

The Tenterden Terrier



Number 84

Spring 2001



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

The Tenterden Railway Company Limited

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

Registered Charity 262481

DIRECTORS

Norman Brice – *Chairman*; Graham Bridge; Peter Davis (resigned 10th February 2001); Robin Dyce; Derek Dunlavy; Chris Garman; Carol Mitchell; David Stratton; John Weller; Paul Wilson

COLONEL STEPHENS' RAILWAY ENTERPRISES LIMITED (*A wholly owned subsidiary*)

DIRECTORS: Norman Brice – *Chairman*; Graham Bridge; Peter Davis; Chris Garman; John Snell; David Stratton; Paul Wilson

COMPANY SECRETARY & REGISTERED OFFICE:

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

Telephone 01580 765155 Fax: 01580 765654 email: KESRoffice@aol.com

OFFICERS:

<i>Business Manager</i>	Tim Leigh
<i>Accountant</i>	Philip Shaw
<i>Book Keeper</i>	Karen Bridge
<i>Business Services Co-ordinator</i>	Sandra Marsh
<i>Catering Manager</i>	Andrew Nash
<i>Wealden Belle Co-ordinator</i>	Jayne Lewis
<i>Chief Booking Clerk</i>	Ken Dow
<i>Chief Ticket Inspector</i>	Harry Hickmott
<i>Education Officer</i>	Alan Feltham
<i>Site Officer</i>	Andre Freeman
<i>Chief Station Master</i>	Roy Ellis
<i>Museum Curator & Keeper of the Archives</i>	John Miller
<i>Resources Manager</i>	Barry Holmes
<i>Deputy Resources Manager</i>	Richard Moffat
<i>Locomotive Manager</i>	Lawrence Donaldson
<i>Carriage & Wagon Manager</i>	Clive Lowe
<i>Buildings</i>	Dave Stubbs
<i>Forestry & Conservation</i>	Peter Thorogood
<i>Permanent Way and Civil Engineering</i>	Geoff Crouch
<i>Signals & Telecommunications Engineering</i>	Nick Wellington
<i>Operating Manager</i>	Simon Long
<i>Signalling Inspector</i>	Clive Norman
<i>Guards Inspector</i>	Malcolm Webb
<i>Consultant Civil Engineer</i>	Peter Tobutt
<i>Volunteer Liaison Officer</i>	Vacant
<i>Health & Safety</i>	Derek Dunlavy

Finance Committee – Philip Shaw (Chairman), Roy Ellis, Paul Wilson, Tim Leigh (ex-officio)

Employment Committee – Graham Bridge (Chairman); John Weller; Nick Wellington

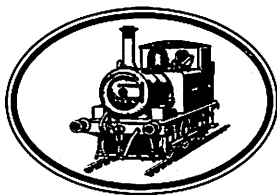
Membership Secretary (admin) . . Laurie Gurr, 16 St Mary's Green, Kennington, Ashford, Kent TN24 9HP

A–K Renewals . . . Les Lewis, Green Lodge, Imperial Avenue, Minster, Sheerness, Kent ME12 2HG

L–Z Renewals Vacant

Covenants / Bankers Orders Norman Brice, 80 Henley Meadows, St Michaels, Tenterden, Kent TN30 6EQ

The Tenterden Terrier



Number 84

Spring 2001

Editor.....Philip Shaw
Assistant EditorDuncan Buchanan
Consultant.....Stephen Garrett
Magazine AdvertisingDiscontinued
Editorial Office
109 High Street, Tenterden,
Kent TN30 6LB
Telephone 07790 562332

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

FRONT COVER

*No 2678 rounds Orpin's curve at day's end,
15th February 2001, on a photographic charter.*
(Mike Esau)

FRONTISPIECE

*Newly outshopped – Ford diesel in Oxford Blue
contrasts with P class in Chatham Green*
(John Liddell)

BACK COVER

*No 23 storms through the Wet Cutting, on a late
spring day*
(Brian Stephenson)

Contents

- 3 Editorial
- Lineside News:-
- 3 Business
- 7 Motive Power
- 9 Rolling Stock
- 11 Operating
- 12 Infrastructure
- 13 Notices and Groups
- 16 Tickets Please!
- 18 Letters to the Editor
- 20 Terriers in Profile
- 22 Holman Stephens –
The Formative Years at Cranbrook
- 25 The K&ESR Terrier Club
- 26 The Ian Allan
National Railway Heritage Awards
- 29 Special Events – 2001
- 30 By Diesel Unit to Bodiam
- 34 The K&ESR on the Internet
- 37 Book Reviews
- 38 The Return of the
Steam & Country Fair
- 40 Preserving K&ESR Heritage –
The Terrier Trust



Editorial

Nurturing the next generation

Boys & girls come out to play, if we catch them young will they stay?

The formation of The Terrier Club in order to foster an interest from 9 to 15 year olds, is a novel idea which deserves to succeed. Although we have a core number of dedicated volunteers who have been with us for many years, we are finding it increasingly difficult to fill vacancies for many of the operational and administrative roles.

It is hard to pinpoint why this should be, but the sheer variety of present day leisure

time activities, including most recently, high-tech pastimes seems to have created a barrier to recruitment for a hobby that started as nostalgia for the days of steam. Of course, with the passing of time this has become less relevant, but in fact, many of the skills required are just about as divorced from nostalgia as one can get. Caterers, computer experts, retailers, accountants, media specialists and solicitors are just as important to us as engine drivers, signalmen, ticket inspectors and museum attendants. However, at Tenterden, some skills are, at present, rarer than others!

Lineside News

Compiled by Duncan Buchanan

Business

Business Manager's Report

The following is a abbreviated version of the speech given by Tim Leigh, Business Manager, to the railway's volunteers meeting on 10th February.

What have we achieved in the last six months? The commercial side of the railway has adopted the new style of team working. We have a new enthusiastic team, keen and receptive to new ideas and working practices. Each person knows their responsibilities and knows that they can carry out their work without constant reference to 'THE BOSS'.

We have a new website. It is still being improved and refined but it is there. We are looking at the hardware necessary to run an integrated booking system, and we are in the middle of a tender process with software consultants to address the programming side of the operation.

A group has been formed to look at improving and developing the Rolvenden site. This group will be addressing the issues of our requirements to operate and overhaul rolling stock, and the long term marketability of our diverse and considerable engineering talents. There is also a group appointed to look at the Robertsbridge issue. Who, when, what, why, where, and

how much.

We are looking at a major revenue generating scheme for Tenterden, and a scheme to bring Northiam Station back to prosperity again. These are at a very early stage of discussion at this time, but as plans develop and become more than a paper exercise, I will ensure that you are kept fully informed.

I said in September that Tenterden would be the first station to receive a makeover. To that end, The Tuesday Gang and others have made many, many improvements to the appearance of the site and its amenities over the winter, and plans are being discussed at this time on more long term improvements, primarily to the revenue generating areas of the site. The single major change is the shop which has had a remarkable transformation over the winter.

How did we do commercially last year?

We achieved record numbers travelling on the railway, over 112,000 – up by over fifty percent on the previous year. We achieved record takings in the booking offices, we had our most profitable Thomas event ever in September, and our most profitable Santa event ever in December, transporting nigh on 10,000 passengers and

taking nearly £110,000 in ticket sales. We had record takings in the buffet, up about 25% on 1999, and we had record takings from the trolley service on the train, up by 100% on 1999. We won two Ian Allan Heritage railway awards, runner up in the railway of the year category, and highly commended in the best restored station category. What makes this even more remarkable is that our records come despite a six percent reduction in visitors to Kent Tourist Attractions generally in 2000.

We have started the year from a position one third of a million pounds better off than twelve months ago. Last February we faced bankruptcy with trade debts exceeding £300,000 and an overdraft of the same magnitude. Right now our trade debts total just one fifth of last years and our overdraft is half that of twelve months ago. Our bankers brought in consultants from the City to determine if we were worth saving. They agreed with us that we were, and they have been proven right.

I spoke to the consultant earlier in February and he told me that he is not interested in hearing from me unless the budget predictions become more than £50,000 out, the wrong way. That is a somewhat more confident and relaxed attitude than twelve months ago when I was presenting progress reports to him in London on a fortnightly basis, and demonstrates how far we have come in a short space of time.

We have spent a lot of time and effort on rethinking our marketing strategy. To this end, we have a totally new style of published timetable which will prove its worth this year. We have spent many, many hours looking at trends and statistics to see where our customers come from, where they see us advertised, what new markets Bodiam opens up to us. As a result of this, we have redirected our marketing strategy and advertising strategy into new areas and reduced it in others. The fruits of this effort will be seen this year. We have reduced and become more specific over where, and when, and to what density we conduct our advertising. This will result in more focused, but less intensive, advertising, and the reduced costs of this are reflected in this years budget.

Channel 4 is broadcasting a thirty minute documentary about us entitled 'A Day in the Life of...'. This will be filmed in April and shown in June. To obtain this contract and exposure, we beat off competition from every other heritage railway in the country.

Catering is one area where, although we were not weak, we needed to integrate our various services, and develop them to meet the needs of our customers into this new millennium, and make the department more accountable. Recognising that this crucial area of our business had no one with the specific skills to take on and develop all aspects of it, including health and safety which is becoming all pervading these days, we appointed a new Catering Manager. His name is Andrew Nash and he started at the beginning of February, with the ultimate aim of doubling our catering revenue within five years. Andrew will henceforth be the head chef on the Pullman, and will oversee all aspects of the various on and off train catering services that we offer, both at Tenterden and down the line.

This year, we will say goodbye to the Print Shop at Tenterden, and hello to another new attraction. The room will be cleared and redecorated, and will then house, I hope before the summer gets under way, a model railway exhibition. The walls will house something we have needed but lacked for a long time, a permanent railway photographic exhibition.

Santa Specials

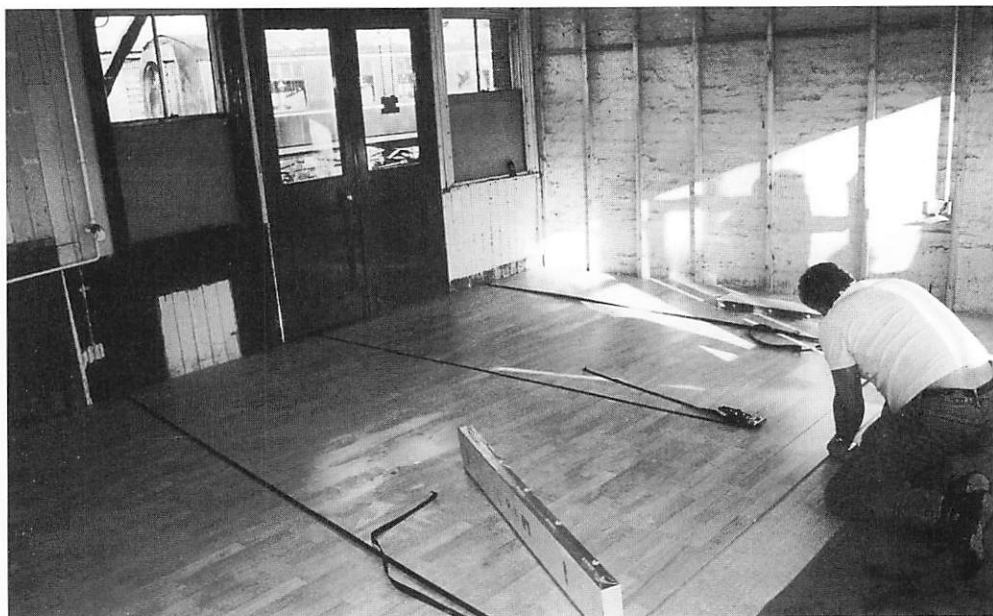
The 2000 Santa Special season was a success, both in terms of revenue generated and the quality of the occasion. All those who worked so hard deserve our thanks.

9,951 passengers were carried, 7% up on the 1999 figure of 9,304. This reverses the downward movement of the last 4 years. 9,417 passengers were pre-booked and the remainder turning up on the day.

Total capacity provided (including the extra trains on 16/17 December) was 13,650, giving a load factor of 73% – this compares with 61% (including extras) for 1999. During the early part of the season, and on the Thursday before Christmas, loads were higher, while on 23rd and 24th December we were virtually sold out. The 10:20am train was the least patronised, particularly on the first two weekends. We ran 74 trains over nine days, compared to 69 over twelve in 1999.

Total passenger income was £107,616, again 7% up on the 1999 figure of £100,513.

The revamped shop was astoundingly successful, taking £14,096 over the period, no less than 9% up on the 1999 figure of £9,476. Particular thanks to Brian Janes and his all volunteer team.



Dave Stubbs laying the new floor during the railway shop refurbishment 13th January 2001

(John Liddell)

Most passengers commented very favourably on the quality of the experience and were especially pleased with the presents, which this year were from a new supplier and came ready wrapped! The atmosphere at Tenterden was livelier with more train activity and an electric organ (free from the father of a volunteer) created lots of busy festive spirit. On the downside some people complained that trains only went as far as Wittersham Road and the delays caused by the operating and locomotive problems on 17th December also drew adverse comment. We were lucky the weather was fine that day.

From the department's perspective the issues and objectives for the future include:

- It is always a fine balance between whether to go to Wittersham or Northiam. Some people like the shorter journey, others do not. Some like to find something at the other end. But there is no doubt that crossing trains at Rolvenden, which means steam activity at Tenterden for 45 minutes out of every hour, is absolutely key to creating the right atmosphere.

- We need to look carefully at operating days and train timings. The initial reaction is that except for the busiest days we should start no earlier than 11:00am. Weekdays, apart from Christmas Eve, weekdays in the school holidays probably are

not worth running.

- The Pixie organisation was a bit shambolic at times. We were better in 2000 than 1999 but still not good enough. There are sensitive issues here but probably a full-time dedicated adult is essential if we are to look after other people's children.

- There were one or two lapses in Santa professionalism and in overall presentation. These have been duly noted.

- Booking mix-ups were virtually eliminated. However the office realise that it is important to ask customers how they heard of us when taking bookings to target our future advertising more effectively.

- We need to consider the role of the Santa Committee. Should it, as in the old days, be hands-on and actually run the event or should it simply take decisions, leaving others to do the work and to be responsible on the day?

Sandra Marsh

Colonel Stephens Railway Shop

With the departure of Angela Clark-Monks the gift shop has become a mostly volunteer operation. This presents the present small team with a formidable task but a good start was made over the Santa season with takings up no less than



Thomas poses at Tenterden Town Station with The Fat Controller, in stove pipe hat, and Mrs Kindley, February 2001
(John Liddell)



The refurbished shop at Tenterden Town Station, which reopened in February.

(John Liddell)

49% up on the 1999 figure. Queues have formed readily and sometimes people have been crowded out of the shop even though the station exit is no longer through the shop.

To support this effort modest funds have been made available to give the shop a much-needed revamp. Through the busy Christmas period plans were made and tested with a retail consultant kindly offered free by Kent County Council. The shop has been re-shelved completely with light wood shelving and storage underneath. The lighting and heating are improved and with the opening out of three windows on the platform side the shop is lighter and more welcoming. We have re-floored in wood, which it is hoped will again be more welcoming and easier to keep clean. The centre of the shop has two low standing 'islands' with bins for all those little items previously scattered round the shop. These and the shelving round the walls are equipped with 'slatwall' fittings which will enable us to have shelves, open space, hangers or bins as needed and give flexibility of presentation. The range of products, including railway books like the popular title *The Hawkhurst Branch* by Brian Hart, will be gradually expanded during the season to appeal to our seasonal visitors, as well as our faithful

Thomas customers. Suggestions for profitable lines are always welcome. We will for instance be trying out KESR related model trains, with the new Hornby blue 'Bodiam' as a starter. Through David Manger we have also formed a partnership with the Hythe Model Shop to commission a limited edition of the Huxford wagon.

Clearing out stock, ripping out the old shelving and walling was a satisfying if dirty task carried out by Brian Janes, Ken Lee and Mick Pearce over a couple of days after the New Year. As layers of our history emerged, the efforts of previous volunteers, British Railways and Colonel Stephens were revealed and admired or vilified. The rebuilding process heavily involved Dave Stubbs and Andre Freeman who re-familiarised themselves with much of their previous handiwork.

Running the shop still relies on the usual stalwarts but expansion problems are challenging. The shop is now a pleasure to serve and be served in and if the volunteers get a break between customers they can now contemplate that incomparable view of the valley through the newly uncovered windows.

Brian Janes

Motive Power

Steam locomotives

No 3 'Bodiam': The contractors working on the frames have been visited recently to encourage quicker progress. The intention is to move things forward with a steam test of the boiler as soon as the repairs to the regulator can be finished. Tank construction by volunteers is progressing steadily. Additionally the air pump has been overhauled which has required several parts to be manufactured, again a volunteer job.

No 8 'Knowle': In service. This locomotive took part at the Bluebell Railway in a gala to celebrate Stepney's 125th birthday, on 25th November 2000. Unfortunately it ran out of water near Sharphorne Tunnel and had to have its fire thrown out. The sight of 4 terriers operating together is unique in modern times.

No 11 'P Class': Now looking very pretty in its South Eastern and Chatham livery, which was completed during a short stay in the Carriage and Wagon shed. There is considerable work required to finish off the overhaul including some

small bore pipework, motion erection, valve setting, brick arch and firehole protector.

No 12 'Marcia': Work continues with the brake gear and smokebox floor seeing the majority of attention. The owner, Dick Beckett, has moved to Tenterden and as a result progress may accelerate.

No 14 'Charwelton': Now out of service for its 10 year overhaul. It has been properly protected during its enforced wait for its place in the queue.

No 19 'Norwegian': Requires a retube and has been out of service since November last year. It had been hoped to complete this in time for the Thomas week in February but procuring the superheater flue tubes has proved problematic and delayed the return to service.

No 21 'Wainwright': In service.

No 22 'Maunsell': In service.

No 23 'Holman F. Stephens': While the boiler is away at contractors, work on the frames has



Charwelton sets off for her last day of service, 1st January 2001

(John Liddell)

continued. The wheel sets have had their tyres profiled and returned from Swindon in January. The boiler itself is nearing completion with the contractors to complete repairing the copper welding before its return.

No 24 'Rolvenden': In service

No 25 'Northiam': In service

No 30 GWR Pannier Tank: The boiler has been completed with a successful hydraulic test. However its return awaits the completion of smokebox manufacture.

Diesel locomotives

No 20 GWR Railcar: A major milestone has been passed in the railcar's rebuild with the replacement of all main frame sections on the platform side of the large passenger saloon now complete. This achievement means that roughly three-quarters of No. 20's framework has now been restored leaving just one side of the luggage compartment and the framework of the Headcorn-end driving cab to attend to. Meanwhile, on the mechanical front assessment work is taking place on both engines.

No 40 BTH (Ford): This loco was incorrectly assigned the number 50 in recent issues of the

Tenterden Terrier. It left the Carriage and Wagon Shed on Wednesday 8th November 2000, following a repaint in original colour of Oxford blue with 'gold' linings. Further repairs and mechanical adjustments are being made before formal acceptance into traffic. A trial run with the Vintage carriage set was made to Bodiam on Monday 12th February. Its appearance at the Diesel Weekend in March, running Northiam to Bodiam shuttles, is likely to be a draw for enthusiasts.

No 41 Ruston: In traffic at Rolvenden.

No 46 Drewry 03: In traffic

No 48 Class 14: In traffic

No 49 Class 14: In traffic

Crompton: In traffic

Cranes

10 ton Taylor-Hubbard: Normally available for Permanent Way work.

36 ton Ransom Rapier Breakdown crane: In traffic and often used for heavy lifts in Rolvenden yard.

General

We continue to have problems with the water

supply and hand dosing of water treatment for the locomotives continues, while the installed dosing plants, at each water column, continue to prove unreliable. This is critical to long term boiler maintenance. In parallel the washout checklist has been updated to incorporate lessons learned during 2000 with our first year of the additional mileage to Bodiam. A new warning system has been established for those working in confined spaces, boilers, fireboxes, etc. Basically a loud alarm sounds if staff find themselves trapped and need assistance.

During routine maintenance all locomotives are having their axles ultrasonically tested. Diesels especially have not been tested in the past and this is being brought up to date.

The Loco Department have the usual wants list of which rags are the biggest item. These are used for everything around the yard and any donated save additional expenditure. Anyone with spare chairs for the mess room or offices would be very welcome. Anyone clearing out unwanted hand tools and drill bits can donate them to a good home at Rolvenden.

Rolling Stock

Pullman Car Barbara (K&ESR No. 52)

Barbara is now in the carriage shed and is the top priority for all available paid and volunteer labour. Further timber and glass renewal proved necessary along one side and this is largely complete. The doors, with their distinctive oval windows, are under reconstruction and the exterior paintwork is being prepared for its final coats. The gangway steel parts have been refitted but canvas for the bellows has yet to be obtained. Interior varnishing and painting is well under way. The old floor covering has been removed and quotes obtained for a new carpet. An appropriate grill is to be fitted over the previously unprotected heating pipes and Barbara will be turned out as a parlour car seating 18.

In a new departure for C&W, Alan and John Brice will be building the new seats and the upholstery will be in the capable hands of Carol Douglas. A prototype chair has been built from spare softwood and proved the project to be practicable. The seats are to be made from beech – not a timber we normally use, the first supply was delivered at 8.00 AM one morning in late January. Unlike most timber, it arrived as a tree trunk cut into slabs. What's more it was very heavy, as the manager and foreman can testify!

The Pullman bogies remain at Sellindge where their overhaul by a contractor continues.

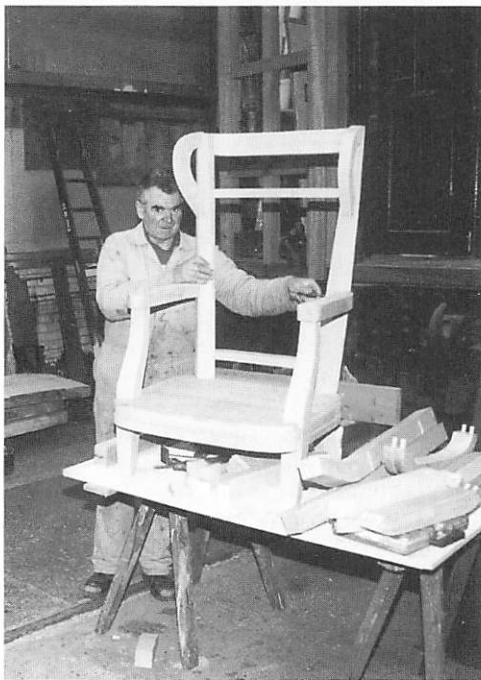
Maunsell BNO No. 4432 (K&ESR No. 53)

No. 53 is 'on the back burner' at present owing to other demands on the Department's time, and Barbara in particular. Some painting has, nonetheless, been undertaken in the guard's brake area to help protect this extensively renewed part of the structure. It is hoped to recommence work as a priority later in the year,

but in the meanwhile renovation of the upholstery is at the planning stage.

Mark 1 TSO No. 64

The same rains which overwhelmed the Bodiam extension resulted in no less than seven leaking windows on this vehicle. As a key element of the 'A' set, No. 64 was brought into the shed at an early opportunity and the offending glass removed. This revealed the anticipated rot to the



John Brice shows the frame for one of the new Pullman Seats, 12th February 2001

(John Liddell)



A day out with Thomas was held every day 17th to 25th February 2001. A total of 10,000 passengers were carried and gross fares were £84,000.
(John Liddell)

bottom timber cills. All these were replaced, new items being manufactured in-house. The opportunity was also taken to re-fix a number of heater grills which had worked loose and tidy up the exterior paintwork. As part of the paint job, an area of body filler which featured an alarming looking crack on the Tenterden platform side was removed and renewed. For months this would be reported to us at least once a week, usually with the comment 'It looks like it's about to fall out'. Inevitably, the offending filler proved far harder to remove than its appearance suggested! No. 64 re-entered service in time for the Santa Specials.

Woolwich Coach (K&ESR No. 67)

Work to the underframe described in the previous Terrier has continued, again under the supervision of volunteer Ron Nuttman (when not working on Pullman Car Barabara) with assistance from others as opportunity permits. Extensive renewals to the steelwork at the 'Robertsbridge' end are now evident and our thanks go to Adrian Landi of the Loco Department for carrying out the necessary welding and riveting.

Wagons

SR 8 Plank Wagon No S11530 (K&ESR No. 148).

It is worth noting that the semi-fictional industrial livery 'O. Edwards & Sons, Tenterden Brewery' refers to a long vanished local enterprise owned by the forebears of our farmer neighbour, and good friend of the Railway, Henry Edwards. The brewery never possessed a railway vehicle but the design for the wagon livery was loosely based on the colour scheme once carried by its lorries.

LMS Box Van No. M515184 (K&ESR No. 48)

Restoration of the vehicle is now largely complete although sign writing (LMS) has yet to be applied.

Various engineering wagons received routine maintenance on site at Wittersham Road prior to their use in connection with the flood damage repairs at Mill Ditch. 'Medfit' No. 158 was refloored at the same time as it was to be used to carry ballast.

People

Congratulations to John and Alan Brice and volunteer/director John Weller, who have successfully completed a shunting course (a most useful skill in C&W).

Operating

The winter works programme has been somewhat disrupted this year due to the ongoing restrictions on budgets. As mentioned in the last *Tenterden Terrier*, we had hoped to install a new oil store and fuel point, pit lighting and ash disposal system, these have all been victims of cuts. It is hoped that some of these projects will be able to progress next winter. Negotiations are also underway to establish a permanent classroom for training purposes, the existing meeting room being required as Pullman stores.

Several of the Department's staff have been involved in running trains associated with the track repairs at Mill ditch following the flooding in mid October and further flood damage at Hexden bridge in February. For several weeks following the Mill Ditch flooding the train service was terminated at Northiam. The Hexden Bridge flooding also meant the Northiam – Bodiam shuttle service due to run on February 11th was cancelled.

Several training courses have been running over

the winter period including a Shunters course for C&W and Loco dept staff and Basic Railway Safety training for the Permanent Way and Clearance departments. Peter Lamont also began running a Signalmens training course in February. These courses consist of twelve lectures spread over a year, which is a big commitment for a volunteer instructor.

Congratulations are due to Kevin Jones and John Collard who have recently passed firing exams. James Palk has passed out as a Guard and Peter Spratling has also passed as a Guard as well as qualifying as Signaller at Tenterden.

A small committee has been formed to revive Mutual Improvement Classes. These classes were a feature of training for several years but, due to other staff commitments, have not been run for a couple of years. It is proposed that Mutual Improvement Classes will be run for the benefit of all staff working on the railway rather than just footplate staff as in the past. The Department will continue to run a more formal training



Laying in new balance pipes at Mill Ditch to counter the flooding problems seen last year, 21st November 2001, the cost of these works was around £20,000.

(John Liddell)

programme with MIC's as an extra feature, which will, hopefully, encourage a greater understanding of railway operation.

We are currently investigating ways of improving the competence assessment for all Operating Department staff. With this in mind Simon Long and Pete Salmon recently attended the Heritage Railway Association Management of Competence seminar in Birmingham on November 11th. They have also held meetings with staff from the Rail Industry Training Council.

The Department's web site has proved to be popular with around 150 -200 people visiting each week, if you have not visited the site yet we can be found at www.ksr.fsnet.co.uk where you can keep up with all the department's news.

We are still actively recruiting new volunteers for

the department, the staffing levels have improved considerably, so if you are thinking of joining us now is the time to do so. We would particularly like to hear from anyone interested in training to be a Guard or Signaller. There are also a few vacancies in the footplate line of promotion. We would also be pleased to hear from anyone interested in a nice easy job, working as Cranbrook Road Level Crossing Keeper. Please contact Simon Long or Pete Salmon for more information.

If any one has a washing machine and/or tumble dryer they would like to donate we would like to hear from you. With the main running season fast approaching any old rags you may have will be put to good use for loco cleaning, please leave them with the Running Foreman at Rolvenden.

Infrastructure

Permanent Way

The last year was one of highs and lows for the department. The main high was the successful conclusion of the Bodiam 2000 project and the main low was the departure of Brian Muston as manager. There was a natural wastage of volunteers after the glamour job was over, compounded by Brian's loss. Thanks to the continued dedication of the hard core members we have risen from the ashes and have repaired the washouts at Mill Ditch and consolidated Wittersham Road as our base. We will soon have power and water connected to our portakabin to bring us up to scratch with Heath and Safety requirements.

On 26th and 27th February the level crossing at Wittersham Road will be replaced. Our plans for the closed season include tamping the entire Northiam - Bodiam section and the replacement of the rough joints by Pope's Cottage. Successful trials at Pope's have eliminated the bad ride and we aim to roll out the process throughout the line in stages. The solution is very low cost and produces remarkably good results.

We have updated our Health and Safety training to include personal track safety assessments of every volunteer and further training for patrolmen and gangers will take place in the near future. The intended replacement of Cranbrook Road level crossing has had to be postponed since the highways department could not allow a road

closure order at a suitable date, while works continue in Tenterden High Street. There continues to be lots more work available for any intending volunteers. Leave a note in the relevant pigeon hole at Tenterden to ensure a welcome.

Heritage group

Hampered by this winter's appalling weather the group has been confined to indoor jobs, principally repairing and painting platform seats. Plans for the Spring include a tidy up and repaint of Tenterden level crossing gates and surrounding fences.

It is still hoped that No 2 platform at Northiam will be the major project for 2001 but the Company is not prepared to commit the required £3,000, therefore support from an area group or other outside source is vital. If anyone can help finance the shelter, featured in *Tenterden Terrier* No 82, it will be an important morale booster for the group and a welcome change from the endless chores of painting and minor repairs.

We are sorry to learn that Group member Derek Grieb has been quite unwell recently and wish him a speedy recovery.

Forestry and Conservation

Work has continued between Hexden and Rother bridges. We started at Rother bridge concentrating on a large group of mature Willow trees, which have been causing problems by large limbs breaking off and some trees falling over. On

closer inspection the bases of most of the trees were found to have rotted, in some cases considerably. Due to the possible risk to the running line plans are being made to where possible carry out a pollarding operation.

Following the bad weather that we suffered during the autumn, the group had to move to higher and drier ground as the ditches became flooded. Before moving on we were able to cut back vegetation growing close to the line, which will then be cleared properly when the water levels return to normal. The group then moved on to the aptly named Wet Cutting situated just down from Cranbrook crossing. We found to our cost this area lived up to its name following heavy rain. At least two working days had to be cancelled and there were other curtailments. We have cleared a great deal of unwanted vegetation, including cutting back of tree limbs overhanging low over the track area. This has been made easier with the use of a new power pole pruner. We are continuing to treat any stump which is growing close to the running line or under the telegraph wires, which should stop any unwanted re-growth, and avoid the need to be cutting back continually. When this area is finished the group will be moving to Tenterden station head shunt. Please telephone Peter Thorogood on 020 8859 5082 any evening if you would like to join the

group's activities.

Bodiam Station

Work has continued during the winter on the platform bench seats. Two have been repaired, one is having totally new timber but still using all the old metal parts, and one is a completely new construction. When finished there will be five bench seats fit for public use.

An old four-wheeled post office trolley is also nearing completion having been totally rebuilt, although this started out as a quick repair job!

Andre Freeman has reportedly lagged the pipework in the toilet block loft and the toilets are now fit for winter use – which is a great relief to all!

Museum

The Museum has been closed during the winter months and while new display material has been prepared, some of the actual displays will not be changed until April.

Re-opening for the 2001 season is planned for 3rd March. The core opening times have been adjusted to 12:30pm to 4:30pm, but the hours will be extended on busy days. We hope to be able to open on more Mondays and Fridays than last year, providing the panel of attendants are willing to provide the staffing.

Notices and Groups

So you want to run a railway?

– a note from the Company Secretary

This year, to break with tradition, we are hoping to get the audited accounts completed in less of a frantic rush than has been the case hitherto! However, to ensure there is no last-minute panic, the date of the AGM has been set as Saturday 13th October 2001, which stands no chance of pleasing everybody, and it will be at the Town Hall, Tenterden at 2.30pm, to allow some useful work to be undertaken in the morning (as well as lunch).

At present, there are only nine Directors on the Board of Tenterden Railway Company, the maximum permitted number being ten. This means there is a vacancy.

The procedure for getting yourself (or anyone else) nominated to stand as a candidate for election to the Board is very simple. I quote from the Articles of Association:-

“Not less than six weeks before the date appointed

for the Meeting, there shall have been left, at the Registered Office of the Company, notice in writing, signed by six members duly qualified to attend and vote at the meeting for which such notice is given, of their intention to propose such member for election and also notice in writing signed by that member of his willingness to be elected.

Annual, Honorary and Life Members of the Company only shall be eligible for appointment as Directors of the Company.

A Director may not hold an office of profit under the Company.

A bankrupt may not be a Director.”

Other than those statutory regulations, you have to be ready to take the flak for everything that happened so long ago it can only be traced through Nick Pallant's book(s), pour more oil on troubled waters than any reasonable engine would get

through in a lifetime of endless thrashing up and down the main line, soothe the egos of the social misfits with which every railway is populated (not you or me, you understand) and generally put in more hours than there are in a week, in addition to any other employment, hobbies and family you may have thought you had. Your telephone bill will reach the asteroid belt and your hair, what's left after you've pulled most of it out, will go grey. You will wonder how everyone else could be so stupid, while all around you are wondering exactly the same thing...

Now is your chance to make a real difference. Nomination forms are available from me at any time, just make sure you get them back in by 1st September.

Money For Nothing?

Last year saw spectacular support from the membership to support both the railway and the purchase of Terrier 'Knowle'. Many people used the gift aid scheme to ensure maximum financial benefit was obtained by TRC and the Terrier Trust. Everyone is working towards ensuring that this year is every bit as successful but you can still help.

There is a little tapped income source where the Government will increase the value of a donation by as much as 41%. The scheme is called Give As You Earn and deducts your payment via your companies payroll system before tax. Using the Charity Aid Foundation's (CAF) booklet, let's assume you would like to give £50 per month. Because the deduction is made before your tax is calculated, giving £50 will only cost you £39 if you are a basic rate tax payer or £30 if you are a higher rate tax payer. Additionally, until April 2003, the Government will increase the amount you donate by 10%. That means that in this case TRC would receive £55 pounds while only costing you £39 (£30 if you are a higher rate payer).

If £50 is a sum that would make you unpopular with other members of your family, let's assume you can afford £3.90 (£3.00 if you are a higher rate payer). TRC would still receive £5.50.

Even better news is that some companies allocate a percentage of their profits to distribute between their people who support charities in this way – further increasing the value of your donation.

What do you do next? Assuming you would like to influence where some of your tax goes and support the railway at the same time, please call the CAF on 01732 520019. They can check if your company is on their list of contracted companies. If so, they

can then send an explanatory booklet and application form. Complete the form and send it to your Payroll Department. You need do nothing more. CAF is also online at www.CAFonline.org/individual/trusts

Last year put us back on track. Lets make sure we stay there.

Graham Bridge

Our French Connection – News from the CFBS

Once again passenger figures on the CFBS last year broke previous records by a substantial margin. Obviously April's steam festival helped. The weather did not! Over 91,000 passenger journeys had been recorded even before the Christmas trains ran on December 9th and 10th. Of these, nearly 40,000 passengers came in organised groups compared to nearly 52,000 private individuals and families. Of the latter, over 27,000 purchased their tickets at St Valery, over 20,000 at Le Crotoy, just 685 at Cayeux (twice as many as 1999, however), and nearly 3,500 at Noyelles (due entirely to the steam festival – normally tickets are not sold at Noyelles).

Thus encouraged, the CFBS will again run more trains in 2001. In a recent issue of *The Tenterden Terrier* a K&ESR member asked if information concerning the CFBS timetable could be distributed to all members. Well, for those of you who are wired up or can access the Internet via a library or cybercafé, the timetable is of course available on the CFBS's excellent Web site, in English as well as French, at <http://www.chemin-fer-baie-somme.asso.fr> (Roland Arzul, the Webmaster, began this year with a new daughter, a new job, and a new home, but I have no doubt that he will attend to the Web site as thoroughly as ever). Nonetheless, I will append a summary of the timetable for 2001 to these notes and hope that the Editor can find room to print it. The main changes are an increase in morning trains, and the fact that trains will operate every day in August except the 27th. The Web site also indicates when private trains can be operated for groups, and at what cost. I gather that there are plans, possibly tentative, possibly firmer than that, to introduce a dining train on some evenings. If you plan to visit the depot, it's usually best to come during the morning.

The encouraging passenger figures have also had an impact on plans regarding motive power. Corpet 2-6-0T no.1 was to have been taken out of service this winter for a major overhaul including a new boiler. However, it has been decided that this locomotive will be allowed to operate for one more

season while every effort is made to restore the Cail 2-6-0T so that, even without the Corpet, there will still be three larger locomotives available for the 2002 season.

The chassis and bogies of autorail M42, rebuilt by CFD of Noyon, was expected to be delivered to the depot at St Valery in the autumn, and the De Dion OC1 autorail was to take its place for restoration at Noyon. M42 was to undergo rolling trials before going to another company at Gamaches, where the body will be fitted.

The 'Somme' carriage no. 10302, rebuilt at Abbeville, was also expected to return to St Valery during the winter. All carriages passing through the depot are being fitted with vacuum brakes. Restoration of the wagon which a friend and I started work on in 1999, and the chassis of which I finished painting last July, has been completed, and work continues on the restoration of a fourgon of Swiss origin – another project to which I contributed last year – which for a long time stood at Lanchères. I understand that it is likely to be used in passenger trains for carrying bicycles.

Winter work on buildings and track has included reroofing the goods hall of Le Crotoy station; the interior was to be converted to serve as a waiting room. Ballasting has taken place between Lanchères and Cayeux, passing loops have been relaid at the stations of Lanchères and Le Crotoy, points have been attended to at St Valery Ville, and sleepers have been replaced here and there.

I certainly intend to spend some time at the railway again this year, probably around the middle of July. See you there?

CFBS timetable 2001

Cayeux		15.30	18.30
St Valery		16.15	19.15
St Valery	10.45	15.30	16.30 17.30
Noyelles	11.15	16.00	17.00 18.00
Le Crotoy	11.45	16.30	18.30
Le Crotoy	12.00	15.30	17.30
Noyelles	12.30	16.00	17.00 18.00
St Valery	13.00	16.30	17.30 18.30
St Valery		14.15	17.45
Cayeux		15.00	18.30

Bold type: every Wednesday, Saturday, and Sunday from 1st April to 30th September; every

Tuesday, Thursday and Friday from 3rd July to the end of August; every Monday in August; also April 16, 17, 19, 24, 26, 30; May 1, 7, 8, 24, 25; June 4; September 4, 6; October 7, 14.

Regular type: every Sunday from 1st April to 14th October; every Tuesday, Thursday, and Friday from 10th July to 31st August; every Monday in August; also April 16, May 1, 7, 8, 24, 25, 26, June 4, September 1.

Italic type: every Wednesday, Saturday, and Sunday from 7th July to 29th August; April 15, 29; May 30; June 3. Please note that trains will be diesel hauled between Cayeux and St Valery.

The above information is offered in good faith but if you depend on it without checking with the CFBS, please understand that you do so at your own risk.

Philip Pacey

Rother Valley Railway (Robertsbridge)

A new engineer has been appointed, Dave Rimmer. He has been deeply involved with the Spa Valley Railway and prior to that was instrumental in setting up the North Downs Steam Railway.

A generous donation from two loyal supporters of some £36,000 has enabled us to begin work towards the operation of trains. The main work at this stage is excavating soil and producing ditches to ensure that present and future floods do not plague the site. Ballasting of the line is also taking place. Work started in mid-February but is hampered due to the excessive water still present on the surface and in the soil. Followers of the national scene will know that Robertsbridge has been flooded on three occasions in the last 12 months with some 77 properties involved.

Talks are currently being held with the Environment Agency in regard to Robertsbridge flood defences and the Rother Valley Railway involvement.

A new cafeteria has been constructed within the Orient building and is now open for business. Our thanks to Helen Brett and her team for making this possible.

Julia Hastings has resigned as a director for personal reasons and a replacement is being sought.

Land negotiations are continuing as always and are sub judice.

Mark Yonge

Tickets Please!

Ray Collins has collated the numbers for 2000.
The Terrier team provide the commentary.

1999					2000				
	Op. Days	Trains	Paying Passengers	Avg. per Train		Op. days	Trains	Paying Passengers	Avg. per train
January	3	15	542	36		6	34	1019	30
February	9	39	2203	56		12	66	11700	177
March	7	37	1110	30		4	12	810	68
April	15	100	4919	49		30	163	12962	80
May	16	116	9114	79		31	134	9829	73
June	26	137	6579	48		30	123	8687	71
July	31	192	8207	43		31	181	11932	66
August	31	205	12776	62		31	198	18754	95
September	25	136	7525	55		30	144	13539	94
October	15	78	3273	42		14	71	2972	42
November	1	4	65	16		3	17	348	20
December	16	76	9802	129		13	90	10217	114
	195	1135	66115	58		235	1233	102769	83
Wealden Pullman			1965					1718	
Charters			1035					2047	
Sunday Lunches			1244					1458	
Sunday Teas			560					0	
Privileges			3899					4162	
			74818					112154	
<i>Bookings from:</i>									
Tenterden			55968					*89334	
Northiam			9294					5642	
Bodiam			0					4982	
On train			853					2811	
			66115					102769	
<i>Schedule analysis</i>									
Catering and Charters			5189					5223	
'Thomas' (Feb & Sept)			8292					18601	
Santas			9304					9951	
Scheduled services			52033					78379	
			74818					112154	

*Includes 12416 pre-booked fares

It was always expected that the re-opening to Bodiam would provide a substantial boost to traffic and this certainly proved to be the case, with a 50% increase in numbers achieved over the previous year. The advantage of becoming a destination railway for the first time became apparent immediately, with some 13% of passengers taking advantage of the combined ticket, including entrance to Bodiam Castle.

The months of January, March and November continued to attract minimal levels of business and we need to look carefully as to whether we should run trains at all during these months in future, unless there is some additional attraction on offer. February and September were boosted by substantial visitors to our Thomas The Tank Engine events. Santos were up from 9,304 to 9,951, reversing the decline that we have seen in recent years, but other "events", notably the Hop Pickers weekend in October was hard hit by appalling weather and flood damage, which necessitated closing the line from Northiam to

Bodiam.

We ran 9% more trains in 2000 than in 1999 and our average overall loadings rose from 58 to 83. In spite of this, our core train operations continued to lose money, albeit at a much lower level than in 1999. It is a hard fact of life that the high level of fixed overhead associated with the running of steam trains will probably never enable this to be profitable as a stand alone operation. It is to the commercial activities, notably catering and shop sales, that we must look in order to sustain a viable business.

Wealden Belle (now Wealden Pullman) numbers were modestly down, due to a decision to reduce loading on some trains, because we were in danger of over stretching our resources and thereby compromising standards. Demand for charter trains, which incorporated a variety of catering requirements, virtually doubled and the number of Sunday lunch covers was also well up on the previous year.

THE K&ESR 300 CLUB PRIZE WINNERS

HAVE YOU JOINED THE 300 CLUB YET?

October 2000 Tenterden Buffet

1st	Dave Williams	(280)	£60.00
2nd	N Swinburne	(589)	£40.00
3rd	Mrs S Tait	(409)	£30.00
4th	Mrs S A Hukins	(351)	£25.00
5th	Bernard Epps	(514)	£20.00
6th	D A Chalk	(350)	£15.00
7th	Terry Hannocks	(562)	£10.00
8th	Sandra Marsh	(232)	£5.00

December 2000 Tenterden Buffet

1st	Doug Lindsay	(233)	£200.00
2nd	T Hart	(524)	£150.00
3rd	Chris McNaughton	(298)	£100.00
4th	Mr B A Rees	(072)	£90.00
5th	Ken George	(133)	£80.00
6th	Doug Lindsay	(233)	£70.00
7th	Brian Remnant	(246)	£55.00
8th	Tony Pearson	(001)	£45.00
9th	John Whitcombe	(337)	£35.00
10th	Joan Williams	(281)	£25.00
11th	Dave Williams	(280)	£20.00
12th	L G Head	(440)	£15.00
13th	Suzanne A Ward	(004)	£10.00
14th	Graham Ford	(120)	£5.00

November 2000 Tenterden

1st	A J York	(187)	£60.00
2nd	J Laslett	(215)	£40.00
3rd	F T Kent	(310)	£30.00
4th	Terry Gibbons	(306)	£25.00
5th	R Duke	(049)	£20.00
6th	John Clark	(038)	£15.00
7th	Helena Wither	(416)	£10.00
8th	Mr A W Stokes	(547)	£5.00

January 2001 Northiam

1st	R D Brown	(612)	£60.00
2nd	K S Adlington	(373)	£40.00
3rd	Max Dunstone	(301)	£30.00
4th	Mrs S A Hukins	(351)	£25.00
5th	C G Butcher	(331)	£20.00
6th	Richard Johnston	(434)	£15.00
7th	Bob Clifford	(285)	£10.00
8th	Jeremy Nelson	(285)	£5.00

To join, phone Brian Heyes on 01622 744509 or Chris Garman on 01424 441643 for an application form.
Registered with Ashford Borough Council, under Section 5, Schedule 1 of the Lotteries & Amusements Act, 1976

Letters to the Editor

Westerham Valley Railway

Sir – When I first read TGB's review of the Westerham Valley Railway in *Tenterden Terrier* No. 80, I did not get round to replying positively to his question about whether there were any other members of the WVRA who still belong to the TRC. Now that the request has been repeated in issue 82 I have realised it must be serious and have put pen to paper (or ink to jet) and admit that there is at least one "out there". Yes, I too remember the days of the WVRA, cycling down from Orpington at regular intervals, not so much to help as to absorb the atmosphere of a rural branch terminus. Prior to closure in 1961 my journeys on the railway were restricted to an annual trip every Christmas Eve. The excuse was to keep an excited child from under his parent's feet; but in fact I remember the trip was more looked forward to than the forced jollity of the next day; funny the reasons for getting interested in railway preservation!

I still have a copy of the *Farmers' Line* (for youngsters: the fore-runner of the *Tenterden Terrier* which has only been going since Spring '73) of March 1966 welcoming WVRA members to the Kent & East Sussex Railway Association. The Association had been formed in January 1966 when the WVRA combined with the then Kent & East Sussex Railway Preservation Society. I even still have the Westerham Flyers, the WVRA news letter, and the blue enamel lapel badge (with Invicta, the horse not the Canterbury and Whitstable loco, as the motif). So there are still some of us around, still rooting for railway preservation in Kent, although in my case from an armchair in Derbyshire.

Darley Abbey, Derby

Vince Morris

Sir – I must confess to not only being a long standing member of the TRC but also the Westerham Valley Railway Society, Westerham Valley Railway Association, Kent & East Sussex Railway Preservation Society and subsequently KESRA. In addition, I can still produce my membership card of the Westerham & Rother

Valley Railways' Workers Association for the year ending 31st January 1965.

Riding on the last train from Westerham in late 1961, as a 13 year old, I was recruited into the WVRS by the 'legendary' Dennis Edmund St Kristof Pope. The WVRS amalgamated with the Westerham Branch Railway Passengers Association in 1962 to form the WVRA.

I travelled to Westerham from my parents home in Bexleyheath virtually every weekend (and school holidays), during the years 1962-64 to volunteer my services. Transport consisted of, either – parental lift, Green buses, Train/Green Line coach, push bike or subsequently motorbike.

A visit to Tenterden in 1963 resulted in me joining the fledgling K&ESRPS and gradually transferring my allegiance during 1964/5 as the WVRA lost its battle, eventually amalgamating with the K&ESRPS.

Thanks to the Webb twins for lifts in their cars; then by trusty motorbike and eventually in my own car, I managed a regular active attendance until the early 1970's when other interests distracted me. I have nevertheless remained a loyal but, I'm afraid, 'armchair' member ever since.

I have, I believe, every copy of the Westerham Flyer together with other contemporary paperwork/artefacts and would be happy to submit an article about the early life of an early WVR preservationist if it would be of interest to any present members. We do of course share a common origin as I have related. I certainly believe Colonel Stephens would have approved of Prescott's Patent Railmobile, an experimental vehicle, not seen by many, which ran trials between Westerham and Brasted at the time.

My archives are fairly comprehensive but I am missing Vol.1, No.1 of the *Farmers Line* and would be grateful to receive a photocopy (or original) if any are still around.

Lastly, I am afraid Duncan Buchanan's reply to B.Howe (TT83) still left me wondering why the signal box at Northiam is not located next to the level crossing as at Wittersham Road thus facilitating operation by one person.
East Peckham, Kent Terry Heaslip

Historical Articles

Sir – In reply to Alan Lawrence's criticism

about the number of historical items in the Terrier and the implication that you should concentrate more on articles "which are directly helpful in keeping in touch with armchair members or in helping The Railway's finances" (issue no. 82) surely the Chairman's letters this year have kept us reasonably well informed about our financial problems and the reports in 'Lineside News' at the beginning of every *Tenterden Terrier* should keep him up to date with other matters.

The historical items are frequently fascinating and add depth and perspective to our knowledge of the railway we love. I certainly enjoy reading them. We have an excellent, well balanced magazine and it is not difficult to see why it is an award winning one. Thank you. Please don't change it.

Horsmonden, Kent

Tony May

Wagon repairs

Sir – Mr B.Howe asked in the *Tenterden Terrier* No 83 why Carriage and Wagon were devoting resources to non-revenue earning vehicles at a time of financial stringency?

Mr Howe seems to have overlooked the integral part wagons play in such profitable events as Thomas Weekends (Troublesome Trucks) and photographic charters. Another major reason is staff morale. Volunteers and paid staff do in fact spend much time working on revenue earning vehicles all year round. Volunteers taking part in the Department's annual working week are keen to see substantial progress on a particular project during that time and, as this is often part of their holidays, like something a bit different. A wagon 'fits the bill' nicely. No 148 (SR 8-plank) was, in part, chosen because we had received a donation towards the cost of paint. It must be pointed out that the working week saw considerable progress to the Woolwich coach underframe. This four wheeler is sorely needed to provide an alternative brake vehicle for the Victorian train.

Similar reasoning was applied to No 128 (LMS Box Van) which, in the event, became the set task for the Interfleet Rail Technology trainees who were with us for a week in September. In this case a donation had been received towards the entire cost of the overhaul. Vans,

incidentally, provide valuable covered storage space and I am sure Mr. Howe would wish to protect the company's assets.

I would also like to add that the Board, Managers and staff are well aware of the need to present the Railway's best possible face to the visiting public. C&W has as much to do as most departments in this respect, but tidying up tatty wagons makes a useful contribution. It was for this reason we also undertook the repainting of display wagon No.114 (erroneously referred to as No. 111 in *Tenterden Terrier* No.83) and building a 2-plank body on the frame of No. 107. Both these wagons are in Tenterden yard visitor area and in very close proximity to the public.

Tenterden

Clive Lowe

Do we have a District Coach?

Sir – The origins of our 'District' coach (K&ESR No 100) have, of course, been much discussed in the pages of the *Tenterden Terrier*. Information has now come to light which may help to finally settle this controversy.

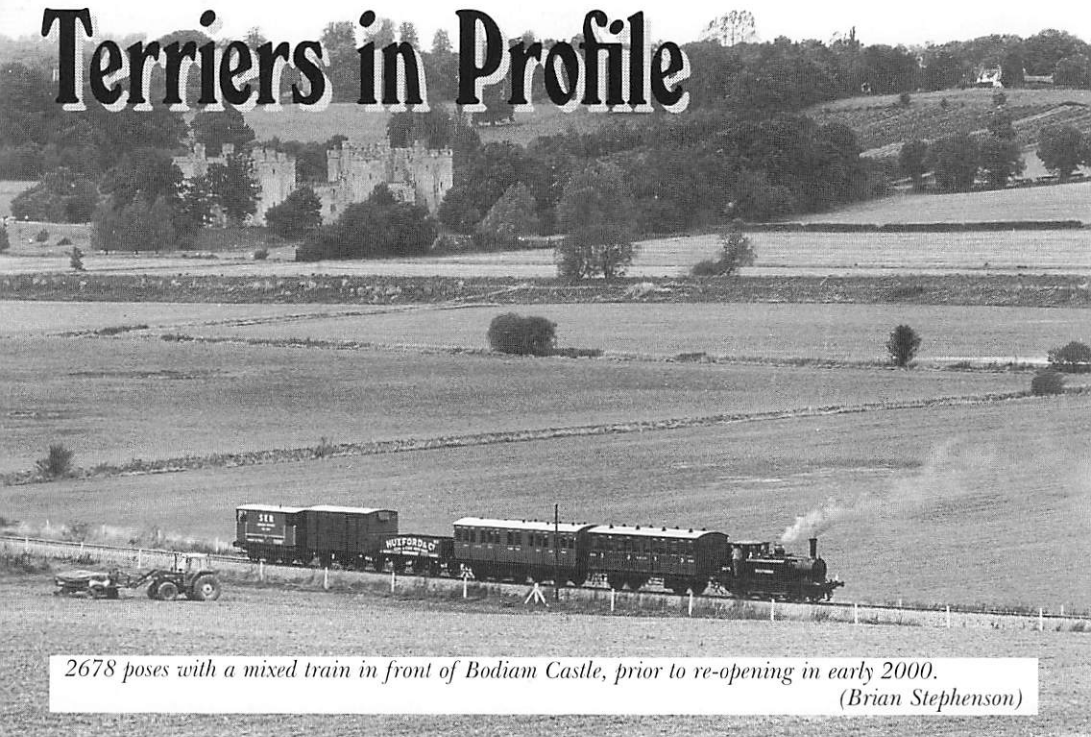
Readers may recall that when the body was recovered from Dymchurch in the late 1970's it was in two sections separated by an irregular but perfectly fitting saw cut. On the assumption that any excised compartments would have been taken from the middle, this has been taken as evidence that we had an intact wheel body. During the course of No. 100's intermediate overhaul in 1999 the panelling to No. 2 (Robertsbridge) end was removed and renewed. It was observed at that time that the end framing, although perfectly sound for its function, appeared to have been cut back from an originally longer structure. This seems to add weight to the theory that No. 100 was originally part of a Metropolitan rigid eight wheeler and not the entire body of a District Railway vehicle.

It has been suggested No. 100 was obtained from, and possibly broken up at, Ashford. As a matter of conjecture, I would add this also seems to support the idea of Metropolitan origins, the 'Met' having been an ally of the SE&CR, unlike the District Railway.

Tenterden

Nick Pallant

Terriers in Profile



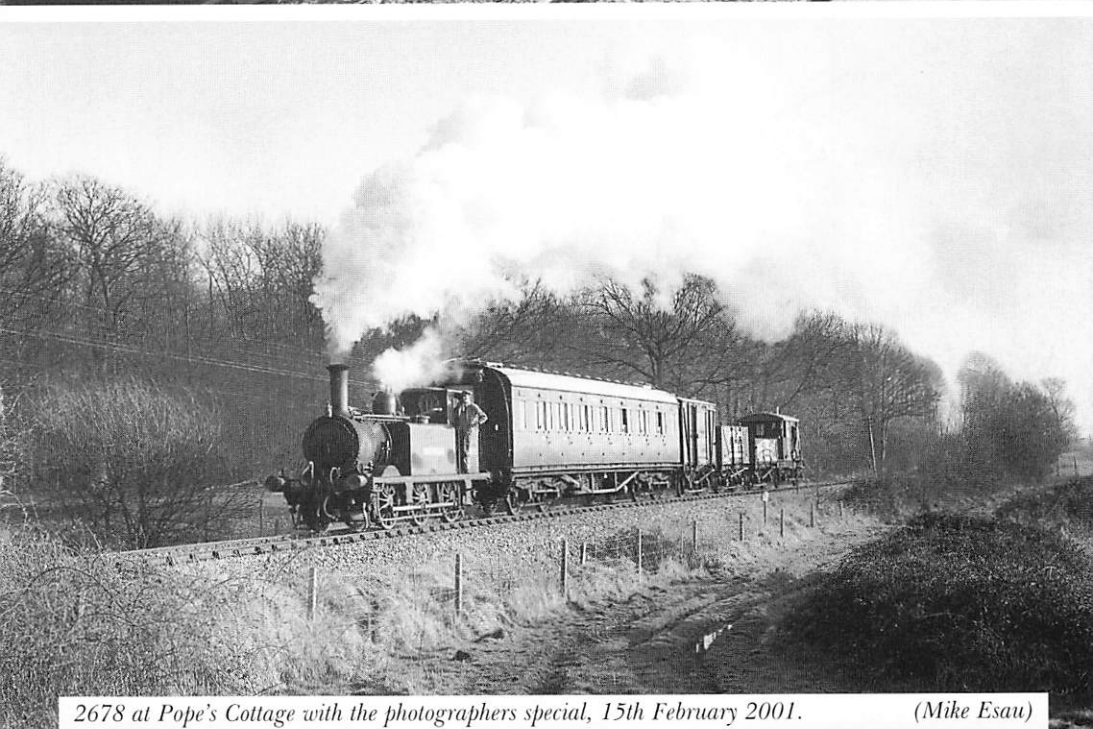
2678 poses with a mixed train in front of Bodiam Castle, prior to re-opening in early 2000.

(Brian Stephenson)



2678 on Oxney Straight with the photographers special returning to Rolvenden, 15th February 2001.

(Mike Esau)



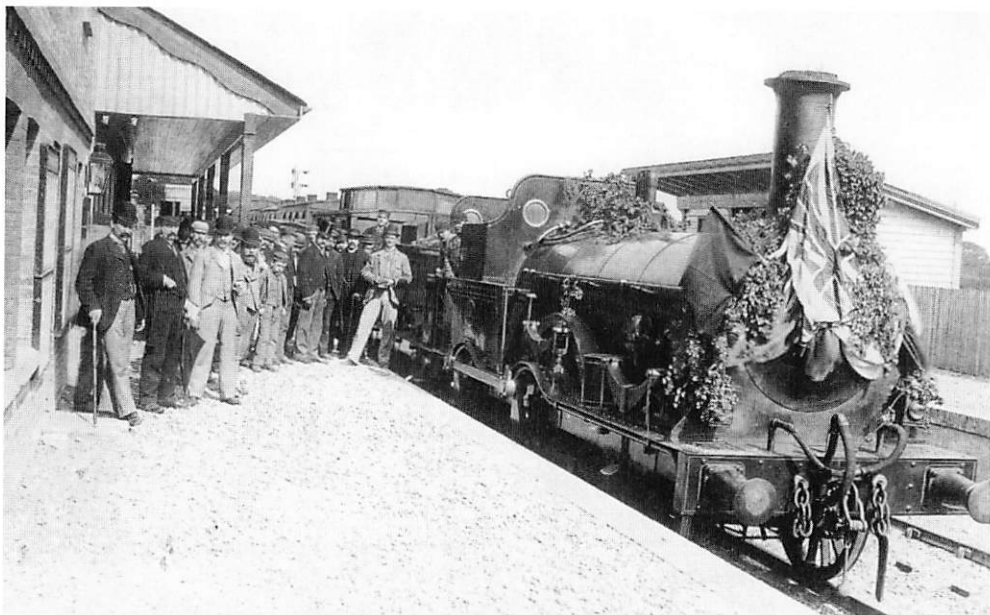
Holman Stephens - the formative years at Cranbrook

The arrival of Brian Hart's eagerly-awaited book on the Hawkhurst Branch has focused attention on Stephens early years, in which he experienced both success and failure. The author's style, repeated in each of his six books on railway subjects, is both distinctive and refreshing. Dealing with not only the title subject, but also with some of the social issues in the vicinity, the Hawkhurst Branch encapsulates a wide range of excellent photographs of local towns and villages. It is a book which will appeal to a wider audience than merely students of railway lore.

The author deals correctly with common misconceptions regarding the nature of H.F. Stephens' involvement with the line. Edward P Seaton, a consulting engineer with 20 years experience was responsible for the design of the route and structures and Stephens was employed by him. To be fair, Stephens never

claimed anything else. He was, at the relatively tender age of 22, still a student, but many of the distinctive features and materials used in the buildings on this line were adopted by him subsequently on other schemes. He did, however, claim to have had the responsibility of sole supervision of the works, including setting out the line and was resident at Cranbrook throughout the construction period.

Prior to his arrival at Cranbrook, Stephens educational achievements had been noteworthy rather than outstanding. After matriculating in 1887, he studied engineering briefly at University College London under the Professor of the faculty, Sir Alexander Kennedy. In 1888 his father, Frederick Stephens, arranged with John Bell, General Manager of the Metropolitan Railway, for him to enter the Company's works at Neasden as a pupil of the Locomotive Superintendent, John Hanbury. Hanbury was a



Cudworth '118' class Locomotive No 112 at Hope Mill station on 12th September 1892. Holman Stephens, in bowler hat, is beside the footplate. W.H Austen is nearby to his right, partly obscured by the gentleman in top hat.
(Colonel Stephens Historical Archive)

distinguished engineer and had served his apprenticeship under Matthew Kirtley at the locomotive sheds of the Midland Railway at Derby. In due course, Stephens pressed for the opportunity of gaining experience in civils work and Hanbury suggested that he approach Seaton, who was working for the Metropolitan on extensive alterations to Baker street and Portland Road stations. Stephens, who never hesitated to take advantage of family connections, made play of his family's acquaintance with Sir Edward Watkin, Chairman of both the South Eastern and Metropolitan Railways and this was probably enough to persuade Seaton to take Stephens on. The Hawkhurst railway project was an ideal opportunity to gain practical experience.

It was whilst working at Cranbrook that Stephens came across W.H.Austen. Austen was born at Snodland where his father was labourer at a paper mill. The family was poor and young William was sent to live with his grandmother in Cranbrook High Street, where he attended school and subsequently obtained a job with Joseph Firbank, the contractors building the line, as a chain-man. Austen was meticulous and quick to learn. He was to remain with Stephens as his personal assistant for the rest of his life and took over the running of the light railway empire when Stephens died in 1931.

The Hawkhurst line was opened from Paddock Wood to Cranbrook on 1st October 1892 and to Hawkhurst on 4th September 1893. After the line was completed, Stephens stayed on for the customary maintenance period and then returned to London with little prospect of any immediate work. He carefully nurtured an acquaintanceship with Sir Myles Fenton, General Manager of the South Eastern Railway, by sending him tickets for Royal Academy exhibitions and gifts of engravings, supplied by his father. He claimed that Sir Myles had virtually promised that if the proposed extension of the Hawkhurst line to Appledore were to go ahead, he would be given the job of supervising the works, but this line was not to be. In May 1894, Seaton proposed Stephens' application for associate membership of The Institution of Civil Engineers. Other distinguished members who put their names to the application included his old tutor Sir Alexander Kennedy, W. Wainwright and James Stirling. From then on Stephens was suitably qualified to undertake projects in his own right.

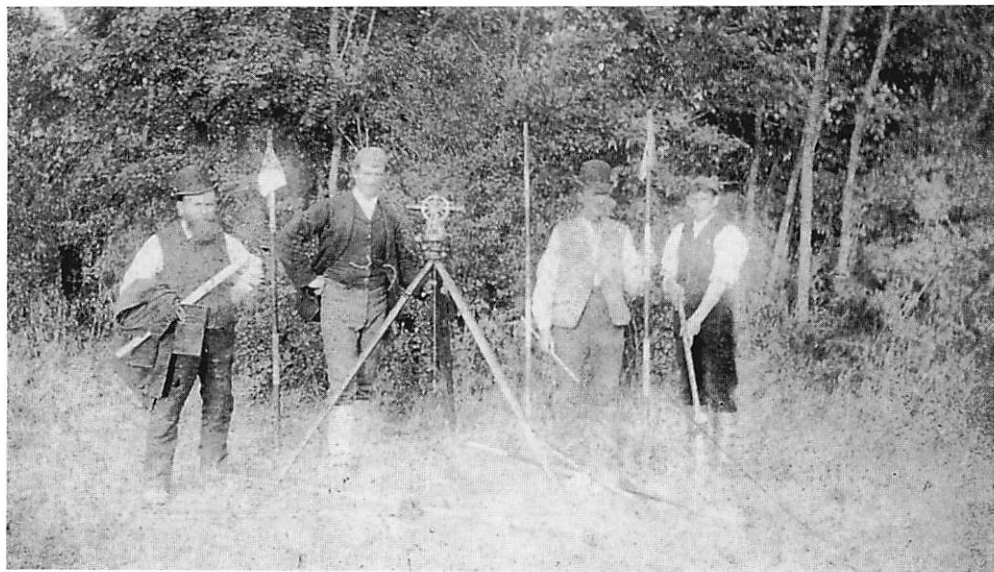
Stephens was back again in the Cranbrook area in July 1895, assisted by Austen, with some work

for the Cranbrook Water Company and nearby constructing the Rye & Camber Tramway. The waterworks project did not go smoothly and Stephens was only paid fees of £36 whereas he had claimed £130. He finally left the area in October 1895 and moved to Tonbridge, where he rented rooms at Ashby House, Priory Road. This was to be both home and office until 1900, when the expansion of his engineering practice necessitated the opening of the famous light railway offices at 23, Salford Terrace.

Brian Hart does not refer to it in his book, but an intriguing development at Cranbrook was a friendship built up with Edward Peterson, the son of the Rector of Biddenden, the Rev William Peterson and a solicitor with a practice in Staplehurst. Born in 1848 and educated at Cranbrook Grammar School, Peterson is best known for his study of tithes and as *'The Parsons Friend'*. According to his obituary in The Times of 7th October 1934, he founded the Tithe Owners Union in 1890 and spent many years of his life defending the status of the clergy and studying their financial problems. His enthusiasm for light railways came about in anticipation of the 1896 Act and he claimed to have clients interested in investing in railway schemes in various parts of the country. Peterson formed a company called the Light Railways Syndicate in July 1895 for the purpose of financing bills or orders in Parliament for proposed new railways. The intention was, that once the necessary authorisations had been obtained, a separate company would be formed for each scheme to raise the capital and the syndicate would receive a fee for its services. A total of seven schemes were formally proposed by the Light Railways Syndicate and its sister company, the Economic Railways Company, formed in 1898, but only one, the Sheppey Light Railway, was built. In all cases, Stephens was to have been the engineer and had a smallish shareholding in the syndicate.

The first proposal put forward was for a light railway serving coal villages in the Clyddach valley near Swansea and in August 1895 Stephens did some preliminary survey work in the area on behalf of one of Peterson's clients. However, this did not get to the application stage and it was not until December 1896 that the first two formalised schemes came before the Light Railway Commissioners.

The Hadlow (Kent) Light Railway and the Gower Light Railway, were followed by the Central Essex Light Railway in 1897. Four schemes were proposed in 1898, the Sheppey



The surveying team with graduated poles and theodolite during the construction of the line. Holman Stephens is second from the left.
(Colonel Stephens Historical Archive)

Light, the Kelvedon, Coggeshall & Halstead and the St Just, Land's End & Great Western Junction (two proposals). Peterson's sources of finance, if they ever existed, remain a mystery, but at the enquiry into the Central Essex Light Railway, counsel acting on behalf of Peterson said that he represented "a strong financial group with over a million sterling for investment in light railways". In fact, most of these schemes were of doubtful viability and would have been unattractive investments to all but the most optimistic capitalists. The Syndicate sold its rights to the Central Essex which would have linked Ongar with Dunmow, to other promoters and claimed a commission.

The Light Railways Syndicate became moribund and was wound up in 1912. Peterson went bankrupt in 1910, claiming that he had been unable to obtain payment of costs and professional charges as a solicitor. The Economic Railways Company had virtually ceased to exist in 1904. In the file at the companies registry there is a letter written by the Registrar of companies to the secretary asking why the statutory return for the previous year had not been filed. A copy of the reply, a sad and poignant ending to the story, is also contained on the file. ".....The reason why no return was made at the commencement of the year is that the company has practically ceased to exist. It has heavy liabilities and its only asset is a light

railway order authorising the construction of a line 2 and a half miles in length (Kelvedon to Coggeshall) The compulsory powers for the acquisition of land have run out and a sum of just £1 in the bank. The compulsory powers ran out last November and without such it would be impossible to make the line as at least one of the landowners is decidedly hostile. The directors therefore took no steps towards calling an annual meeting and in fact are allowing the company to fall dormant. It is, I am afraid, never likely to be resuscitated and I do not think that any of the creditors will go to the expense of winding it up."

For Peterson matters were coming to an end, but for Stephens this was only the beginning. Despite the frustration that he must have felt, given the time and energy that he had devoted to Syndicate projects, his infectious enthusiasm for light railway schemes was unabated. First, the Selsey Tramway and then the Rother Valley Railway were keeping him more than busy. His father had provided him with sufficient funds to live on whilst his practice developed. The golden years were yet to come.

Philip Shaw

The Hawkhurst Branch by Brian Hart. Published by Wild Swan publications. Price £26.95. Hard back 250 pages, liberally illustrated with photographs. A4 format. ISBN 1 874103542. Obtainable now in the Railway Shop.

The K&ESR Terrier Club

A challenging new initiative to encourage young people

In order to provide an opportunity for children between the ages of 9 and 15 years to take an active interest in the running of the Railway, we are planning to set up a club within which youngsters will be encouraged to work in small groups under experienced adult supervision. The organisation will have its own administration committee, comprising a Chairman, Secretary and a Safety Adviser.

Meetings will be held at monthly intervals and there will be a base in the video room at Tenterden Station for changing and to leave belongings. The first meeting is likely to take place on Saturday 21st April and the second on Saturday 12th May. Delivery and pick up points will be announced for each meeting, which will be decided well in advance, with parents being advised of what is on offer. Groups will be comprised of no more than six children, under the supervision of at least one adult member and will be given high visibility identity vests with the Terrier logo printed on the back.

A notice board will be provided for the Terrier Club at Tenterden Town Station and a news letter will be sent periodically to members. Although the primary place of activity will be the KESR, it is hoped to arrange work and pleasure visits to other steam railways. Terrier Club members will also be given badges to identify their membership.

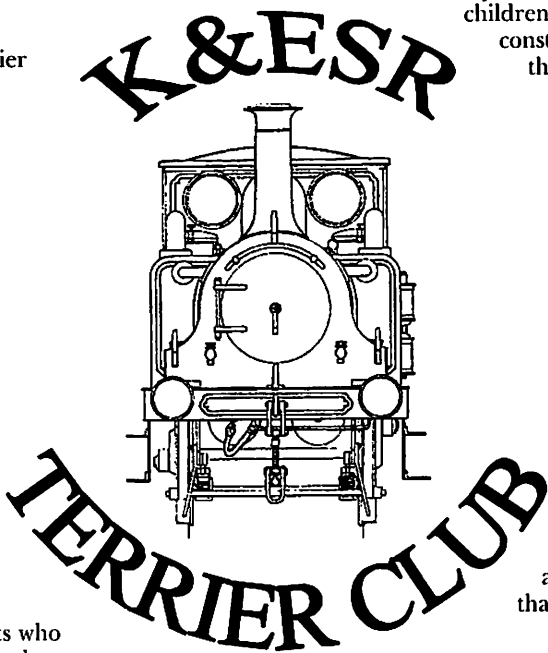
Supervisors will be appointed from adults who are experienced in grades

within the railway infrastructure and will work under a team leader, nominated to be in overall charge for the day. Parent helpers will also be able to play a part in activities, providing that they are members of The Tenterden Railway Company. Risk assessments will be made of all planned activities.

For insurance reasons, all children will be required to become associate members of The Tenterden Railway Company. This will cost £5 per annum. There will be an additional once-only charge of £2.50 for Terrier Club membership and a charge of £1 for each attendance.

Parents are invited to write to Miss Lesley Collins at Tenterden Town Station for a children's application form, but please do not send any money with your initial request. Lesley would also like to hear from parents interested in becoming supervisors or helpers.

We hope that by encouraging children to take a constructive interest in the Railway at an early age, our potential adult volunteer workforce, without which the Railway could not exist, will increase over time. Those who do become involved with our activities generally find it a both absorbing and rewarding hobby, given the variety and interest of tasks that are on offer.



Philip Shaw

The Ian Allan National Railway Heritage Awards

John Miller gives an account of K&ESR success in the 2000 awards.



Chairman, Norman Brice, receives the Independent Railway of the Year (Runner-up) award from Sir Alastair Morton, 4th December 2000.

The awards began in 1979 with what was then known as the 'Best Preserved Station Competition'. Shortly after a second award was introduced for the public and commercial sectors, sponsored by British Rail. Since then other sponsors have been recruited so that by year 2000 there were eight awards covering all aspects of public, private and preserved railway heritage.

Although this journal, *The Tenterden Terrier*, has been a frequent winner in a totally separate competition for 'best magazine', the Tenterden Railway Company has never before won awards for its infrastructure.

In 1996 we received the newly instituted National Railway Museum award for our then current edition of the guide book, and in 1997 we received the same award for the Colonel Stephens Railway Museum. In 2000 we at last received two 'runners-up' awards for the

'bricks and mortar' of the Kent and East Sussex Railway.

Independent Railway of the Year Award

This award is not an open competition for which entries are sought. The judging panel review the whole independent heritage scene and select, in their view, a worthy recipient.

Ian Allan, writing in *Railway World*, paid a glowing tribute to the Bluebell Railway, saying that although it should win the award every year because it is so good (sic), others had to have a chance! He wrote, "the judges have to look for more than a pristine railway that operates efficiently and accordingly, they look at those who strive successfully to improve and expand".

Among those considered for the 2000 award were the Severn Valley Railway, The Keighley & Worth Valley, the Romney Hythe & Dymchurch, and the Ravenglass & Eskdale Railway. The Welsh Highland (Dinas) Railway and the Llangollen Railway were actually placed in joint third places and the Isle of Wight Steam Railway was declared the winner "for being such a superb reproduction" of the island railways in the 1930's and 40's.

The K&ESR was judged the runner-up for having successfully ridden out a serious financial storm and for achieving the extension of services to Bodiam.

The Railway World Award

The award is given to the most promising new or incomplete scheme within the volunteer sector. No one had thought of entering Bodiam station as it was so unfinished, but by last summer, I was persuaded to complete the entry forms. A number of before and after photographs were assembled and Peter Barber provided a financial breakdown as costings were required.

A detailed commentary was prepared covering

the whole Bodiam site. This included track, platform, level crossing, the yard, the station building with its uses, livery etc., the toilet block, cattle dock, picnic area, garden, fencing, parking arrangements, lighting and electrical installation and signage. This was sent off with the entry forms.

During August and September we received site visits from the two judges who made copious notes and took further photographs. The fact that we were still working on site didn't seem to be a problem.

Judges comments

Eventually we received copies of the judges comments and these made very pleasant reading. Extracts from the first judge's comments: "The judging form really says it all, yet the challenge presented to the Railway at Bodiam Station needs to be emphasised.

"The objectives were often conflicting: to produce a station that meets visitors needs as well as the health and safety requirements of today; that complies with the council's planning restrictions (no car parking, no other road vehicles on site, double yellow lines on roadway, etc.); that intrudes as little as possible on the surrounding environment (something that cannot be said of the neighbouring 'garden centre') and, not least, a station that lost the minimum of the Col Stephens Light Railway 'style'. These objectives were hard to reconcile but the owners have met them admirably.

"The result is a little understated at first sight – a modest corrugated-iron clad station building in a country setting – yet that is exactly as it should be. The Railway is aware that the 'Col Stephens' atmosphere at others of its stations has been compromised in meeting visitor needs. So at Bodiam, instead of adding to the buildings on the platform, existing add-on buildings have been slightly enlarged in style to cater for new uses and, instead of being located on the platform, the station lavatories have been provided in a new, separate wooden clad building which at first sight is a coal merchant's office – if a little on the large side. The location of an existing siding has been used for the run-round, and the track layout at the station altered as little as possible – the run-round ends out of sight of the platform.

"Careful planning has aimed to provide a

modest and not overdone station garden and the privet hedges that appear in old photographs of the station.

"The idea has been to maintain the atmosphere of a small wayside station rather than develop Bodiam as a 'Terminal Station'. The functions of a country goods station are being stressed to the public. The cattle dock has been re-instated, to serve as an extension to the picnic area that is being provided behind the goods yard.

"The Station building interior has been most successfully restored with a surprising amount of the existing tongue and groove wooden panelling retained, and the painting scheme seems authentic and convincing and is well-executed – its not too glossy. In one case, a reclaimed door has been provided to suit the station's original style but, unfortunately, some of the old panels in the four new exterior doors have begun to split – the century old wood elsewhere has lasted better!

"Close attention to detail includes the provision of 1930's-style plastic shades to interior lights, brass but non-working light switches, and correct-pattern silk braided wiring but – to modern standards – for the lights. The platform lighting standards follow the design of the original acetylene-fed lighting (including conduiting) and show that bogus, heritage lighting standards can be avoided – for these have been provided by Sugg's.

"The overall effect is splendid, and Bodiam Station looks particularly good with the Victorian train set standing at the platform as the visitor approaches the station from the nearby Castle that is clearly generating much of the Railway's business."

...and from the second judge:

"This is a very impressive job. It cannot be easy, especially on a busy tourist railway, to recreate the quiet, often hand-me-down, nature of so many of Col Stephen's railways, but here the railway has achieved it. Nor must we forget that at times even a Col Stephens railway enjoyed a lick of paint and a tidy up, as was evident (from member's researches) in the 30's at Bodiam.

"The result is a pleasing rebuild and repaint of the original wayside station, complete with ash-surfaced yard, grassy cattle dock and authentic blue enamel nameboard. It touches like this

that 'make' a project. Other points that I particularly liked were the uncluttered nature of the booking office and the treatment of the goods office.

"Tourist traffic is heavy at times, with the well-known castle literally just down the road, so picnic and modern toilet facilities are necessary, a far cry from Col Stephens! These have been thoughtfully provided away from the main building by replicating the coal office as a new toilet block. One could wish that other lines might emulate the importance of preserving essential heritage when operational and marketing needs are being debated.

"The devil is all too often in the detail, as other projects have found to their cost. Here detail has been attended to which does make all the difference: wooden mouldings, the light shades, the silk cord flex, the lamp posts, all are as significant as the two nice private owner coal wagons in the yard.

"A good balance has been achieved here between the operational (the raising of the platform to meet modern requirements, and its lengthening for operational needs) and the historic. I trust that this can continue so that the atmosphere of the small country station can be retained."

The Awards Ceremony

The Judges comments looked hopeful, however, the results would not be announced until the awards ceremony on 4th December 2000. This was held at Merchant Taylor's Hall, Threadneedle Street, in the city of London.

After introductions and a pictorial review of the various winners, we knew our fate – we had been jointly 'Highly Commended' with The Old Station, Petworth, closed since 1955, and now used, with two restored Pullman cars, as a guest house.

The awards were presented by Sir Alastair Morton, Chairman of the Strategic Rail Authority. Norman Brice, Chairman of the Tenterden Railway Company, received a circular cast plaque as Runner-up Independent Railway of the Year, and he was supported at the awards by Peter Tobutt, our consulting civil engineer.

I, as Bodiam Station Agent, received a small rectangular Highly Commended cast plaque.

Accompanying me at the awards were four others representing the various inputs into the Bodiam station refurbishment; John Liddell, Peter Davis, Peter Hemsley and Graham Hopker.

Sir Alastair then gave a detailed speech, without notes, in which he reviewed the state of Britain's national rail system. He enlarged upon his references to Railtrack and the privatised rail companies as appearing to have had a "nervous breakdown". Remember this was shortly after the Hatfield incident.

When he turned to the heritage railways, Sir Alastair twice mentioned the K&ESR and, at one point, he recalled a visit to the railway. It was a beautiful summer evening and he was served an excellent meal on the Wealden Belle, as the sun set across the Rother Levels. It recreated a feeling which is very common of a love affair between the British people and their railways – in spite of the present difficulties.

At the end of the formal proceedings, we retired to another room. Where we were served a very good (and filling) finger buffet. Then, feeling rather self-satisfied, John Liddell and I went to visit the London Transport Museum at Covent Garden.



Archivist, John Miller at work on the station seats at Bodiam, 14th February 2001. (John Liddell)

Special Events in 2001

War on the Line

7th-8th April 2001

Travel to occupied France in the 1940's!
Steam from occupied Tenterden to allied
controlled Bodiam.

Tenterden May Fayre

7th May 2001

Tenterden Recreation Ground: craft
stalls, country attractions, dancing etc.

Hoppers weekend

15th-16th September 2001

Relive the hop pickers trains between
Tenterden and Bodiam. Goods trains
carrying hops, special exhibits and
vintage commercial vehicles, plus a
CAMRA beer tent.

Tenterden Railway Company AGM

13th October 2001

Tenterden Town Hall, 2:30pm.

Steam and Country Fair

21st - 22nd July 2001

A return of an old and popular favourite.
This time the action is at Northiam beside
the station. Historic trains, galloping
horses, cars, lorries, buses, tractors,
traction engines and steam rollers, plus all
the country craftsmen with age old skills.

Tenterden Folk Festival

6th-7th October 2001

Traditional songs and dances performed
at a variety of locations around Tenterden
and the railway station. Something for
everyone.

Half Term specials

20th-28th October 2001

Fun for all the family during the half
term. Journey to Bodiam to see the
'knightly' pursuits.

Santa Specials

2nd-24th December 2001

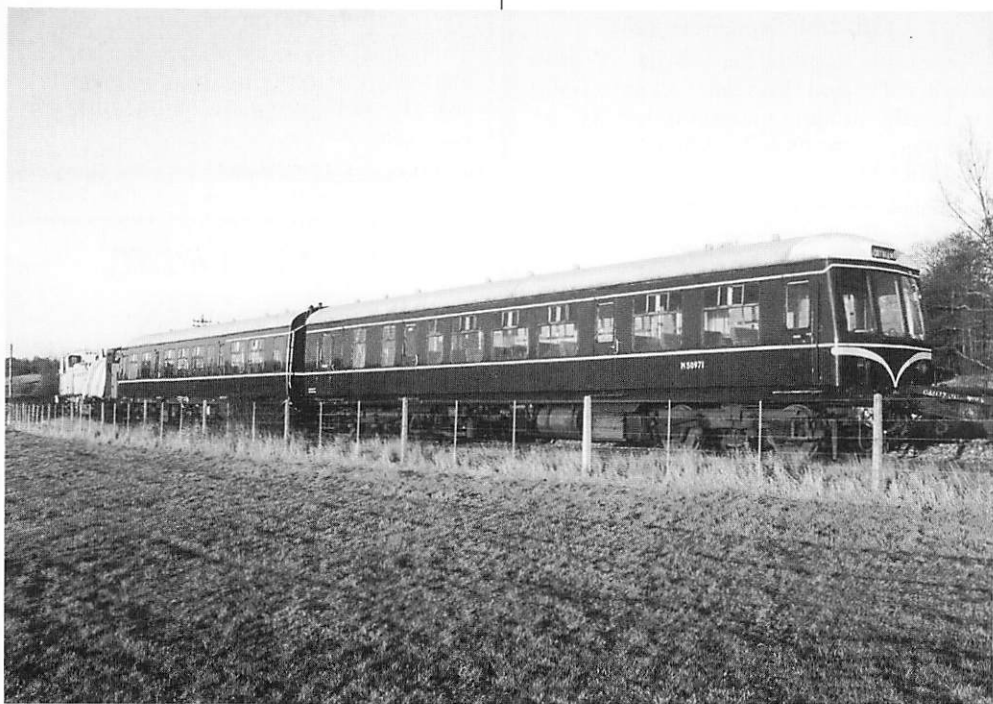
Meet Father Christmas and his band of Pixies! All children receive an individually
wrapped present from him with refreshments for all. Tenterden Station will have
entertainers for all to enjoy.

By Diesel Unit to Bodiam

During 2001 our visitors will have more opportunity than ever before to ride in the Class 108 diesel multiple unit between Tenterden and Bodiam. Ideal for off-peak workings on the Kent and East Sussex Railway, it is scheduled to run three round trips pretty well every day from the end of April to early July, as well as through most of September. It will also be appearing at other times too. Advertised as the 'Heritage Diesel Observation Train', its large windows and all-round view mean that passengers can appreciate the countryside with greater ease than through the windows of our conventional steam-hauled stock. There are those who criticise it for lack of interest but, at more than 40 years old, it is a valuable piece of transport heritage in its own right. And to anyone born since the late 1950s (and that includes – just – the writer of this article) it reminds them of their younger days far more than a steam engine ever can.

The two vehicles making up the unit are owned and maintained by the Tenterden Railway Equipment and Traction Co Ltd (TREATS for short), an independent group of volunteers that was set up in May 1993 to fund purchases of modernisation era motive power and rolling stock at no cost or risk to the Tenterden Railway Company which owns and operates the Railway. Membership currently stands at around 60 shareholders, the vast majority of whom are active supporters of the KESR. The TRC pays a mileage charge for its use of the unit, together with an annual 'retainer', and all receipts go towards keeping it in service and restoring it to as near original condition as possible. So, in theory, everyone is happy.

Of all the varieties of diesel multiple unit stock available for sale from British Rail in the early 1990s an early decision was made to go for Class 108 vehicles. There were a



The DMMU set at rest in Orpin's siding, 13th February 2001

(John Liddell)



*Newly introduced Class 108 leaving Shipley on a Bradford Forster Square to Leeds City service, c1960
(Rail Archive Stephenson)*

number of reasons for this. The bodyshells are largely aluminium, thus minimising corrosion problems. The coaches were originally designed for cross-country rather than suburban work, so the interiors are rather more comfortable than in some other types of unit and there is first class accommodation too. There are fewer doors, again reducing the maintenance requirement, and there is a sizeable guard's compartment for wheelchair access and possible future installation of light refreshment facilities.

A number of vehicles were inspected at various sites throughout the country, and in July 1993 two were successfully tendered for, one at Old Oak Common in west London and the other at Longsight in Manchester. They arrived at Wittersham Road separately at the end of August, were introduced to each other for the first time and ran, in different liveries, during the diesel weekend in November the same year. This occasion was memorably described by Nick Pallant in

'Terrier' no. 63. After this the serious restoration work began, with one vehicle being stripped completely and both eventually being restored to their original green colour. The unit entered regular KESR service during the 1996 season, and has been in use to a greater or lesser extent ever since.

Operation has been largely trouble-free, and its main claim to fame is probably a bit-part in an episode of the BBC Television comedy series '2.4 Children', in which viewers saw it run at speed across Rolvenden level crossing. One of the vehicles, attached to a Class 14 diesel, was pressed into service for route-learning duties immediately prior to the opening of the Bodiam extension in early 2000. So far the unit has amassed over 5,000 miles in seven years on the Kent and East Sussex Railway, a figure that is likely to double by the end of 2001 with the decision to use it far more than previously.

Both the vehicles were originally built by BR's Derby Works in 1959, to the same basic

design. Each has two B.U.T. (AEC) 6-cylinder horizontal engines giving 150 bhp per vehicle. Transmission from each of the four engines is mechanical, by carden shaft and freewheel to a fourspeed epicyclic gearbox and a further carden shaft to the final drive. Vacuum brakes are fitted, and there is a corridor connection between the coaches.

The Tenterden end vehicle spent its BR life on the Western Region, mostly working out of Reading on services in the Thames Valley area. In its latter days it was a frequent visitor to Tonbridge on the cross-country line via Guildford and Redhill, so contrary to popular belief it isn't a complete stranger to Kent! Originally numbered M51571, it is a Driver Motor Composite Lavatory (DMCL) and one of a batch of 12 containing 52 second class seats, 12 first class seats and a lavatory. It was purchased for £2,000 plus VAT and arrived on the KESR in the colourful Network South East livery.

Its companion, facing towards Bodiam, is M50971, which ran for a time on BR as M53971. It spent its time in the North West, at depots such as Chester and Longsight. It would have been a regular performer along the North Wales coast, to Barrow-in-Furness, to Buxton in the Peak District and on longer distance workings across the Pennines to Yorkshire and the East Coast holiday resorts. A Driver Motor Brake Second (DMBS), it has 52 second class seats and a roomy luggage van complete with accommodation for a guard. It arrived on the KESR in BR blue/grey livery and cost £3,600 plus VAT.

Together, they make a very handy unit capable of carrying 116 comfortably seated passengers in an all-up weight of only 55½ tons. When you add in the fact that each round trip from Tenterden to Bodiam uses a mere five gallons of diesel fuel, and that the unit's four engines give ample power (it can get home on two if necessary) its value and usefulness can be appreciated. With a volunteer crew of driver and guard, only five paying passengers are required for a trip to cover its costs.

As with all historic vehicles, the task of restoration and maintenance is never-ending, and expensive. Although purchased from BR virtually straight out of traffic both

have had extensive mechanical and body overhauls, and during the winter of 1999/2000 much work was done to bring the interiors up to scratch and completely repaint (again) the exterior of M51571. An impressive collection of spares, including major items like engines and gearboxes, continues to be assembled from far and wide and stored in containers at Rolvenden for future use. Everything costs money: to take one example the linoleum recently used to replace the floors in the passenger compartments came to no less than £800.

Most of the work is done by a small team of dedicated volunteers from the TREATS membership, including three members of the Grimwood family, but occasionally more specialised items are contracted out. An example of this is the fitting a few years ago of some new cylinder linings: this was done by the Arriva (formerly Maidstone and District) bus garage at nearby Hawkhurst, one of the very few surviving traditional rural bus depots in the country. Barring any unforeseen mechanical problems, the next major project to be undertaken will be the restoration of the seating to its original 1959 colour and condition. This will happen as soon as funds are available and it is hoped to make a start this year. Much effort has already gone into research and into the location and costing of suitable materials: the total bill is likely to be over £8,000, or around the original cost of purchasing both the vehicles and transporting them to Tenterden!

What do the crews think of it? It is reliable and easy to drive, perhaps its only vice being a tendency to wheelspin on the ascent of Tenterden Bank. Unlike a steam-hauled train, it doesn't require lengthy preparation and shunting before it is ready to carry passengers. The number of drivers passed out on it will have to rise soon in order to keep it going throughout the 2001 season. And at least one guard likes it so much that he now refuses to be rostered on anything else!

But perhaps most importantly, the Class 108 is very good for customer relations. Passengers can share the same view as the driver (or watch the line unfold from the back) and on quieter days it is easy for the

crew to give a running commentary, or just chat about items of interest along the route. The signalling can be explained, including the mysteries of the various staffs, tokens and tablets that control the single line, and a good view obtained of passing steam trains. Sightings of local wildlife, from woodpeckers to wild boar, can be pointed out and an impromptu competition held for the first glimpse of Bodiam Castle – surprisingly soon after leaving Northiam. It all helps to give our visitors a day to remember, in an atmosphere rather more personal than a standard Mark 1 carriage.

So, next time you see the unit ticking over in the platform, don't complain or wait for a steam train. And if you're on duty, don't apologise to customers because 'it's only a diesel'. Firstly, if we didn't have the use of it we might not be able to run many off-peak services at all. Secondly, if you ride on it you might well notice something along the

lineside that you've missed before. And thirdly, you can recreate a method of travel common over most parts of the country in the 1960s but now virtually impossible to experience outside the railway preservation movement. It might not have the excitement and unpredictability of steam – and heritage diesels are always likely to play second fiddle in most people's affections – but the Class 108 is an important part of railway history and one which will appeal to an increasing number of visitors, particularly those too young to remember regular steam services. Colonel Stephens would have approved – after all he spent much time and effort during the 1920s operating an earlier generation of multiple units on the line!

Simon Marsh

The author would like to acknowledge the help of Mike Grimwood of TREATS in the preparation of this article.



Class 108 M50604(rear) and class 143 E56313, on an Alston to Haltwhistle service approaching Lambley, 27th August 1967.

(Rail Archive Stephenson)

The K&ESR on the Internet

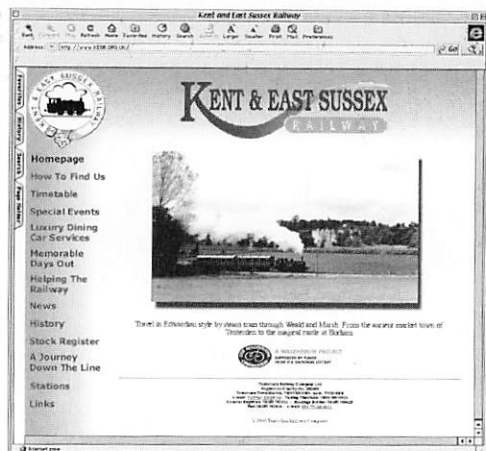
Now that so many people have experience of using the Internet, whether at home, at work, in a library or through one of the increasing number of public kiosks, it has come to be regarded as a serious publication medium, rather than a pastime for the dyed-in-the-wool computer enthusiast. Content, production quality, graphical design and technical factors which determine whether it is pleasant and easy to use are just as important for a web site as they are for a book or a video. And despite its well-publicised commercialisation, the Internet still enables individuals or small groups to publish high-quality information world-wide, rapidly and at a relatively modest initial cost. So what can the Tenterden Terrier reader learn from the World Wide Web?

Of first importance, of course, is the 'official' Kent & East Sussex Railway web site, at <http://www.kesr.org>. As is mentioned in the news paragraphs, the railway's web site has been completely redesigned and relaunched for 2001 at a new address. In many ways, the history of the K&ESR web site parallels that of the medium as a whole. For some years, the Internet was not considered seriously as part of the railway's communications strategy, and such information as was available was provided by individual enthusiasts, or through the UK Heritage Railways web site (<http://ukhrrail.uel.ac.uk/abc.html>), or by local tourist offices. Then a professionally designed

site was set up in 2000 in conjunction with the South East England Tourist Board. This looked attractive and incorporated a small painting of Bodiam station, but was essentially static, with few changes made during the year. It did little more than reproduce the current timetable leaflet – useful for people planning to visit the line but far from taking full advantage of the potential of the web. Problems were also experienced with having the pages modified, for instance when the timetable changed or when special events were added or cancelled. Some visitors were understandably annoyed at having obtained misleading information as a result.

The new site has been created entirely by volunteers. It is well illustrated by colour photographs and includes all the practical details needed by visitors – location, timetables, special events, dining car services, and memorable days out. But there are also several other sections which will enable the railway to communicate better, both with its members and with the general public.

'Helping the Railway' has pages informing about membership and about opportunities for volunteering. The 'Members Notes' page within this section contains brief, topical reports on recent developments on the railway. A page headed 'Future Projects' was, disconcertingly, blank at the time of writing, but will no doubt soon be filled. The 'News' page includes news from the railway of more general interest, and also offers a facility to register your e-mail address with a 'list server'. This seems to offer a valuable opportunity for keeping members in touch with the railway. For example, on 11 February I received an e-mail alerting me to the fact that the text of the Chairman's speech at the volunteers' meeting the previous day had been added to the 'Members Notes' page. A potential danger of this type of development is the effective creation of two classes of members: those who have e-mail and receive all this news and those who do not. It will be important to ensure that traditional channels such as the Terrier are not neglected, to ensure that all members receive proper information and to create a permanent record.



Other sections of the web site include an outline history of the K&ESR and its preservation, details of all the rolling stock on the line (provided by Nick Pallant and the Friends of Vintage Carriages), a guide to what can be seen on a journey down the line, and descriptions of each station. The journey down the line has hypertext links to the station descriptions at appropriate points. There is also a links page, which at present is largely restricted to the official web pages of other preserved railways. All in all, the K&ESR now has one of the better railway web sites. Provided it is kept up to date (and this often seems to be a more challenging task than creating a new web site) it should meet three important requirements – marketing our railway to potential visitors, keeping ‘armchair’ members in touch with what’s going on, and providing a valuable educational resource.

The ‘Helping the Railway’ section refers to the activities of the Ashford and Maidstone Area Groups, and there are links to web pages set up by Alan Newble which give programmes for the meetings and other activities of these groups: <http://www.newble.co.uk/ash> for Ashford and <http://www.newble.co.uk/ash/maidstone.html> for Maidstone.

The official K&ESR web site aims to present the railway to the outside world. The Operating Department web site maintained by Pete Salmon (<http://www.kesr.fsnet.co.uk>) is intended to inform, educate, roster and entertain the staff, though the serious railway enthusiast who wants to know exactly how the K&ESR is being run today will also find much fascinating detail. There is a news section, details of the promotion route and duties of the different grades of footplate staff, and the working timetable and special traffic notices, together with the associated engine and carriage workings and footplate crew, guards and signalling rosters.

There are details of Mutual Improvement Classes, and an excellent technical section, all aimed at creating better-informed volunteers. The technical section is particularly valuable. Part of this consists of concise but thorough explanations of various parts of the steam locomotive, prepared by the operating department and suitable for printing out. The remainder is made up of links to worldwide sources of technical data on all aspects of railway track, signalling and rolling stock. Besides its intended purpose, the technical section will be a

lifeline to parents of train-mad small boys who are forever asking “Why?”

Another interesting feature is a ‘driver’s eye view’ of the railway with a series of 28 photographs taken from the front cab of the diesel multiple unit on a journey from Tenterden to Bodiam.

The other important ‘official’ web site connected with the K&ESR is that of the Colonel Stephens Museum. Originally set up a year ago, it has very recently been relaunched at a new address – <http://www.hfstephens-museum.org.uk>. Again, both old and new versions have been the work of volunteers. The new site retains the interesting features of the previous one, with some additions and the promise of more to come. The principal components are an introduction by the Curator, John Miller, a virtual tour of the museum, biographical details of the Colonel, details, maps and archive photographs of each of the railways he was associated with (including some unfulfilled projects), a feature on how people saw light railways in the past (with prose and verse quotations), a guestbook where visitors can leave comments on the site, links to other related web sites, a children’s activity page and the usual practical details of location and opening times. A series of short articles on different aspects of the Colonel’s railways – mostly based on articles which have been published in the Terrier – is a new development. The first has now appeared and it is planned to add one every month or so..

Our ‘twin’ in France, the Chemin de Fer de la Baie de Somme, has its own web site at <http://www.chemin-fer-baie-somme.asso.fr>, maintained by Roland Arzul, which covers both the preservation operation and the earlier history of the Baie de Somme and associated metre-gauge lines. The site is of course mostly in French, but some details are also provided in English and Dutch. The Colonel Stephens Museum already provides a brief printed guide in several languages, so perhaps we should extend this courtesy to our web sites?

Personal views of the K&ESR are provided by Paul Beale at <http://www.geocities.com/kesrpaul/index.htm>, by Keith Brown at <http://www.kdbrown.freemove.co.uk/kesr.htm>, and recently by a junior member under the title of The K&ESR Signal Box at <http://www.expage.com/KentandEastSussexRailw>

ayonline. Each of these sites provides a selection of news, details of rolling stock, information for visitors, photographs and humour, according to the compiler's preference, and the K&ESR Signal Box site even has an animated picture of a model train. Now that the official site includes many of the usual features, there may be scope for personal sites to become more idiosyncratic. However, a site which at one time provided a 'Guard's Eye View' of happenings on the railway has been withdrawn after complaints, and it is much to be hoped that legitimate differences of opinion around the railway do not manifest themselves on the Internet in the sort of mindless abuse which is depressingly often encountered in open discussion groups there.

The Rother Valley Railway (Robertsbridge) has had two web sites, and both of them are still online. The earlier one is at <http://www.resco.co.uk/rother/index.html> and is the web site of the Rother Valley Railway Supporters' Association and Rother Valley Railway (East Sussex) Ltd. However, it appears not to have been amended since 1997. Another site at <http://www.wizo.com/rvr> is also presented as that of the Rother Valley Railway and includes somewhat more recent news and photographs, although the latest revision date is May 2000 even so. There is a photograph of the Pullman car 'Cambria' and an appeal for help with its restoration, but no mention of the fact that it was virtually destroyed by arson some months ago. This situation does not give a very favourable impression to anyone trying to find out about the project, and emphasises the need to check the date of web pages when obtaining information from the Internet.

In addition to the official, semi-official or even unofficial sites of organisations associated with the railway, interesting material related to the K&ESR can be found elsewhere. I hope to deal with some general sources for railway history in a future article, but here are a couple of more specific examples.

The West Sussex Record Office holds a collection of railway photographs and memorabilia amassed by Ronald Shephard, and the section of the Office's web site devoted to the Shephard Collection includes a photograph of Tenderden Town station in 1936, taken from the level crossing with a Ford railmotor in the platform and the windpump in the distance.

The address is

http://www.westsussex.gov.uk/cs/ro/photo_gal/railkesr.htm.

A website dealing with postcard collecting includes a list of the picture postcards issued by the K&ESR in its early years and illustrates three of them at <http://www.postcardsskye.co.uk/railkent.htm>.

Finally, a number of individual enthusiasts have set up their own personal web sites where relevant information or photographs can be seen. An interesting example is the site of a French railway enthusiast, Fabrice Fayolle, who 'discovered' the K&ESR on a visit in August 1999 and invites others to do likewise, giving a summary of its history and preservation (in French) and a number of his photographs, some from slightly unusual viewpoints, at <http://home.nordnet.fr/~ffayolle/Discovery/Kesr.html>.

We have already mentioned Alan Newble's web site (<http://www.newble.co.uk>) in conjunction with area groups, but he also displays photographs of the K&ESR as well as some of other subjects. Other photographers whose work can be found on the web include Chris Nevard, who publishes views of the K&ESR in June 1991 (black and white) and April 2000 (colour) as part of an extensive gallery of his railway photographs at http://www.users.globalnet.co.uk/~spridget/railway/kesr_index.htm. Dr. Colin F. Parsons has also published the photographs he took as a guest at the reopening to Bodiam on 2 April 2000 at <http://twinpentium.lcp.linst.ac.uk/colhome/kent&ES/default.htm>.

The Internet is changing rapidly, and any survey such as this is inevitably only a snapshot. I should be grateful for any suggested corrections or additions, either via the editor or by e-mail to me at theburnhams@btinternet.com, and if the editor agrees I will give an update in a future article, in which I also hope to outline some sources for other Colonel Stephens railways and for railway history in general.

I should like to thank all the volunteer web site designers who are making so much freely available, and particularly Brian Janes for providing information and advice.

Tom Burnham

Book Reviews

An illustrated history of the Lewes & East Grinstead Railway by Klaus Marx, published by Oxford Publishing Co (Ian Allan) price £35.00. 256 pages of text liberally illustrated by photographs. ISBN 0-86093-547-7

It is remarkable that this book has not been published before, given the premier role that the Bluebell Railway enjoys in the preservation movement. The author is a well known authority on the subject, having been editor of *Bluebell News* for 35 years. This scholarly work fills a gap in knowledge of the Railway's history that will be welcomed, particularly by members of the preservation society. In fact, the line itself had an unremarkable history almost to the end. For seventy five years, as part of the national network it served primarily as a feeder line for a number of rural communities, but with an ever declining number of passengers. It also enjoyed a role as an occasional diversionary route between the Sussex Coast and London. However, it was not until closure was announced in 1955 that the branch, dubbed the 'Bluebell & Primrose Line' by the press because of the floral attributes of its linesside scenery, suddenly hit the headlines.

Due to the efforts of a local resident, Miss Madge Bessemer, the legality of the closure was successfully challenged and British Railways, having closed the line, were forced to re-open it for a further five years, when it was closed again. The preservation scheme was launched on the back of this press publicity, but with very different objectives to those envisaged by Miss Bessemer. Geographically it was well sited to attract tourist traffic and the preserved section has gone from strength to strength and will soon be extended. This book is a labour of love and will undoubtedly sell to Society members and historians, but despite the high quality of the production, the price will deter others.

PDS

British Railways Atlas 1955. 80 pages of maps and index to stations in A4 format. Published by Ian Allan Publishing. Hard back with laminated surface. Price £14.99. ISBN 0711027269.

Over the years, Ian Allan has published a series of railway atlases. The first, published in the 1950's and since re-issued, covered the network as it stood immediately prior to nationalisation. Reproduced from the Railway Clearing House

sectional maps, the quality of reproduction was unexceptional. In the 1980's a pre-grouping atlas appeared, which represented an information breakthrough. Since then, a present day atlas has appeared in several editions under the OPC imprint. This latest offering shows the network as it was at the beginning of 1955, still largely intact before the Beeching cuts.

The clarity of reproduction is just about the best so far. Passenger railways are indicated by solid lines and freight only services by broken lines. The colour scheme for the six regions of British railways corresponds with the traditional one used by the regions themselves. Stations from which regular passenger services had been withdrawn are shown in red to distinguish them from those with passenger services that are shown in black. Historians will find this a valuable source of information in a handy and durable format.

PDS

Kent narrow gauge, by Vic Mitchell and Keith Smith published by Middleton Press price £13.95. Hard back and laminated, 96 pages. ISBN 1-901706-45-1.

This recent publication in the usual Middleton Press format will surprise readers by the sheer variety of the twenty-three narrow-gauge railways illustrated. Geographically, the book covers the pre-1965 county with illustrations from the London Boroughs of Bexley (the BICC cable works at Belvedere) and Bromley (Hewitt's Farm, Orpington). There is a wide variety of gauges, nine in all ranging from 15 inches to 3 feet 9½ inches. Although none of the systems illustrated, with the arguable exception of the Romney, Hythe & Dymchurch, was a true public railway, steam, electric and diesel motive power, goods and passenger trains, signal boxes and turntables are all in evidence. Colonel Stephens is mentioned in connection with his plan for a Sandwich Bay steam tramway, which was described in an article in the *Tenterden Terrier* for Summer 1992, where the two photographs of the Guilford Tramway reproduced in this book also appeared.

The Bowater's railway at Sittingbourne is particularly well illustrated, both before and after its preservation, but several more obscure lines are also covered as well as the photographic record permits. An example is the metre-gauge Davington Light Railway, which served a munitions factory near Faversham between 1916 and 1918.

TGB

The Return of the Steam & Country Fair

Terrier readers with long memories will recall the K&ESR's Steam & Country Fairs of the 1970's and early 1980's. The Railway ran several of these highly successful events which attracted thousands of people to a site adjoining Tenterden Town Station. Income was for several years substantial and used, among other things, to pay for the cost of building the Carriage & Wagon shed.

Plans are well under way to revive these popular events, and the first Steam & Country Fair of the 21st Century is to be held on 21st & 22nd July 2001. The Railway has, of course, developed greatly over the past 20 years, and in acknowledgement of this, the Fair is to be held

in a field next to Northiam station.

Organisation is in the hands of the Special Events Committee, a fairly informal body, which maintains liaison between everyone involved, the Chairman being steam roller owner and Carriage & Wagon fitter John Brice. John has had long experience of such events elsewhere in the preservation movement and under his guidance contact has already been made with the owners of traction engines, commercial vehicles, vintage and classic cars, motor cycles and buses. To date, the interest shown has been most encouraging. There will be an old-time fairground, country crafts and trade stalls and CAMRA will also be involved with an



The Harris Brothers 'Golden Gallopers' at the 1982 Steam & Country Fair, which will be making a return visit to the Railway at Northiam on 21st-22nd July this year
(Brian Stephenson)

appropriate beer tent. It can take several years for such events to establish themselves in the public mind and while the 2001 Fair is not intended to be as large as some of its legendary predecessors, we aim to make it as varied and interesting as possible. Success breeds success and a good result in 2001 will surely lead the way back to the dizzy heights in years to come.

The Railway will be operating an enhanced service during the Steam & Country Fair with combined train-fair tickets on offer.

There will, of course, be running costs and this has had to be kept firmly in mind following TRC's financial difficulties during 2000. From the outset it was made clear to the organisers that the Steam & Country Fair would have to be made self financing. A substantial boost to the funds was received from the raffle run by the 300 club and drawn at the 60's weekend in September. To this has been added a steady income from a series of Sunday boot fairs held in the car park at Tenterden Town. Various firms have been approached regarding the possibility of sponsorship and this too is, at the time of writing, beginning to produce results, including

a significant promise of help from a major brewer. Further help in this respect will still be more than welcome nonetheless, and a sum as small as £250 would, for instance, enable an extra traction engine to attend. Assistance will be acknowledged in the event programme and there is the possibility of purchasing further advertising space.

There will also be every opportunity for the ordinary TRC member to get involved.

Volunteers will be most definitely needed.

Whether you are an existing volunteer who will not be involved in running the Railway that weekend, or someone who would like to help for the first time we need to hear from you. If you would be interested in helping us in this way please write to:

John Brice, c/o Carriage & Wagon Department at Tenterden Town Station or phone him on 01580 765511 (working hours Monday to Friday) or 01580 292392 at other times.

or

Nick Pallant tel. 01580 765511 (Thursday to Saturday), 020 8859 3601 at other times.

VACANCIES

DIESEL LOCOMOTIVE ROUTINE MAINTENANCE FITTER

As part of our on-going changing strategy, the Railway, which operates diesel electric, diesel mechanical and diesel hydraulic locomotives of various types, is inviting applications for the above post.

The post requires a suitably qualified and experienced person to undertake a regular commitment to support the following activities, in accordance with the Locomotive Department management system:

- a. Planning and organising work
- b. Routine inspection, servicing, maintenance and repair
- c. Procurement of materials for diesel maintenance

The position, which is voluntary, will be open for interview by our Locomotive Department Manager and specified engineers until 30th April 2001.

Please contact Lawrence Donaldson, Locomotive Department Manager, in writing at Tenterden Town Station or telephone him on 01580 241448

LINESIDE FENCING

In an effort to improve maintenance of lineside fencing around the Railway without diverting resources and manpower from permanent way work a 'fencing gang' is to be set up. By its nature, the work is physical, but think of all that fresh air! If you can spare the odd day here and there and are not afraid of a little exertion, why not join us.

For more information, please write to

Barry Holmes, Resources Manager, at Tenterden Town Station

Preserving K&ESR Heritage

The Terrier Trust

In the 1990's the Railway had three Brighton Terriers, but none was in working order. Former Rother Valley Railway No. 3 Bodiam (BR 32670) had lain derelict and boiler less for several years; No 2678 Knowle, was a kit of parts lying around the site at Rolvenden; No 10 Sutton (BR 32650) had been withdrawn from service due mainly to the condition of its cylinders.

Terriers have been synonymous with our Railway since its earliest days, for No 3 had joined the locomotive fleet in 1901. Photographs of trains taken right up to closure in 1961 almost invariably feature either a veteran 0-6-0 01 class tender engine working at the Headcorn end or a Terrier at the Robertsbridge end of the line. Many members felt that the Railway was not being true to its roots and was losing out commercially by neglecting its Terriers. On the initiative of

member, Tim Stanger, a meeting was held at the Vine Inn on 16th September 1995 to discuss the situation. It resulted in the formation of The Terrier Trust, whose general objective was to safeguard the interests of Terriers on the K&ESR and in particular to restore the oldest and longest serving, the former No 3 Bodiam. We now have over 150 members.

In its BR livery and number 32670 returned to Rolvenden in 1964 following closure of the Hayling Island branch and saw considerable use in the 1970's and mid 1980's in the ownership of Ron and Vic Whele of Brighton. Eventually they wanted to sell, raising the prospect that the K&ESR would have to renovate the engine and then see it depart for another home. A price of £40,000 was eventually agreed and raising this became the first objective. The scheme adopted



Martin Creese (left) of '30742 charters' presents a cheque to Terrier Trust Secretary, Gerald Siviour, after the Photographic Charter on 15th February 2001
(Mike Esau)

was that the locomotive would be jointly owned by The Terrier Trust and the Tenterden Railway Company, each contributing £20,000. A 50% down payment was made to its owners and Bodiam passed into joint Trust/ Company ownership at a ceremony in the Col Stephens Museum on the 7th November 1996. The balance was paid by July 1997. The Trust raised its share through donations and subscriptions by members and various fund raising activities such as an annual Pullman Dinner, model railway exhibitions and the organisation of excursions.

It was agreed that restoration of No. 3 would be jointly funded by the owners, although the financial difficulties of the TRC has meant that the Trust has had to shoulder a much larger proportion. The new boiler, supplied by Israel Newton, was built as one of a pair, the other being for the Isle of Wight Railway, who also bought Bodiam's old boiler. The Trustees decided to seek a Heritage Lottery Fund Grant and in order to have the necessary survey done as quickly as possible the chassis was sent to Ian Riley's Locomotive Works at Bury in Lancashire in August 1997. He estimated the full cost of overhaul and re-assembly at £104,000 and on this basis an application for Heritage Lottery Funding was submitted. Unfortunately, it was rejected on the grounds that several Terriers were working elsewhere and our engine was not therefore unique.

Despite this setback the Trustees decided to go ahead with most of the chassis overhaul at Bury before it returned to Rolvenden for completion. Much of the work has now been done, although not as quickly as we had hoped. This is because, like most other contractors, Ian Riley has a vast amount of work in hand with a workshop full of engines undergoing overhaul, some with mainline deadlines to meet. Nevertheless we are doing all we can to ensure that our chassis comes back as soon as possible to be united with its new boiler and return to service in the blue livery of the Rother Valley Railway which it carried when it first came to Rolvenden a century ago. In the meantime readers might like to look out for a Hornby 00 gauge model of the engine in blue which should be in the shops by June of this year.

★ ★ ★ ★ ★

Throughout the late 1990s work continued at Rolvenden on the rebuilding of Terrier 2678 (Knowle) then owned by Rick Edmondson and this re-entered service in June 1999 in the SR

black livery it carried when on loan to the K&ESR from the 1940s onwards. Thus our railway was once again graced by a working Terrier, but in October 2000 No. 2678 was put up for sale. Although Rick expressed the wish it should stay on the K&ESR and offered it at a preferential rate we still had to raise £80,000 in a very short time. The Terrier Trust therefore led an appeal to all of its members and also those of the TRC and Locomotive Trust and the response was quite overwhelming. Donations from thousands of pounds to much smaller sums came flooding in and by late November £73,000 had been donated or pledged. The Trust therefore paid £40,000 and became outright owners of the engine on 27th November 2000; the balance is due on 1st June 2001 and we are still open for donations if anyone would like to contribute. Although the increase in passenger numbers since the railway extended to Bodiam has reduced the amount of work for small engines, they still have the capacity to generate income in a way that no "Austerity" ever could. For example, on 15th February No 2678 and a mixed train were chartered by a group of photographers who paid £500 each to the TRC and Terrier Trust and more bookings are in prospect for the summer. It is intended shortly to repaint 2678 into BR lined black livery to provide a contrast to the blue planned for Bodiam.

★ ★ ★ ★ ★

Meanwhile in the station yard at Tenterden sits No 10 Sutton, now looking distinctly in need of some tender loving care. It is intended that it will receive a cosmetic repaint this year.

Originally purchased from BR in 1964 it was intended for display on a plinth in the centre of the newly created London Borough of Sutton but it is widely felt now that this is no longer an appropriate way of preserving this historical relic. The Trust therefore feels it has a duty to investigate the possibility of guaranteeing its long term future at Tenterden so that money can be spent on restoring it to the working fleet in the longer term. Matters need not stop there for neglected and out of place among rows of Canadian engines in a cramped shed near Montreal is the former LBSCR No 654 Waddon still in its A1 condition as Bodiam was until 1943. Surely it could be found a more appropriate home...

Gerald Siviour
Secretary, The Terrier Trust

