaldson
<i>Carriage & Wagon Manager</i>	Clive Lowe
<i>Operating Manager</i>	Simon Long
<i>Signalling Inspector</i>	Clive Norman
<i>Guards Inspector</i>	Malcolm Webb
<i>Consultant Civil Engineer</i>	Peter Tobutt
<i>Volunteer Liaison Officers</i>	Graham & Karen Bridge
<i>Forestry and Conservation</i>	Peter Thorogood
<i>Permanent Way and Civil Engineering</i>	Brian Muston
<i>On-Track Maintenance</i>	Clive Lowe
<i>Buildings</i>	Dave Stubbs
<i>Signals and Telecommunications Engineering</i>	Nick Wellington
<i>Bodiam 2000 Project Manager</i>	Peter Barber
<i>Historian</i>	Philip Shaw
<i>Museum & Keeper of the Archives</i>	John Miller
<i>Membership Secretary (Admin).</i>	Laurie Gurr, 16 St Mary's Green, Kennington, Ashford, Kent TN24 9HP
<i>A-K Renewals</i>	Vacant
<i>L-Z Renewals</i>	Mrs Rachel Backhouse, 27 Clive Road, Belvedere, Kent DA17 5BJ
<i>Records Secretary</i>	Malcolm Bentote, 9 West Towers, Pinner, Middlesex HA5 1TZ
<i>Covenants / Bankers Orders</i>	Norman Brice, 80 Henley Meadows, St Michaels, Tenterden, Kent TN30 6EQ



NEWENDEN, KENT

This unique 16th Century Freehouse, Restaurant, Inn and Hotel, is situated in the peaceful atmosphere of the smallest village in the country. Good food is always available all day, 7 days a week. Children and pets welcome. 5 minutes walk across the border from Northiam Station.

EGON RONAY RECOMMENDED.

"Good Food, Good Wine, Good Fun!"

ACCOMMODATION AVAILABLE

LEIGH & BOB

Tel: 01797 252166

B e a r s TENTERDEN & RYE'S TEDDY SHOPS

Steiff Stockists

(Visit both shops in one day)

Rye ← 10 miles → Tenterden

27 High Street

8 The Fairings

Tel: 01797 223676

Tel: 01580 765233

Open 7 days a week

Closed Weds & Suns



ÖZGÜR RESTAURANT

*Turkish Cuisine : Fully Licensed
Restaurant*

Telephone: 01580 763248



Open 7 days a week

from 12pm-11pm

SPECIAL 3 COURSE

LUNCH EVERY DAY £6.25

All food charcoal grilled

A wide choice from our menu

"Special Meze"

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

Parties for up to 60 people.

126 High Street, Tenterden, Kent



White's Jewellers of Tenterden

MEMBER OF THE NATIONAL
ASSOCIATION OF GOLDSMITHS

FAMILY JEWELLERS

GOLD & SILVERSMITHS

AGENTS FOR LONGINES, SEIKO
& ROTARY WATCHES

WATERFORD GLASS STOCKISTS

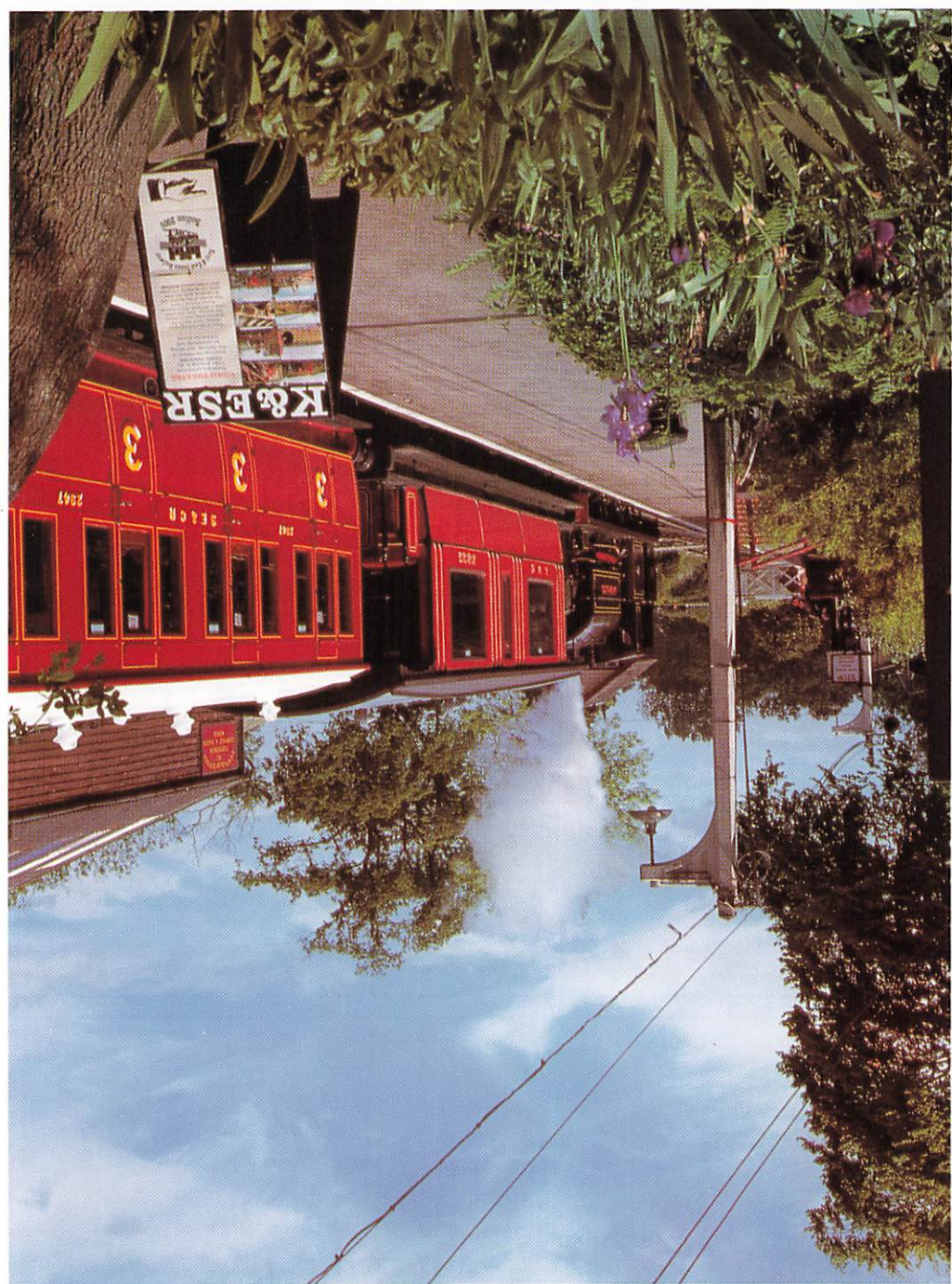
ANTIQUE CLOCK REPAIRS

COMMISSIONS & VALUATIONS

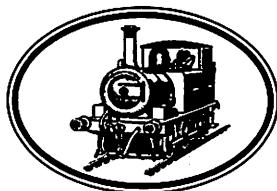
UNDERTAKEN

Tenterden (01580) 763155

96 High Street, Tenterden, Kent



The Tenterden Terrier



Number 79

Summer 1999

EditorPhilip Shaw
Assistant EditorDuncan Buchanan
Consultant.....Stephen Garrett
Magazine Advertising.....Vacant
Editorial Office
109 High Street, Tenterden,
Kent TN30 6LB

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

FRONT COVER

USA DS238 crosses Hexden Channel with the 11:30am from Northiam, 8th April 1999
(Alan P.Barnes)

FRONTISPIECE

Charwellon simmers in the sunshine at Tenterden Station awaiting the departure of the 11:45am to Northiam, 22nd May 1999

(Alan P.Barnes)

© Copyright The Tenterden Railway Company Ltd. 1999

Printed by Rother Valley Press Ltd,
Tenterden, Kent. 1999

Contents

- 4 Editorial
- 4 From the Chairman
- Lineside News:-
- 5 From the Managing Director
- 5 Commercial
- 7 Motive Power
- 8 Rolling Stock
- 11 Bodiam 2000
- 12 Permanent Way
- 13 S&T
- 15 Infrastructure
- 16 Heritage
- 18 People
- 18 Other Groups
- 19 How We Did in 1998
- 22 Two in One Day
- 24 1844 – A Lost Opportunity
- 26 Book Reviews
- 28 Letters to the Editor
- 31 The Southern & The Selsey Tramway – Part 1
- 36 Life on the Wealden Belle
- 40 Profile – The Kent & East Sussex Locomotive Trust
- 43 The Bodiam Bottle

Editorial

Making History

It is now 25 years since the Railway re-opened as a private tourist line, surpassing the period of operation as part of the nationalised system. The Tenterden Railway Company has had many firsts to its credit; the granting of charitable status to an operating railway company; likely, the first bearer bond issue in this country since the war; probably the first line to introduce

Santa Special trains and certainly the first tourist railway to introduce Wine and Dine trains. So what of the future? Bodiam will bring new opportunities, but also challenges, not the least of which is the necessity to carry more passengers to meet inevitably higher costs. Last year we had our problems – notably the fact that we failed to balance the books.

From the Chairman – Robin Dyce

During this, our Silver Jubilee Year, it is appropriate to reflect that for a quarter of the life of the Kent and East Sussex Railway it has been operated by an enthusiasts organisation consisting largely of volunteers who give up their leisure time to pursue their hobby. A level of business is now transacted that was not dreamt of when the line was built. So how has this been achieved?

Firstly, we must not forget the work that enabled the Light Railway Transfer Order to be granted to the Tenterden Railway Company. Without the dedication of those enthusiasts of the K&ESR Association, over 13 years prior to the return of 'heritage' steam services, we would not be celebrating our Silver Anniversary this year. The constitution upon which the Company is structured was the first operating railway in the country to be registered as a charity (The North Yorkshire Moors Railway was the second). This original work has since been mimicked by many other heritage railways in the country but they have not had our stability and from that our outstanding successes. As an Educational Charity we have been required to illustrate many aspects of the original operation of the line and this has ensured that our unique heritage and style has been reflected in the development of the Railway.

The charm of the Railway, based on its light railway status, was however nearly the undoing of the line. Lightly laid track on very little formation with inadequate bridges meant that considerable money had to be invested to make it suitable for heritage services with heavier locomotives pulling longer trains. The locomotive shed at Rolvenden had been demolished so a new shed on the other side of

the line had to be constructed. At Tenterden a carriage and wagon shed was constructed over the old sidings. Both sheds are now the subject of extension proposals to cater for our growing needs.

At Tenterden we had to move out of the car park, the site of which now lies under Rogersmead, and so the field opposite the station was purchased for car parking. The coal staithes were removed and the buffet in Theodora was replaced by reconstructing the Maidstone bus station. A brand new toilet block was provided using grant funding obtained from the Tourist Board.

Signalboxes were provided at Tenterden, Wittersham and Rolvenden so that more intense services could be operated in safety. Operationally the services bore no similarity to pre-preservation days but it is a testament to those involved that we have a safety record second to none.

Wittersham Road was developed as the Permanent Way depot. With the steep rise up Wittersham Bank past the signal box and through a tunnel of trees, this must surely be one of the most evocative parts of the current operating line.

Northiam has seen many changes but the old station building has been retained together with the cottages, which now serve us as stores. The new toilet block has the appearance of 'always having been there' and the brand new signal box, built in the style of the Kent and East Sussex Railway, is already part of the accepted infrastructure of the railway.

We look forward to the next 25 years with the Railway in better shape than it has ever been.

Lineside News

**From the Managing Director –
Bernard Sealy**

Over the last 18 months the Railway's Engineering and Operating departments have been working on the basis of a 10 mile railway and providing the assets necessary to operate that length of line.

Our best estimates reckon a peak carrying to and from Bodiam of 1,500 passengers between the hours of 11am and 4pm – 300 per hour. With a 40 minute interval service that equates to a capacity of 200 seats per train. The key departments, who will all be involved in providing the service, namely Carriage and Wagon, Locomotive and operating are facing these challenges with enthusiasm.

Compiled by Duncan Buchanan

We are on target to achieving the requirements for April 2000 within the necessary constraints.

I have noticed that the major players (including ourselves) in our industry all have increasing costs and wage bills – extra health and safety and fewer volunteers are a common theme.

The need to maintain and improve our assets is as ever paramount within our financial ability. We also have hidden assets in superb craftsmen and we must ensure that their skills are passed down to those who will follow us.

The need to train youngsters is already being addressed by this railway. It is not a 'quick fix' solution but requires investment in both time and money.

Commercial

The highlight of March was Mothering Sunday Lunch when the Wealden Belle lunch and tea trains were both sold out and a 'relief' tea served aboard the 3.00pm departure was also filled to capacity. This year, Easter fell very early in April and the traditional Family Fun Weekend and Steam Up was well supported.

The Friends of Thomas the Tank Engine were again at Tenterden Town Station for the May Bank Holiday attracting around 6,000 visitors during the three days. Of these, around 5,300 were actually conveyed on the trains. Devious Diesel was again star of the show but Licence holders Britt Allcroft did agree that No. 376 'Norwegian' could play the part of 'Donald' for the weekend. Accordingly a large number 9 was added to the tender and special nameplates fixed to the boiler sides.

This May, trains also ran on Wednesdays and these new services were well supported by groups and schools.

The late-May bank holiday saw the re-entry into traffic of No. 2678 - the first time the 'Terrier' has run in preservation and No. 25 'Northiam' also returned to service after a 10-yearly overhaul. Ian Hislop, Editor of Private Eye and star of the BBC's 'Have I Got News For You' performed the honours vigorously breaking bottles of champagne on the buffer beams of the two engines. Ian accepted our invitation after returning from India

having filmed 'Great Railway Journeys of the World'. In four weeks he travelled the length and breadth of the sub-continent in search of a steam engine that worked but couldn't find one. The chance to see two in working order on his local railway was too good an opportunity to miss. Ian was accompanied by his wife and family and we thank them all for spending their bank holiday with us.

Wealden Belle

Bookings for the Wealden Belle have been very healthy indeed. Almost all scheduled dinners and lunches have been sold out and the demand for charters has been such that a number have had to be turned away. In June, the train ran on a total of 15 occasions – a far cry from the time when the luxury coaches only ventured out of the siding for just four hours per week!

Catering

The team in the Station Refreshment Rooms at Tenterden was strengthened in April with the arrival of Rosemary James as Catering Assistant and seasonal assistant Anya Jones. Our two Summer students from last year – Katie Anning and Jessica Rennie – are both completing their exams this year and seeking full time employment. We wish them both well.

Ross Browning joined the commercial team in May and is providing valuable support in the office, aboard the Wealden Belle, in the Gift Shop



Geoff Silcock photographed the newly restored Terrier No 2678 during a 'Sentimental Journeys' photo charter entitled 'The K&ESR 1940s Time-Barrier' on 19th June 1999



and the Station Refreshment Rooms.

Marketing & Wealden Belle Executive, Kate Debling left the railway in early May – we thank her for all her efforts over the past two years both in the office and on the train and wish her all the best with her new career. Kate has already returned on several occasions to work on the Wealden Belle.

The refurbishment of, and improvements made to, the kitchen of the Station Refreshment Rooms earlier this year are now paying off with a greater throughput being achieved and a wider range of hot food being offered. Receipts from this source are also up on the same period last year.

People

Following Kate's departure a review of the commercial staffing arrangements was

undertaken. This saw Sandra Marsh move to take on the role of Marketing & Wealden Belle Executive, supported by André Freeman as Senior Waiter.

Sandra's old seat was quickly filled with the appointment of Shirley Hukins and Jayne Bayliss as part-time bookings and administration secretaries. These changes have enabled the weekend cover in the office to be improved.

Colonel Stephens Railway Shop

Shop revenue for the early part of the season has been very healthy, helped by the very good Friends of Thomas the Tank Engine weekend and the new Silver Jubilee items. These include a new full colour guidebook and video which highlight the progress and achievements made during the last 25 years.

Motive Power

Concreting and installing new drainage at the yard entrance has allowed more storage area to be created, coal waste to be reduced and a general clean up of the unsightly front of house. More concrete was used to complete the long project of providing hard standing over the whole of the two yard roads. No further progress will be made until the future of the yard at Rolvenden and any extensions into the field are resolved.

A start has been made to sort out some of the department's stores. Much has been left in old wooden, often leaking, containers, which were close to the river and liable to fall in. A new metal container has been put into place and loco parts for 'Marcia' and 'Bodiam' have been securely stored, releasing space elsewhere. The diesel loco spares have also been located in the new containers. Wilf Watters has continued his good work on 'disguising' the containers in a dark green shade of paint.

A new alarm system has been installed into the shed to prevent any more break-ins. This has proved successful so far. The electronic voice deters even volunteers passing through the warning area.

Lighting has been installed into the No 2 pit in the shed.

A large amount of miscellaneous equipment has been recovered from British Gypsum at Robertsbridge, including work benches, welders

and a 110v transformer. This last item was immediately installed as it reduces a trip hazard from cables trailing across the shed floor. Quantities of small items, such as nuts and bolts have now to be sorted out.

Steam locomotives

No 3 'Bodiam': The frame overhaul is behind schedule at present. New tyres have been ordered and will, in due course, be fitted and turned by Ian Riley Engineering.

The cylinders have been rebored but unfortunately some porosity has been found in the top of the cylinder block. In consequence liners will have to fitted and rebored which will add to cost and time for the overhaul.

The boiler has been painted and greased by Tony Pearson and various fittings are being attached. John Arlett has drawn the regulator and regulator stuffing box so that patterns can be made.

No 8 'Knowle': 'Knowle' re-entered service on the Sunday of the late May Bank Holiday weekend thus completing a long restoration project with much hard work put in by many over the years, especially Adrian Landi. Meg Gooch completed the lining out and lettering in Southern Sunshine lettering.

No 11 'P Class': The firebox has been constructed and will soon be attached onto the boiler barrel. Work continues on the bunker rebuild. The two apprentices reassembled the axle boxes and springs

on to the wheel sets prior to re-wheeling. Nick Young has fitted the white metallised and machined eccentrics onto the crank axle. Work on the boiler is progressing at Israel Newton, Bradford. The new firebox is built and new internal copper pipes are being fabricated prior to installation.

No 12 'Marcia': The owner, Dick Beckett, has spent some time on this engine.

No 14 'Charwelton': In service.

No 19 'Norwegian': 80 years old and still going strong, birthday celebrations were held during the Late May Bank Holiday. The loco has reverted to its usual guise after masquerading as 'Donald' and 'Douglas' during the May Day Bank Holiday.

No 21 'Wainwright': Some leaking tubes have been changed. Wastage at the firebox end has caused the tubes to leak. A thorough washout has been carried out in these areas, where it is especially difficult to reach during a normal washout. The previous practice whereby some tubes were removed before inspections may be resurrected. As an experiment the brick arch on this engine is being rebuilt using new bricks. If this is successful we may be able to introduce the practice on other locomotives.

No 22 'Maunsell': In service.

No 23 'Holman F. Stephens': In service.

No 24 'Rolvenden': Copper welding of the boiler, to close some stay holes, and crack repairs, to previously welded areas, is complete as is non destructive testing of the welds. New side plates have been readied for welding on to the outer firebox. This work continues in parallel with work on the frames.

No 25 'Northiam': The locomotive re-entered traffic on the same day as Terrier 'Knowle'. It was lined out by the Carriage and Wagon team of Meg Gooch and Alan Brice. The final jobs centred on further work to dress back the port valve faces on the new gunmetal slide valves after initial test steamings had uncovered a problem.

No 30 GWR Pannier Tank: The boiler is behind

schedule at Chatham, while the frames, at Swindon, are almost complete. Visits to review progress are made regularly. The shed at Rolvenden has started to prepare for the assembly and reduce the amount of work needed by the Chatham Steam Co who had been contracted to do the job. A new ashpan has been manufactured and refurbishment of the chimney has commenced. The task of procuring a new main steam pipe and repairing the regulator is underway. Work has started on a new bunker and water tanks.

Diesel locomotives

No 20 GWR Railcar: All the timber framework is complete for one cab and the whole of one side. This includes any necessary screws, brackets and bolts so essential for stability of the overall structure. Along the other side the small saloon and vestibule doorway are finished thus completing the whole of the smaller 16 seat saloon. All the necessary timber is in stock to complete the other side of the larger 32 seat saloon and the brakevan area. At long last final timber purchase is in sight as only that for the second cab needs to be purchased.

No 46 Drewry 03: repairs to the leaky radiator have been completed along with an oil change.

No 48 Class 14: The locomotive returned in late April and has been overhauled on the Nene Valley Railway to a very high standard. Apart from some minor work to complete the labelling of equipment, this locomotive is ready for crew training.

No 49 Class 14: Apart from some starter motor problems this loco has been in service and is operating normally.

Cranes

10 ton Grafton: Laid up awaiting major overhaul.

10 ton Taylor-Hubbard: In service.

36 ton Ransom Rapier Breakdown crane: The two springs still need changing on the crane. A spare set has been sent away to create a set to change the worn sets in turn.

Rolling Stock

Out in the yard, a big improvement during the winter months was the construction of a 80 ft. inspection pit on No. 2 road. This is immediately to the rear of the shed and associated works

included improved drainage and a concrete apron around the pit. The 'concreting gang' (Pete Salmon, Barry Holmes, Alan Wood and Simon Long) moved up from Rolvenden, together with



The floor of the new C&W inspection pit at Tenterden under construction (Peter Salmon)

hired excavators, once they had finished in the loco yard. Spoil was tipped at a suitable spot near Cranbrook Road. Some work was also undertaken by contractors and the cost of the job was met by Maidstone Area Group – to whom many thanks. 110 lb section rail, recovered from Ashford, was laid along the pit and when this was joined to the existing ex-army track it looked rather like old-time Tri-ang against Protofour fine scale! The pit should prove most useful during the forthcoming annual round of bogie lifts and greasing-up on the running fleet.

We have been able to provide assistance to other departments on the railway. The body and underframe of the Mark 1 converted to a van by BR and owned by S&T, was grounded adjacent to the Tenterden headshunt during the spring. C&W supplied all the necessary labour and expertise, the required jacks and packing being borrowed from the rerailing equipment normally kept at Rolvenden.

As a compliment to our sign writer, we were honoured with the presence of Terrier No. 2678 Knowle (K&ESR No. 8) shortly before the locomotive re-entered service. The Terrier was, of course, in the shed for the addition of sunshine

lettering 'Southern' and running numbers to its black livery.

Petros (K&ESR No. 75)

At the time of writing, Petros, the Railway's saloon for people with disabilities, remains at St. Leonard's Rail Engineering. Work is progressing well although the contractor has found the bodywork corrosion to be more extensive than anticipated. This is far from unprecedented on preserved Mark 1's but it is hoped to have Petros back in service during the season.

Pullman Car Barbara (K&ESR No. 52)

Barbara is progressing well, the work being undertaken by contractors in the Rye area. Damage to one end has been discovered – possibly the result of a legendary heavy shunt at Robertsbridge in the 1960's. Examination of the framework has revealed repairs in softwood which may have been undertaken as part of Barbara's 1947 rebuild as a buffet and bar car. (A real life example of the Goon's austerity era catch phrase 'You can't get the wood you know...') The affected sections will be replaced with more suitable timber. C&W Department is sourcing various materials required by the contractors and staff are making regular visits to Rye to maintain liaison. It is intended Barbara will return to service with fixed seating rather than the previous bar car layout. The bogies have been retained at Tenterden and are due to go to a separate contractor for overhaul, the car having been dispatched on spare Maunsell accommodation bogies.

Maunsell BNO No. 4432 (K&ESR No. 53)

Bodywork problems have proved more extensive than anticipated. In the main, these are not the result of No. 53's several years in storage. Instead they appear to be the end product of both abuse and attempted repairs (plus the passage of time) stretching right back to the days of the Southern Railway. The dry rot quickly disappeared once the coach was brought into warm conditions and was finally seen off with Cuprinol 5 Star. C&W coach builder Ian Anderson has so far given his attention to renewing a large section of roof boarding and interior partition framework as well as the major task of completely renewing the 'Headcorn' end. In between these tasks Ian is also renewing the build rail (K&ESR terminology) or curb rail (coach builder's name).

Maunsell CK No. 5153 (K&ESR No. 55)

This is, of course, the fourth of the Railway's original four Maunsells which were delivered via

Robertsbridge in November 1965. After some years out of service, first at Northiam and later at Wittersham Road, No. 55 was brought up to Tenterden in late 1998. Volunteer labour has now removed the remains of the roof canvas and cleared the interior of various rotting debris. The ceiling has been removed to allow the air to circulate and on fine days the doors are left open to aid drying out. Once this is complete the interior will be sprayed with Cuprinol and the vehicle fully sheeted pending a start to work in the medium term. A possible source of finance has been identified but this remains under negotiation at the time of writing.

Maunsell SO No. 7998 (K&ESR No. 58)

This coach has recently come become TRC property after many years on the Railway in private ownership. Regrettably, the bodywork has deteriorated to a point where no alternative but demolition remains. Hopefully, this is the final Maunsell on which we shall have to take this course of action. Earlier attempts had been made to relocate the vehicle elsewhere but to no avail. On a brighter note, it is intended to combine the best items from this underframe and that previously under No. 57 (former S&T mess coach) with all sorts of interesting possibilities for the future.

Woolwich Coach (K&ESR No. 67)

It is intended to start work during 1999 on this L&NWR (NLR) vehicle, the first coach of the preservation era. This has become possible thanks to a 'generous benefactor' who would prefer 'no publicity'. A firm start date is subject to other demands on C&W time, but it is proposed to make this a volunteer-led project and to organise the job in such a way it does not interfere with other work already planned.

Great Eastern Brake No. 197 (K&ESR No. 81)

The GER brake has been in the works for its second repaint since entering service at the beginning of the decade. At the request of the Commercial Department, the coach has been completed in a representation of Colonel Stephens era K&ESR described as mid-chocolate brown livery. The advice of John Miller, the Railway's archivist, was sought and the resulting shade proved to be much lighter than that had hitherto been assumed. It is known that the paint colours did vary considerably during that period. Whilst the vehicle was in the shed, a number of structural repairs were made on the 'station' side,

including the construction of two virtually new doors.

SE&CR No. 2947 (K&ESR No. 88)

After three and a half years service the prize-winning No. 2947 was well and truly due for some attention. First item on the agenda was replacement of the tapestry type material used as upholstery during the restoration project. Re-upholstering was undertaken by our usual contractor but this time using a supply of red moquette we already had in stock. Ashford Area Group maintained their long standing interest in No. 2947 and made a substantial contribution to the cost. The next move was a complete external repaint using the uprated preparation schedule and marine paint which has featured in all recent work. As with the Pullman set and the GER brake, repainting was undertaken by Meg Gooch and Alan Brice with volunteer assistance. The vehicle's SE&CR livery has been retained, but to avoid passenger confusion it has been turned out as third instead of second class. The '3's on the door are in the correct sign writing style having been traced from an appropriate original.

District Coach No. 100

At the time of writing this coach has just entered the shed for re-varnishing and any bodywork maintenance which proves necessary. Although retaining its long standing finish, this vehicle is, again at the request of the Commercial Department, to re-enter traffic lettered 'Kent & East Sussex Railway'.

GER Saloon No. 3 (K&ESR No. 96)

It has not proved possible to find a place for this vehicle in the restoration programme. Rather than let No. 96 deteriorate further, with the co-operation of the present owner, efforts have been made to find a new home where this coach can be returned to its former glory. Initial indications are good and further details will be given in due course when matters have been brought to a successful conclusion.

SE&CR No. 1666

A five compartment version of LC&DR design 'Ashford' four wheeler No. 2947, this body came, without underframe, to the K&ESR via the erstwhile North Downs Steam Railway and the Spa Valley. Restoration is a medium to long term prospect. No. 1666 is now stored in Wittersham Yard, on out-of-service GNR double bolster wagon No. 37, where it won't take up any extra room. The body belongs to the Friends of Vintage

Carriages and thanks are due to Ken Lee for handling the negotiations with the Spa Valley.

Old Mess Coach (K&ESR No. 101)

The Tenterden SE&CR mess coach body in two sections (which featured in the youth of so many people!) was at last moved during the last week of March having been in position on the platform since January 1964. The previous intention to make use of the coach body where it stood has now been abandoned in the light of changed demands on C&W resources. No. 101 was lifted using one of the steam cranes and is stored on the underframe of the former S&T mess coach pending a decision on its future.

PMV No. 1145 (K&ESR No. 79)

The C&W stores van has now been acquired by the Friends of Vintage Carriages in part repayment of monies on loan to the Company.

The Friends intend to preserve the vehicle as a PMV as the type is becoming increasingly rare in its original form. It will be available for use on service and demonstration freight trains at reasonable notice to the C&W Manager.

Shark Ballast Plough Van (K&ESR No. 165)

After two years hanging around Tenterden Yard the Shark has now been 'blitzed' in a joint effort by paid staff and volunteers. No. 165 received intermediate repairs and now looks very smart in black engineer's livery ready for the fray on the Bodiam extension.

Elephant Van (K&ESR No. 175)

This recent acquisition is of LMS origin and comes to us from St. Leonard's Rail Engineering. No. 175 arrived early in 1999 and will provide further stores accommodation for C&W.

Bodiam 2000

Track laying has been completed and in under a year the site has changed from being an undrained tangled mass of vegetation to a railway which is quite an achievement. Although the line itself is complete there are lots of other jobs to be completed.

The first train back to Bodiam, on 27th March 1999, was kept as a low key affair, and ran as a clearance train. The running of trains will be kept to a minimum until the track is ballasted/tamped to reduce the potential damage to the formation and track components. All trains will be for engineering purposes only.

The exterior of the station building at Bodiam has been restored to its former glory with the structure and externals completed by contractors ready for the museum team who have taken over to do the internal works. The main tasks are to decorate and fit-out the interior, install new electrics, both to the building and the outside lighting, and restore the station garden and grassed areas.

The order of priority for finishing the rooms is firstly the booking office, followed by the waiting room, goods office and staff room. No fixtures survive internally, so these will have to be made, taking care that everything looks as authentic as possible. Fortunately we have in our office files, a copy of the original drawing, dated July 1898, for

the construction of Northiam Station building. This shows the office counter, shelves and fixed bench seating. Bodiam is a scaled down version of Northiam, so the drawing is quite useful. Visits have also been made to Tenterden and Northiam booking offices to check present day requirements and to anticipate what may be needed in future years.

Following the rebuilding of the station earlier this year, the booking office has new match board walls but retains the original ceiling. Preparation of this for painting has involved scraping off and sanding down all the old flaking paint. The windows have needed masses of filler, due to the ravages of time and thieves attempting to break-in in recent years.

The station garden has needed drastic remedial work but we hope it will look its colourful best for the re-opening next year. Repair to the road-side fencing is awaiting a decision on the siting of the posts for the crossing gates. The platform privet hedge, planted earlier this year, seems to have taken quite well. Of the 170 or so plants about a dozen have failed and will have to be replaced.

Work has now started on the ground work for the Bodiam station sidings. This had been held up awaiting the clearance of a lease agreement with Southern Water who own the land directly behind the station site.



Mrs Brice completes the planting of the scented garden outside the buffet at Tenterden.
(Norman Brice)

Northiam signal box has been completed by contractors and handed over to the S & T department for fitting out. This building has transformed the lower end of Northiam station, bringing some life to the lower end of the yard. Work on number two platform commenced in mid-June and included surfacing the platform and building access ramps and a barrow crossing between the two platforms.

The ballasting of the track is a major logistical exercise with considerable care needed to ensure

security of supply. The ballast will arrive by ship to Rye Harbour and thence by lorry to Northiam. The Environment Agency are undertaking works to improve the harbour specifically for our needs, though they will have a long term part in the hoped for regeneration of the harbour generally. East Sussex County Council have been approached to ensure that there will be a minimum of disruption to traffic on the Rye to Northiam route.

The HSE had their first look at the works and the visit, on 14th May by Stuart Johnson, the Kent Area Field Inspector, went very smoothly. The line was walked from Bodiam to Northiam and apart from one occupation crossing, that we highlighted to the inspector, there was little advice to change work done or planned. Arrangements for operation of sidings and the level crossing gates at Bodiam and the barrow crossing at Northiam were all discussed and agreed in principle. All work has been done to standards equal or above the requirements for a low speed heritage line. A final inspection will be required in December/January. One new aspect to these inspections is that they are to be charged at £850 per day from the 1st October 1999, a cost that we have not budgeted for.

There is lots of work still to do and all departments are now getting fully involved. The summer and autumn will probably put the largest strain on the railway as a whole, so any extra days that you can spare will ease the situation. So if you want to get involved contact Brian Muston and join a working party.

Permanent Way

The big item of news is that the track from Bodiam was re-connected, on a temporary basis with a cross over, to the main line at Northiam in March. This was completed 3 months ahead of schedule and has given the project a significant boost. The weather has not always been kind during the track laying but everyone has stuck to the task. The need for the temporary connection is to ensure that ballast trains can run both without interference from, or interference to, the operation of passenger trains on the existing 6½ miles of track. A siding, using the ex-army 75lb track panels, has been laid into the off-loading point for the ballast lorries. Ballasting itself will take place during the rest of the year as and when

ballast arrives.

The new stabling siding, to the north of the station site, is now complete and awaits final positioning of the new point work before being connected. This required over 150 hard wood sleepers, each of which had to be drilled and fitted with bullhead chairs. At the same time the fishplates in Northiam station have been changed for the skirted type and shimmed properly to help prevent dropped joints in future.

The pointwork at the Robertsbridge end of Bodiam site has been ballasted, levelled then welded not only to obviate problems in the future but also allow ballast trains to run round during

the main ballasting period. The sleepers that will be required for the sidings behind the Bodiam platform have been prepared and stacked clear of the groundworks for the new toilet block behind the station building. We have taken delivery of a 75lb flat-bottom point from the Llangollen railway for use here. This should help restore the visual effect of the site giving the impression that it is still as it was, but also complies with modern operational requirements.

Two days a week, a small group have been out welding the track, starting from Bodiam. Two out of every three joints on the Bullhead section are being welded, to make 135' sections, and it is intended to weld every second joint on the UIC 54 flat-bottom rail, making 120' sections. 100 of the required 370 welds have been completed, at a

rate of around 8 welds per day. This will reduce the potential for dropped joints and give almost maintenance free track. There remains the task of laying over 15,000 tons of ballast, tamping the track and completing the myriad of smaller jobs required before the final inspection. If you have time available then Brian Muston or Peter Barber would like to hear from you. Please contact them at Tenterden Station.

The Tenterden P/way gang have continued with their sterling work of keeping the operational section free from major problems. This included the spot re-sleeping at Laming's slip and various other tasks such as fishplate greasing on Tenterden bank, jacking and packing various dropped joints along with routine track patrols.

S&T

The latter part of 1998 and January of 1999 have seen much hard work by S&T staff, but often with little to be seen for it by the inexperienced eye.

The workshop itself is all but finished, but awaits external body filling and painting this year; once again a plea for assistance with this work, in order that it does not detract resources from other more

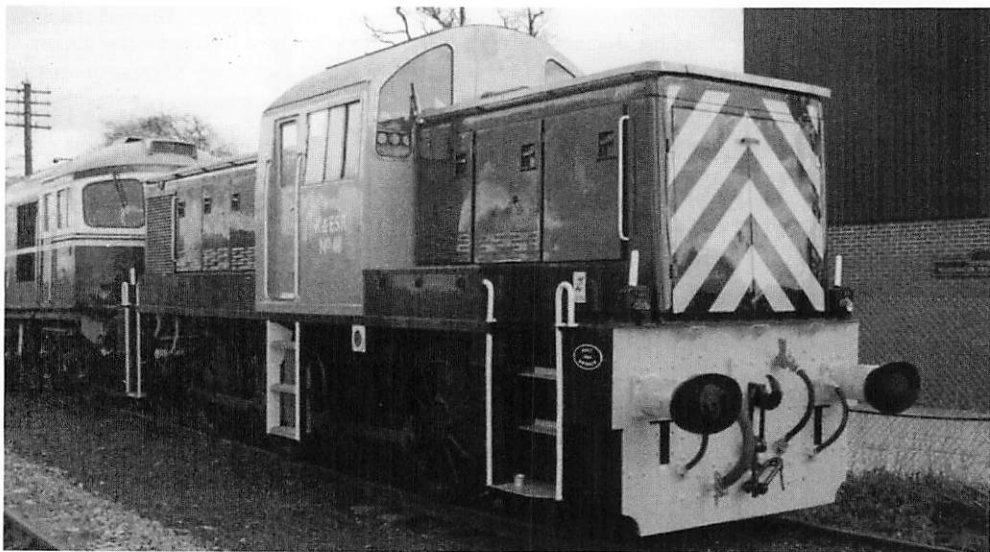
important work on the signalling works at Northiam. Following a break-in in early 1998, it became essential to fully alarm these premises to prevent repetition.

Steve Beastall constructed the final partition in the CCT van, which has allowed electrical installation to take place, followed by the fitting out of one



Apprentices Ben Swan and John Waddington at work on the boiler of No 24, 14th May 1999.

(John Liddell)



Recently restored class 14 Diesel No 48, rests in the Sewage Works siding at Rolvenden, 19th April 1999.

(John Liddell)

compartment of this vehicle as a new store for the Operating Department. This enabled them to move all their stores into one dedicated facility at Tenterden, from a number of improvised arrangements. A second section of the CCT is now available to provide extra workshop capacity during the Northiam signalling project.

Although little is yet to be seen at Northiam itself, much is taking place behind the scenes; planning of the scheme, and submission to the HSE has taken many hours, partly due to the need to rework the scheme several times due to unforeseen changes.

Detailed planning, and production of the specification for the signalbox design itself has been ably carried out by James Palk, to a very high standard.

Work is currently under way on the restoration of signal fittings, and the ground frame for Northiam crossing. One ground frame for Bodiam is complete, requiring little work following its loan to the Bluebell Railway for temporary use at Kingscote. The steel leadaway which supports the cranks and pulleys both underneath and in front of the box was built at Tenterden, and then transported to Northiam where it was slid into position using the 10t. Taylor Hubbard crane. The amount of work over the next 15 months is considerable, and offers of

assistance will be welcome. There are, in fact, a number of jobs which are both suitable for, and are better done in home workshops over a period of time.

If you are able to assist you should contact Nick Wellington on 01233 66 00 80 (weekday evenings).

We have been joined by Alex Cowley, who hails from Australia and is staying with relatives in the area for the coming months, also Ken Deans and Tony Cooke, both of whom are already signalmen with the railway.

Peter Watson has been kept busy not only on the fitting out of the lounge area of S&T accommodation coach W21238, but also on the construction of shelving in the former breakdown support coach ADB975162, now in use as an S&T stores van. He has also renewed the staff crossing at Rolvenden, and fitted out a second hand shed at Rolvenden for temporary telecommunications stores accommodation at that site.

Planning and programming is also well advanced for a new telephone exchange for the Tenterden site to be introduced this Spring. This will be sited in a former storeroom in the main admin block, and will bring badly needed improvements in both flexibility and capacity. The room is currently being decorated and prepared for its new role.

At Rolvenden & Northiam, line amplifiers have been fitted to some circuits which significantly improve speech levels on internal telephone calls between stations.

Overhead line renewals are being addressed in

several areas in a concerted effort as deterioration has been outstripping the pace of renewal; again assistance is sought for this interesting feature of the railway, no previous experience is necessary to assist on this work, as training will be given: contact Nick Wellington (as above).

Infrastructure

Building

The Tuesday gang have toiled away at many small but significant jobs which together help to maintain the environment. We are pleased to welcome Ron Dunn to the team and his engineering background has already proved useful in the preparation of over one hundred and fifty threaded studs for attaching the fence to the rear of the platform at Bodiam.

The team has rebuilt the dangerously rotten steps to the back door of the office block, completed repainting Tenterden lavatory block and redecorated the interior of the original gents lavatory. The platforms at Tenterden and Northiam have been white lined and it is hoped that loco crews will try and avoid treading coal dust and oil over the newly painted edges. For light relief, the team has turned out with the Bodiam relaying gang on several occasions.

Our report would be incomplete without mention of platform seats, the restoration and repainting of which continues. There are a good number of them and the ravages of weather and wear and tear ensure a Forth Bridge type commitment.

The Working Week scheduled for May 10th to 14th was not a high profile affair as progress at Bodiam had been halted, pending the acquisition of additional land. It was therefore impossible to construct the platform fence, but a three metre trial length was put in place to establish a method for its eventual completion later in the year. The Museum team also carried out some work towards restoration of the interior of the station building. Part of the existing oak fence has been treated in black tar by Graham Biggs and a start also made on the wooden posts that will support replica acetylene lanterns.

Another working week is scheduled for 13th to



Maunsell BNO No 4432, showing the extent of restoration necessary on the Headcorn end vestibule, 6th June 1999.

(John Liddell)

17th September when the Bodiam fence will be constructed and the lamp standards and running-in board erected. If you can help and would like details please telephone Graham Hopker on 01303-862811 or Peter Davis on 01885-482404.

Tenterden station

The latest improvement at Tenterden has been the completion of a scented Garden especially prepared for our visually impaired visitors. This work was completed over the winter and early spring and was possible thanks to the generosity of a community grant from British Telecom. Not all visually impaired people are completely blind so the garden offers a mix of strongly scented plants with brightly coloured flowers. A particular challenge is to ensure a good display throughout as much as possible of our open season.

Northiam Station

The friends of Northiam Station have been busy this year attending to lots of jobs, to keep the station in top condition. Rotten wood has been replaced in the windows, canopy supports and platform seats. A new cupboard has been built in the booking office, to replace the life expired one damaged during the floor replacement. Repainting of the booking office, Station seats and roof has been carried out, along with repairs to the roof. As usual, the tubs are looking great.

All the activities were sponsored by the friends of Northiam, along with a cheque for the new floor. Tasks for later in the year include an exterior repaint of the station building.

We are currently very short on staff to operate the Station, despite an energetic recruitment drive by John Bourne. Anybody wishing to find out more please call in, you're guaranteed a warm welcome.

Heritage

In the period leading up to 18 June the Museum had 2063 paying visitors as opposed to 2468 for the same period last year. The 'historic transport weekend' held in June last year partly accounts for the disparity, but the main factor seems to be the lack of visitors mid-week who are not part of a coach party. Coach party organisers seldom allow time for more than the train ride. For the same period, takings from admission charges are down from £2,061 to £1,694.

We broke one record we didn't want on 30th March, with not one single visitor to the Museum. The best day so far was Easter Monday with 140 visitors, followed by 2nd May with 130.

The sale of second hand books remains buoyant,

enabling us to replace lamps in the 64 lights in the Museum without troubling the Company for money. Archival quality framing has also been paid for from this source. We are grateful for the donation of books – but no more magazines for the time being – please.

Recently put on display are the 1961 closure notice for the K&ESR and the Hawkhurst branch. New acquisitions include a large 1928 poster timetable for the Selsey Tramway, a small K&ESR timetable for 1936, and a letter from the G.W.R. to a correspondent regarding the two WC&PR 'Terrier' locomotives.

Lastly, the regular appeal for more attendants to help keep the Museum open daily during the summer months.

People

Membership survey 1999

Many thanks to all of you who took the time and trouble to complete and return the questionnaire in the last edition of the Terrier. In all, 356 replies were received by the deadline. Your comments have been noted and, by the time you read this, a report will have been submitted to the board for further consideration. So, what did the survey reveal?

Mature ages predominate

The table here shows that the average age of our membership leans towards the more 'mature' person.

Closer examination indicates that people are also joining later in life rather than merely getting older. The reasons for this will have to be subject of a separate survey but one would speculate that

	Under 14	14 - 21	22 - 40	41 - 65	Over 65	Total
Members	3	0	29	110	83	225
Volunteers	0	7	19	69	36	131
Total *	3	7	48	179	119	356

*Not everyone chose to reveal their age.

children growing up and leaving home and the prospect of retirement or early retirement may be a contributing factor. Another issue is that many people under 40 may have no recollection of main line steam. If this is the case, the preserved railway movement in general may have to rethink its approach to younger people.

What prevents you from becoming a volunteer?

When looking at the 'non volunteer' membership, distance and time were the two most common reasons for not volunteering (51% & 52% respectively). This is underlined when looking at the average distance members live from the railway (79 miles) compared to volunteers (43 miles). The second most 'popular' answer was age at 24%. Travel costs also featured prominently at 15% but generally a tick in this box was also accompanied by a tick in the distance box.

12% of people also quoted disability for not attending. This is a delicate area as each person's circumstances will be different and disabilities can be very different. People with disabilities do work as volunteers and will be assisted to find suitable positions.

Other factors.

The free format boxes in the questionnaire allowed many different avenues to be explored. There are a significant number of people who are volunteers elsewhere but not here. In the main, this can be explained (and many did) because those people live closer to another railway but still wish to support us by maintaining their membership. Please continue!

Encouragingly, more than 10% of the respondents indicated that they intend to volunteer once business/family commitments ease. Also, a number of people are unsure of what they can offer with some ticking the 'no expertise' box. Please do not underestimate your capabilities and please don't leave it too late. Most volunteers come from non-railway backgrounds. What you can do on the railway may, in some cases, be limited by your personal or physical ability but as with most

things, you don't know until you try!

How can we make volunteering easier?

This came down to two common themes. Transport costs and accommodation. It is possible to make use of existing volunteer accommodation (affectionately known as 'The Palace') at Rolvenden. It is necessary to book space in advance. To do this, please call Boris Perkins on 0181 653 3754 before 10pm.

Most of our volunteers drive to the railway – some covering great distances. In order to minimise travelling costs; we are now working on a procedure for people to register if they wish to share their expenses. Details will be passed to managers when there is a practical solution.

Child supervision

Many people are unable to attend as often as they would like due to family commitments. We are attempting to run a junior group for 9 – 12 year olds. Unfortunately, we are short of people who have the necessary vetting and are prepared to run such a group. The plan is to operate on a once monthly basis. Can you help?

The volunteers.

Further questions aimed at volunteers indicate that most attend on a fortnightly basis. An almost equal number of people attend more or less regularly which maintains the fortnightly average. This helps considerably when calculating the numbers of volunteers needed to run the service but it also confirms that we are very short of people especially when running mid week services.

One of the most important aspects in maintaining volunteer participation is in maintaining job satisfaction. To examine this volunteers were asked to state how much they thought their work was valued. As expected, answers covered the full range of options with some people being unable to answer the question at all. When averaged across all volunteer respondents, the answer came to a very neutral 2.5! This indicates that we still have some way to go in not taking our people – volunteers and paid staff for granted.

Some people indicated that their managers had not contacted them and felt left by the wayside. In pursuit of this some have been contacted and telephone messages left for others. If there is anyone who would like to discuss this then please contact Karen or Graham Bridge on 01580 766771 (6-10pm). You are wanted and the lack of contact is probably due to an oversight.

We know that we need to communicate better with our volunteers. The Bodiam Update, which keeps volunteers apprised of events on the Bodiam extension on a monthly basis, was cited as being a useful vehicle.

Summary

The survey has enabled us to establish where we are in terms of membership and volunteers. Recent publicity by other voluntary organisations such as the St John Ambulance confirms that we are not the only people to suffer from shortage of

helpers.

A thank you to everybody who completed the survey. In particular, the gentleman who lives 4000 miles away and quoted time, distance and travel costs for not volunteering. Also, thanks to those who suggested we should help to close other railways and even extend our railway to other parts of the country, in order to get more volunteers, increase volunteer frequency or reduce travelling time!

Other Groups

Our French Connection – News from the CFBS

by Philip Pacey

The visit to the CFBS of a group from the K&ESR in February was recorded in an illustrated article in the March issue of the CFBS newsletter, Ch'tchot Train. It sounds as if a good time was had by all, with as much conviviality as hard work. Those who went contributed to a notable winter on the CFBS; another writer in the same issue says (my translation) 'Winter 98/99 will be remembered in the annals of the CFBS as the year of four track relaying projects'. K&ESR members worked on the line between Hurt and Cayeux, one of the two last remaining sections of the Cayeux line which have not received attention in recent years (the other being between Lanchères and Hurt), and they will no doubt bear witness to the dire state of some stretches of track on this section of the railway.

The winter programme of work on the CFBS had largely been completed by the start of the season. Some tamping of the ballast remained to be done on the relaid curve around the back of the houses, between St Valéry Ville and the canal lock. Three small metal bridges from the Cayeux line have been temporarily replaced by girders while the bridges are being renovated. At the station at Le Crotoy, the track has been relaid, the platform rebuilt, and the waiting room and ticket office have been renovated. However, permission to rebuild the depot at Le Crotoy was refused by the local authority because the proposed addition would have been too close to a boundary fence; a revised plan, with the new facilities for loco crews relocated at the end of the building, has subsequently been submitted.

Although work has continued on Buffaud Robatel

0-6-2T 'Beton-Bazoches', it was becoming increasingly unlikely that it would return to service as hoped at the beginning of July. There is some urgency, since the boiler of Corpet 2-6-0T no. 1 'Aisne' is due for replacement and it is felt that this loco might not be able to operate through the season. Diesel locomotive no. 351 has been fitted with a replacement engine - a rehabilitated engine of the same type.

Several coaches are sporting a fresh coat of paint this season. I understand that the two Swiss coaches have lost their red and cream livery. Fourgon no. 10801, the vehicle which serves as a ticket office on the quay at St Valéry, is now looking spick and span, having been somewhat neglected of late. Consideration is being given to installing a WC in a fourgon which would then be included, along with the 'voiture salon', in those special trains which sometimes host wining and dining in remote locations such as the embankment between Noyelles and St Valéry where there isn't much in the way of natural cover for those who might need it. I'm looking forward to experiencing the 'voiture salon' in use when my wife and I attend the wedding of two CFBS members (Roland Arzul and Emmanuelle Moy) on July 3rd.

The bodies of two old carriages have arrived at St Valéry. Prior to its closure in the 1950s they served on the Buis les Baronnie-Orange line. They were then used as classrooms at a school for handicapped children at Orange; they stood side by side on a low foundation, under a tiled roof, so they did not suffer as much as they might have done from the ravages of the weather. They resemble the existing 'Somme' coaches on the CFBS. It is hoped that they can be put into service in the year 2000.

How We Did in 1998

Finance director, Bernard Sealy, reviews the results for the last financial year.

The two tables have been drawn up to show the accounts of the Tenterden Railway Company and its subsidiaries in a simplified form. Our charitable activities are those associated with the key function of running trains for which passengers are charged a fare. The non-charitable activities are trading activities, involving the sale of books, souvenirs and food.

1998 was a mixed year for the railway's financial fortunes. Whilst our trading activities from the Shop, Wealden Belle and Buffet increased their income in total by 2½% – in line with inflation, revenues from running service trains were down on the previous year, albeit due in part to the absence of certain 'one off' sources of income which boosted the results for the previous year. Direct operating expenses were also significantly higher, as we invested more in locomotives and rolling stock maintenance and repairs. However, there was a general all round creeping up of costs across the board, significantly ahead of inflation. As a result, we recorded a deficit on all activities of £16,989 for the year compared to a surplus of £123,778 in 1997.

Fortunately, due to some hard work put in by volunteers we realised a profit of £43,600 on the judicious sale of track, which put us back into the black, resulting in an operating surplus of £26,611 for the year before interest and exceptional items. However, the overall result

was not as good as in the previous year. We shall take a hard look at our cost structure in the light of these figures. Although it is essential that we continue to maintain our operating assets to the highest possible standards, good housekeeping is an essential part of any organisation and we must be seen to be paying our way.

Last year passenger numbers were static and this year we are running down on numbers carried in 1998. We have the capacity to carry many more passengers on the general service trains and it is here that we have a problem which must be addressed. Charter trains, Thomas Weekends, Wealden Belle and Santas are all enormously popular and generate high levels of income, but casual visitors are on the decline.

It is hard to predict the financial outcome for 1999. However, looking further ahead the Millennium year should give us a considerable boost consequent upon the extension to Bodiam.

On the capital expenditure front, we are now incurring the large items of expenditure in connection with the Bodiam project, but these are fully funded by the Millennium and other grants and from the bond issue. In fact, our indebtedness to banks was reduced by some £44,000 in 1998. I would like to conclude by thanking both our paid staff and volunteers for their hard work in running and maintaining a highly attractive and professional operation.

The Tenterden Railway Company Ltd and subsidiary companies Balance Sheet at 31 December 1998

	1997			1997	
Funds & Liabilities			Assets		
Restricted funds, mainly grants received for Bodiam 2000	779,718	121,152	Freehold land, permanent way, rolling stock etc	1,170,892	1,059,319
Other funds	335,382	425,292	Assets under Construction - Bodiam	1,002,043	45,559
Total funds	1,115,100	546,444	Stocks	45,960	47,565
Amounts due to Banks etc	308,366	352,348	Debtors	115,633	90,013
Bearer Bond issues:-					
7% Unsecured Bearer Bonds 1998/2007	154,040	153,840			
8% Unsecured Bearer Bonds 2008/2013	423,668	-			
Creditors (trade & taxation)	333,354	189,824			
	<u>2,334,528</u>	<u>1,242,456</u>		<u>2,334,528</u>	<u>1,242,456</u>

The Tenterden Railway Company Ltd and subsidiary companies.

Income and expenditure account for the year ended 31st December 1998

	1998	1997
Income from charitable activities	493,265	546,522
Operating expenses and overheads	<u>(640,393)</u>	<u>(549,879)</u>
Income from non charitable activities	344,972	336,293
cost of sales	<u>(214,833)</u>	<u>(209,158)</u>
Deficit on all activities – 1997 surplus	(16,989)	123,778
Profit on sale of track	<u>43,600</u>	–
operating surplus	26,611	123,778
Interest payable	(48,490)	(55,421)
Taxation	–	<u>(295)</u>
Deficit before exceptional items – 1997 surplus	(21,879)	68,062
Exceptional expenditure	<u>(68,031)</u>	–
Deficit for year – 1997 surplus	(89,910)	68,062*

Summarised cash flow statement for 1998

Total income before interest	26,611	123,778
Interest etc	<u>(50,661)</u>	<u>(54,708)</u>
Deficit after interest	(24,050)	69,070
Non cash item added back – depreciation	<u>53,054</u>	<u>46,312</u>
Cash flow from operations for the year	29,004	115,382
Capital grants	<u>704,848</u>	–
Total cash flow	733,852	115,382
Expenditure on fixed assets	(1,121,162)	(197,127)
Corporation tax paid	<u>(295)</u>	–
Free cash flow	(387,605)	(81,745)
Reduced working capital requirements	75,750	87,980
Exceptional expenditure	(68,031)	–
Bearer Bonds issued	<u>423,868</u>	–
Decrease in bank borrowings	43,982	6,235

Summary of bank and other indebtedness at 31st December 1998

Bank overdrafts less cash in hand	76,905	103,523
Secured bank and other loans	219,483	236,522
Unsecured loans	<u>11,978</u>	<u>12,303</u>
Total indebtedness to banks etc.	308,366	352,348
Decrease in indebtedness in 1998	43,982	

Note: Indebtedness does not include bearer bonds £577,708 (1997 £153,840).

*Revised on the comparative to the 1998 accounts by £3,888 to £71,950 to reflect changes in accounting policy relating to life subscriptions.

Income and expenditure analysis

Income analysis	1998	1997
From charitable activities		
Fares and charters	267,740	280,248
Santa trains	97,806	101,853
Thomas the Tank Engine events	46,353	32,887
Membership subscriptions	41,641	35,624
Donations	14,524	39,795
Miscellaneous income	—	30,915
Scrap sales	<u>25,201</u>	<u>25,200</u>
Total	493,265	546,522
From non-charitable activities		
Wealden Belle	77,796	71,970
Shop	96,100	90,218
Buffet	151,027	146,743
Railway Experience	9,146	6,395
Museum	6,857	5,247
Print Room	1,109	3,732
Miscellaneous trading	<u>2,937</u>	<u>11,988</u>
Total	344,972	336,293
Combined income from both activities	<u>838,237</u>	<u>882,815</u>
Expenditure analysis		
Charitable activities		
Operating expenses	533,457	460,489
Administration expenses	53,882	45,648
Depreciation	<u>53,054</u>	<u>43,742</u>
Total	640,393	549,879
Non-charitable activities		
Goods and services for re-sale	204,110	197,459
Administrative overheads	<u>10,723</u>	<u>11,699</u>
Total	214,833	209,158
Combined expenditure on both activities	<u>855,226</u>	<u>759,037</u>
Difference = deficit on both activities (1997 surplus)	(16,989)	123,778

Two in One Day

*Photographed by
Robert Berry*

The K&ESR commemorated two locomotives back in service at the same time by inviting Private Eye Editor, Ian Hislop, to officiate at a special ceremony on Sunday 30th May 1999. Bottles of champagne were broken over the buffer-beams of locomotives No 25 'Northiam' and Terrier No 2678 'Knowle'.





1844 - A Lost Opportunity

Tom Burnham outlines the original plans for a railway through Tenterden.

The history of railways, like most things, is full of might-have-beens, and if events had turned out differently Tenterden would have been one of the first in Kent to be served by trains, rather than one of the last.

During the early 1840s, the South Eastern railway was building its line from Reigate Junction (Redhill) to Dover. It reached Headcorn on 31 August 1842, and the village became, for a while, a railhead for horse omnibuses and coaches from much of East Kent. It was extended to Ashford on 1 December of the same year. The success of the South Eastern turned thoughts to possible branches, and one obvious destination was Hastings. Despite its distinguished history as a Cinque Port, Hastings had declined to little more than a fishing village by the beginning of the 19th century, but much new building had taken place since, and it was set fair to become a fashionable resort.

Thus by the end of 1843 the Hastings, Rye and Tenterden Railway was being promoted by a committee of local worthies, headed by William Croughton, of Heronden House, Tenterden, and also including Herbert Curteis, the MP for Rye, Thomas and Charles Frewen, of Brickwall, Northiam, Thomas Monypenny, of Hole Park, Rolvenden, Charles Hicks, the Mayor of Rye, Virgil Pomfret, of Tenterden, Thomas Shoebridge, the Mayor of Tenterden and Jeremiah Smith, of Springfield, Rye. The consulting engineer was the famous Joseph Locke and Richard Dixon was acting engineer. The 25 mile line was planned to start from the South eastern at Headcorn, reaching Hastings via Tenterden, Wittersham and Winchelsea, with a branch from Wittersham to Rye. A single line was considered sufficient, with bridges built for double track and the cost was estimated at £400,000. The promoters displayed considerable optimism and predicted a return of 11%, although a correspondent in Herepath's Railway Journal in August 1844 warned of the possibility of a more direct route, and advised subscribers to make sure their money would be returned in the event of failure.

The South Eastern Directors gave practical support to the scheme by agreeing to take a 21 year lease of the line, if built, at a rent which would give a 4% return on the cost of

construction. Any surplus profits would be divided equally between the SER and the Hastings, Rye and Tenterden. The arrangement was approved by SER shareholders at a meeting on 10 February 1844, although not without some objections. A Mr Jennings disputed the estimates of traffic, which had been based on the numbers of passengers conveyed by horse-drawn coaches. He had interviewed the two largest coach proprietors, Nelson & Co. and Mr Horne, and had learned that on average the coaches carried only three or four passengers. He also considered that the estimates under-rated the excavation that would be required. A letter in similar vein from a Mr Thomas Law Hodges was read. He criticised the line for not forming part of a coastal railway from Dover to Portsmouth and for passing through "no town, except the small town of Tenterden, that could not maintain a stage coach".

The campaign now moved to Parliament, where the various railway Bills were examined by a committee, lines serving the same area being considered together. As far as Hastings was concerned the result was not satisfactory for the South Eastern camp, as in May 1844 the Committee reported in favour of the Brighton, Lewes and Hastings Railway, a project backed by the London and Brighton and its engineer, J.U. Rastrick. An editorial in Herepath's Railway Journal expressed surprise, as Hastings seemed naturally served by the South Eastern, but "the fact is, there seems to be a great disposition in the house to encourage coast lines, particularly between watering-holes, and this, we apprehend, is at bottom the principal reason". Should the committee ever reconsider the matter, the journal added, they would probably decide Hastings should be reached by way of Gosport.

In retrospect it does seem strange that Parliament decided on the longest London to Hastings route then on offer. London Bridge to Hastings via Brighton is 85 miles - ignoring (quite rightly) the modern side excursion to Eastbourne and back. The South Eastern route via Redhill and Headcorn would have been about 82 miles. The Brighton's cut-off line from Keymer Junction to Lewes (opened in 1847) brought the distance down to 76 miles, but the South Eastern's Tonbridge to Hastings line via Tunbridge Wells (completed in 1852) just gave it the edge with 74

CENTENARY

of

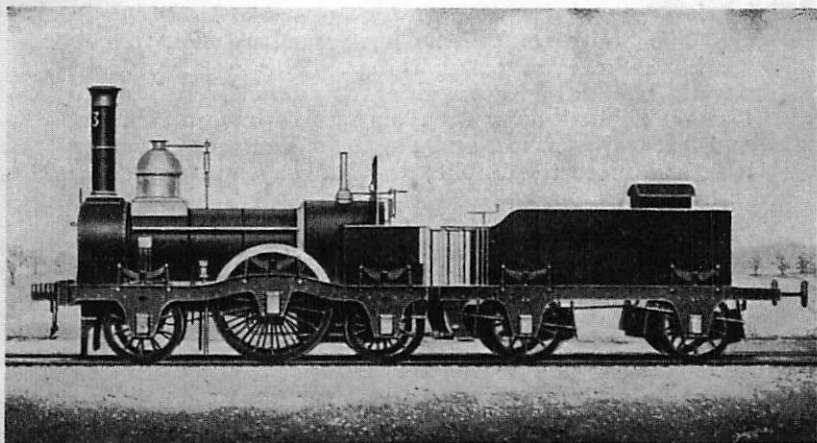
The Opening of the
SOUTH EASTERN RAILWAY

to

MAIDSTONE

from Paddock Wood

SEPTEMBER 25th, 1844



A South Eastern Railway Engine of 1844

SOUTHERN RAILWAY

Despite the difficulties of wartime, the Southern Railway marked the centenary of the opening of the Paddock Wood to Maidstone extension line of the South Eastern Railway by mounting an exhibition at the Maidstone Museum in 1944.

miles. It was not until the SER built its new main line via Sevenoaks in 1868 that it gained the decisive advantage with 61 miles from London Bridge, albeit at the expense of severe curves and gradients.

The promoters petitioned Parliament to reconsider the decision, with a view to allowing construction from Headcorn to Rye Harbour, at least. On 11 June 1844, Mr Curteis moved that the bill be resubmitted to the committee with this recommendation, but the proposal was not well received, as the committee had already sat for 17 days discussing Bills for railways to Hastings. Mr Gladstone, then a youthful President of the Board of Trade, was moved to opine that nothing "short of an extraordinary case could justify the house in entertaining a motion of this kind" and that he "could not conceive any course more liable to confound all public confidence of the proceedings of the House than that now attempted". In the face of this opposition Mr Curteis withdrew his motion.

By June 1844, the SER's surveyors were already at work laying out a branch from Tonbridge to Tunbridge Wells and, although the SER considered reintroducing the Headcorn Bill in the next session, it was clear there was really no scope for another line to Hastings between the shortest route, from Tunbridge Wells, and the strategic coastal railway from Hastings to Ashford, favoured by Parliament and promoted by the Brighton, Lewes & Hastings company. Both of these lines were approved, the Hastings to Ashford section being taken over by the South Eastern. So it was that Tenterden lost its chance to be a railway pioneer over 150 years ago. There were to be several further schemes for railways to Tenterden in the following years. Starting with one typical of the 'Railway Mania' period for an Ashford to Brighton direct route through Tenterden and Mayfield. However, it was to be more than sixty years before Holman F. Stephens finally succeeded in opening the Kent & East Sussex Railway between Headcorn and Tenterden.

Book Reviews

Railways Restored 1999. Edited by Alan C. Butcher, published by Ian Allan price £11.99. Soft covers, 176 pages of text ISBN 0 71102643.

This guide, now in its 20th edition, is undoubtedly the most comprehensive of its type on the market and this is reflected in the comparatively high price. Every major preserved railway, railway museum and preservation centre is listed and, perhaps most important of all, there is a timetable section for all railways which provide a passenger service. For non-operating sites, times of opening are included. Other information includes location, together with OS reference, a description of each site, visitor facilities, house publications, locomotives and rolling stock. Detailed line or site diagrams could be added to advantage.

PDS

Colonel Stephens' Railways a view from the past by John Scott Morgan, published by Ian Allan price £15.99. Hard covers. 96 pages of captioned photographs and introductory text. ISBN 0711026289.

This book does not add any new information into what is now becoming a well hackneyed subject. However, some of the photographs have not been published before, including those

attributable to Robert Humm & Co and the H.F.Wheeler/R.S.Carpenter collection. The standard of reproduction is good and many, if not most of the photographs are sharp and clear. The captioning, perhaps inevitably, contains a number of errors but George Heiron's painting of Terrier 'Bodiam' and train approaching St Michaels Halt, reproduced on the front cover, will be eye catching to K & E.S.R. visitors. **PDS**

Silver Jubilee Colour Guide to the Kent and East Sussex Railway. Written and compiled by Graham Hukins. Published by Colonel Stephens Railway Enterprises Ltd price £2.00. Booklet of 26 pages on sale at K&ESR retail outlets.

This is the fourth edition of the K&ESR guide since 1974, and the return to the smaller A5 page size is sensible. It is boldly titled the 'Silver Jubilee' edition, which implies that it has a short shelf life and will be replaced with a new guide for the opening to Bodiam next year.

Much of the text is unchanged from the previous guide, which is a pity because the historical inaccuracies are perpetuated. For example, on page 6, with reference to the hiring of engines from the Southern Railway, it is stated "this was despite having nine engines to run a service". Total nonsense of course - engines 1 and 2 were on their last legs; 5, 7 and 9 were withdrawn never to run again; leaving 3, the second number 4 and 8 for service, including overhauls,

and that before 1556 was hired for the first time.

Also, on page 7, there is a misunderstanding over the reasons for only 'Terrier' class engines being allowed on the section from Rolvenden to Robertsbridge. This was because of the weight limits over the bridges, not the state of the track, which was improved in the British Railways period.

Perhaps with the next edition, the panels giving rather romanticised potted histories of the villages along the line could be replaced with information more relevant to passengers. How about examples of walks that may be taken from the stations, or a summary list of locomotives (to answer the regular question, "how many engines are there?"). Or what about sketch diagrams of the layout of each station, or the background to first and third class tickets, (why no second!), or some statistics about the railway?

This edition has a new selection of very good colour photographs – that on page 16 has very interesting clutter of lineside furniture. Curiously, although No 17 'Arthur', which left the line many years ago, is illustrated, albeit in relation to old Newmill Bridge, the G.W.R. railcar is not shown in service, even though, in February 1974, it formed the first public train on the re-opened K&ESR. The pannier tank 1638 is mentioned only in a photo caption – do we have something against the G.W.R.! Again, a passenger on the D.M.U set will look in vain for any information on his conveyance.

Despite these criticisms, which should be seen as constructive, the guide is very well presented and visitors should not be disappointed with their purchase.

EJRM

'25 years on – STEAMING STRONG' VHS Video, produced by Online Video for the Kent and East Sussex Railway. Running time: 1 hour, price £9.95. Available from K&ESR retail outlets..

This video has been produced to celebrate the Silver Jubilee of the re-opening of the K&ESR in 1974. Most of the footage, much of which is previously unpublished, comes I suspect, from John Liddell's assiduous wielding of the movie and, later, video camera, with more recent material by Wilf Watters and Jim Joyce.

The video begins with a review of the line's history, and then charts the main events on the railway over the past 25 years. Most of the well known personalities are caught, if sometimes fleetingly, from the official opening by the M.P.

for Ashford, Bill Deedes, (now Lord Deedes), to Anneka Rice's 'challenge' to rebuild (!) Northiam station over a hot summer weekend. The memorable visit by Queen Elizabeth, The Queen Mother in 1982 is fully covered, and Joanna Lumley's opening of Rolvenden station, and Ted Heath officiating at the opening of Wittersham Road are featured.

Most of the locomotives hired for short periods also make guest appearances.

Watching the video, I was aware of how much more satisfying are those scenes caught from a distance, with tracking shots, rather than filming from the lineside with the train looming up at the viewer.

The commentary, by Sandra Marsh and Graham Hukins, is full and informative, if a little rushed and under-rehearsed. This is a real 'gricer's treat', and anyone who has been out and about on the railway over the years, will revel in the identification of those characters who have played a part – some unfortunately no longer with us – some now difficult to recognise due to age (!) and changing fashion.

EJRM

Scotland & Bates

Established over 50 years
A FAMILY BUSINESS WITH
MODERN LUXURY COACHES



Available for—
Private Hire Excursions, including Sports
Meetings
Theatre Parties and Club Outings
Continental Work Undertaken

For a Quotation for Any Distance

Ring **Georgina Bates**

THE GARAGE – APPLEDORE
Telephone: 01233 758 325

Letters to the Editor

The Web

Sir – Now that the railway has its own commercial website to inform potential passengers/sponsors etc, I would like to inform the KESR membership that there are three other websites relating to the Railway. These are:

The Ashford Group News Page...

<http://www.newble.freemove.co.uk>, produced by Alan Newble this site contains many current and historic pictures of the Kent and East Sussex Railway.

Paul Beale's Railway page (photos, views etc)...
<http://www.geocities.com/motorcity/factory/6873>

A Guard's Eye View giving a volunteers point of view of the railway can be found at
<http://www.prescotian.freemove.co.uk/index.html>

The official KESR Website...

<http://www.seetb.org.uk/kesr>, this has been under construction for many months and is only now coming together. Basically it provides an electronic version of the timetable and other publicity leaflets, though arguably easier to use than the paper version.

Hopefully we can update this to provide more up to date information than the leaflets.

These sites should give the membership and their contacts an up to date view of the KESR railway scene.

The Tenterden office has also been connected to the web for email purposes.

KESRoffice@aol.com will get a response to most queries.

Lastly, queries for the Terrier can be dealt with through duncan.buchanan@gcm.com

Bexhill-on-Sea, East Sussex Trevor Powell

Thameside retrospective

Sir – May I make a small correction? The 'Thameside' article on page 30 has a photograph which purports to show our former chairman 'in Carriage and Wagon uniform in 1992'....

Look again – that ample hair, that careless look upon his brow, those youthful eyes

Did he really tell you that's how he looked in

1992? According to my records, this is how he looked 11 years earlier, in March 1981. Times march on, alas.

I suppose the mistake is mine, because this is the second time the photograph has been published, credited to Dave Dine, and it will teach me to put my name and details on the back once and for all. I sent it to you in 1992 and it appeared in Terrier No.57, with my postscriptum to the GER 197 article.

Tervuren, Belgium

Jo Roesen

Do we have a District Coach?

Sir – In the Winter edition of the Terrier Mr Lloyd speculates on the possibility that our coach might be a cut down Ashbury built 6 compartment 1st class rigid 8 wheeler of the Metropolitan Railway.

During the 1950's it was my fortune to rent 2 compartments in a grounded 6 compartment 1st, and although somewhat battered I still have some negatives of the same. It was part of a group of ex-Metropolitan rigid 8-wheelers that had been sold on to the Isle of Wight Railway, and subsequently removed from the frames and grounded at Brading beach as beach huts and refreshment stalls. They may yet be there today. A quick glance at the width of the panelling between the outer window edges of one compartment and its neighbouring compartment shows they are far in excess of our coach.

I would suggest that for a modest £6.95 plus post one purchases 'The London Underground Surface Stock Planbook 1863-1959' by Ian Huntly, and published by Ian Allan. Within are details and prints of the District railway 4 wheeler stock.

The District 4-wheelers came in 5 compartment 2nd and 3rd class whilst the 1st class had 4 compartments only. The overall length being identical to our coach. So we have a vehicle that is a 4 compartment 1st class District Railway coach. The fact that some Metropolitan rigid 4 wheelers ended up in Dymchurch is a bit of a red herring.

I am unaware if our coach is on an original District underframe, and this might also lead one astray if it is not. District Railway stock was renumbered from time to time and even to-day it is not unknown for a body to be transferred to another chassis or underframe

as a result of a collision. The 1st class coaches were also changed in status from time to time and could have been re-numbered to coincide with the underframe stock number or to be re-allocated so that it fitted within the 2nd and 2nd/3rd class numbering system.

Without doubt it is a District Railway 1st class coach body with an 'iffy' stock number. The Metropolitan also ran four wheeled Oldbury Stock which was 3 compartment 1st and 4 compartment 2nd-3rd. They originated as a small number of close-coupled sets and were subsequently parted to run as separate units. In modified form they were 22' 6" over buffers and consequently much shorter in length than the District railway 4 wheelers.

Croydon

Rowena Forbes

The 'Tin Saloon'

Sir – One of the mysteries of the history of the Colonel Stephens railways appears to have been solved. The 'mystery' was the unexplained disappearance of the centre car of the unique three car Ford railmotor set owned by the Shropshire & Montgomeryshire Railway. This is generally understood to have been set aside by that line because its added weight proved too great for the powered cars to keep to schedule. However, there was neither documentary nor photographic evidence for its subsequent fate.

The solution to this mystery has now appeared in an article by David Churchill in the Winter 1998 edition of 'The Colonel', the journal of the Colonel Stephens Society. Mr Churchill has identified the errant vehicle in a photograph of a line of carriages and wagons at Selsey Station on the Hundred of Manhood & Selsey Tramway. The photograph is a poor one but

there is sufficient detail to identify the centre car. It is shown positioned between the two Ford motors of the Selsey line which raises the question of whether there is any evidence that this three car formation actually ran in service on the Selsey? Mr Churchill points out that there is a reference by Dr Hugh Nicol in the September 1932 Railway Magazine to a "curious 'tin' saloon which, obviously, had been run in conjunction with the railcars, but was of a different build to the railcars then in use". Any further information on this vehicle and its history on either the Shropshire & Montgomeryshire or Hundred of Manhood & Selsey would be greatly appreciated.

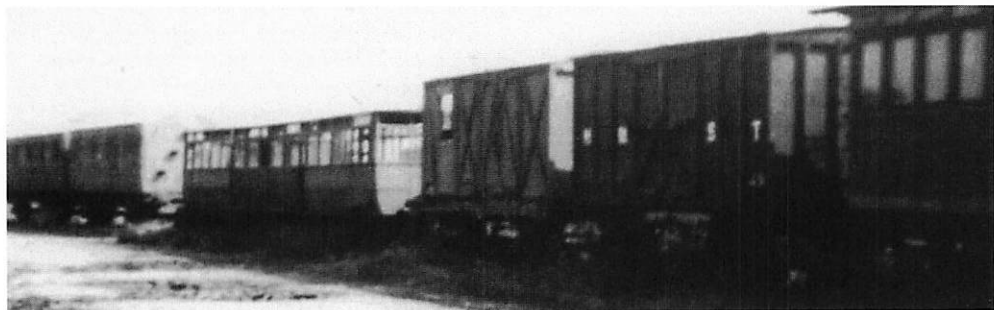
London E4

Stephen Garrett

Frittenden Treacle Mines

Sir – I read with interest the tale of the Frittenden Treacle Mines as related by Patrick Chillingworth in the Spring edition of the Terrier, but must point out that the history of this Kentish industry goes back considerably further than 1944.

The Frittenden outcrop was one of a number once found in the Weald, the related names for which, such as Honeyfield Wood and Furnace Pond, can still be identified on the Ordnance Survey. The Wealden workings were generally abandoned with the coming of the industrial revolution when the furnaces needed to liquify the ore changed from charcoal to coke. There then developed near the Medway at Maidstone the main centre of the treacle mining industry, for here coke could be easily delivered by barge while limitless quantities of high quality ore were discovered at Tovil.



*Line up of derelict rolling stock at Selsey 1930's, note 3 unit railcar set towards the end of the siding.
(Colonel Stephens Society)*

Here the main mines were in full production, according to my family archives, at the turn of the century. A visit to the Tovil Treacle Mining Company was a regular family treat after the Christmas dinner, though invariably the gates were found to be barred on such a festive occasion and recourse made to another bar at the Chequers in Loose. The existence of the mines at Tovil, though protected by a 'D' notice was a pertinent element of the prospectus for the proposed Loose Valley Line, and a great bridge was built across the Medway to this end. Col Stephens thought that a connection to Headcorn would stimulate traffic, and brought a powerful locomotive to work the tank trains, but he never got around to laying any track for it to run on, and it was eventually swapped for another less powerful machine.

The treacle ore mined at Tovil was originally transported in open wagons, leading to considerable problems in handling at the destinations in the summer when it became sticky. In due course it was liquified in great vats at Tovil and pumped into steam-heated tank wagons of the same basic design as the petrol tanks of the larger oil companies. Trains were hauled out of Tovil over the girder bridge and onto the Medway Valley line en route for Hoo junction and the Isle of Grain, where, under cover of the vast Kent Oil Refinery, the liquid ore was 'syruptitiously' refined using special equipment. The tank wagons carried the TTM Co's tradename 'KENTREAC'. They were usually worked at night, when the bees had gone to bed. Often on a summer's eve I lay awake and listened to the steady beat of a Southern mogul pounding through Cuxton with a heavy load.

It all came to a sticky end – literally – when the Powers-that-Be sent some 9Fs to replace the Moguls. They were not fitted with steam heating, so the first train away solidified. They had to abandon the wagons – last seen dumped beside the track near Grain refinery, and the whole thing closed down shortly after that.

For a detailed description with pictures and maps, see the Middleton Press publication 'Branch Lines to Loose' by Beeching and Serpel, to be published sometime soon.

Rochester, Kent

Bob Ratcliffe

Lineside details

Sir – On other heritage lines I visit I look for mile and gradient posts and am always pleased if they are present. They provide something to see from the carriage window and convey information about the line being traversed. Both features are sadly missing from the KESR. Some years ago mileposts were put in from Tenterden, I think someway towards Wittersham Road. I cannot recall seeing them for some years. I suspect some are still in situ but obscured whilst others have been broken or have been removed. It seems to me that next year's extension to Bodiam would be a suitable opportunity to install mileposts, as well as quarter mile markers, along the whole length of the Railway.

Recently a gradient post was pointed out to me behind the buffet at Tenterden but it is a phoney, since the gradients are obviously wrong – downhill towards the headshunt? It is the only such post that I am aware of on the line. I would like to see gradient indicators installed on the Railway. We have Tenterden and Wittersham banks, and the line is by no means level on the Bodiam extension. It would be good to show exactly how steep is the haul up the hill into Tenterden.

While we are at it, how about nameboards at the various channel crossings? Also it might be appropriate to mark the counties either side of Rother Bridge: after all they did give the Railway its name.

Might the Directors consider these ideas since they would provide added interest to journeys for our visitors?

Wadhurst, East Sussex

Neil Rose

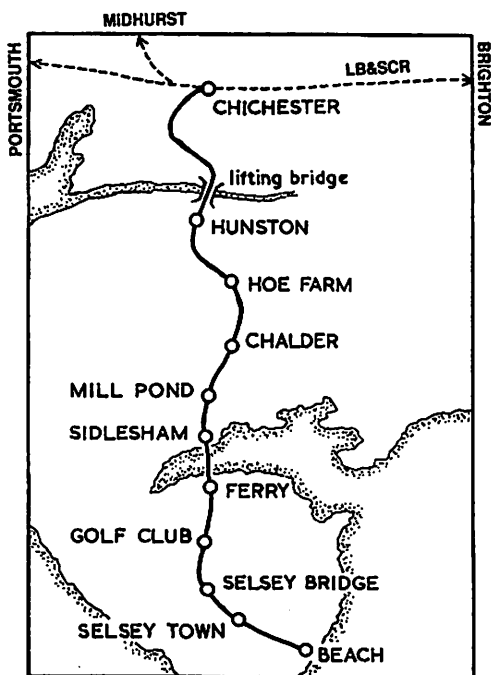
Concrete mileposts, incorporating a pattern from on of the original KESR units, are being made for the whole line. This will be the only means to determine position along the extension as, apparently, the decision has been taken to do away with telegraph poles between Northiam and Bodiam. The posts will assume a starting position from Robertsbridge although they will be inserted from Bodiam onwards. To our knowledge, the KESR never had gradient posts and there are no plans to introduce these. For the record the distances between each station as recorded by the BR track plans are, platform to platform, Tenterden to Rolvenden: 1.42 miles, Rolvenden to Wittersham: 2.70 miles, Wittersham to Northiam: 2.38 miles, Northiam to Bodiam: 3.55, giving a total of 10.06 miles. – Ed.

The Southern & The Selsey Tramway

The Hundred of Manhood & Selsey Tramway opened in 1897. Holman Fred Stephens was its Engineer and retained a close interest in the line until his death in 1931. By this date, however, most of the Tramway's equipment was on its last legs. In 1934 the Southern Railway became interested in the possibility of taking over the Tramway and Edwin Cox, the Southern Railway's Traffic Manager, drew up a report to inform the debate on its acquisition. However, the Southern did not proceed and the line closed in 1935. This, the first of a two part edited version of the report has been compiled by Stephen Garrett and provides a fascinating insight into the history of the tramway and its methods of operation.

1. History and Legal Status

The Hundred of Manhood and Selsey Tramways Company was registered as a limited liability company in 1896 with a nominal share capital of £12,000; it was promoted largely by local interests and the first subscribers thereto, with the exception of Colonel Stephens the Engineer, were all residents in Sussex.



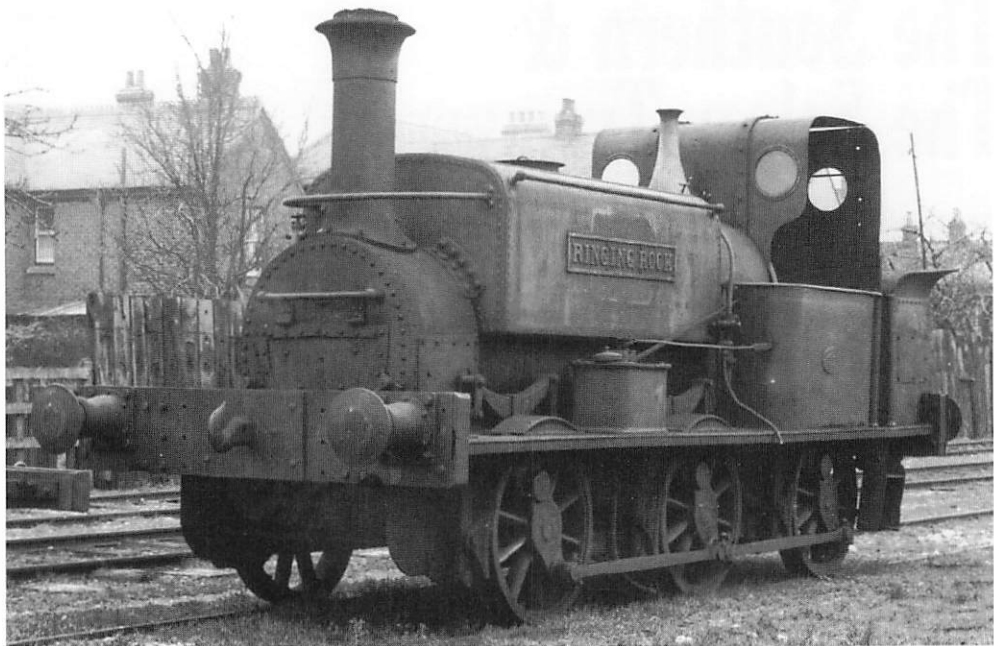
Map of line.

It is understood that the Lewes firm of Estate Agents, Messrs. Powell & Company, secured the land for the line between Chichester and Selsey by private treaty and also negotiated the crossing of the public highway at several places with the County Council.

Although there is a provision in the memorandum of Association of the Company to the effect that authority is given "To apply for, promote and obtain any Act of Parliament, Provisional Order or Licence of the Board of Trade or other Authority for enabling the Company to carry any of its objects into effect," there is no knowledge that any such authority has ever been obtained by the Hundred of Manhood and Selsey Tramways Company Limited, and apparently operations commenced in 1897 without any legal status and have continued to the present time except in so far as they may be covered by the West Sussex Railway Certificate, referred to below.

In due course Colonel Stephens became the Chairman of the Limited Liability Company and steps were apparently taken to give the Tramway some legal status. With this in view a certificate under the Railway Construction Facilities Act 1864 was secured from the Ministry of Transport, the order being known as the West Sussex Railway Certificate 1924 (Statutory Rule and Order 1924 No.935). This Certificate authorised inter alia the following powers :-

- a) The incorporation of a Statutory Company known as the West Sussex Railway Company of which Lt.Col.Stephens, Messrs Henry Bates and



'Ringing Rock' – the only serviceable locomotive in 1934.

(Author's Collection)

Luther Clayton, were to be the first directors.

b) The construction of a railway on the lines of the Selsey Tramways between Chichester and Selsey.

c) The purchase by the West Sussex Company of the existing undertakings by the Tramway Company, together with any debts and liabilities.

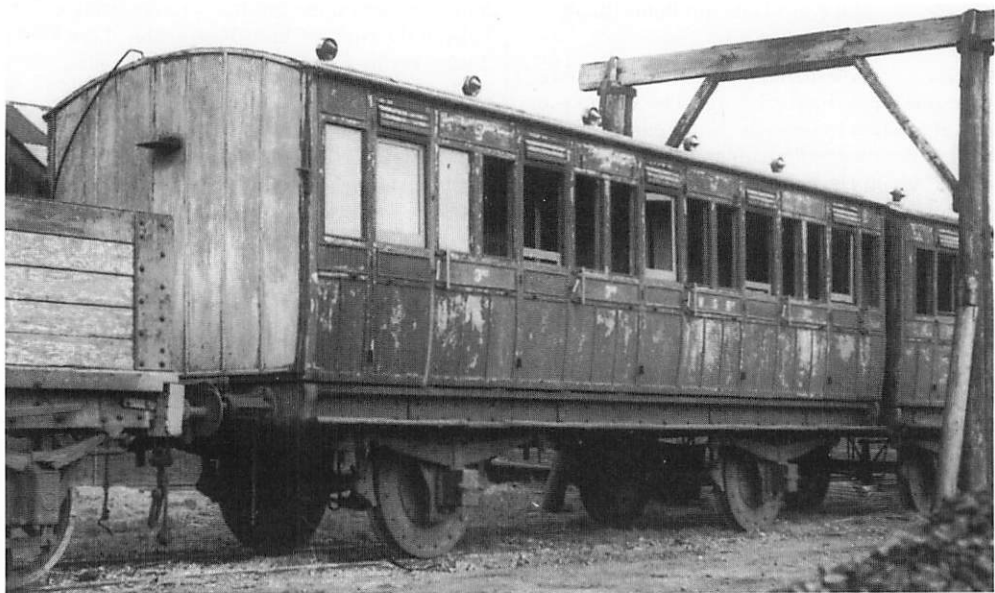
Under this order regulations were made regarding the crossing of the public roads at various places and the maximum axle load and speed. It further empowered the West Sussex Railway Company to enter into agreement with the Southern Railway with regard to the reconstruction, working and management of the line. On and after the appointed date the charges to be made by the West Sussex Company were to be determined by the Railway Rates Tribunal.

On the 10th October 1928 the West Sussex Railway Company entered into an agreement with the Hundred of Manhood and Selsey Tramways Company Limited to take over, reconstruct and maintain its undertaking and to pay the debenture interest and other interest for which the Tramway is liable as and when demanded, or make other arrangements for the

exchange of debentures. The West Sussex Railway Company also undertook, if requested, to exchange shares in the Tramway Company for shares in the Railway Company, and also take over all the debts and liabilities of the Tramway Company.

In the returns rendered by the Tramway Company to the Registrar at Somerset House an item 'Light Railway Order-£181.8.3' appeared as an asset and in successive years this item was increased until it stood at £453.9.4 in 1925. It is understood that the amount refers to expenditure incurred in connection with proposed extension to Patcham and Bognor and also Wittering, but the Order was never issued. It appears that the expenditure in obtaining the West Sussex Certificate, which is not a Light Railway Order, was borne by Col. Stephens out of his private resources.

Though the nominal capital of the West Sussex Railway Company under this certificate was £45,000, only £150 has ever been issued, and this is held equally by Mr Austen, Mr Luther Clayton and the executors of Mr Macveagh. The provisions of the agreement of 1928 have never been carried out, and according to Section 22 of the Railway Construction Facilities Act 1864 the



The ex-LCDR 4 wheeled carriages in "bad condition" at Selsey.

(Author's Collection)

certificate expired except as to so much of the railway as was then completed, 5 years after the date of commencement. Although, of course, the matter is one for the Solicitor to decide, it does appear that there arises a strong presumption that the Tramway Company is operating without any status whatsoever. The decision of the Railway Rates Tribunal referred to later is, however, somewhat at variance with this view.

2. Topography

The principal features of the line, including all public road crossings, are set out hereunder, with the approximate distance from Chichester shewn at the left.

0m. 0c. Chichester. The Selsey tram station is situated to the south of the Southern Railway coal yard. It consists of the passenger station with run-round facilities and also a goods siding. There is a connection to the Southern Railway, and other sidings serving Messrs. Sadlers and certain oil companies tenancies (see Section 7). From Chichester the line curves sharply in a southerly direction (radius 6 chains) and crosses an occupation road leading to Messrs. Sadlers.

0m. 40c. Stockbridge Road Crossing. This is a public road carrying appreciable traffic. From this point the line runs in a direction parallel to the City of Chichester Canal, until it crosses it at the drawbridge.

1m. 51c. Canal Drawbridge. The Canal which is the property of the City has ceased to be used for commercial purposes. At a point further down the Canal the County Council have recently abolished a road bridge and substituted therefor an embankment with culverts for the water; there seems no reason why this course should not be followed with the Tramway.

2m. 6c. Hunston. The main public road from Chichester to Selsey is crossed here, and on the south of the crossing there is a station and siding. The station is at the south end of the village.

2m. 65c. Hoe Farm Private Halt and Siding. These were provided as part considerations in the conveyance of land for the tramway.

3m. 50c. Chalder Station and Siding. The village of Sidlesham is really in two parts, and Chalder Station, which is named after an adjacent farm, serves the north part of the village. This station is within $\frac{1}{4}$ mile of the Sidlesham Church and about $\frac{1}{2}$ mile from the main road from which access to the station is obtained by the private farm road, the user being covered by an agreement the Tramway Company paying £2 per annum.

3m. 70c. Church Farm Private Siding. Provided when the line was built.

4m. 30c. Mill Pond Halt and Public Road Crossing.

4m. 75c. Sidlesham Station, siding, crossing place and public road crossing. The station is in a good position to serve the south part of the village. Between Sidlesham and Ferry the line skirts Pagham Harbour, being carried on an embankment constructed after the sea breach in 1910.

5m. 54c. Ferry Halt, siding and public road crossing over main Chichester-Selsey road.

6m. 53c. Golf Club Halt.

7m. 7c. Selsey Bridge. The main Selsey road crosses the line by means of an overbridge. There is here a halt, the ballast pit of the Company and a private siding serving the Trojan Brick Works.

7m. 27c. Selsey Town Station. This is situated about $\frac{1}{2}$ mile from the centre of the town, $\frac{1}{4}$ mile from the East Beach and fully 1 mile from the West Beach. The Loco Depot is here, and the yard holds approximately 50 wagons.

7m. 40c. End of Line. The line originally proceeded for another $\frac{1}{2}$ mile in an easterly direction to Selsey Beach Station but about 1912 the line between Selsey and Selsey Beach ceased to be worked and the land was sold.

The country for the most part is flat, in no place rising above the 50ft. contour. Unfortunately the line had to be constructed to conform with the strips that had been acquired by private treaty and possibly the best layout for a railway from Chichester to Selsey was not obtained. However, the sharpest curve is that leading from Chichester Station and is of 6 chains radius, and apart from this there is nothing under 10 chains radius. No gradient profile of the line exists but it is understood that the steepest gradient occurs for a short distance of 1 in 50 in both directions south of Hoe Farm.

3. Equipment.

Way and Works. The line was originally laid with flat bottom rails weighing 42 lbs. to the yard; many of these remain in use and it is doubtful if weighed today whether they would go to 36 lbs. to the yard. The standard of maintenance is poor. Mr Austen has given notice that he can accept no vehicle with an axle load exceeding 10 tons on the line. No fixed signals are provided and the whole of the points are

hand worked on the ground without facing point bolts in the running line. Presumably if the West Sussex certificate were in force and the line inspected by the Ministry – which it never has been – this requirement would have to be met.

Cattle guards are provided at the public road crossings, but many of the accommodation gates are in disrepair. The fencing is extant, but needs strengthening.

The station buildings are of corrugated iron and the platform faces in concrete. The halts are elementary timber structures.

Rolling Stock. The Company's rolling stock appears to have little value beyond scrap judged by S.R. standards and brief particulars are set out hereunder. It should be specially noted that the stock marked thus * does not belong to the Tramway Company but to the executors of Col. Stephens. It is on loan, but no recompense is received. At the present time the locomotive and rail cars are working the traffic and if withdrawn the line could not carry on without further acquisitions.

(i) Locomotives.

Name	Type	Approx Date	Remarks
Selsey	2-4-2 T	1897	Beyond repair
Maraus (?) ²	0-6-0 T	1883	
Ringling Rock	0-6-0 T	1883	*

(ii) Rail Motors

(Converted 'Bus Chassis and Body type).

(a) Ford Twin (in poor condition).

(b) Shefflex Twin *

(iii) Carriages.

Numbers	Type	Remarks
4	Bogie tram (original)	Hopeless condition
3	4-wheeled	Hopeless condition
3*	4-wheeled	Bad condition
2	6-wheeled	Recently purchased from S.R.

(iv) Wagons.

4 Open and 4 covered

1 Special truck for Shefflex unit.*

4. Territory.

The country between Chichester and Selsey is for the most part pastoral in character, though

¹ Probably 'Ringling Rock', with 'Morous' out of service at the time.

² Actually 'Morus'

beet sugar is grown.

In addition to the agricultural population at Hunston and Sidlesham, there are certain residents of the artisan classes who work either in Chichester or on certain building developments at Selsey.

In view of its position Selsey is isolated to a great extent to the east and west, and the main road from Chichester runs right to the coast at Selsey, serving en route the villages of Hunston and Sidlesham. Selsey itself has many attractions as a holiday resort; the sands are very good and well suited for bathing, and boating, fishing and golf are available. Up to the present the best class of development has taken place on the West Beach which, as previously explained, is farthest from the Selsey Tram Station. Schemes have been considered from time to time to divert the line so as to adequately serve the West Beach. On the east side, however, development is now proceeding. Adjacent to the station Mr W. Hobbs of Sutton is opening an estate of small houses and, in addition, Messrs. Selsey Estates Ltd. And Messrs. Duncan Gray and Partners are offering land for sale.

A holiday camp consisting of brick buildings to house 300 people is being erected on the Bill at Selsey.

The occupants of the property on the West Beach appear mostly those of the classes owning private cars, but the development on the east side appears to cater for a less wealthy clientele. It therefore seems that the station as at present positioned will be suitable for serving that part of Selsey to which most traffic will go.

The lobster pot fishery at Selsey is not unimportant and most of the traffic emanating therefrom is at present conveyed by rail.

It must not be overlooked that Selsey is the nearest seaside town to Chichester which has a population of 13,912 and beside being a cathedral city has certain industrial activities, including a sausage and potted meat factory of Messrs. Shippams, a tannery and dye works, and an ice and cold storage works. Moreover, the huge population of 249,000 centred at Portsmouth is only 23 miles away from Selsey by rail.
(to be continued)

THE K&ESR 300 CLUB PRIZE WINNERS

HAVE YOU JOINED THE 300 CLUB YET?

To join, phone Brian Heyes on 01622 744509 or Chris Garman on 01580 880378 for an application form.

February 99 Rolvenden

1st	Richard Halton	(468)	£60.00
2nd	Alan Jones	(294)	£40.00
3rd	Bob Clifford	(285)	£30.00
4th	Tom Webb	(412)	£25.00
5th	Tim Spafford	(516)	£20.00
6th	Mrs E Laslett	(398)	£15.00
7th	Nathien Chandler	(276)	£10.00
8th	D J Strivens	(231)	£5.00

April 99 Wealden Belle

1st	Joan Williams	(319)	£60.00
2nd	Judy Featherstone	(036)	£40.00
3rd	Andre Freeman	(051)	£30.00
4th	Clive Harris	(506)	£25.00
5th	R F Collins	(243)	£20.00
6th	Di Siviour	(109)	£15.00
7th	David Bowden	(098)	£10.00
8th	Robin Dyce	(227)	£5.00

March 99 Carriage & Wagon

1st	J Green	(448)	£80.00
2nd	Mrs S Nichols	(239)	£70.00
3rd	Sylvia Wenden	(203)	£60.00
4th	Frim Halliwell	(031)	£40.00
5th	A Edge	(284)	£30.00
6th	Norman Brice	(223)	£20.00
7th	Mrs S Simmons	(609)	£15.00
8th	A J Rogers	(086)	£10.00
9th	Mr Brittenden	(218)	£5.00

May 99 Wealden Belle

1st	Terry Gibbons	(181)	£60.00
2nd	Mr R G Sparrow	(616)	£40.00
3rd	Terry Gibbons	(181)	£30.00
4th	Clive Norman	(390)	£25.00
5th	Mrs B M King	(470)	£20.00
6th	Barry Holmes	(180)	£15.00
7th	B A Rees	(414)	£10.00
8th	Philippa Jones	(295)	£5.00

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

Life On The Wealden Belle by Sandra Marsh

Everyone will have heard of the Wealden Belle, our prestige dining car train. The Railway has been running these since the mid 1970s, when the train consisted of the bar car Barbara together with an ordinary service coach, the food (usually cold meats and salad) being prepared in the rudimentary catering facilities which then existed at Tenterden station. All very different from today's operation, which has a dedicated set of coaches offering gourmet food upwards of four times a week in the high season.

I first became involved with the train on my marriage to a regular volunteer in 1982, when I decided that if I wanted to see something of my husband at weekends I had better find something to do at Tenterden. For the next five years or so I worked with the dedicated team of Pullman enthusiasts, many of whom (including your magazine editor) are still around today – although sadly few from that era can regularly be seen working on the train nowadays. Then we moved away, until last summer we moved back to Kent. I was fortunate enough to find employment with the Railway, and in early May this year I was appointed to the challenging job of Wealden Belle Executive.

So what is today's Wealden Belle? The train itself normally comprises three coaches: Pullman no 349, a 1960-built Metro-Cammell vehicle on loan from Flying Scotsman Enterprises and seating 42; Mark I RU No 69 built in 1959 and which contains the kitchen, bar and seats 22 diners; and Mark I BSO, which is used for staff accommodation and storage, and contains the guard's van. From the beginning of this season all have been painted and lettered (courtesy of Meg Gooch) in full Pullman livery. The set, which can be seen between workings in the siding behind the platform at Tenterden, looks very smart. But to the connoisseur it is not quite the real thing; steps are in hand to address this, of which more later.

The regular summer service consists of three round trips per week. There is a Saturday night dinner train, on which a six-course meal is served for anything up to 64 diners. This

travels out and back at a speed slow enough for people to enjoy the evening countryside, and is perhaps the best known of our products. On Sundays there is a popular roast lunch service, followed by a run later in the day offering a deluxe afternoon tea. These trains have to operate at usual line speed, to keep out of the way of the rest of the traffic.

But that is not all. On many Wednesdays during the year there is a train providing a three-course dinner. The real growth area at present is the charter business, which can be anything from corporate entertainment to a wedding reception. On one occasion recently we even had an enquiry for a working breakfast, which had to be served on a one-way from Northiam to Tenterden. Charters are very profitable, and can be great fun but each one is different and has to be designed on a one-off basis in consultation with the customer. Over the next few years we are expected to be doing more and more of this type of train.

The food is prepared and cooked on board under the expert supervision of our gourmet chef Bill Duff. While many of the wines are supplied by Tenterden Vineyard, and include a white, grown and produced locally.

We are always striving to improve our standard of service, and we aim to add little touches of detail which make a meal on the train something to remember. The waiting staff are all volunteers from numerous walks of life; they give of their time freely and generously, and without them the Wealden Belle wouldn't be what it is today.

So what of the future? We are poised at a very exciting time in the train's development. From the beginning of next season we hope to have Barbara back, following a very extensive overhaul. For those new to the railway, Barbara is a 1926-built wooden bodied Pullman, constructed to a restricted loading gauge especially for the London-Hastings express service. She visited the line on enthusiasts' trains in the 1950s, and on retirement from normal service in 1967 was



MENU



DINNER

Saturday 5th June 1999

Cream of Broccoli Soup
served with Toasted Almonds

o-o-o

Sliced Melon, Orange & Prawns
bound in a cream mayonnaise

o-o-o

Sorbet

o-o-o

10 oz Rib Eye Steak
fried in Garlic Butter
served on a bed of Poy Lentils

Chef's potatoes
Selection of seasonal vegetables

o-o-o

Choice of puddings from the trolley

o-o-o

Cheese and biscuits

o-o-o

Coffee & Mints

*Customers are requested to refrain from smoking in dining cars
until coffee has been served.*



Wealden Belle Attendants James Veitch, Paul Cerullo, Ross Browning on Tenterden platform, 6th June 1999.

(John Liddell)

purchased for preservation on the K&ESR. After seeing service as a bookshop at Rolvenden she became the mainstay of our Pullman train until withdrawal in 1998. When she returns next year she will be in pristine condition, fitted out as a dining car. It will be a step-change in the surroundings we are able to offer. Also next year Theodora goes for overall which will take quite some time.

The 2001 season may then see Theodora, sister car to Barbara, which has never turned a revenue-earning wheel on the railway since she arrived during the late 1960s. She currently sits in Orpin's Siding having served for many years as a static buffet at Rolvenden and later Tenterden. Restoration will be costly, but if it can be achieved we shall have a matching pair of coaches which will be the envy of many other railways.

Extending the line to Bodiam will open up opportunities including the possibility of joint

ventures with the National Trust. Their open air concerts at Bodiam Castle in the summer: how about offering a package supper on the way out, and a night-cap on the way back? The additional journey time means that we might be able to offer leisurely meals on the 'normal' trains. In fact, the range of Pullman services we can offer is likely to be constrained only by the rolling stock and the volunteer staff.

This is where you, the membership, come in. If we are to maintain and develop this, our flagship service, we need help. Each train needs a team of around ten people, quite apart from the operating department crews, to whom we are very grateful for enabling us to run trains at odd times, and sometimes at short notice. So, if you fancy yourself in a railway kitchen, or as a waiter or barperson, or even (especially!) if you would like a change of scenery as you do the washing up, do please get in touch with me. We can train

you, provide a uniform, and even give you a meal. Age is no problem: our current volunteer roster extends from the low teens to the mid seventies. We can promise you fun, companionship, and the chance to play a full part in one of the railway's success stories. Whether you're free every weekend, or can only fit in a couple of hours every month or so, we'd love to hear from you. There are plenty of vacancies in all jobs, and the more people we can draw on, the less chance there is of receiving a phone call at short notice with an urgent plea for help.

Or, if you really feel unable to volunteer, why not bring your family and friends to sample the experience? You might even end up offering to help! But, seriously, if you do come, and you spot something we aren't doing quite right, or you have an idea for an

additional detail or twist to the standard of service, do please let us know. We are continually adding little touches, but are always in the market for inspiration.

As we move into the 21st century, and the railway's second quarter-century as a heritage line, the Wealden Belle goes from strength to strength. We know we have to work hard to maintain our position as a market leader and to make the most of the opportunities the Bodiam extension offers us. It is important for the railway's cash flow and its reputation that we remain successful. This we can only do with your help.

Sandra will be pleased to answer any of your queries if you telephone her at (Work) 01580 765155 or (Home) 01850 715764. Alternatively why not call in and see her in the office?



The Bar area of Mark I RU coach No 69 on the Wealden Belle, 6th June 1999

(John Liddell)

Profile: - The Kent and East Sussex Locomotive Trust

This is the first in an occasional series of articles on the various groups that exist in support of the railway in a variety of ways. Author, Duncan Buchanan, is Secretary to the Trust.

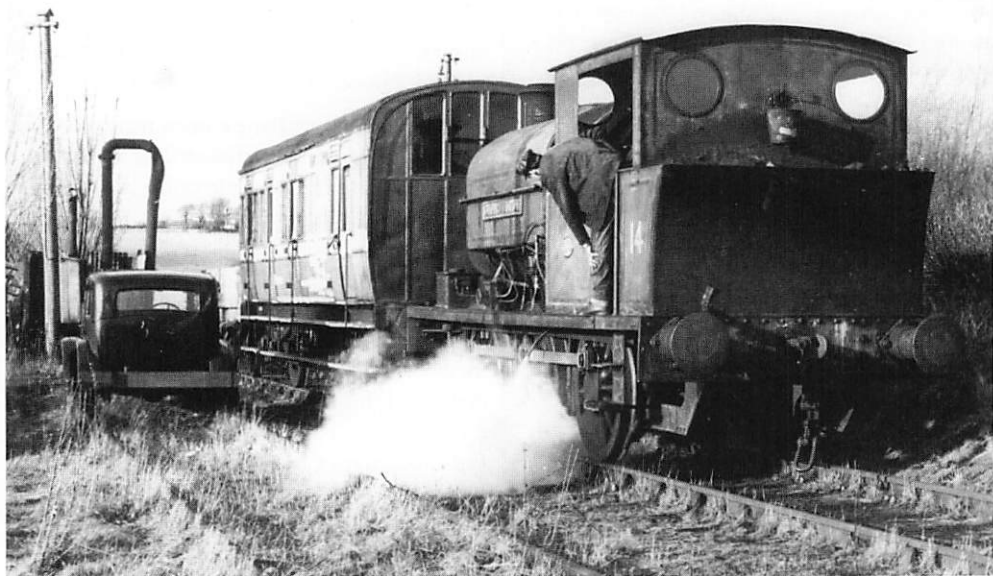
The origin of the Kent and East Sussex Locomotive Trust is very early in terms of the preservation of the line. The first, extant, set of minutes are dated 25th March 1964, with the meeting held at the 'Kings Head', Putney. However in 'Holding the Line' Nick Pallant asserts that the Trust was thought about in 1961 and members started to informally collect money and purchase stock between then and 7th November 1963 when a meeting occurred in Maidstone. The Rother Valley Railway, an early version of the house journal, described the Trust in detail for those interested. At that time the Trust was concerned to obtain two 0-6-0 tank engines, Hastings and Charwelton - both of which were subsequently sold on. The Trust

has therefore been a significant part of the history of the line, even though at times it can seem almost dormant.

Early reports suggest that the Trust was intended to be the vehicle owning organisation for the line with the Society, or whatever organisation was going to perform that role since TRC itself did not exist until 1971, being the commercial arm and owner of the line. This would protect the assets if the Society itself ceased to exist - a far sighted approach which continues, in part, today. In modern parlance the Trust would be deemed a ROSCO and TRC a TOC. It was probably envisaged that the Trust would have the expertise to repair, restore and maintain the rolling stock while not



'Wainwright' being unloaded at Rolvenden, following arrival from Tonbridge by road. No 15 'Hastings' on the right.
(Tenterden Railway Company)



Charwelton heads the Woolwich coach away from Rolvenden level crossing, 17th January 1965, shortly after arrival. Note rail mounted car in siding. (Tim Stephens)

being specifically interested in the running of trains or the commercial realities of running the line.

The earliest notes mention that the Trust started life acquiring the Woolwich coach and 5 wagons, members having already obtained a locomotive 'Sir Berkeley'. It would be interested in the loan of an 01 from the Westerham Valley Railway Association. The 01 has remained in private hands ever since, and may soon run on the Bluebell whilst 'Sir Berkeley' has ended up on the Keighley and Worth Valley Railway. Thus it is that the Woolwich coach, which is close to entering the C&W shed for overhaul, has a unique place in the annals of KESR history, quite apart from its actual service in early running days. In the dry prose of the minutes it was questioned as to whether any of the wagons had carried gunpowder, remembering that they came from Woolwich Arsenal. The response "No" is recorded and this seems to be as far as jokes go for the minute taker of the time!

Over the years the Trust has been used as a funding vehicle for various projects. After

various acquisitions were made, there came the opportunity to acquire the USA tanks. These were on their way to Wales for scrapping, in 1964, when they were forced to stop at Tonbridge. The Trust moved in and raised the necessary money and, as they say, the rest is history. Both engines have been restored with Trust money and TRC has had good use of them over the years. At one time the trust had around £20,000 deposited with the railway which was eventually paid back by way of restoring Wainwright.

The Trust was heavily involved in acquisition of the three Transport Trust saloons. Two private owners were found but the Trust provided separate funding for the SECR saloon. Many members contributed and the Trust's membership list was put to good use during that time. As many will know, the Trust has now taken over the LSWR invalid saloon as well. Some restoration work has commenced but there is a long way to go and the saloon awaits Carriage and Wagon's pleasure.

At the time of the launch of the Bond issue for the Northiam extension there was considerable

doubt as to whether the bond issue, as a whole, would be successful. The previous issue had been for £20,000 in connection with the Hexden extension, and almost ten times that amount had to be raised. To help ensure success it was decided to aid potential lenders by providing a monthly payment scheme. The railway itself could not perform this role so the Trust stepped in. An EGM was held to change the constitution and the Treasurer, Boris Perkins, was left to sort out the details. With his usual efficiency nobody failed to pay and everyone got their certificates upon completion of payments. As it turned out there need have been no worries as the minimum subscription was reached without trouble. The Trust had helped out, at some risk to itself, since it guaranteed the amounts to the bond issue pledged over time by many people, in order to ensure the railway got to the minimum subscription without trouble.

The Trust is currently the second largest stock owner on the Kent and East Sussex. Whilst the Company is the largest owner, the Trust owns 3 engines and 10 carriages plus some wagons. Those in service consist of the SECR family Saloon, 2947 – the Ashford coach – in which the Ashford Area Group and Friends of Vintage Carriages still retain a keen interest, a Mk 1 TSO and Petros. Petros is currently out for an overhaul but should be back later this year. Coaches awaiting near term restoration are a Birdcage, the LSWR invalid saloon, and the Woolwich coach. In the longer term the LCDR 'Woodchurch coach', and another Ashford coach are possible restoration targets.

The two USA tanks have already been mentioned and they are both in service. The other engine is the BTH diesel-electric obtained by the Company from Ford's Dagenham works in 1966, two days after its last operational duty. The engine performed well at Hodson's flour mill and hauled the last train from Robertsbridge in 1972, after which it laid aside for many years. After restoration it unfortunately disgraced itself during the Northiam extension relaying fortnight, when it seemed unable to stay on the rails, and has lain aside for most of the time since. The Trust has taken the locomotive over with the intention of funding the necessary new springs

and support work needed. Clive Lowe has now taken this under his wing, outside the shed at Tenterden. Like much of the Trust's rolling stock this vehicle is unique, as the first diesel-electric engine in this country, quite apart from its contribution to preservation history.

Membership of the Trust is open to anyone, not just members of the Company. Donations, minimum 20p, can be made to Boris Perkins or Duncan Buchanan in person or to Boris by post to Tenterden Station. Upon reaching a total contribution of £10 the subscriber becomes a full member with voting rights. A minimum of £1 a year thereafter retains membership. Many members find it convenient to use a standing order and this now provides a steady income for the Trust. The Trust AGM is held on the third Saturday of November in each year.

In conclusion the Trust has served the Kent & East Sussex and the Company well over many years. The support has been low key but when needed the membership of over 240 can be used to raise money for a worthy cause.

Mid Sussex Models

**Trains, Cars, Boats,
Aircraft, Scalextric,
Dolls Houses,
Miniatures, Radio
Controlled Models,
Collectables, Diecasts,
Games Workshop**

13 Junction Road, Burgess Hill,
West Sussex RH15 0HR
Tel: 01444 232972 Fax: 01444 239723

The Bodiam Bottle

This is the story of a bottle – not just any bottle – but the ‘Bodiam Bottle’!

On 27th March 1999, the first train to run from Northiam to Bodiam on the new track, consisted of Drewry diesel D2023, three wagons and two brakevans. The purpose of the trip was to collect ‘liftable’ left-over track materials and any other debris. This included wooden sleepers, fishplates, chairs, keys, fence posts and wire, timber packing and general litter.

Permanent Way volunteers walked ahead of the train gathering materials together. On the Bodiam side of Padgham’s Curve, about two miles out from Northiam, David Smith, one of the volunteers, noticed the neck of a bottle protruding from the ground. On examination, the bottle was intact but a curious egg shape. Later, it was handed into the Museum as a ‘collectable’ and for identification.

The bottle, made from greenish glass, has the embossed lettering “T FOORD, WALDRON”. It is about 7½ inches long and holds six fluid ounces. Waldron is a village south of Cross-in-Hand, Heathfield, and it is about 16 miles from Bodiam. But who was T. Foord and why the strange shape?

The Sussex directory for 1915 revealed only: “Thomas Foord, Farmer”, but the 1922 edition had a fuller entry: “Foord Brothers, (Walter, Thomas and George), mineral water manufacturers, New Pond Hill, Cross-in-Hand”. So now we knew we had a mineral water bottle.

East Sussex County Records Office at Lewes was contacted and they found in the 1899 Sussex

Directory:

“Thomas Foord, farmer and manufacturer of ginger beer, lemonade, soda, seltzer, potash, ginger ale, and other mineral waters for which he is famous, Cross-in-hand”.

The Directories for 1878, 1887 and 1895 carried similar entries. It should be noted that ‘potash’ (or potass) refers in the Victorian period to aerated or carbonated drink.

The most recent entry which can be found is in the Directory for 1938. Which states: “Foord Brothers Ltd., telephone Heathfield 197”. So Foord Brothers had now become a limited Company.

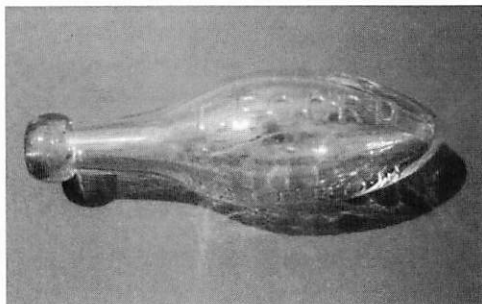
From a grand-daughter of Walter Foord, mentioned earlier, we learnt that the company continued in production during the Second World War under the management of Walter’s son, also named Walter. However, in 1951/52, the business was bought out by Hooper Struve of Brighton, which in turn was later taken over by Schweppes. In 1955, the ‘factory’ premises were sold, with much of the old equipment being disposed of down the well, and the buildings are now in use as stabling.

Heathfield Public Library located a booklet of local history which gave more details of Thomas Foord. His father, George Foord, had in 1848, bought a parcel of land from the Earl of Chichester, opposite New Pond Farm, where he built a cottage known as Homestalls, which still stands. The 1851 census shows him living there with his wife Eliza and son Thomas, “a labourer aged 10”.

Eliza made ginger beer which she sold to local farmers during the hay-making and harvesting seasons. Thomas may have started as a young labourer, but he obviously realised there was money to be made from his mother’s ginger beer recipes, for over the next 30 years he built up a business producing products “for which he is famous”!

Thomas was also a successful farmer and became Parish Surveyor with the annual salary of £10. He was involved in the building of Furnace Bridge over a tributary of the River Cuckmere, and the erection of telephone poles from Cross-in-hand to Waldron. Incidental information given, is that Thomas was a passenger on a train involved in an accident in September 1897, when it became derailed and fell down the embankment at Mayfield, the station to the north of Heathfield. He escaped with only minor injury.

We were given many theories about the shape of the bottle until Peter Davis produced a book from which the following details were obtained. The art



The Bodiam Bottle

(John Liddell)

of making carbonised mineral waters was discovered in 1772, but there were problems with the build up of gas pressure inside the bottles resulting in corks blowing out. It was found that if bottles were stored on their sides, the cork remained wet and stayed in place.

In 1814, a William Hamilton invented egg-shaped bottles which could not stand up, and in spite of the difficulties shop-keepers had with storage, these came into general use from about the 1840's. Many other types of bottles and closures were developed including wired-on corks (still used for sparkling wines); metal clamps; the internal screw stopper (1872); the swing stopper (1875); the crown cap (1892); and the screw cap. In 1895 Hiram Codd invented a bottle with a glass marble held against a rubber ring by the internal gas pressure. The Codd bottle remained in use until about 1930.

Hamilton's egg-shaped bottle, surprisingly, was still in use into the 20th century. It has been suggested that one reason for its extended life was that in a pub, once opened, the whole contents had to be used when making shandy – there was no question of putting a part used bottle back on the shelf for the next customer! But back to the 'Bodiam Bottle' – how did it come to be beside the railway line, and

in such good condition.

Foord's mineral waters were distributed around the local area to pubs and shops, originally by horse and cart, later by lorry. It is tempting to suppose that a traveller, sometime in the early years of this century, bought a lemonade at a local shop, and caught the K&ESR train at Robertsbridge station. It is a warm, sunny day and he has the window open. The train departs and the guard makes his way down the footboards of the four wheel carriages collecting fares.

Having bought his ticket, our traveller settles back in his seat and opens his drink. Leaving Bodiam station, he satisfies his thirst. In a few minutes, the bottle is empty – but where to discard it? Under the seat and the bottle will roll around the floor as the carriage sways. So, out the window – no one is looking – and there the bottle lands in the soft mud of the ditch. Could it really have lain there for perhaps 80 years or more without damage? As for the bottle – it will be on display in the Museum.

John Miller

My thanks for their assistance to: Heathfield Public Library; East Sussex County Records Office, Lewes; Mrs J. Foord, Mrs N. Frampton.

THE ROTHER VALLEY INN



Northiam, Rye, East Sussex TN31 6QT

Tel: Northiam (01797) 252116

**A FREE HOUSE WITH
RESTAURANT, ACCOMMODATION
AND CARAVAN PARK WITH STATIC
AND FACILITIES FOR
TOURING VANS AND CAMPERS.**

50 metres from Kent & East Sussex Steam Railway, a family run Victorian Inn with comfortable bars and the restaurant in Charles Dickens era with Railway Memorabilia. Good home cooking plus bar snacks always available.

Why not visit our showroom for good quality s/h furniture, collectables and bric-a-brac.

Webb's



IRONMONGERS

COOKWARE SPECIALISTS

AND EVERYTHING FOR THE GARDEN
45 & 51 HIGH STREET, TENTERDEN
and 21 EAST STREET, SITTINGBOURNE

★★★★★

IN OUR CHINA, GLASS AND KITCHEN SHOP:-

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

These are to name but a few!

Gift wrapping on request!

★★★★★

FOR TRUE IRONMONGERY AND HARDWARE:-

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

Also: Bosch, Black & Decker, Clarke Tools.

★★★★★

Telephone:

TENTERDEN (01580) 762132/3

Success in business is all about knowing the right people.

The right people are your local Business
Management Team
from NatWest.

They can provide you with a service
specially designed for your business.

Call Harry Hoad or Sue Parham on 01580
765144 or drop into
58 High Street, Tenterden and meet
someone in the know.

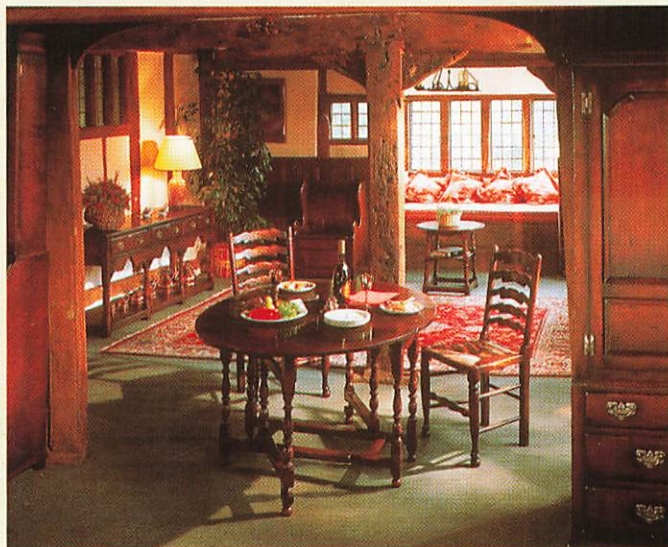


NatWest

More than just a bank

National Westminster Bank Plc

TENTERDEN HOUSE INTERIORS



- Specialists in hand-made TRADITIONAL ENGLISH OAK furniture.
 - Over 200 items always available from stock.
 - A custom-made service readily available.
 - Also a large selection of sofas and chairs, mirrors, pictures, tapestries, table lamps, oriental rugs, fine pewter and many other decorative items.
 - Personal attention and free delivery within the UK.
- Closed Wednesdays and Sundays, otherwise open Mon-Sat 9am-5.30pm.

4 WEST CROSS, TENTERDEN, KENT. Tel: 01580 764481 Fax: 01580 765531
(Three storey building with Dutch blinds at west end of High Street.)



Lane Fox

THE NATIONAL AGENT OPERATING IN THE LOCAL MARKET

SPECIALISTS IN THE SALE,
PURCHASE AND VALUATION OF:

- * CHARACTER COTTAGES
- * COUNTRY HOUSES
- * FARMS * ESTATES
- * AGRICULTURAL LAND
THROUGHOUT KENT AND
EAST SUSSEX

FOR FRIENDLY, PROFESSIONAL
AND INFORMED ADVICE ON
ALL RESIDENTIAL,
AGRICULTURAL AND RURAL
PROPERTY MATTERS CONTACT

THE LOCAL EXPERTS:

DAVID SLACK ARICS
& PHILIP JAMES ARICS

15 BANK STREET, SEVENOAKS. Tel: 01732 459900
Head Office: 15 Half Moon Street, London W1Y 8AT Tel: 0171 499 4785
13 Offices in the South, and in Hong Kong