

The Tenterden Terrier



Number 80

Winter 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.)

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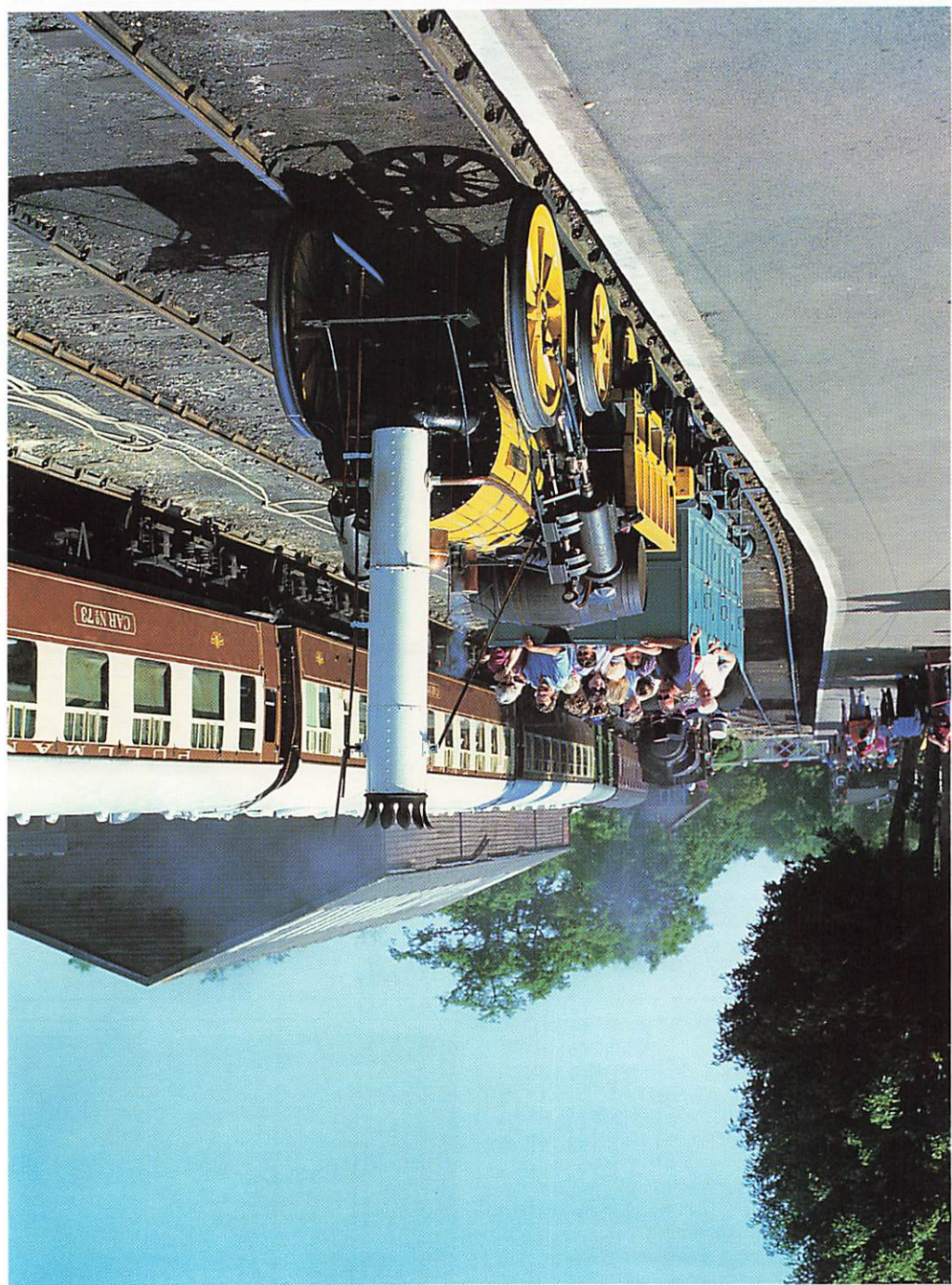
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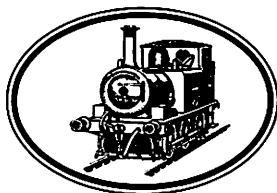
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The Tenterden Terrier



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FRONT COVER

A cavalcade of locomotives at Tenterden Station during 25th anniversary celebrations on 24th July 1999. (Brian Stephenson)

FRONTISPIECE

Rocket steams up Tenterden platform on 18th July 1999. (Brian Stephenson)

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Editorial

Good housekeeping is good management

The decision of the Board to appoint a full-time Financial Controller is an essential move in the drive towards better decision making. With turnover likely to top the £1m mark shortly, it is unreasonable to expect that this vital time consuming function should continue to be handled primarily by a voluntary workforce. The objectives of cash management are to ensure that our assets are maintained in good order and that our resources are used

efficiently. A corollary to this is that we keep our costs within carefully controlled budgets and that we measure the effectiveness of what we spend. Financial controls will ensure that the generation of income does not merely drive us along a route of profitless prosperity. More financial information will ensure that the Board is able to make the decisions to keep the railway on the right lines.

From the Chairman – Robin Dyce

As we approach the Millennium and the start of our Bodiam centennial year I wish you all a very Merry Christmas and a prosperous New Year. On behalf of the Tenterden Railway Company a big thank you to all our members whether you support from a distance or take an active part by volunteering your valuable time and skills. Thank you also to our paid staff who fill essential posts that have assisted the Railway to develop and expand its business.

Please remember, however, that without our volunteers, who freely offer their valuable time and skills, the Kent & East Sussex Railway would not be in the exceptional position that it now enjoys – high amongst the country's premier heritage railways and a significant tourist attraction in the South East of England. For the first time, since the Railway closed to passenger traffic in 1954, we will, once again in 2000, form a vital part of a passenger transport network providing acceptable access to areas of outstanding natural beauty along the Rother Valley. In particular, the Bodiam extension has emphasised the worth of volunteers without which it would not have been possible. In moving into the New Year please remember your Railway and make a resolution to volunteer during the next year.

At the time of writing our visitor numbers for 1999 are approximately 8% down on this time last year. Remembering that we rely to a great extent on repeat visits and word of mouth recommendation, this is a trend which, if continued, is of concern. Although charters may be increasing, and our offer in this respect is second to none, the reason for a reduction in our basic attraction requires to be urgently addressed.

With the unrivalled opportunities presented by Bodiam and the Castle it is important that we get it right. We must all ensure that the Kent & East Sussex Railway remains an outstanding experience for all our visitors.

In preparation for the extension to Bodiam the engineering and commercial departments have been strengthened both in terms of manpower and resources. To deal with the resulting huge increase in workload it has also been necessary to strengthen the Finance Department. Bernard Sealy and the financial team have to be thanked for their hard work in supporting the development of the Railway that has required working long hours, many on a voluntary basis. The strengthening has been achieved by the introduction of a Finance Committee headed by Philip Shaw with support from Bernard Sealy, TRC Finance Director, Kim Richardson, Development Director and Roy Ellis, a Director of Bodiam 2000 Ltd. The first recommendation of this Committee and accepted by the Board of the Tenterden Railway Company, is the appointment of a full-time Financial Controller. To this effect an advertisement was placed in the Daily Telegraph on 21st October 1999.

A final piece of good news. Our Terrier magazine has been awarded the Steam Railway Trophy for the best magazine with a circulation of over 500 copies at the recent Heritage Railway Association AGM. This magazine is put together by a very small editorial staff who must be congratulated for the continuing excellence of the publication and for winning, on behalf of the Railway, this prestigious award. Congratulations also to the Bluebell for heading the timetable category in which our contribution was unfortunately 29th out of 37 entries.

Commercial

General

The railway has enjoyed another busy Summer, with an unprecedented number of special bookings and charter trains – mainly using the prestige Wealden Belle set. Scheduled services on the luxury dining train have again grown in popularity with many trains being fully booked over two months in advance. Most other commercial activities have also flourished with Gift Shop and catering revenue from day-to-day services again increasing and only the Museum performing less well than last year.

Fares revenue is also up on 1998, despite a drop of nearly 8% in the number of passengers travelling on the daytime services. At the end of September, the total for the year-to-date was 56,000, compared to 60,000 last year. The increased booking office income has been brought about by higher fares and a less generous discount and special offer regime than previous years. This may also have contributed to the reduction in passengers but the ongoing increase in Sunday shopping, including the opening of the Bluewater retail park, have played their part. This Summer, for the first time, Sundays ceased to be the busiest day of the week – often being outperformed by Wednesdays or Thursdays. Other attractions in the area are reporting a similar trend.

This move away from weekend visits has given added importance to our special events. July saw the visit of two replica locomotives 'Rocket' from the National Railway Museum and 'Marc Seguin', owned by the French Industrial Locomotive Society. The line's Silver Jubilee Celebrations also took place in July with seven locomotives in steam for the event on 24th and 25th. A host of historic cars, buses, tractors, lorries, steam rollers and traction engines also took part in the festivities. The weekend showed a modest surplus but the cost of staging such an event means there is always the risk of making a loss if the weather is less than perfect.

The 'Steam Back to the Sixties' event over the August Bank Holiday was again very popular. Live band 'The 6Ts' performed at Tenterden Town Station with many passengers dancing on the platform whilst waiting for their trains. A

gathering of 1960s cars added to the atmosphere and a couple of trains each day were worked by diesel locomotives D9525 and D6570 – sadly most visitors shied away from these services and barely a dozen passengers were conveyed each diesel trip. The steam trains were however well patronised throughout the two-day event.

On 18th and 19th September, the railway played host to the Friends of Thomas the Tank Engine. Despite the rather wet weather, the weekend was extremely busy with around 3,300 passengers travelling. Five engines were in steam for the event: No. 376 (alias No. 9 'Donald'), No. 23, No. 25, No. 14 and No. 65. The road vehicles on show included 'Bulgy' the Bus but the star of the show was undoubtedly 'Devious Diesel' (Class O8 D3174) who was busy shunting the troublesome trucks and playing tricks to keep The Fat Controller, Sir Topham Hatt, on his toes.

Filming

Meridian Television recorded sequences featuring 'Rocket' and 'Marc Seguin' on Saturday 17th and Sunday 18th July – the footage was screened in 'Southern Steam' on 28th October. The series will also feature Ian Hislop performing the rededication ceremony for 2678.

'Rocket' was also used for a BBC documentary provisionally entitled 'The Road To Riches' and presented by Peter Jay. The crew visited the line on Thursday 15th July and the series is due to be shown next year.

Meridian News have been regular visitors throughout the Summer covering 'Rocket', the Silver Jubilee event and Steam Back to the Sixties.

Action Time TV used the railway to film an episode of 'Surprise Chefs' – again for Meridian – on Thursday 26th August. Fireman Jamie Douglas had been well and truly set up – he thought he was here to take part in a documentary about youngsters working on steam railways but no sooner had the camera started to roll when TV Chef Alan Coxon appeared and explained to Jamie he was actually going to cook his Mum's favourite dish! Jamie and Alan prepared the meal in the kitchen of the Wealden Belle Restaurant Car and it was served during a



The present Chairman (right) and his six predecessors stand on the balcony of Tenterden Town Hall after the AGM on 22th June 1999
(Robert Berry)



Marc Seguin in steam in Tenterden Back siding, 18th July

(Alan P. Barnes)

special trip to Wittersham Road and back. The programme is scheduled to go out next January or February and has got to be worth watching if only to see Jamie lost for words!

On October 12th and 13th, the railway was the setting for a film shoot in connection with a Channel 4 series about railway accidents as explained elsewhere by Chris Wood. The programmes are expected to be broadcast next Summer.

Santa Specials

Bookings for the annual festive services opened in August and several trains are already fully booked while first class accommodation has sold out on many more. Additional help is always needed to run these special trains, please contact Tim Appleton to offer your services as Santa or a Pixie, Dave Tibbatts if you can assist with the catering or Jim Price to help with seat reservations and bookings.

Year 2000

Planning for next year's timetable has been taking place for much of the year and is now sufficiently advanced for the first of the publicity leaflets, for

group visits, to be produced. Steam trains will run daily from April to September and on Sundays and School Holidays at other times of the year.

The timetable is simplified with core services leaving Tenterden at 10.40, 1.15 and 3.30 on virtually every day that trains run. These trains will include on-train catering facilities, accommodation for wheelchair-users and are therefore ideal for most party bookings.

The Wealden Belle will also be improved for next season with 'Barbara' expected to re-enter service in the spring following her restoration to a Parlour Car with seating for 25 diners. The train's second dining car is expected to be a first class Southern Railway carriage dating from the 1930s making the Belle more luxurious than ever. Wealden Belle Manager, Sandra Marsh, Executive Chef, Bill Duff, and the rest of the management team have reviewed the menus and included additional unusual dishes for the 2000 season. Sunday Lunches will run most weeks from 30th January until November and the Saturday evening services commence with the inaugural Wealden Belle to Bodiam on 8th April.

Motive Power

The Rolvenden shed team is claiming that all their equipment has been checked for year 2000 compliance and presumably this applies to the steam engines. It seems that the older an item is the more likely it is to be compliant! In between amusing mess room banter, Dave Douglas has installed a 110V ring main to run all the portable tools and avoid the ever increasing line of leads across the floor.

Steam locomotives

No 3 'Bodiam': The old tyres have been removed to make way for new ones while the axleboxes have been re-metalled where necessary. The new cylinder liners have been installed which means the piston heads are now being re-machined to fit inside the new sleeved cylinders. The cab has been removed to allow access to the rear section of the frames and a search for any corrosion has commenced.

No 8 'Knowle': In service. This loco has been used for a trial of different lubricating oil.

No 11 'P Class': Good progress is being made with the boiler at Israel Newton's, helped by a £1000 donation towards the work. A hydraulic test is

expected soon.

No 12 'Marcia': The boiler has been hydraulically tested. The intermediate frame stretcher plate is being replaced due to corrosion. Owner Dick Beckett has been seen several times this year making good progress with Marcia.

No 14 'Charwelton': In service. It has received specialist attention from a Metallock contractor and has had a crack in the forward motion stretcher plate stitched up.

No 19 'Norwegian': Operational though there have been problems with leaky tubes. The piston valves had started to give trouble and so parts have been ordered to finally solve the problems.

No 21 'Wainwright': Has been in service though withdrawn at the end of the summer for a retube. Whilst this is going on attention is being given to the regulator valve and reinstallation of the original whistle.

No 22 'Maunsell': In service.

No 23 'Holman F. Stephens': Leaky tubes are again a problem on this engine. It is hoped that it can survive until after the Santa Specials. It is due



Duncan Buchanan receives the Steam Railway Trophy for the best railway magazine from David Moseley, Chairman of the Ravenglass and Eskdale Railway, at Munster Castle, 18th September 1999
(Roger Price)

for its 10 year overhaul in the middle of next year.

No 24 'Rolvenden': Much progress has been made on the 10 year overhaul of Rolvenden. Many of the tasks on the boiler awaited time to turn the boiler in between the demands of daily running. Now the turn is completed, progress is expected to be swift towards a hydraulic test. The boiler cannot be put back into the frames until the preparatory work on the new rocking grate has been finished. The shape of the ashpan has changed and therefore a great number of parts have had to be manufactured, with some still awaited. The new rocking grate represents a lot of work and could delay the loco's return to traffic.

No 25 'Northiam': In service. A new blower ring has been fitted and some springs have been changed. Causes for the breaking springs, are not certain but poor track and metal fatigue in the centre rivet are suspected causes. The left hand big end has had remedial surgery with work being carried out in situ to regrind and true up the journal. The newly metallised bearing has been run in and the engine returned to service.

No 30 GWR Pannier Tank: The boiler remains at

Chatham Steam Restoration. The frames are complete at Swindon and await release for transport back to Rolvenden and the great game of putting the bits back together again.

The bunker is progressing well with riveting in progress so that it can go straight on when the rest of the engine is ready. New water tanks are being fabricated by sub-contract. They will be able to carry more water, for the same external engine dimensions – by use of the space between the old tanks and the boiler.

Diesel locomotives

No 20 GWR Railcar: Work has now commenced on the south-side framework of No 20's large saloon, with attention currently focussed on the sections in the area of the first two seating bays. The initial dismantling has so far revealed no more problems than expected, apart from one rotten cross member, which will be duly replaced. Meanwhile, new frame sections, including replacement uprights, are being prepared for this side, with John Brice of C&W having made an excellent job of cutting these particular items to the required curved profiles on the inner and outer faces. The gang would like to take the

opportunity to thank John for undertaking this task, and Ian Anderson, for providing advice concerning the removal and replacement of the defective cross member.

No 46 Drewry 03: During a recent A exam several loose rivets on the frames have been replaced with high strength friction grip bolts.

No 48 Class 14: Awaits driver training to take place.

No 49 Class 14: Repairs to the exhaust bellows have been carried out to maintain its serviceability. No 49 has been used extensively on the Bodiam

extension to run ballast trains.

Crompton: A full brake test has been carried out and passed thus allowing full use again.

Cranes

10 ton Grafton: laid up for overhaul.

10 ton Taylor-Hubbard: due a washout and lifting tackle exam soon. At the last washout it received attention to the brake pull rod to straighten it.

36 ton Ransom Rapier Breakdown crane: In heavy use in October before its annual boiler inspection.

Rolling Stock

As the main season draws to a close we seem to have had a busy summer, indeed a busy year, with vehicles seeming to come and go from the carriage shed at a rapid rate. Routine maintenance and repairs have kept us more than busy and it is good to see plans laid for further restoration of historic vehicles. The Department's Working Week at the end of July was again a great success and we were pleased to welcome two C&W colleagues from the NYMR who arrived with the annual Moors Line expedition to the K&ESR.

Petros (K&ESR No. 75)

The Railway's saloon for people with disabilities returned from St. Leonard's Rail Engineering and

re-entered traffic in time for the busiest part of the season. This coach has again been completed in bottle green livery.

Pullman Car Barbara (K&ESR No. 52)

Remains with contractors in the Rye area where work continues. The bogies are at Sellindge for overhaul.

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

Work on this vehicle has continued steadily through the summer. The very thorough renewal of the 'Headcorn' end body framework and roof is progressing well. When this is complete attention will be switched to the 'Robertsbridge' (guard's



Lord Deedes (centre), accompanied by the Mayor of Tenterden Cllr Jill Kirk and Chairman Robin Dyce, waves away the first train on 24th July 1999, to commemorate the 25th anniversary of the reopening of the railway
(John Liddell)

brake) end and particularly the sag in the build (or curb) rail which has been evident in every photo of the coach for many years past! The framework in the area of the vestibule again requires substantial attention, but this will be aided by an SR constructional drawing in C&W's possession. One of our weekday volunteers has begun renovating 4432's interior panelling. This will speed things up once framework repairs are complete.

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

Private finance for the restoration of the fourth of the Railway's Maunsells has now been arranged. A start date has yet to be decided as this will be dependant on the completion of work already in hand, particularly work on No. 53.

Woolwich Coach (K&ESR No. 67)

A start was made on the restoration of this affectionately regarded four wheel coach during Working Week. Sadly the bodywork, although certainly restorable, has become very fragile and work has had to proceed with great care. The upper areas of the body have been fitted with temporary bracing, which will allow the structure to be lifted. Timber has now been ordered for the complete renewal of the floor. The intention is to build the floor off the vehicle, place it on the underframe and then replace the upper bodywork. No. 67 is now in the shed, on the short bay at the end of No. 3 road. This is likely to be its location for much of the project.

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

Efforts to relocate No. 96 proved successful. The coach left the K&ESR in early August and is now at Embsay. The new owner is a specialist in Great Eastern carriage restoration and views the challenge with considerable enthusiasm.

SE&CR No. 1666 (K&ESR No. 66)

This five compartment LC&DR body has been given the spare number 66 in the Company's list. This is out of order but retains some continuity with its SE&CR identity. No sooner had the coach body arrived than an enquiry was received from one of the smaller railways asking if we wanted to sell it! The answer was, of course, a polite but emphatic 'No'.

SE&CR No. 177 Family Saloon (K&ESR No. 84)

A serious defect has been discovered in the oak cross member above the 'Headcorn' end bogie. Repairs are expected to take some time, although hopefully not too long. A major problem is getting to and removing the damaged component.

At the time of writing work is in hand to lift the body to enable the necessary dismantling of the underframe. Suitable timber has been obtained and, as a precaution, the 'Robertsbridge' end cross member will be replaced at the same time. A number of visitors have expressed disappointment the Family Saloon has not been in service, but the defect was such as to justify withdrawing the coach from traffic.

Wagons & Vans

Rolvenden Steam Enterprises have now sold CCT No. 1745 (K&ESR No. 76) to the Friends of Vintage Carriages. As is the case with PMV No. 1145 (K&ESR No. 79) this will normally be used as a C&W stores van but, following some restoration, will be available for use on service and demonstration freight trains.

Elephant Van No. 37011 (K&ESR No. 175)

This has received bodywork repairs plus a new roof canvas and has been repainted in LMS maroon livery. The vehicle's greatest claim to fame was its part as an East German vehicle in the James Bond film 'Octopussy', which was shot on the Nene Valley Railway. The hatch through which 007 was ejected from the train was, however, finally boarded over during repairs to the roof.

SR 25 Ton Brake Van (K&ESR No. 103)

This has received a complete new floor (without lifting the body) and a new roof canvas during the working week. Work was supervised by Dave Miller of the NYMR assisted by the Department's younger members (all of whom seem about to disappear off to/back to University, so good luck with your studies!)

'Huxford' wagon (K&ESR No. 153)

Reboarding also commenced during Working Week and speedy progress enabled a rapid return to traffic in splendid condition. The Huxford livery has been retained as it is now of historic interest in that Huxford's, of course, now no longer trade from Northiam yard. The arrival of a group of students from Interfleet rail technology consultants at Derby enabled the 'Nathaniel Pegg' wagon (K&ESR No. 155) to receive similar swift attention during September. The students thoroughly enjoyed their week with us, the object of the exercise being to give them a taste of 'the old ways'. The wagon's private owner livery has again been retained. Both wagons will be solely used on demonstration goods and mixed trains and not for general use.

Bodiam 2000

The major project for the summer has been the ballasting and tamping of the line. The first ballast arrived at Northiam from Cornwall in early July. The extension required 18,000 tonnes of granite, which equates to around 900 tipper lorry loads – quite a logistic nightmare, as explained elsewhere. After checking the available resources on the railway it was decided to bring in 10,000 tons over July and August and the remainder over September. This allowed 10,000 tons to be laid before the tamper started and the rest to be used to top up as the work progressed.

To spread this amount of stone we have borrowed four dogfish hoppers from the Bluebell Railway, to supplement our own two. Before the tamping started the stone arrived during the week and was laid each weekend to clear the stockpile. To get over 1,000 tons spread in a day we had to hire in two 360 excavators to load the stone into the hoppers and tidy the stone stockpile, every evening, after the lorries tipped it. Once loaded the train set off at 7 mph with each hopper manned. The hopper doors were opened to deposit thin layers of stone and avoid large deposits as these can block the line slowing the job, and waste stone. The stone was then pushed out by using the Shark ballast plough. More stone was then added to fill the track up to rail level and ready for tamping.

Contract Track Services (a small local firm) was awarded the contract for tamping and ballast regulating. The tamper lifts and aligns the track to obtain the required track level and geometry. The track has to be lifted at least 6" and sometimes as much as 12". This requires several lifts in order to ensure the stone is properly compacted below the track. In between each lift more ballast is required. Since the ballast comes in from the Northiam end only, the organisation of the total work is critical to completing the job efficiently. Once the track is in the correct position a ballast shoulder has to be laid on either side of the track. The quality of the work has been high, helped by the fact that CTS was on its

home patch. The final ride is very smooth although there is a marked difference between the pre-second world war 95lb bullhead rail and the new UCI 54 flat bottom rail.

The P.Way gang has also been clearing up the lineside between Northiam and Bodiam by removing rejected sleepers, left at the side of the track as track laying progressed, moving them to stockpile areas and in some places installing them at the lineside to prevent ballast loss down the side of the embankments. Whilst the trackside looks quite bare at the moment this will change markedly in the next two or three years. By way of comparison the Northiam extension, which looked similarly bare at one time, is now almost inundated with vegetation.

The track welding programme has restarted after a long delay. The task is now much more difficult with all the ballast in place. The welding is necessary to minimise future maintenance through a reduction in dropped joints. Some joints have to be welded at Northiam so that track circuit block joints can be installed for the signalling in their correct place.

The shell of the Bodiam toilet block is now nearly completed. Coated in black weather boarding the block will be almost invisible from any distance away from the station. Work on Bodiam Station building continues, and the laborious job of stripping paint has nearly been completed. The condition of the original timber is good, in contrast to some of the newer timber which has not lasted so well.

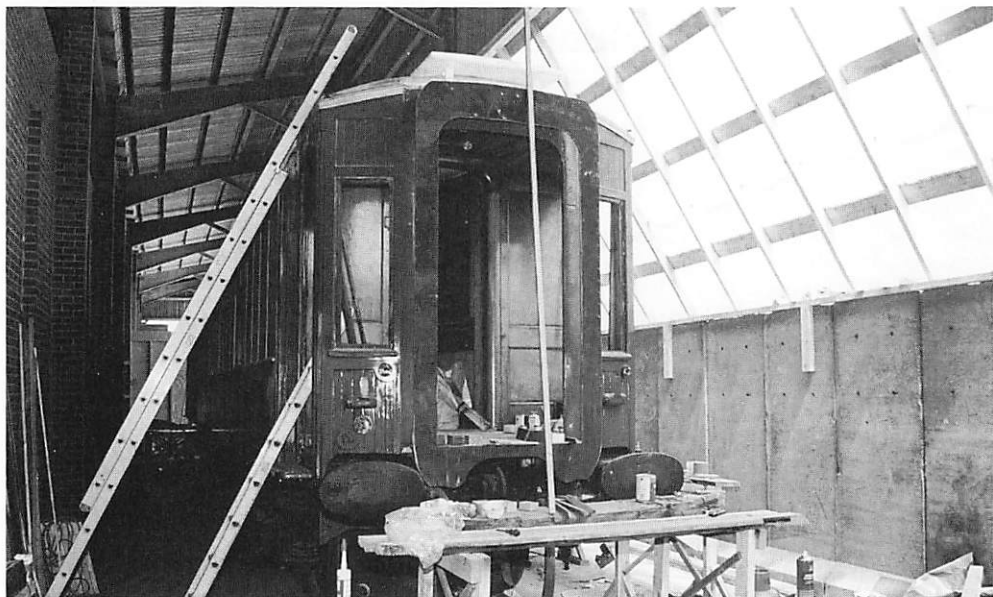
During the shutdown of the railway in November, the Northiam ballast siding will be removed and the track slewed to join the existing loop point at the Bodiam end. After this is completed work then starts on the sidings at Bodiam.

The volunteer input on the project has been overwhelming but your help is still needed. Contact Brian Muston via the railway offices at Tenterden for information on working parties – a warm tea pot awaits you.

Permanent Way

In addition to work on the Bodiam extension, the gang has been doing a sterling job keeping the

operating section running, with jobs at locations as diverse as Hexden Bridge, Popes Straight,



Barbara under restoration at Rye, 12th July 1999

(John Liddell)

Cranbrook Road and Tenterden Yard. Much of the work has been jacking and packing, and also fishplate greasing. Our colleagues from CTS also undertook some urgent sleeper renewal and tamping just below Cranbrook Road Crossing due

to the continual movement in this area caused by the embankment being undermined by rabbits.

This whole area is scheduled for a major renewal in winter 2001.

S&T

Work on Northiam signalling installation has now begun 'on the ground'. Up till now, work has concentrated on the selection and refurbishment of items at our Tenterden Workshops.

In the last week of March four lattice post signals were fitted out at Tenterden and transported to Northiam. Two of these were erected using the 10t. Taylor Hubbard crane, on the loop platform. These signals are quite high compared to those at Wittersham in order to obtain clear sighting amongst the platform lamps and the proposed platform building. Those on the 'main' platform have been delivered but await erection, as they require a concrete foundation under them. In the same busy three days, the new level crossing ground frame was lowered into place near the gates, which it will interlock, on commissioning of the signalling.

May saw the construction of the first three rail-post signals, and their installation on the Wittersham Road side of the level crossing. These

were erected only in primer and will be completed and painted in situ. During September and October a further four rail built signals were constructed at Tenterden, with adequate time available to fully fit out and paint them prior to installation, planned for the middle of October. Installation of signal wires has commenced, but the majority of this is awaiting the final three signals.

During May and early June, the restoration of the signalbox lever frame has proceeded apace. This 22 lever frame of 1894 vintage is in remarkably good condition for its age, due to careful storage since dismantling and recovery from its previous life at Wadhurst, in 1987. Ralph Winsor has meticulously stripped each lever down to its component parts before thoroughly cleaning all traces of paint and rust prior to reassembly. Completed levers were then primed and undercoated by Alex Edwards. The actual installation of the frame was then carried out by

James Palk and Peter Lamont over a week in early June, and the final painting will be carried out in situ. During the summer, the lever frame has had new interlocking tappets manufactured in preparation for the attention of the locking fitters later this year. Various parts of the frame needed 'easing' following assembly; paint will always find its way into any bearing surface!

At Tenterden, the first two stages of the new electronic telephone exchange have been commissioned by Nick Wellington, with assistance from Andy Brooker. At present, this deals with mainly BT calls to and from the outside world, but is scheduled to take over the residual functions of the small internal exchange which resides under Tenterden signalbox – not the ideal location for delicate equipment which is sensitive to both dampness and dirt.

Floodlighting of Cranbrook Road level crossing, along with conversion of the gate lamps to electric operation has improved visibility of the crossing at night. The equipment is mainly automatic in operation, requiring little or no traincrew intervention! The Crossing Keeper has not been forgotten, and the provision of electric light and heating, along with a small cooker, should be an incentive for staff to man this solitary outpost of the railway's operation.

On the overhead line route, a new two wire insulated circuit has been brought into use between Rolvenden and Wittersham Road, replacing an open wire circuit that had long passed its best in terms of reliability. Deterioration of the overhead line wires on the pole route is causing a higher than usual number of failures on some telephone circuits. This is another activity that is desperately short of resources, and assistance is sought. The work normally involves two persons working together on repairs / renewals etc. and is mainly carried out at weekends, with occasional midweek works. To act as the 'secondman' requires no previous experience, and training in Personal Track Safety will be given. This is particularly appropriate for those who believe that, because they lack engineering experience, they cannot assist the railway in an engineering department. In fact, it is a vital task and relieves more skilled technicians of a mundane duty. The railway is one of only a few that has been able to retain a large overhead line pole route. If you want to help it survive into the next decade, then consider whether you might be able to spend a day occasionally assisting Chris Lowry and others with this work; for further details, or to offer your assistance contact Nick Wellington on 01233 660080.



*Members of the P.Way department at Bodiam with the first train from Northiam on 28th March 1999
(Brian Stephenson)*

Infrastructure

Building

The Tuesday gang has made excellent progress at Bodiam, and completed the platform fence in K&ESR four rail style and treated it with black tar. The members have also white lined the platform edge and during the working week in September the lamp standards and running-in board stanchions were erected.

The lamp standards are in original style and consist of white painted timber posts. The posts took some time to construct as they incorporate anti theft and vandalism features, thanks to Clive Lowe and Alan Brice of the C&W Department. The lamps have now been collected from Sugg & Co and attracted favourable comment. They are near replicas of the original acetylene lamps and look very smart in K&ESR mid purple brown with the inscription BODIAM on the front panel. For obvious reasons they will not be attached to the posts until the line opens.

The gang has also helped with tracklaying, experiencing the extremely dusty task of discharging ballast hoppers in hot and dry

weather. We welcome the return of Ray Eves after an absence of three years and it also good to have the assistance of Peter Sweatman, a long term volunteer and active supporter of the RVR at Robertsbridge.

Many tasks require completion at Bodiam and Northiam and the gang will continue to work through them during the winter. Before re-opening a final working week will be held from 13th to 17th March 2000, when the finishing touches will be applied. For details please contact Graham Hopker on 01303-862111 or Peter Davis on 01885-482404.

Forestry and Conservation

The group spent the whole of January working on the extension to Bodiam, felling trees on the edge of Dixter Wood which were leaning dangerously towards the track.

The group also spent two Sundays assisting with track laying on the extension, which made an interesting, but very tiring, change from cutting down undergrowth. In February, it started working from Tenterden Station clearing foliage



Company Archivist, John Miller, painting the booking hall at Bodiam, 27th July 1999 (John Liddell)

along the back part of the station area including the buffet. It then moved down to Cranbrook Road crossing, clearing unwanted saplings and brambles to prevent possible damage to carriages. During April, the group carried out its annual inspection walk from Tenterden to Northiam – carrying out minor pruning work as required, and inspecting most of the large trees for any defects or weaknesses. It is the intention to keep as many mature trees as possible but of course this has to be balanced with the requirements under health and safety.

The group has started to carry out extensive clearing work around each of the occupational crossings. This is necessary to allow good sighting both by the public using these crossings and for trains approaching them. A policy document is being prepared to define the specific requirements.

In late May, members of the group assisted with the running of the weed-killing train which started from Northiam and sprayed all the car parks, station areas, fence lines, sidings and the main running line up to and including Tenterden Station.

One major problem faced by the group has always been the need to carry heavy equipment over long distances, often a mile or more. It is

much appreciated, therefore, when the train service is interrupted to provide a 'taxi' home.

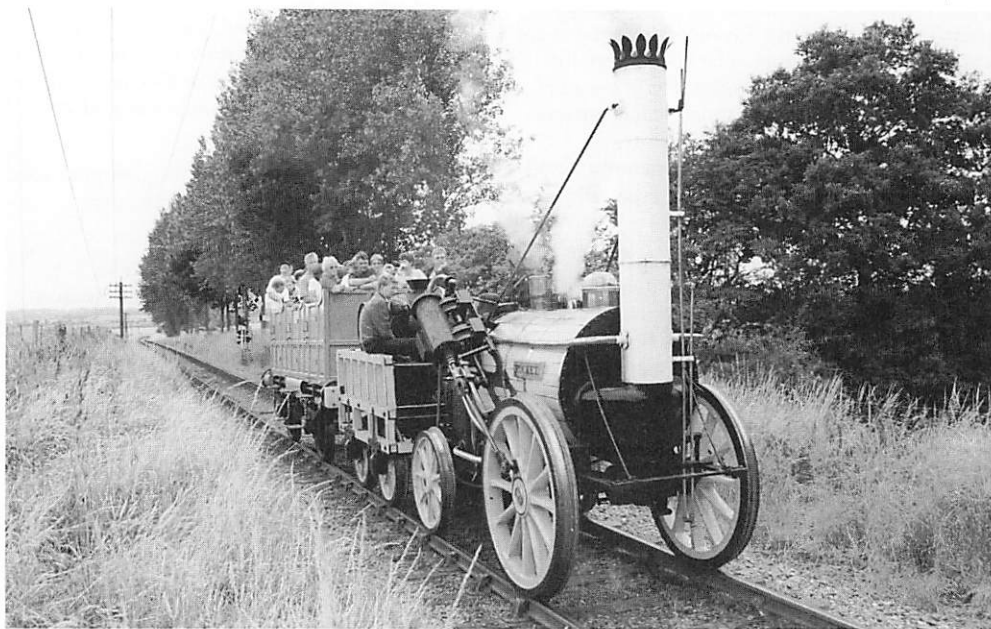
The group has started to clear between Rother Bridge and Hexden Bridge, including felling several large trees which are seriously overhanging our neighbour's fields and cause problems when tractors need to operate near the fence. This section will take at least 3 months to clear. If you have a spare Sunday and would like to spend it in the countryside with the small Forestry and Conservation group, then please give Peter Thorogood a call on 0181-859-5082 any evening, you will always be welcome.

Tenterden Station

The 'Tenterden and St. Michaels in Bloom' competition is held each summer and has various categories for business and private properties. This year, Tenterden Town station gardens were awarded a certificate for third place in the 'businesses on the north side of the A28' section. Thanks are due to all those who keep the station grounds and gardens colourful and tidy.

Rolvenden Station

Work continues to make the environment of Rolvenden station tidier and more pleasing to the eye. The staff toilet block painting has started and whilst there the back wall of the



Rocket completing the ascent of Wittersham Bank 13th July 1999

(John Liddell)

platform has been attended to, especially the uprights which were badly rotten.

More posters have been added this year and

many more planned for next year. During the winter it is hoped to apply preservative to the many wooden fences around the site.

People

Membership survey 1999 (Graham Bridge)

As this edition of the Terrier reaches you we will be less than three months away from reopening the line to Bodiam. The dedication of our workforce – volunteer and paid, has been impressive but we must not take our eye off the ball. There are still sidings to be laid and a signalling system installed at Northiam. In addition, there are all the 'small' touches that ensure the atmosphere is complete. These range from fitting out Bodiam Station to finishing all those other repairs up and down the line. Could you help?

The work of permanent way is very visible, there are other groups whose Lineside activities are essential to the running of a safe railway, notably the Forestry and Conservation group. Every other Sunday, they can be found cutting back the undergrowth, pruning trees and building bonfires for controlled burning. Why not join them and get away from it all, there is always work to suit all types of able bodied volunteers.

I am concerned that the number of volunteers prepared to work in the Locomotive Department appears to be dwindling. The restoration and maintenance of our locomotive fleet is essential. As with all departments, training will be given and please do not underestimate your capabilities. There is normally someone around the works with Wednesdays being especially busy with the 'Wednesday Gang'.

Lastly, we are just launching into the Santa season. With support from Tenterden Junior School we should have a good supply of pixies and elves. However, we appear to be a little short of Santas. If you think you may fit the bill, why not come down and see what we do? You could be very useful this year but I would like to build up the numbers for next year and it always seems a little silly sending out a request for Santas in July. Come and have a look – it's great fun.

Lastly, I would like to thank everyone who has given their time this year. Your efforts are always appreciated. Merry Christmas, Happy New Year and Thank you. Next stop Bodiam!

If you want to get involved in any of the above or anything else, please give Graham Bridge a call on 01580 766771 between 6 and 10pm.

Operating department

1999 has seen an influx of new volunteers into the Operating department, particularly amongst the locomotive cleaners where we have had 18 new volunteers joining us so far this year. We would like to extend a warm welcome to all those that have recently volunteered their services and hope they will stay with us for many years.

With the forthcoming opening to Bodiam we expect to be kept extremely busy and still have vacancies in all areas of the department, in particular we welcome anyone wishing to train as a Guard.

Chris Wood has recently decided to retire from Guards duties after many years of service. He will, however, still be seen around the railway in his new role as Station Master. Chris has also agreed to take on the new role of Guards recruitment co-ordinator. Anyone wishing to volunteer as a Guard should contact Chris (01580) 762346, who will show you the ropes. Persons wishing to volunteer as footplate staff or Signalmen should contact Simon Long or Peter Salmon on (01580) 761097.

Staff training has continued throughout the year, which has resulted in several staff gaining promotion.

Congratulations to Adrian Clark Monks, Tom Featherstone, Barry Holmes and Ken Hodson who have all passed driving exams. Martin Burch, Jamie Douglas and Bruce Steer have all been passed for firing duties. We have also passed Peter Taylor, Martin Macfarlan, Simon Marsh and Ted Micklam as Guards.

Max Dunstone, Ken Deans and David Manger have passed out as Signalsman and Tony Hart, Brian Holland and Andrew Wood have passed as Cranbrook Road crossing keepers.

The Operating department has an ongoing list of outdoor work including installation and maintenance of water columns, concreting and

assorted jobs on the Bodiam extension including signage and mileposts.

There are jobs to suit all skills so if you fancy doing something a little different why not contact Simon Long (01580) 761097, who will be pleased to hear from you.

Are you computer literate? We need someone who can use Microsoft Excel to assist with the department's accounts and budgeting, this can be done either from home or at the railway, we would also like to hear from someone interested in helping with general admin or footplate rostering.

As usual, the general wants list includes rags for engine cleaning, we also need a working TV and video player for showing training videos. If you can help with any of the above please do not

hesitate to telephone Simon Long on 01580 761097.

Colonel Stephens Way

On 14th October, the first home was occupied in Colonel Stephens Way on The Spires estate, St. Michaels.

The estate, off Henley Meadows, is being built in a former cherry orchard adjacent to, and east of, the K&ESR route between Tenterden Town station and St. Michaels halt.

The estate will eventually number 95 dwellings of which about 50 are thought to be sited in Colonel Stephens Way.

The road name was suggested to the developers, Wilcon Homes, by Tenterden Town Council and has been approved by Ashford Borough Council and the Post Office.

Other Groups

Our French Connection – News from the CFBS

by Philip Pacey

During 1999 I was fortunate to visit the Baie de Somme on two occasions. My wife and I stayed in St Valery during the first ten days in July, when we were guests at the wedding of two longstanding members of the CFBS, Roland Arzul and Emmanuelle Moy. This was a splendid occasion. The wedding took place at Noyelles during the afternoon of 3rd July; after the wedding, guests travelled on a special train (including the 'voiture salon') from Noyelles to the quay at St Valery, where champagne was served, and thence back to Noyelles with a halt for photographs on the embankment. Here the sun shone, as it had done throughout the afternoon, and the happy couple posed in all their finery in front of the Haine St Pierre locomotive. An excellent dinner followed at Noyelles; it was after 3 a.m. when we were dropped off at St Valery!

On the previous day we had been enjoying a drink on the pavement outside a café in Noyelles when a low-loader went by with a brand new railway vehicle on board. This turned out to be a 'draisine', manufactured by Socofer, which had been sent to the CFBS for testing prior to being exported to Ethiopia. It was still at Noyelles when we came home on July 10th.

Since the trip in July involved wearing smart clothes and keeping oneself clean, I returned with my overalls for a week's working holiday at the

end of August. At this stage the season's figures were looking even better than last year's record-breaking totals, and without the help of a steam festival; the figure of 70,000 passengers had been passed that very week. The morning trains have been a success, and have helped to fill the 15.30 departures from both Le Crotoy and St Valery. No doubt many passengers have availed themselves of the opportunity to lunch in a restaurant on the opposite side of the Bay.

One innovation in 1999 was the introduction by the SNCF of a special train on Sundays in the high season, from St Quentin, Amiens, and Abbeville, offering the opportunity of a day out on the Baie de Somme with connections at Noyelles for the CFBS. The last of these Sundays, August 29th, coincided with my visit, so I took the opportunity to ride on the empty diesel-hauled train which the CFBS sent to meet the SNCF special. The latter was timed to arrive at Noyelles at 9.58; the CFBS train was scheduled to depart for St Valery and Cayeux at 10.00 (with the possibility of changing at St Valery onto the 10.45 steam-hauled train back to Noyelles and on to Le Crotoy). In fact, the SNCF train, a multiple-unit, had already arrived as we approached Noyelles; some 30 or so passengers were waiting outside the station building – enough, I hope, to encourage the SNCF to repeat this venture next summer.

At the end of May, the 'voiture salon' was used to receive the Secretary of State for Tourism, Mme

Demessine, at Le Crotoy. A theatre company presented a piece 'after Maupassant' including a scene of the train between St Valery and Noyelles. During the summer, a freight train operated on the CFBS, behind the Haine St Pierre, for the benefit of British visitors on a tour organised by 'Steamplan'. It is thought that this was the first freight train (other than works trains) to have operated on the metre gauge network since the preservation era. K&ESR members helped to restore one of the wagons, and I and a friend were given a similar job to start on. Happily the weather was glorious, so we could work outside and look up from our task to enjoy the views across the Bay. Future plans include the restoration of several ex-SE vans which are to be used to accommodate bicycles for hire from CFBS stations, a scheme which has been proposed by the Syndicat d'Aménagement de la Côte Picarde.

During the weekend of 28th-28th August, trains were being hauled by Corpet 2-6-0T no. 1 on the Le Crotoy, and Haine St Pierre 2-6-0T (on the St Valery line). The Haine St Pierre had by this time covered some 5,000 km since the start of the season. The Corpet was subsequently taken into the depot for attention to hot boxes on the leading axle. Its place was taken by the tiny Corpet 0-4-0T no. 25, which on Thursday 2nd September hauled a ten coach train without trouble. On Friday 2nd September, Corpet no. 1 was steamed up in the afternoon, ran light to Noyelles between trains, and hauled the 18.00 departure back to Le Crotoy while no. 25 returned to the depot behind the St Valery train. With work still progressing on the Buffaud & Robatel and the Pinguely out of action awaiting a new boiler, the availability of locomotives was almost at crisis point; Corpet no. 1 is due to be taken out of service for a boiler replacement this winter, and it had been wondered whether it could run to the end of the season.

Use of a mechanical elevator to lift coal straight into the bunkers of the locomotive at St Valery Canal has greatly eased the task of coaling up, which on previous visits I have made it my business to help with (it is unskilled work, after all). It was very noticeable that the CFBS's current stock of coal produces exceptionally thick, black smoke; marvellous for photographers, but otherwise scarcely acceptable. Indeed, the last person I spoke to before leaving St Valery was a lady who I suspect had come to complain; I directed her to the engine crew and made good

my escape! The morning had dawned misty; as I walked toward the town to catch the bus, I looked back and saw that a layer of smoke, apparently trapped under the mist, was spreading horizontally towards the port – an ominous sight for owners of gleaming white yachts!

Winter work will include the revamping of the area around Cayeux station, in association with the local authority; some regrading of the station area at Le Crotoy, not least to provide improved car parking; commencement of the postponed rebuilding of the shed at Le Crotoy (this project is to be contracted out); and a good deal of tamping of recently ballasted track.

The CFBS now has an excellent Web site at <http://www.chemin-fer-baie-somme.asso.fr/>

Finally, may I be allowed to couple a reminder of next year's steam festival (April 15th-16th) with an announcement of the publication of the first book on the railways of the Baie de Somme, in English or French, which it is hoped will be launched at the steam festival. The book is in English; I am its author; and it is to be published by the Oakwood Press. See you in April?



Rocket in the Roses

(Humphrey Atkinson)

Bodiam 2001?

A Kent and East Sussex Railway 'Terrier' visits Lancashire

At the end of a cobbled street in a former cotton spinning town ten miles north of Manchester stands a most impressive monument to the age of the steam railway. This is the East Lancashire Locomotive works at Bury, owned by Riley and Son Engineering Ltd and devoted to the overhaul of preserved steam engines. The building dates from the mid-nineteenth century and in its time has been both a steam locomotive works and a maintenance depot for electric multiple units. It has now reverted to the former and a walk into its vast erecting shop brings back vivid memories of Crewe, Derby, Eastleigh and the other great railway works in the 1950's.

Holding its place alongside the unique standard Pacific No. 71000 'Duke of Gloucester', Battle of Britain Pacific No. 34067 'Tangmere', the Great Western's 'Nunney Castle' and many others, is a representative of the K&ESR. This is the LBSCR 'Terrier' purchased in 1901 to become No. 3 'Bodiam' of the Rother Valley Railway. It worked for most of its life on the K&ESR, becoming No. 32670 after nationalisation. On withdrawal it was bought by the Wheele brothers and returned to Rolvenden to work in the early days of preservation. At the end of 1985 the boiler was life expired and the engine was partly dismantled to await an overhaul.

With no money available the derelict, boilerless chassis became a sad sight around the railway for over ten years. Feeling that this was no way to treat our most historic engine and one of the few survivors of the Colonel Stephens railways, the Terrier Trust was set up in 1995 to raise funds to get No. 3 back into service. The first objective was to buy the engine, to ensure that it stayed forever on the K&ESR. This was achieved in 1996, the Trust and the Tenterden Railway company providing the £40,000 required and becoming joint owners. A new boiler was ordered and paid for by the TRC, the Trust undertaking to finance the overhaul of the chassis.

Because of the pressure of work at Rolvenden it was decided to send the engine to Bury, where Ian Riley Engineering had built a good reputation for the quality of their work. Rebuilding is now proceeding steadily. The

frame has been strengthened and straightened, the wheels re-tyred and re-profiled, the cylinders bored and re-lined and the axle boxes white metalled, so the engine will soon become a rolling chassis again. A new cab and bunker is to be fabricated using as much of the original as possible.

Before long, therefore, the chassis could return to Rolvenden to be united with the new boiler. Thus begins the final stage of rebuilding, which will include the fitting of a Westinghouse brake system. How appropriate it would be if this survivor of the old Kent and East Sussex Railway could re-enter service in 2001, the centenary of its arrival on the line. If you would like to make this possible, either financially or with work on the engine when it returns to Rolvenden please contact Gerald Siviour, Secretary - Terrier Trust, 6, Barnfield, Ox Lane, Tenterden, Kent TN30 6NH or phone 01580 764990.

Former K&ESR driver, Monty Baker, writes - I am sorry to hear that No.3 Bodiam will not be ready to take the first train on the re-opening to Bodiam, but look forward to 2001. I first rode on the footplate of this loco from Northiam to Rolvenden as a schoolboy in the 1920's, not realising that Colonel Stephens would be offering me a job and by the 1930's I would be employed by the K&ESR, later to fire, and drive the same loco. December 1999 will be the 127th Birthday of the loco, or some of it, as I also helped to cannibalise No.5 Rolvenden to get one good Terrier out of the two, hence my affection for her. It is unfortunate that I live so far away: need a new boiler myself, 80 years old and never been retubed, this is no doubt due to my meticulous Washing-out with soft blended Scottish Water! This will not deter me from being on this train next April with terrier 2678 (I hate the Chimney) in charge. Before going to the East Kent Railway to drive during the War I had already fired, and driven Terrier 2655 (now on the Bluebell), 2659, 2678, P class 1325 (now on the Bluebell), 1555, 1556, Class 0395, No 3440 when on loan, also our K&ESRly's Locos 2, 3, 4, & 8. Shefflex and Ford railcars, when serviceable!

From the Lizard via Rye Harbour

Peter Barber, Bodiam 2000 Project Manager, describes how the railway has created new opportunities for Rye harbour, which was on the point of closing for commercial deliveries, and shows that even a railway isolated from the network can minimise its dependence on road transport.

The ballast for the Bodiam extension is the most expensive single item costing over £250,000. The function of this stone is three fold, firstly to stop the sleepers moving, secondly to hold the track in the desired alignment and lastly to spread the downward force from the sleeper to a larger area on the ground thereby stopping the track from sinking into the formation. The quality of this stone has to be high, as the forces acting on it, when trains pass over, are vast. Lower grade stone will crush, or polish, making the edges smooth and therefore the stone will not hold the track in place. This normally means that granite is used. The problem with specifying granite is that it is hard to mine and crush, which wears out machinery and thus pushes up the price.

During the search for stone various locations were looked at. First stop was the suppliers to Railtrack. When we asked the limited number of Railtrack suppliers for prices they were all very similar. Additionally the transport costs still had to be added. The net was spread further afield; Ireland, France, and Norway were considered but transport made these options even more expensive. A chance encounter with a digger driver, who was complaining about a hard granite type surface causing excessive wear of his digger tracks, pointed me towards RMC. They had recently purchased a granite quarry in Cornwall and they were looking for new markets to increase output.

After a great deal of negotiation, with various suppliers, RMC gave the most competitive price. The transportation method was to ship the stone from the quarry to Rye harbour and thence by road to Northiam. To obtain the lowest price the contract was split into three parts; RMC delivered the stone to Rye, the harbour unloaded, and separate transport to Northiam station was arranged.

The Dean granite quarry was formerly owned by Redland, who had worked the crushing and rock handling plant with no reinvestment or heavy overhauls, and in consequence the site was in a very run down state. Granite is extremely unforgiving on plant, which cannot survive without continuing capital reinvestment. The work force were concerned that the quarry was going to close, since orders were falling and those orders received were for low quality products – not the quarry's forte. The quarry's geographical location dictates that the bulk of the production has to go by sea, but the jetty is a old Thames barge sunk near the shore, filled with concrete and piled round the sides. When a boat is brought in, first the pilot has to negotiate the reef off shore, and then the boat can only be loaded at high tide due to shallow water. The loading point is on the east side of the Lizard, near Coverack, but there is no natural harbour. The prevailing south-westerly winds do not pose a problem but if there is any east in the wind then loading is generally not attempted and this can lead to interruptions. RMC used several ships as a back load between other deliveries to the south west and due to the size of the harbours, these could only deliver less than 1200 tons at a time.

RMC purchased the site in 1998 and it became part of their South Western Rock division. The current planning permission, renewable every three years, allows for extraction of two million tonnes, with good potential for future expansion. The management of RMC South Western is very dynamic. Their new site has been assessed for new markets to increase production and one area for expansion is railway ballast. The markets available to them are UK, France, Belgium, and Holland. None of the rail authorities would sanction the use of this

quarry's stone without a proven production run and without a place to sell they could not produce a production run.

When contact was made with RMC, it was seen as a way of proving the quality of their stone over a medium sized production run. RMC lowered the price, as they needed a large contract to prove that they could produce the quality and the quantity to tight timescales. Our contract was for 18,000 tonnes, which equates to around 8% of last year's production at Dean. The only hiccup in the deliveries has been the September storms which have stopped some of the boats from entering the Rother.

During the production run the work force have been assured of employment and RMC are looking at investing around six million pounds on the site. This includes new equipment for crushing, screening and rock handling plus a new jetty to handle larger boats over low tides.

Rye harbour was chosen to accept the deliveries of stone. Rye harbour is the only harbour owned by the Environment Agency and due to lack of trade it had been likely to close to commercial traffic. Additionally, without trade the harbour tends to silt up.

The old Alsford jetty in Rye harbour was used to offload the stone ships. This site has been mothballed for about five years after Alsford went bankrupt, and the receiver was still controlling the site until recently when the site was purchased by Rod Chapman, of racing fame. He was in the same situation as RMC. He needed a large throughput of seaborne goods to prove that the site was able to undertake large contracts and thus put the jetty on the map. Since our stone has been arriving through the harbour, other large rock producers have been looking at the site. This has created some full-time employment, reinvestment in new plant, and plans being drawn up for new rock handling facilities.

On arrival the ships were off-loaded, using a long arm grab bucket, on to the jetty or into waiting lorries if they were available. The same bucket was again used to load the lorries at a later date. It proved impossible to offload a ship in a single high tide and so ships were present for 12 hours, high tide to

high tide. Additionally, the route to the jetty suffers from silting and the same grab bucket was used to dredge the jetty by simply putting the silt out into the channel and allowing the rush of the tide to move the silt to sea. Throughout the project the Environment Agency has been very supportive, since the site was close to being shut down permanently to commercial traffic. This would have imperilled several jobs and resulted in the harbour being only available for pleasure boating.

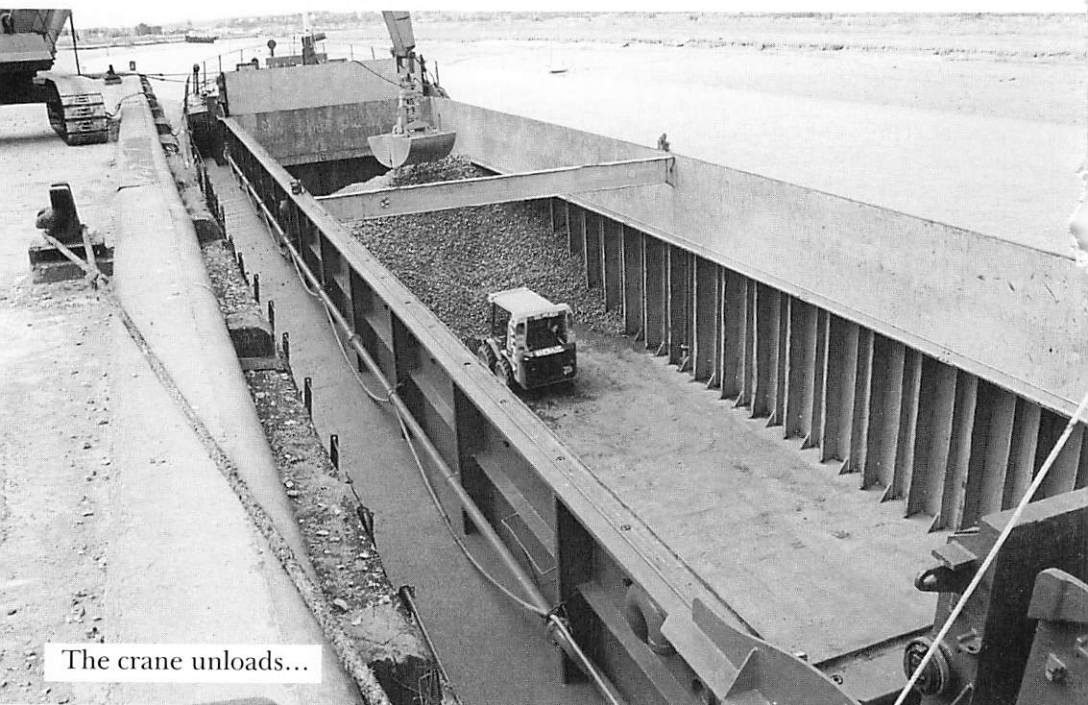
Although we have negotiated the best deal for the railway it is nice to see that we have, in a small way, been part of the revival process of two under-achieving sites.

With the stone at Rye it might be thought that the problems were over, since the road network exists and is free. However the highway authority had to be approached to ensure that there would be no major road works during the transport between Rye and Northiam. It was agreed that the County Council could work around the period during which stone was transported.

Since we remain a volunteer led railway most of the ballast movement had to be conducted at weekends. This meant that another ballast pile was created at Northiam of up to 1500 tons. The aim was to leave the pile empty by Sunday evening every week, which could mean 12 or 13 trains being despatched in a weekend. Apart from this, the ballasting had to be integrated into the plan for tamping and regulating the track.

The supply of ballast is nearly complete and to date the operation, from the quarry, through the shipping, unloading, road transport, and rail loading and offloading, has worked extremely well. All parties have responded well to the changing weekly requirements, inevitable when tides, storms and ship availability all alter continually. When the quantity is considered and the number of different people involved it is good to see all the planning come together without major problems.

From the Lizard



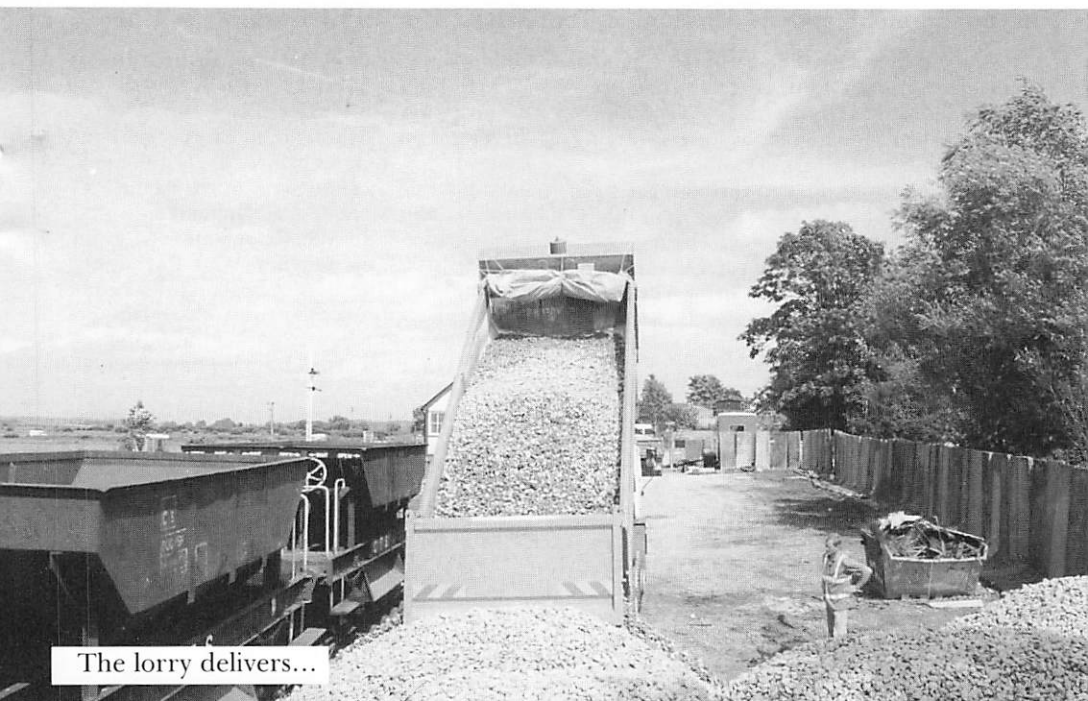
The crane unloads...

...the ballast at Rye Harbour

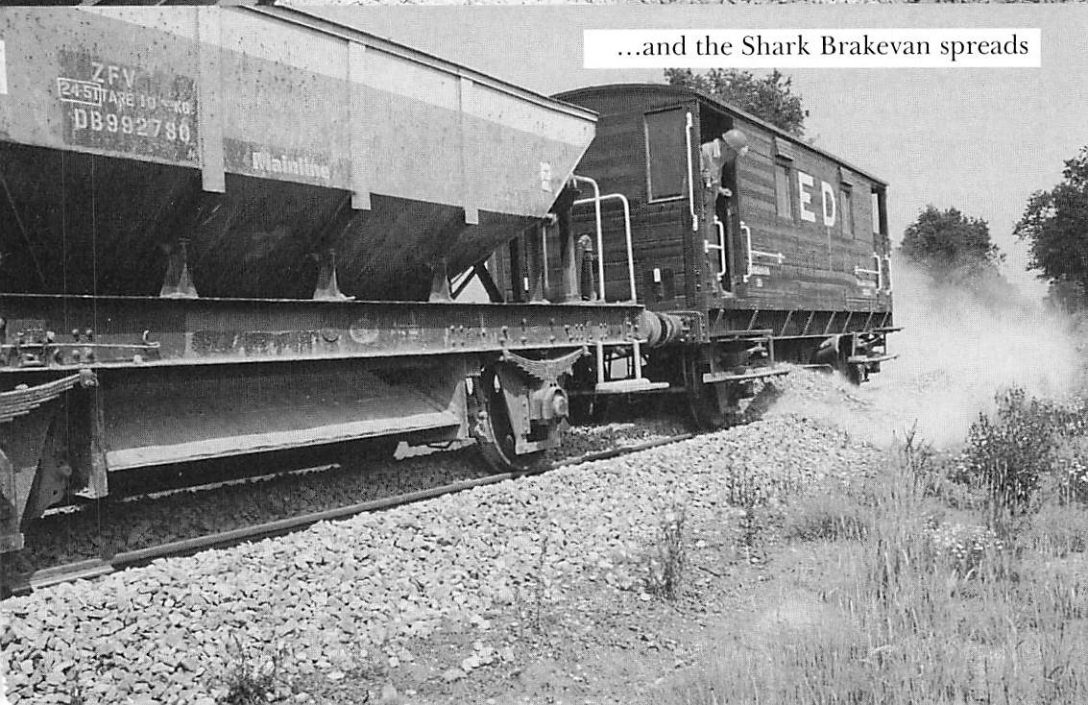


via Rye Harbour

by
John Liddell



The lorry delivers...



...and the Shark Brakevan spreads

Gazelle, the Early Years

Tom Burnham tells the early history of the famous locomotive, now on display in the Colonel Stephens Museum at Tenterden. Part 1: Mr Burkitt's engine.

Chesterfield in the early years of the reign of Queen Victoria was a fine place to grow up for boys fascinated by machinery. Coal mines, iron works and stone quarries were springing up, and the North Midland Railway from Derby to Leeds was opened through the town in 1838. Its engineer, none other than the great George Stephenson, spent the last years of his life at Taptown House near Chesterfield, where he was able to oversee his works at Clay Cross and his limestone quarries at Crich.

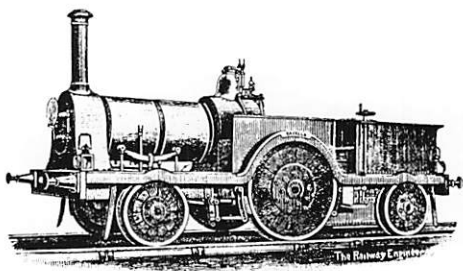
Two such boys were William Oliver and his friend William Burkitt, who was born in 1825 as the oldest of six children of William Burkitt, a maltster, and his wife Ellen. History does not record whether, like the young George Stephenson, they made toy steam engines from clay and straws, or whether as young men they were in the audience when George Stephenson, now an international celebrity, addressed the Chesterfield Mechanics Institute, as he did on several occasions. We do know that they were always talking about the latest mechanical inventions, and that on one such occasion William Burkitt boasted to his friends that he would one day travel from the east coast to Chesterfield and back in a single day on his own railway engine.

Encouraged by his friend's enthusiasm, William Oliver took up engineering as a profession, and eventually became a partner in Oliver, Brown, Howie & Co., a leading firm of engineers and iron and steel merchants in Chesterfield. William Burkitt, on the other hand, went into his father's business as a corn merchant and maltster. By 1851, he had moved to King's Lynn in Norfolk, while one of his younger brothers, Samuel (born in 1830) stayed behind to run the Chesterfield end of the business, and eventually went into partnership with William under the name of W. & S. Burkitt. Samuel Burkitt was at one time a neighbour of William Oliver in Newbold Road, Chesterfield, but as the business prospered, he moved to Stubbing Court, Wingerworth, some two and a half miles south of the town.

Only a few details of the business activities of W. & S. Burkitt survive. Their principal premises were in Purfleet Place and Queen Street in Lynn, Saltergate in Chesterfield and Langwith, Nottinghamshire, the last-named having a railway siding connected to the Midland and Manchester, Sheffield & Lincolnshire Railways. They imported grain and feedstuffs; the steamer 'Wick Bay' went aground near the Daisley beacon in December 1889 while approaching Lynn with a cargo of cattle cake and maize from Baltimore for them. The Burkitts would also have been well placed to meet the growing demand for malt from the industrial-scale breweries of the East Midlands, and with a siding off the King's Lynn docks railway were able to serve their customers by either rail or barge.

William Burkitt's adopted home town of Lynn is situated in the middle of the Fens where the river Great Ouse enters the Wash. It had once been an important port, but in the early decades of the nineteenth century had experienced a period of genteel decline. This was rudely shattered by the opening of railways to Ely in 1847 and to Wisbech and Dereham in 1848, all of which were amalgamated into the Great Eastern Railway in 1862. The Lynn and Sutton Bridge Railway, opened in 1866, was the start of a long-drawn-out campaign to break the Great Eastern's near monopoly in East Anglia, eventually forming part of the Midland & Great Northern Joint Railway. The railways, according to correspondents in the local press, opened a "breach in the town walls" to admit "a new race of bustling individuals" who supplanted the former "gentlemanly merchants".

William Burkitt was certainly one of those "bustling individuals". Recognising the importance of cheap transport for his business, he was one of the promoters of the King's Lynn Docks & Railway Co. in 1865. He remained a director of the company until 1888, during which time it dredged out the old river channel to take larger ships, built the Alexandra Dock (1869) and the Bentinck Dock (1883), owned warehouses and mills,



'Gazelle' as built, from an illustration in The Railway Engineer.

and laid down a three-quarter mile branch railway connecting with the GER, which worked the docks railway by agreement. William Burkitt also served two terms as mayor of the Borough of King's Lynn (1863-64 and 1886-87) and was a magistrate and a director of the local gas company. He married in 1881 at the age of 56 Emma Rodwell Durrant; his wife, ten years his junior, died in 1892 and William Burkitt paid for the restoration of the Trinity Chapel of St Margaret's Church, of which he was a churchwarden, as a memorial to her.

In 1892, William Burkitt remembered his youthful ambition to travel on his own engine, or perhaps was reminded of it by his friends, and as one of the wealthiest men in West Norfolk was well placed to fulfil it. It is not certain what prompted his action at this time, but it may be significant that it was in 1892 that work began on the central section of the Lancashire, Derbyshire & East Coast Railway. Planned as a route from Boston to Warrington, to link the coalfields of Nottinghamshire and Derbyshire to deepwater ports, only the central portion from Lincoln to Chesterfield, together with various branches, was ever built. Langwith, where the company's depot was served by the established railways and Samuel Burkitt farmed 385 acres, lay on the route of the new railway, and so William Burkitt would have taken a close interest in its progress, not only as an enthusiastic amateur but also as a prospective customer.

The ceremonial cutting of the first sod of the new railway was performed at Chesterfield on 7 June 1892 by Mrs Arkwright, the wife of the coalowner William Arkwright. Among those recorded by the local press as witnessing the event were William and Samuel Burkitt,

William as a guest at the luncheon at the Stephenson Memorial Hall after the ceremony, and Samuel as one of a group of prominent local citizens who gathered on the platform of the Midland Railway station to welcome the distinguished guests as they arrived from London by special train.

Did William Burkitt decide to have an engine built for himself for any reason other than the whim of a wealthy man? Modern references to 'Gazelle' have given the impression that she was intended for business travel around East Anglia – the nineteenth century equivalent of the company car or even the executive jet. There is some contemporary support for this view; the Lynn Advertiser refers to 'Gazelle' as being "intended for the owner's use between Langwith and Mansfield", and the Derbyshire Times to her having "been specially designed by himself for use in his extensive works and docks on the Eastern coast".

Nonetheless, I doubt that 'Gazelle' was seriously used in this way. While travel on the open footplate might have been exhilarating on the occasional pleasure trip, the novelty would quickly have palled for a man of nearly seventy, even if he were an enthusiast, if it had been experienced all year round in East Anglian weather. If Mr Burkitt had wanted a private train for travel on business, he would surely have ordered something more along the lines of the Duke of Sutherland's 'Dunrobin' and its carriage, or more practically a private saloon to be hauled by a GER engine.

Again, inspection of the board minutes of the GER and the M&GNJR for the period has failed to show any reference to an agreement with Mr Burkitt. While a private locomotive might be allowed to make occasional test runs under the personal supervision of a senior official of the company, as a special favour to a valued customer, its regular use would surely have called for official approval and an agreed scale of charges.

Finally, when Mr Burkitt advertised his engine for sale, it was described as having made "two trial trips". In short, William Burkitt wanted an engine that was capable of occasional demonstration trips with a few passengers, but with no more refinements than were necessary, and that is what he got.

William Burkitt did not go to one of the established locomotive builders for his engine, but to a local engineer and ironfounder in



'Gazelle' at Stow, on the trial trip to Downham Market on Sunday 5 February 1893. The man at the controls is probably John Wilson of the GER and the man sitting with his back to the camera is probably William Burkitt himself
Les Darbyshire collection

Lynn. Alfred Dodman (1832-1908) had been apprenticed to the well-known engineering firm of Clayton & Shuttleworth of Lincoln, and in 1850 set up his own business in King's Lynn. He built his first traction engine in 1872, and was also a manufacturer of engines for marine purposes. In 1875 he moved to the Highgate Works, adjacent to Highgate Bridge and with a siding connection to the dock railway. The firm was reorganised as a limited company in 1897, and in fact long survived its founder's death, continuing to trade until 1975. Dodman seems to have been working on the designs for 'Gazelle', as the engine was called, as early as March 1892, and in August 1892 Mr Burkitt paid him £150 on account.

Dodman's had considerable experience with road traction engines and occasionally repaired shunting engines for local companies such as the West Norfolk Farmers' Manure & Chemical Co. Ltd. However, Mr Burkitt's was the first, and probably the only, order they

received for a new railway locomotive. For the general design and proportions, advice was sought from a Mr S. Stone of the GER's Stratford locomotive works, while the details, apart from the wheels, were worked out by Mr Dodman himself, who made use of traction engine components wherever possible. Rodney Weaver, writing in the *Industrial Railway Record* of December 1969, makes the interesting suggestion as that Dodman's also supplied fairground equipment, and Frederick Savage, a neighbouring King's Lynn engineer, was well known as a builder of the tiny asymmetrical steam locomotives that used to run on small circular tracks as fairground amusements in the late 19th century, this might have been another source for some aspects of the design of 'Gazelle'. Whatever its origin, the result was striking. 'Gazelle' was very small, such that contemporary accounts often describe it as a toy, model or miniature engine. Mr Weaver has disputed that it was the smallest

standard gauge locomotive ever built, citing 'Novelty' and 'Perseverance' of the Rainhill Trials of 1829 and the original engines of the Liverpool & Manchester Railway as smaller. Be this as it may, 'Gazelle' looked quite well proportioned, the effect being aided by the fact that the buffers were set considerably lower than the standard height. The single driving wheels and the leading and trailing wheels were of the Mansell type with polished teak segments, "to ensure the engine running as noiselessly as possible and to minimise annoyance from dust". The chimney top and the dome casing over the firebox were of polished brass. The inside cylinders drove a crank axle located behind the firebox and Stephenson valve gear was used. The boiler was of steel, with a copper firebox, copper stays and brass tubes, and had two Gresham & Craven injectors. There was a water tank beneath the footplate, which was entered from the back and on which up to six people could be accommodated in rather cramped and completely exposed conditions, two seated on either side and two standing. There are some variations in the dimensions quoted in various contemporary sources, but those generally accepted are listed in the table following.

Driving wheels, dia	3ft 9in
Leading and Trailing wheels, dia	2ft 3in
Wheel base	10ft 6in
Cylinders, inside (2)	4in x 9in
Height of centre of boiler from rail	3ft 11in
Height to top of chimney from rail	7ft 9 in
Water capacity	120 gallons
Weight in working order	5t 10cwt

By mid-January 1893, 'Gazelle' was complete, and could be seen standing at King's Lynn GER station, where it attracted much attention. A trial trip was run on Sunday 5 February 1893, from Lynn to Downham Market and back, with Mr John Wilson, the District Locomotive Superintendent of the GER at King's Lynn, as driver. The eleven-mile trip was run in 30 minutes, including two stops to check the machinery. One of the stops was at Stow station (now closed), where the party was photographed. The return was non-stop. The average speed of 45 mph claimed for the return is likely to have been an exaggeration, although there is better evidence for a mile covered at an average

speed of 43 mph, still very good going for an engine as diminutive as 'Gazelle'.

On her arrival back at Lynn, 'Gazelle' was again photographed, this time in the yard of the GER locomotive shed. The cameraman was Dr Tice F. Budden, who had taken up railway photography as an undergraduate at Cambridge in 1889, and had evidently been tipped off that there would be a chance to record an unusual event. In one of the photographs 'Gazelle' is posed alongside No. 0706 of the Great Eastern, a rebuild of a Sinclair compound 4-4-0 and a regular performer on the Cambridge main line at that period.

Following this test, 'Gazelle' seems to have returned to Dodman's for some small modifications. William Burkitt paid Dodman a further £100 in March 1893, which was perhaps the balance outstanding after the successful completion of the test run. The firm's day-book then records "Extra work to new locomotive 'Gazelle'" on 24 May 1893. This was costed at £10-18-6d in total, and included "two buffer beams and alterations" at £4-15-0d, "new bright hinges to smoke box door" at 19-6d, and "new door, joints, fastenings, hand rail and step to tender" at £5-4-0d. An illustrated description of 'Gazelle' was published in the *Railway Engineer* for August 1893.

Mr R.H. Clark has suggested that she was used on the King's Lynn to Hunstanton branch, and perhaps even as far afield as Cambridge, but no details of any such trips seem to have been recorded. Surprisingly, 'Gazelle' was offered for sale "on account of death" in *The Engineer* of 16 February 1894. There were evidently no takers, and the engine seems to have passed out of public attention for more than three years. What happened then, and how William Burkitt was able to make good his boyhood promise will be described in part 2.

The author would like to acknowledge assistance from Ed Bartholomew of the National Railway Museum, Les Darbyshire, Chris Fisher, Bob McKillop of the Light Railway Research Society of Australia, G. Sadler of Chesterfield Library, Tim Thorpe of the Lynn Museum, and Ken Williams of the Australian Railway Historical Society.

Book Reviews

The Westerham Valley Railway by David Gould, published by the Oakwood Press, price £8.95. Soft covers, 128 pages with many photographs and scale drawings. ISBN 0 85361 515 2.

Forty years ago, the easiest route from Sidcup to Westerham was by the 410 bus from Bromley, so it was no doubt as a concession to myself that on one family excursion we travelled by train, changing at Dunton Green. The push-and-pull sets converted from SE&CR steam railmotors were still in service on the Westerham branch, and I attempted to photograph the interior of one of the carriages with an ancient Kodak box camera. A couple of years later the line was closed, a preservation society was formed, and I became a very junior and inactive member. Unfortunately the Association's ambitions were thwarted by the County Council's plans for road building, and it amalgamated with the group trying to save the K&ESR, which then seemed an even more quixotic venture. I wonder how many other former members of the WVRA still belong to the TRC?

David Gould has completely re-written his 25-year-old history of the Westerham Valley Railway and added much new material from further research to produce what is undoubtedly the definitive history of the branch. Personalities are given prominence, from the local squire, William Tipping, who was the chief promoter of the WVR, to the railwaymen who served it over the years, and the youthful optimists of the preservation movement, and there are also comprehensive details of rolling stock and train services. A large collection of photographs includes the three types of steam railcar that worked on the Westerham branch (among them the elusive Peebles car), and there are scale drawings of the principal structures at Westerham station. Railway modellers will perhaps be inspired to re-create the branch in miniature, while for others the book will be a souvenir of a classic country branch line, now lost beneath the tarmac of the M25 motorway. **TGB**

A pictorial record of Great western Engines by J.H. Russell: volume 1 – Gooch, Armstrong and Dean locomotives, volume 2 Churchward, Collett and Hawksworth locomotives. Published by Ian Allan price £24.99 (vol. 1) and £29.99 (vol. 2). ISBN 0860933989 and 0860933997. Hardback and

A4 format.

Originally published as two volumes by Oxford Publishing Company in 1975 and re-printed in a combined volume in 1978, Ian Allan, who has acquired OPC, is re-releasing these classic volumes again, to bring them to the attention of a new generation of enthusiasts. Each volume includes some 500 to 600 photographs, line drawings and sketches and has been arranged chronologically, utilising a landscape format throughout. There is a detailed commentary on locomotive classes, including variations to individual members of each class, where appropriate. This is a scholarly work, well known to older generations of enthusiasts. Unlike some of Ian Allan's re-issue titles, this one seems to have been produced from original plates rather than direct facsimile reproduction. This has ensured that the quality is similar to that of the original publication. Well worth buying, even at this price, unless you can source second-hand copies cheaper. **PDS**

Ipswich Engines and Ipswich Men, compiled and edited by Jill Freestone & Richard W. Smith, published by the Over Stoke History Group, 18 Luther Road, Ipswich IP2 8BN; price £14.50 exclusive of P&P. Paperback, 263 pages of text and captioned photographs, all monochrome plus an introduction, foreword, Chronology, appendices etc. ISBN 0-95322570-4.

This fascinating book somehow succeeds in being 'all things to all men', striking one as equally acceptable to both the railway enthusiast and the general reader with an interest in local history. Highly presentable results have been achieved using desk top publishing techniques although a few of the photographs are perhaps less clear than they might be. This doesn't really matter, however, as many of these illustrations are most likely from family albums. As usual, they present far more of the 'poetry of atmosphere' than official views, or the more technically perfect photography of the railway hobby's Establishment, ever can.

It is appropriate to review such a book in this journal for several reasons. To begin with, Ms Freestone and Mr Smith have cast their net far beyond the usual technical minutiae – although these are by no means absent. This strikes one as akin to the well rounded telling of a story also to be found in the Colonel Stephens museum. The result is an absorbing but logically arranged collage describing an aspect of the Great Eastern Railway (and later LNER) which, although lacking the glamour of the great main

lines, nonetheless produced a strong railway tradition.

There are chapters on the arrival of the railway in Ipswich, the growth of the Over Stoke railway community, routes worked by the Ipswich men, details of railway working and accidents, the railway unions and other associations and the leisure time activities of railway employees. In addition there is coverage of the affects of World War 2 (including the experiences of an Ipswich footplateman with the railway Operating Division in the Middle East) and biographical details of a selection of Croft Street depot employees.

As well as the main and cross country lines, the Routes Worked chapter has brief details of various backwaters of likely interest to many Terrier readers. These include the Aldeburgh, Framlington and Hadleigh branches as well as the Ipswich Dock Tramway and the Mid Suffolk Light Railway (famous for its familiarly curious ways and ungated crossings!) The chapters with a bias to social history are admirable and welcome. It is also refreshing to see Trade Union history discussed in a positive but undogmatic manner. The revelation that the Ipswich Branch of ASLEF deplored the absence of a ballot prior

to the much-blamed-for-later-problems 1955 footplateman's strike has a decidedly contemporary resonance.

Turning to the section headed 'Ipswich Men', the potted biographies concentrate on a representative selection of (mainly footplate) staff and are effective in bringing an immediacy to the narrative. On a personal note, the photograph of a driver, a neighbour of my grandparents, in his Rectory Road garden produced nostalgic 'vibes' of long ago family visits to Suffolk. My grandfather's pioneering work with the GER's Shotley motor bus feeder service receives due mention, and a search of 1100 Ipswich footplatemen listed in Appendix 3 reveals more railway ancestors. In addition to E. Pallant (my late uncle Eric, a fireman at Ipswich and later driver at Mexborough) there is also an entry under the name of Lowe – none other than the father of C&W manager Clive Lowe and happily still an occasional visitor to the carriage shed at Tenterden.

Even if your railway roots are not amongst the huddle of terraced streets around Stoke Hill, but if you want something different from the usual run of the gricer's insomnia cures, try to get hold of Ipswich Engines and Ipswich Men. I understand that the book initially had a limited production run, but as my copy is a second edition there would appear to be a continuing demand. NP

Great Railway Eras. S.E.C.R. Centenary Album 1899-1922. Compiled by the South Eastern & Chatham Society, published by the Middleton Press, price £12.95. Hard covers, 96 pages of photographs and text. ISBN 1 901706 11 7.

This album celebrates the 100th anniversary of the formation of the South Eastern & Chatham Railway and was inspired by a collection of SER views taken in the early 1890s by a Colonel Hutchinson, with some additional views supplied by members of the SE&CR Society. Although some of the pictures are not technically of the highest quality, this reflects the limitations of the period. In fact, the interest and variety of this work is quite exceptional and as such it ought to attract a wide readership. There are photographs of London termini, suburban stations, rolling stock, but best of all, people predominate everywhere. Packed into the usual Middleton Press format are introductory comments, comprehensive captions and a map. This book is recommended without hesitation.

PDS

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Letters to the Editor

The Bodiam Bottle

Sir – Whilst not wishing to turn the Tenterden Terrier into a treatise on 19th century glassware, nor wishing to sound conceitedly pedantic, may I comment on a couple of items in John Miller's excellent piece in issue 79? My sources are two publications which have washed up on my bookcase as a result of my spending too long at jumble sales: The evolution of glass bottles for carbonated drinks by Olive Talbot (1974) and The story of the glass bottle by Edward Meigh (1972). I was only prompted to write by John's final sentence which states that the bottle will be on display in the Museum, so I wanted to offer alternative information in case a real bottle officianardo visits Tenterden and questions the details.

Firstly, Olive Talbot tells us that the bottles were 'ovate' so that they had to be laid on their side in order to keep the corks wet and thus gas tight, this encouraged the build up of pressure within the bottles which was the aim since the drink retained its fizz. It also increased the likelihood of the cork blowing out, and therefore all corks were wired on from the beginning. It was to overcome the problems encountered with removing and then replacing the wires that the alternatives listed by John were developed, culminating in Hiram Codd's design, which reputedly gave us the expression Codswallop (although the Oxford dictionary quotes source unknown).

Secondly, Olive suggests that it was not Hamilton who invented the ovate bottle, but was, in fact, a Nicolas Paul of Covent Garden. She tells us that in 1802 Paul published a copy of a "A report made to the National institute of France, in the month of December 1799, by Citizen Pourial, Pelletan, Fourcroy, Chaptal, and Vanquelin, respecting the artificial Mineral waters prepared at Paris by Nicolas Paul" which lists the advantages, observed over "long experience" of using glass over earthenware for the storage of mineral waters, not least of which is the fact that the glass does not allow the gas to escape, which the porous earthenware does. This does not, of course, mean that the bottles were ovate, however further evidence from

other sources (particularly the Bull de la Classe d'Industrie et de Commerce de la Societe des Artes) suggests that they were, and Paul was certainly using egg shaped bottles by 1830, since drawings of these survive. The French connection is not explained, possibly Paul was French, although Olive Talbot does not say so, and his factory was in London: maybe our friends at CFBS could help? Olive goes on to explain that although Hamilton's 1814 patent is often, in her view erroneously, quoted as the birth of the egg-bottle, even if Paul is discounted, Hamilton actually took out a patent (no.3232) in 1809 which, although unlike the 1814 one does not include a drawing, describes the bottle to be used for "preparing soda and other mineral waters" as being able "only to lie on its side ... so no leakage of air can take place, the liquid matter being always in contact with the liquid".

Meigh tells us that only after the Ashley bottle machine was invented, based on patents taken out in 1886 and 1887, was sensible mass production possible. The Ashley machine differed from predecessor attempts by reversing the whole concept of the hand made bottle, where the body is blown and then the neck is finished by hand. The Ashley machine formed the neck first and then mechanically blew the body from it. Following refinement and commercialisation such machines eventually revolutionised the manufacture of all types of bottles including the 'egg'. Given the dates it is more likely that Foord used a machine produced bottle.

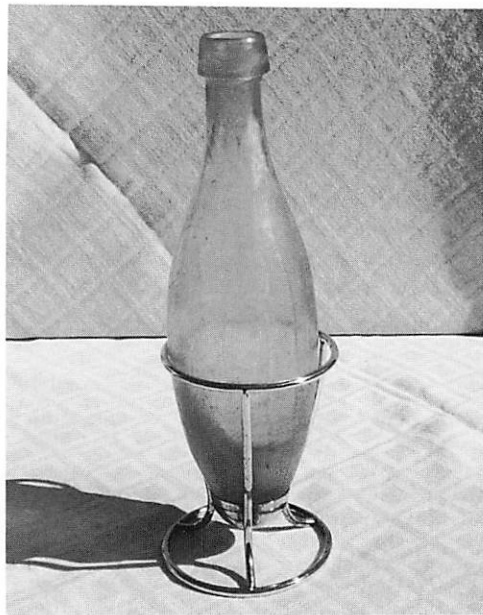
On balance, I think that trains are more interesting!

Derby

Vince Morris

Sir – I was very interested to read the story of the Bodiam Bottle as I had come across one of these egg-shaped bottles on the bank of the Royal Military Canal near Higham Farm bridge. The canal had recently been dredged and I noticed the greenish glass of the edge of the bottle in the spoil on the side of the bank. When cleaned up it had the appearance of old glass but did not bear any name of the maker or user.

My neighbour, Dr John Nesfield, who had spent many years in India, told me that these bottles had continued to be used in the



(Dennis Longley)

Indian Army messes until much later than in England and gave me one of the special stands that had been made to hold these egg-shaped bottles.

One suggestion of the continued use of these bottles in India was an apparent mistrust of the square based bottles not to explode under the pressure of the contents.

I also have an example of the Codd bottle with its glass stopper as these were still in use by local mineral makers in the Maidstone area just before the war. We had a special wooden presser to push the glass stopper into the bottle to get at the contents and I still have one of these marked "R.White's lemonade is the best". The bottle itself is embossed with "R.White regd." and around the base "Property of R.White London. Desposit charged".

There used to be a very good display of these early mineral water bottles in the Tunbridge Wells museum together with a history of their production and use.

Sandhurst, Kent

Dennis Longley

CFBS

Sir – This summer some friends and myself paid a very enjoyable visit to the CFBS. It

would however have been even more enjoyable if we had some idea of the times of trains in advance. I am thinking in particular of the lack of weekday services to Cayeux, and the lunchbreak at St. Valery which is generous, even by French standards!

Would it not be possible to distribute timetables with the Terrier? Information on our line was widely available at St Valery, and I am sure they would be only too glad to co-operate in getting their information to us.

Leeds

Martin Saunders

Miles or hectometres

Sir – May I comment on the letter from Neil Rose in the Summer 1999 Terrier, please! My very first KESR runs were back in 1952 and from Headcorn behind the 01 0-6-0 No.31065 – what a great pleasure it was to ride behind this veteran again on the Bluebell last summer! However, not until the special trains of the 1959/61 period were my logs including mileposts – since I find MP54 (etc.) between Tenterden and Rolvenden, and MP 62 near Bodiam, the mileposts obviously continued from Headcorn and probably on the down side of the line as from that place – local confirmation of this would be appreciated!

Might I suggest that any marker posts follow continental practice, e.g. hectometres? I can visualise shouts of dismay – more metrication! – at this suggestion, but the KESR does have a very good 'French connection' (see p.18 of Summer Terrier). In any case, speeds are low, and it might be of more interest to be able to accurately record the diligence of the crew in accelerating away up Wittersham bank on a rainy day – as indeed experienced behind No 2678 on the afternoon of 30th May last! In any case there is a precedent, for the Uckfield line posts were re-posted in 1988 (viz. Bluebell News, Winter 1995, Summer 1996) and from London rather than Brighton as originally – and on the same side of the line! (Yes I have just read Bob Ratcliffe's letter (Terrier, Summer 1999, p.29) – all this is true!)

South Kilvington, Thirsk

Tony Davies

The K&ESR does not propose to become part of a European Super State. Its posts will remain in miles – Ed.

Cranbrook Road

Sir – I joined the railway in June this year, while I'm sure everyone has a different reason for joining, I wanted to contribute to the running of the railway. The only time I travelled on the line as a passenger was sometime in 1975-76 obviously travel concession wasn't a prime reason for getting involved.

This letter was written on the day I completed my first shift at Cranbrook Road crossing, some staff seem to regard this as the K&ESR's own version of a salt mine, not so!

While taking a book is advisable, watching the antics of the wild life and livestock in the nearby fields combined with an A1 vantage point for watching trains on the bank make an excellent antidote to a dull day job.

I have also spent several Saturdays working in the PWay department on the Bodiam extension. This is also time well spent.

I had very few preconceived ideas when I joined the railway, all the people I have met have given me a warm welcome and I hope to be involved with the railway for a long time to come.

One final thought, when the company advertises events in the local papers is it not possible to use some of the otherwise blank space at the bottom of the adverts to attract further staff?

Whitstable, Kent

Brian Holland

In my permanent way

Sir – Railway preservationists have sometimes been looked on, as being somewhat eccentric, a remark that I am happy to accept, since during the last 27 years the K&ESR has given me great pleasure and satisfaction.

During this period I have always collected some ballast, from the railway of the country I am visiting and this has then been deposited, by the timber walkway between Tenterden platform and the adjacent signalbox.

My 'greatest achievement' came only last August. While in Peru, I collected 5 pieces from Galera Station, in the Andes, which is 15,681 feet above sea level, the highest railway station in the world. These have now

been laid to rest at Tenterden.

The following is the list of countries that have contributed to the stability of our Permanent Way, and to whom we should be grateful:- Peru, South Africa, Rhodesia (as was), Mozambique, Zambia, Norway, Sweden, Denmark, Germany, East Germany (as was), France, Czechoslovakia, Greece, Turkey, Egypt, New Zealand, Spain, U.S.A., Belgium, Australia, Wales, Scotland.

If all members carried out this sort of 'pillaging operation', I doubt that we would ever suffer a ballast shortage again?

Tenterden, Kent

John Liddell

Official Web sites

Sir – Various publicity items have come to my attention recently in which the term 'Unofficial' has been used to refer to web-sites supporting the K&ESR. This is quite natural, and the correct terminology when referring to 'other' sites doing the same thing as any 'official' site. However, I would like to take the opportunity of mentioning, through your pages, that my site supporting the Ashford Group, is NOT unofficial! The site supports the Ashford Group, rather than the K&ESR proper, and has the full sanction and approval of the managing committee.

The site can be seen at

'<http://www.newble.freemove.co.uk>' and I invite all your readers who have the facility to do so, to look at ALL the K&ESR sites, and offer help or comment as they feel able.

Ashford, Kent

Alan Newble

Company Crest

Sir – Our Railway has for many years been burdened with cartoon logos.

Now that next year we shall be a substantial line reaching well into Sussex, is it now time to have a more dignified image?

The coats of arms for the counties of Kent and East Sussex, surrounded by our original 'garter' would sit well on locomotives and coaches as well as publicity material?

Tenterden, Kent

Jim Price

Armagh and Staplehurst come to Tenterden

Chris Wood details the recreation of two infamous Victorian railway accidents which had profound implications on railway safety.

On Tuesday 12th and Wednesday 13th October a small film company, working for Channel 4, used the K&ESR to recreate two famous railway accidents. The first at Armagh in June 1889 and the second at Staplehurst in 1865.

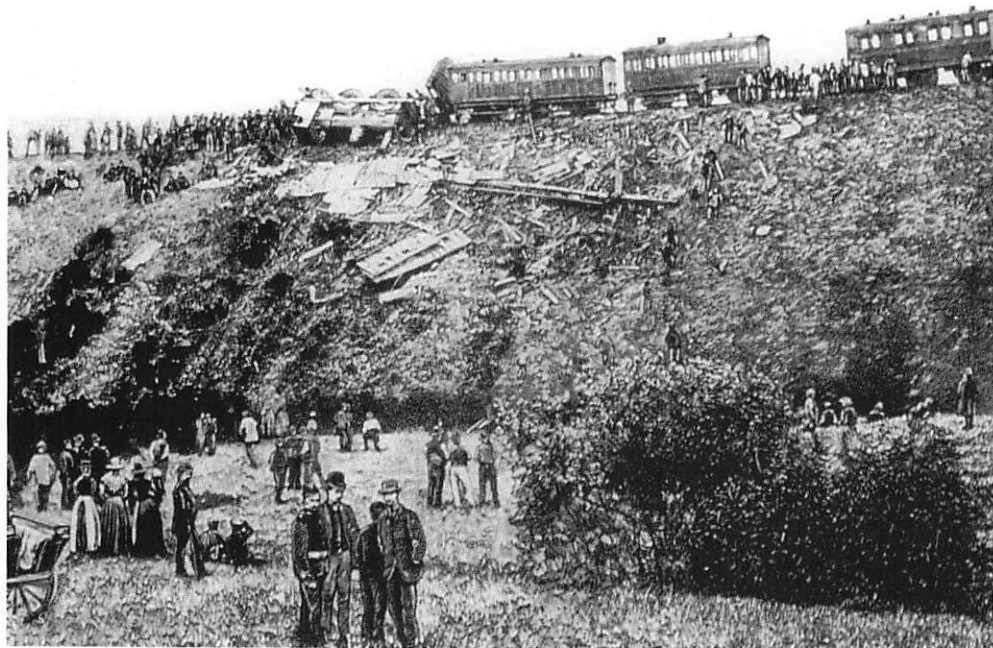
The films were the first two in a series on railway safety and were made to demonstrate how unsafe some of the railway procedures were in mid-Victorian times and how the subsequent investigations led to improvements.

The Armagh accident, on the Great Northern Railway of Ireland, involved a train of 15

flimsy wooden bodied carriages packed with passengers, hauled by an under-powered locomotive. It attempted to haul its heavy load up the 1 in 75 bank out of Armagh, but the inevitable happened and it stalled when almost at the top. A decision was made to uncouple the first five carriages, stow them in a siding at the top of the bank, and come back for the remainder. During the uncoupling the rear part of the train received a nudge which sent the ten carriages running away back down the bank. They crashed into a following train on the same track which had been released on the 'time interval system' then in use. Both trains were wrecked and 78



(L-R) Martin MacFarlane, Barry Holmes, Tom Featherstone and Chris Wood on Tenterden Platform during filming
(Graham Hukins)



Armagh 1889 – The engine and shattered coaches of the excursion train.

people killed and about 250 were injured.

As a result of the crash, the 'time interval system' was abandoned and 'absolute block working' was introduced as soon as practical. The 'Smith's Simple Vacuum Brake', (in which the vacuum is used to apply the brake, but when uncoupled, the vacuum is lost, leaving only handbrakes and scotches (blocks under the wheels to hold the train) was also abandoned in favour of the present vacuum brake system.

On the Tuesday the Armagh accident was recreated and filmed on Tenterden bank using Terrier No.2678, the Victorian carriage set of four coaches and three PMVs used to give the impression of a lengthy train.

Our own K&ESR personnel were used as extras, all dressed in appropriate style. Tom Featherstone and Barry Holmes were driver and fireman; Martin MacFarlane as the guard, sported a handlebar moustache and was dressed in G.N.R.(I). Uniform; and Chris Wood as the supervisor who authorised the uncoupling (and thereby caused the accident), was resplendent in a pill box hat, frock coat and equally imposing walrus moustache.

On Wednesday, using Northiam as a base, the Staplehurst accident was filmed, with Hexden Bridge standing in for the bridge over the River Beult.

The accident at Staplehurst had a much simpler origin. A ganger and four workmen were working on the bridge, replacing the longitudinal timbers on which the rails were supported. They had completed all but one of the replacements when, owing to his misreading of the timetable, a train approached at speed which the ganger was not expecting for some time. The train was the Folkestone Boat Train and it plunged into the gap caused by the missing rails. Ten passengers were killed and 49 injured. Charles Dickens, a passenger on the train, escaped physical injury but wrote "I am curiously weak as if I were recovering from a long illness".

Again lessons were learned – mainly that all work on the track must be notified to all relevant staff, and no longer could a ganger go off on his own and proceed to dismantle part of the main line entirely without reference to anyone.

The train used for this recreation consisted of

No. 14 'Charwelton' and the Victorian carriage set, plus SER brakevan. K&ESR members again acted as extras, this time suitably attired in what was supposed to be South Eastern railway uniforms of the 1860's. The driver was Adrian Chapman and fireman Peter Salmon. The guard, Peter Taylor, was wearing the same impressive moustache as worn by Chris Wood the previous day! The Permanent Way Gang, all dressed in mid-Victorian clothes, and looking like extras from 'Oliver twist', were played by John Liddell, Chris Greatly and Steve Wood. The ganger, who's miscalculation caused the accident, was played by Peter Hemsley in suitable 'I'm in charge' clothes and large moustache.

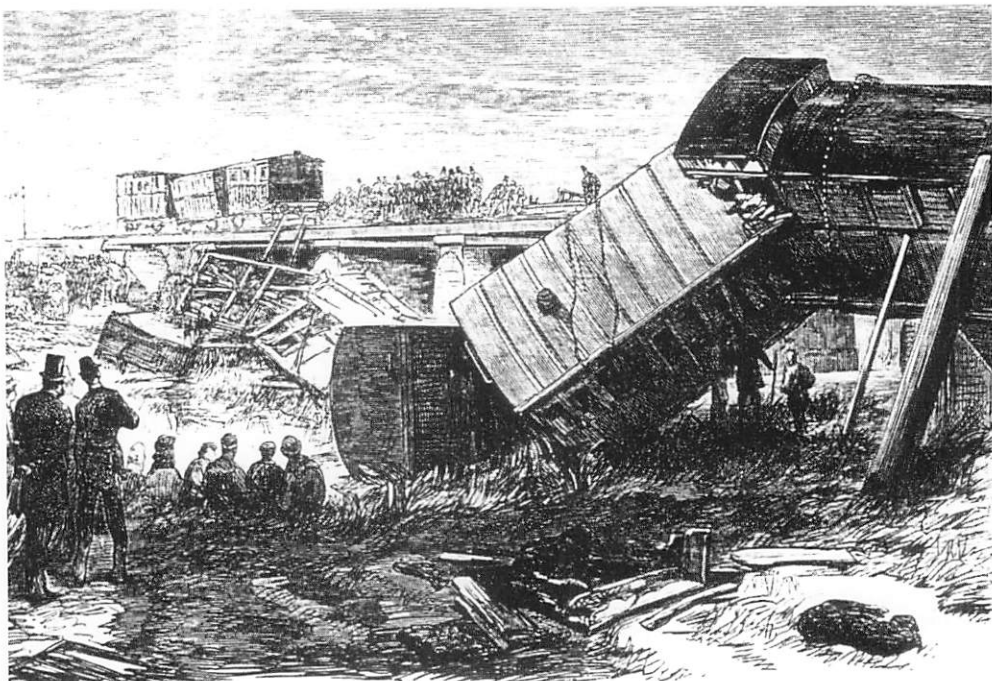
At the end of the two days filming, which were blessed by splendid sunshine, the director and cameraman expressed themselves extremely pleased with all they had shot and with the abilities of the 'actors' involved.

The films are due to be shown on Channel 4 next June or July. At least one of the 'accidents' is planned to be filmed in the USA plus others in the series bringing the theme of railway safety up to the present day.

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Staplehurst 1865 – A sketch made on the morning after the crash.



K&ESR extras – with Charwelton at Northiam.

(Wilf Watters)

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4th	K S Adlington	(373)	£25.00
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8th	Philip Mackay	(086)	£5.00

August 99 Rolvenden Mess Room

1st	H Wither	(416)	£60.00
2nd	R Mackay	(292)	£40.00
3rd	Wilf Watters	(601)	£30.00
4th	A Clark-Monks	(270)	£25.00
5th	A Jones	(296)	£20.00
6th	L F Bailey	(053)	£15.00
7th	K Howell	(535)	£10.00
8th	M Swinburne	(587)	£5.00

September 99 Rare Breeds Meeting

1st	John Sutton	(116)	£80.00
2nd	Mrs N J Turner	(383)	£70.00
3rd	Neil D Clark	(052)	£60.00
4th	Mrs P Hoad	(345)	£40.00
5th	Alan Dean	(343)	£30.00
6th	Mrs G I Ellis	(615)	£20.00
7th	Frim Halliwell	(029)	£15.00
8th	Mrs B M King	(470)	£10.00
9th	Jean Clark	(348)	£5.00

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The Southern and The Selsey Tramway

Part 2 of Stephen Garrett's edited version of the 1934 report by Edwin Cox, the Southern Railway's Traffic Manager, on the proposed acquisition of the Tramway. The sections are numbered as in the original report.

5. Working.

The crossings of the various public roads are only provided with cattle guards and the usual notices but according to Section 17 of the West Sussex Certificate the Ministry of Transport at any time after the completion of the railway may require the Company to erect and maintain gates across the railway at each side of the road. The Certificate further provides that the speed of trains within a distance of 200 yards from a level crossing over a public road without gates shall not exceed 10 miles per hour. About 1932 an accident occurred at the Stocksbridge Road Level Crossing and the scene was visited by one of the Ministry's Inspecting Officers¹. The City of Chichester proposed that colour light signals should be provided and actually an estimate was obtained from Messrs. Tyers & Co. Ltd. shewing how such signals could be provided at a cost of £39.10.0. In view, however, of the financial position of the railway this course could not be

followed and ultimately it was agreed that trains should actually come to a stand before crossing the road. This additional provision as well as applying in both directions at Stocksbridge Road also applies in one direction at Hunston and in both directions at Ferry. Apart from certain other restrictions with regard to speeds on gradients and curves the Certificate provides that otherwise the speed shall not exceed at any time 25 miles per hour.

The line is nominally worked by staff and ticket, the crossing place being at Sidlesham, the automatic brake is not employed and the mixed trains work without any goods brake van at the end, in fact, it appears that the line does not possess such a vehicle².

The present timetable is as shewn hereunder together with the connections from and to London. The whole of the service is worked by rail motors with the exception of the trip marked 'Mixed':-

WEEKDAYS

DOWN

		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
London	dep.	6.28	8.46	11.20	1.40	4.20	6.00	7.20
				S.O.				
Chichester	arr.	8.54	10.46	1.22	3.48	6.19	8.13	9.40
			Mixed				S.O.	W.O.
Chichester	dep.	9.15	11.30	2.10	4.10	6.30	8.30	10.30
Hunston	arr.	9.24	11.40	2.19	4.19	6.39	8.39	10.39
Chalder	arr.	9.29	11.46	2.24	4.24	6.44	8.44	10.44
Mill Pond Halt	arr.	9.32	11.49	2.27	4.27	6.47	8.47	10.47
Sidlesham	arr.	9.34	11.55	2.29	4.29	6.49	8.49	10.49
Ferry	arr.	9.39	12.01	2.34	4.34	6.54	8.54	10.54
Selsey Bridge	arr.	9.44	12.10	2.39	4.39	6.59	8.59	10.59
Selsey Town	arr.	9.45	12.12	2.40	4.40	7.00	9.00	11.00

1. The Inspecting Officer on this occasion asked why the line had never been inspected but was apparently satisfied with explanation that it was a 'tramway' not a 'railway'.

2. The HMST had long possessed one of the original Rother Valley Railway brakevans but it may have gone by 1934.

WEEKDAYS

UP

		Mixed				Wed & Sat only	
		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Selsey Town	dep.	8.10	10.00	1.10	2.50	5.30	7.15
Selsey Bridge	dep.	8.11	10.02	1.11	2.51	5.31	7.16
Ferry	dep.	8.16	10.08	1.16	2.56	5.36	7.21
Sidlesham	dep.	8.21	10.13	1.21	3.01	5.41	7.26
Mill Pond Halt	dep.	8.23	10.15	1.23	3.03	5.43	7.28
Chalder	dep.	8.26	10.18	1.26	3.06	5.46	7.31
Hunston	dep.	8.31	10.27	1.31	3.11	5.51	7.36
Chichester	arr.	8.40	10.40	1.40	3.20	6.00	7.45
Chichester	dep.	9.06	11.15	1.55	3.29	6.24	8.06
London	arr.	10.55	1.17	4.14	5.33	8.25	10.25

It will be observed that the connections with London are in a number of cases not satisfactory and the general goods traffic does not reach Selsey until the mixed trip arrives at 12.12 p.m. There is no Sunday service although this was tried a few years ago but the receipts did not meet the expense.

The average speed of the rail motor services is 14.7 miles per hour, whilst the mixed train travels at an average speed of 10 miles per hour. Despite these low average speeds the trains are not infrequently late.

In Summer the service is increased to 7 trains each way each weekday and one additional train on Wednesdays and Saturdays only, the total train mileage run in 1933 being as follows:- Steam trains 5,410, Motor trains 20,861, Total 26,271

If an up-to-date rail car were provided with good acceleration and braking power it might be possible, whilst observing present restrictions, to perform the journey between Chichester and Selsey, calling at the stations but not the halts, in 23 minutes. Although this estimate is on a mathematical basis it has not been submitted to the Locomotive Department. It therefore appears that it might be possible to run an hourly service over the line with such adjustments as are necessary to make connections with services at Chichester.

If colour light signals were provided at the public road crossings and the track put into a good state of repair, there is some reason for believing that the Ministry would sanction a

speed of 40 miles per hour with a restriction of 10 miles an hour over the public road crossings.

The traffic in Summer tends to be heavy on those trips connecting with the principal London services and a fair quantity of accompanied luggage is conveyed, the special truck in the Shefflex unit sometimes being full to capacity. The following figures are extracted from the records for two Saturdays in August last year :-

TRAIN EX CHICHESTER			TRAIN EX SELSEY		
Time	No of Passengers		Time	No of Passengers	
	5th	12th		5th	12th
9.15	7	5	8.10	11	2
11.05	53	31	10.00	8	18
11.40	24	Nil	11.15	5	4
2.10	48	44	1.10	34	63
4.10	28	26	2.50	21	29
6.45	25	24	5.35	20	33
7.45	5	9	7.00	8	5
10.30	4	4	9.45	-	2

It should be pointed out that on these particular days three trips each way were worked by steam engine and there may be some difficulties at peak times if a Sentinel Rail Car were employed seating 44 passengers with only very limited luggage accommodation.

So far as goods traffic is concerned it is probable that provided the road were in good condition that a Southern Railway engine could be found to work a trip from Chichester to Selsey though additional staff expenditure would be incurred.

West Sussex Railway

(SELSEY TRAMWAY SECTION)

TIME TABLE

July 3rd, 1933, and until further notice.

PASSENGER FARES.
CHEAP DAY TICKETS.

Stone-street & Sons Tonbridge. 250/4977.

NOTICE.

Passenger Train Parcels Traffic.

PARCELS, etc.,

From or to London, Brighton, Portsmouth, and intermediate places, are now conveyed from and to Selsey and Sidlesham at the same rate as from and to Chichester (S.R.).

A. W. SMITH,
Superintendent.

CHEAP DAY RETURN TICKETS
BETWEEN

CHICHESTER

AND

SELSEY

(In either direction)

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Chichester and Chalder
Selsey and Hunston.

Children under 14 years half fare, 4d.

Return Fare

8d.

Third Class.

WEST SUSSEX RAILWAY.

Table of Single Fares.

THIRD CLASS.										
	Selsey Town	Selsey Bridge	Golf Links	Ferry	Sidlesham	Mill Pond Halt	Chalder	Hoe Farm Halt	Hunston	Chichester
Selsey Bridge	2	2	2	3	3	3	6	6	8	8
Golf Links	2	2	2	3	3	3	6	6	8	8
Ferry	3	3	3	3	3	3	6	6	8	8
Sidlesham	4	4	4	3	3	3	6	6	8	8
Mill Pond Halt	4	4	4	3	3	3	6	6	8	8
Chalder	6	6	6	4	3	3	6	6	8	8
Hoe Farm Halt	6	6	6	4	3	3	6	6	8	8
Hunston	8	8	8	6	6	6	8	8	8	8
Chichester	8	8	8	8	8	8	8	8	8	8

CHILDREN UNDER
14 YEARS (HALF FARE).

Return Fares.

Chichester & Hunston, Selsey & Sidlesham 6d.

For Cheap Day Tickets see next Panel

6. Rates and Charges

The Court of the Railway Rates Tribunal state that they are satisfied that the West Sussex Railway is a Railway Company and have applied the schedule of standard charges of the Southern Railway company to the West Sussex Railway. It appears that the Tribunal have applied a scale of charges to a Railway Company which has but little more than a fictitious existence.

So far as freight traffic is concerned, the standard charges are observed but passenger fares are in many cases on a very low scale, as is shewn below in a table giving the Chichester figures:-

Single fares	m.	c.	
Chichester to Hunston	2	6	3d
" " Chalder	3	50	6d
" " Sidlesham	4	75	8d
" " Selsey	7	27	8d

Of course, the standard scale for the journey from Chichester to Selsey would give 11d single, and even on through fares the West Sussex Company only get 8d single and 11d on third class summer tickets. The cheap day return ticket between the terminal points is 1/-, whereas on the Southern Railway possibly 1/3d would be charged.

7. Traffic and Revenue.

In the table set out below will be found particulars of the receipts from the various sources shewing

local separate from through traffic:- there are a number of traders served from the property of the revenue from such traffic, earning in respect thereof the standard R.C.H. terminals. This traffic, except for passing the exchange points and being shunted into position by the tram engine, does not in fact go down the Selsey Line at all. The tonnage of traffic dealt with at Chichester tram station in 1933 was 3,417, the receipts amounting to £399. With the exception of the very small amount of goods traffic local to the Selsey Line, the receipts for which were £78 in 1933, the whole of this sum may be taken as traffic for the various traders served by the West Sussex at Chichester.

Apart from Chichester the most important station for freight traffic is Selsey, though there is some coal traffic to Chalder and a small tonnage of general goods to Sidlesham. The traffic to the Selsey Gas Works amounts to more than 1500 tons per year and has to be carted from the station. Over 1,000 tons of beet sugar was carried by the tramway last year; this tonnage comprising largely the figures shewn for minerals in the statement above and this, for the most part, was loaded at Ferry Station.

The statement over shows the number of passengers conveyed and the passenger revenue for every year since 1919.

The fall in the number of passengers is, of course, largely attributable to road competition. The Southdown Bus service provides hourly

1933

	Local			Through			Total		
	£	s	d	£	s	d	£	s	d
Passengers	381	2	3	46	7	8	427	9	11
Season tickets	6	17	10	-			6	17	10
Goods	78	11	4	638	1	3	716	12	7
Minerals		-		166	17	9	166	17	9
Coal and Coke		-		692	3	6	692	3	6
Parcels	16	4	0	241	1	9	257	5	9
Miscellaneous traffic	11	1	9	45	9	9	56	11	6
Live stock		-			15	2		15	2
Mails and Parcel Post							41	7	9
Miscellaneous Receipts							3	17	1
	493	17	2	1830	16	10	2369	18	10

departures throughout the day, double deck buses being employed and thus about 750 passenger seats are offered each way daily, Sundays included, between Chichester and Selsey.

	No of Passengers	Receipts		
		£	s	d
1919	102,292	3,912	13	0
1920	79,574	3,272	1	9
1921	66,349	2,406	14	0
1922	60,203	1,910	16	8
1923	44,977	1,404	6	4
1924	31,352	949	8	2
1925	21,762	799	6	1
1926	17,171	685	4	2
1927	22,475	514	15	11
1928	35,493	749	16	8
1929	22,676	556	11	5
1930	15,904	354	4	11
1931	13,416	279	15	2
1932	20,967	427	17	9
1933	21,088	427	9	11

Particulars in respect of season tickets are excluded

The journey time by bus from Chichester Station is usually 43 minutes to Selsey Church or 45 minutes to the West Beach. The fare from Chichester to Selsey (Station Road) by bus is 11d. single and 1/6 return or to the end of the route at West Beach 1/- single, 1/6 return. It will be noticed that these fares are appreciably above those charged by the tram.

The following are the causes why the bus competition has been so disastrous to the Tramway Company :-

(i) The greater frequency of the bus service and the better connections afforded with trains in some instances.

(ii) The bus service starts actually from the Southern Railway Station, serves Chichester Cross, the centre of the City, and also runs via the main road, serving en route the centre of the villages at Hunston and Sidlesham and runs throughout the main street at Selsey right to the West Beach.

(iii) A distance of some 150 yards separates the Southern Railway Station from the tram terminus at Chichester.

(iv) The general financial position of the Company did not permit improvements to be

made to bring the line into a position to meet the bus competition.

It should be remarked here that it is the practice for many passengers only to book to Chichester and travel thence by bus to Selsey whilst their P.L.A. has been booked through from London direct and is thus conveyed over the Selsey line.

Of the 21,088 passengers conveyed in 1933 19,363 originated on the line but in this connection it must be borne in mind that only very limited through booking facilities exist to Selsey. The bulk of the traffic is between the terminal points and that for the other stations and halts is very limited except in the case of Hunston and Sidlesham.

8. Working expenditure

The expenditure in 1933 on revenue account amounted to £2,978.0.0. the principal items being as follows :-

	£
Maintenance of ways and works	465
Locomotive Power	615
Rail motor power	410
Traffic expenses	483
General expenses	708

It has previously been pointed out that the line is maintained in poor condition and as a matter of fact the maintenance of way and works in 1920 cost £877.

So far as staff is concerned the following table gives particulars of the men employed on the line and their weekly wage at the present time:-

	£	s.	d.
Traffic			
Superintendent	3	1	6
Selsey - Part-time temporary Clerk	1	1	0
Hunston-Sidlesham. Lad Porter (also performs Parcels delivery)		13	0
Chichester - Station Agent	2	10	0
Guard - conductor	1	0	0
Locomotive Running			
Fitter driver	3	3	0
Fireman Labourer	2	0	0
Rail-car Driver	1	12	1
Engineer's			
Ganger	2	3	6
Undermen (3)	1	13	0
	1	10	0
	1	10	0
Total	22	17	1

Nominally a 54 hour week is worked but this is in some instances exceeded and the amount shewn includes small items of overtime to cover the working on Saturdays when the line is open between 8.0am. and 9.0pm. and on Wednesdays when it is open until 11.0pm.

9. Present Position

The debentures became repayable on March 1st, 1931, and in April, 1931, a Receiver was appointed by the Court on behalf of the debenture holders. The executors of the late Col. Stephens have a majority holding of the debentures...³

So far as the future is concerned there is no doubt that the resuscitation of the line will involve substantial expenditure being incurred.

The track must be brought into a condition to allow of the line being worked at speeds which will enable it to compete with the bus service.

Apart from the necessary attention being given to the track I regard the following features as important :-

a) The general appearance of dilapidation must be removed, suitable direction notices provided and some improvement made to the buildings at Selsey. In this connection it may be remarked that but for the derelict rolling stock standing in the yard a casual visitor would have no idea of the presence of the station.

b) The layout at Chichester should be altered so as to provide for the line either running into the bay platform or into another line at the back of the platform, the Selsey tram premises being used to compensate for loss of certain room in the Southern Railway coal yard.

c) Comfortable and attractive rolling stock must be obtained.

d) From the particulars previously set out it will be observed that the Southdown Bus Company is providing some 750 passenger seats each way daily between Chichester and Selsey. No particulars of the loading of these buses have been obtained, but assuming that only 25 per cent load were secured it seems that 68,000 passengers travel each way on the route in the course of a year. If only half of these were secured to the Selsey line at the present low fares the additional revenue would amount at least to £1,700 per annum.

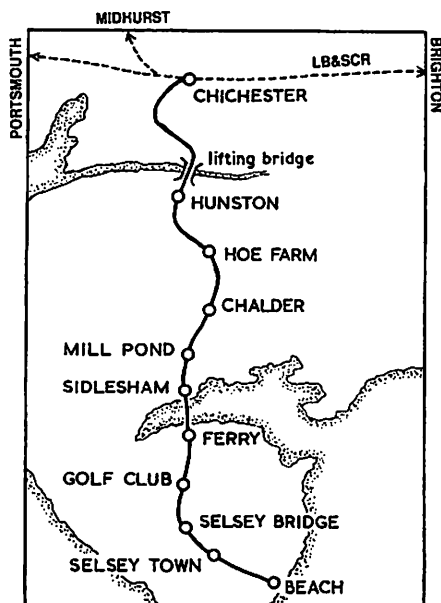
3. At this point the Report discusses the Tramway's accounts which were attached as an Appendix to the original Report but are missing from this copy.

Selsey is developing and even though the line itself may not be a financial success it must not be overlooked that there is the contributory value of the traffic to the Southern Railway to be considered. The Southern Railway cannot expect to share to the full in the developments at Selsey unless there is a rail connection available.

In view of the relatively heavy expenditure which will have to be incurred in improving the line, I am of opinion that any investment that the Southern Railway might make will have to be regarded in this light. Doubtless also some increase in staff costs will arise, even if the adoption of standard conditions is avoided.

It is of course very difficult to give a considered opinion on these matters until an estimate is obtained from the technical Department of the costs involved and possibly the first step would be for the appropriate Departmental representatives to confer with Mr Austen and the opinion of the Solicitor obtained respecting the legal position of the line.

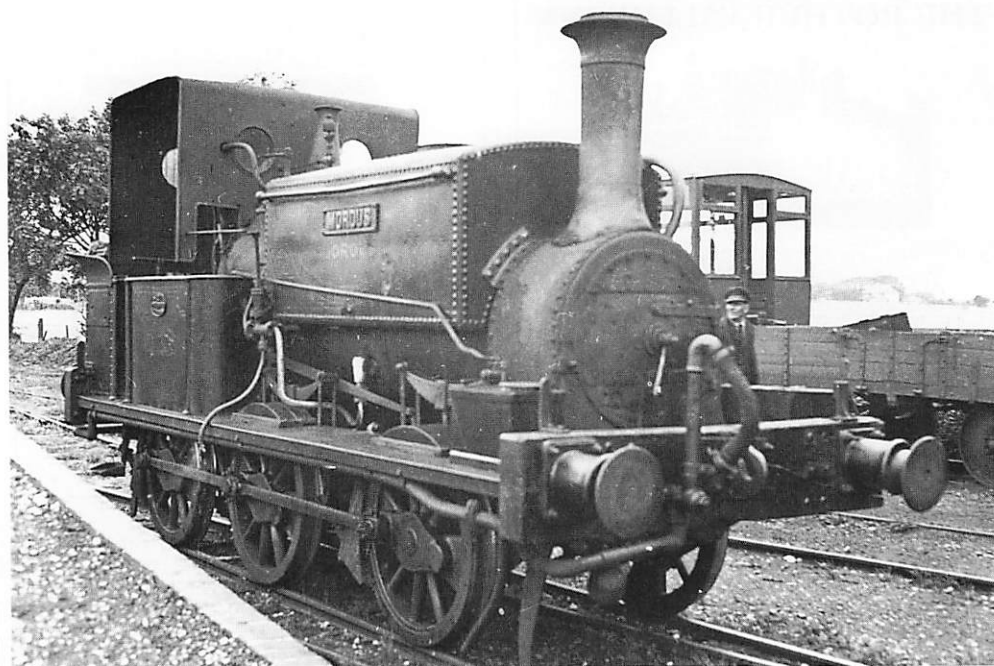
For the most part the information in this report has been furnished by Mr Austen but it will be appreciated that at the present time certain documents are in the possession of the Receiver. I am indebted both to Mr Austen and to Mr Iggulden, a member of the Tonbridge staff and also a Director of the Tramway Company, for the help they have given me.





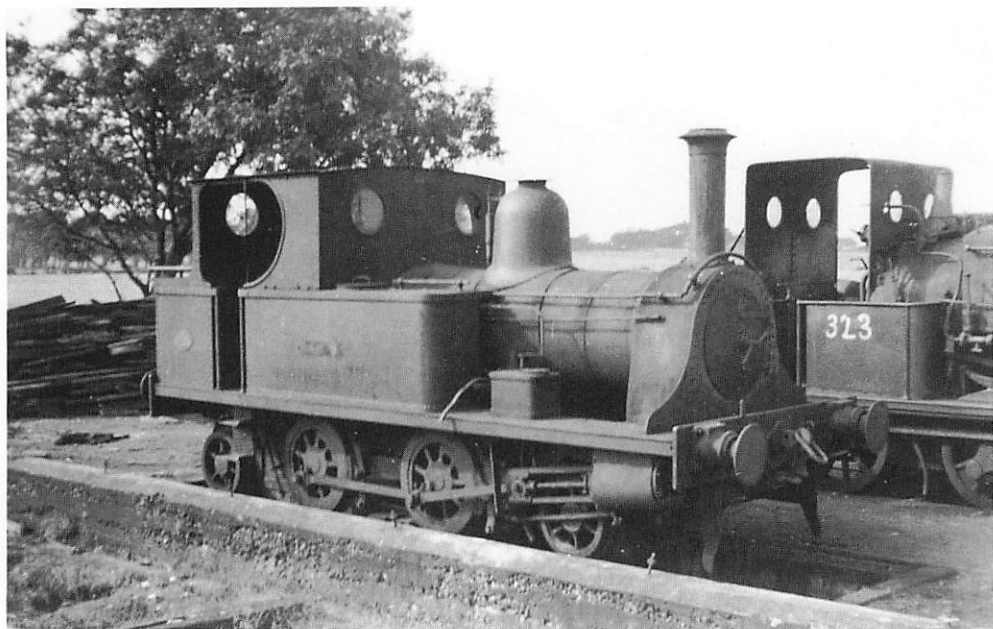
"The general appearance of dilapidation must be removed..."

(Stephen Garrett collection)



'Morous' was out of use by the time the report was written.

(Stephen Garrett collection)



In the event, the Southern Railway did not acquire the line, which subsequently closed. 'Selsey' and 'Morous' are seen at Chichester awaiting auction on 15 August 1936 (Colonel Stephens Historical Archive)

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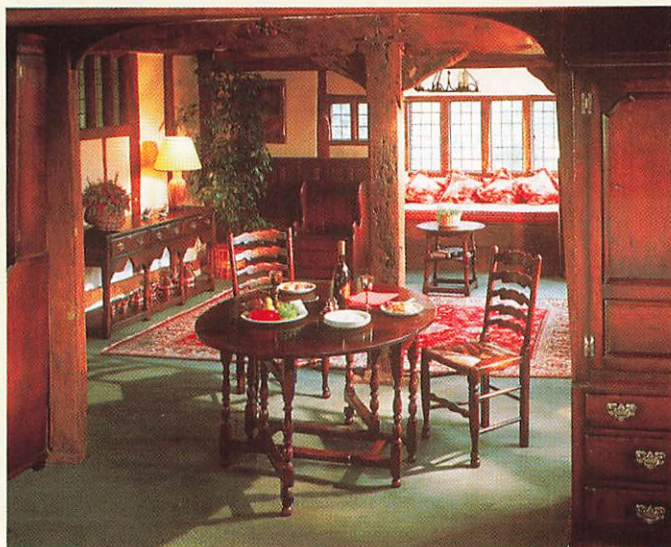


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