

The Tenterden Terrier



Number 87

Spring 2002



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; Robin Dyce; Derek Dunlavy (Managing);
Chris Garman (resigned 7th January 2002); Brian Janes; Carol Mitchell; John Weller

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

DIRECTORS: Norman Brice – *Chairman*; Graham Bridge;

Chris Garman (resigned 7th January 2002); John Snell

COMPANY SECRETARY & REGISTERED OFFICE:

Nick Pallant, Tenterden Town Station, Tenterden, Kent TN30 6HE.

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

GENERAL MANAGER (appointed 10th December 2001). David Lloyd

OFFICERS:

<i>Accountant</i>	John Cobb
<i>Book Keeper</i>	Karen Bridge
<i>Marketing Manager</i>	Sandra Marsh
<i>Catering Manager</i>	Andre Freeman
<i>Wealden Belle Co-ordinator</i>	Lin Batt
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<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

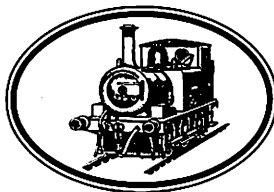
Finance Committee – Philip Shaw (Chairman); Roy Ellis; Paul Wilson

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Membership Secretaries Pam and Sheila Stevens,

Tenterden Town Station, Tenterden, Kent TN30 6HE

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Editor.....Philip Shaw

Assistant EditorDuncan Buchanan

Consultant.....Tom Burnham

Editorial Office

109 High Street, Tenterden,
Kent TN30 6LB

Telephone 07790 562332

Email: philipshaw109@hotmail.com

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

*Yankee in a hurry! Approaching Tenterden station,
Sunday 10th February 2002 (Tom White)*

FRONTISPIECE

*275 Railway Squadron RLC TA relaying the back
road in Wittersham yard, 4th October 2001
(Graeme Elgar)*

BACK COVER

*Thomas pauses for the crowds at Tenterden Station,
10th February 2002 (Tom White)*

Contents

- 3 Editorial
- 3 Lineside News:-
- 3 Commercial
- 7 Motive Power
- 9 Rolling Stock
- 9 Operating
- 10 Infrastructure
- 12 Groups
- 14 Company Secretary's Notes
- 15 The Way Ahead
- 17 Tickets Please!
- 18 Book and Video Reviews
- 19 Hesperus
- 23 William Rigby –
Contractor to the Colonel, Part 2
- 29 75 Years of Service
- 33 Letters to the Editor
- 34 Steam and Country Fair – 2002
- 36 What Will Help Us Become
Volunteers
- 38 Ten Years On



Editorial

Year of the Volunteer

"I know you love the Railway as much as I do, let's take it forward successfully – together".

David Lloyd's concluding remarks in his article 'The Way Ahead' will mirror the thoughts of all our members who wish to see the Railway prosper. Now that the redundancy programme is out of the way, we can look forward to operating on a lower cost base based on a reduced but realistic timetable, which will

maximize our net revenues. A key to the success of this strategy is volunteer input and with it the appointment of a Volunteer Liaison Officer to grow a volunteer workforce so that we can maintain and develop a viable heritage railway of the first rank. Details will be found elsewhere in this journal and if you would like to be considered for this challenging role, write to David Lloyd now!



The index for the last three years is included in the mailing with this issue and is intended for inclusion with the easy binder which is available from the bookshop.

Lineside News

Compiled by Duncan Buchanan

Commercial

Marketing

The 2001 season ended on a high with the Santa Specials attracting no fewer than 10,200 people. This was an increase on last year which itself was an increase on 1999. So we have reversed a declining trend.

The product was excellent. Tenterden Station was well decorated, and came alive with a chestnut seller, music from the fairground organ and, for the first time at Christmas, Harris's gallopers. The full-size gallopers, lit up after dusk, made a real difference and were appreciated by young and old alike. Another new feature was the miniature railway outside the booking office. Operated by Wilf Watters and team, this livened up what previously had been rather a dead area – and took a surprising amount of money. The trains ran well, and for the first couple of weekends we had the class 33 diesel on standby at Rolvenden, although it was only called upon to push one train up the hill. Many of our customers commented on how much they had enjoyed the experience, one saying that he had sampled the Bluebell and the Mid-Hants too and that ours was the best of the lot.

We've learnt some lessons for 2002: one major area we need to improve on is the costumes both for Santa and the Pixies. Many of them have seen better days and are in urgent need of replacement. We are also considering experimenting with a Christmas event between

Northiam and Bodiam on the peak weekends next year. Bookings have already come in for the 2002 season, including from two coach companies, which is a new departure we must try to build on.

So thank you very much to everyone, from all departments of the railway, who made it possible. For some people Christmas itself came as something of a relief after locking the station up for the last time after 5pm on Christmas Eve!

After a quiet January during which no trains ran, 2002 started with a bang with nine consecutive days of the February 'Thomas' event. This was a success too, although passenger figures, at nearly 9,000, were a little down on last year's figure.

The small decline was partly due to the unappealing weather, and to competition from other events, but mainly due to schools staggering their holidays, with the London and Essex regions, from which we traditionally draw much custom, taking their half-term breaks a week later than Kent and Sussex. This is something that is going to cause us, together with the rest of the tourist industry, considerable trouble in future.

The second weekend, in particular, was extremely busy: we had to run two additional trains on the Sunday and close the site for an hour owing to pressure of visitors. So we know that the advertising worked: the trouble was that everyone wanted to come at the same time.



Harris's Old Time Gallopers in full swing during the Santa Specials

(John Liddell)

Another feature was the way in which the shop was denuded of stock, including completely running out of 'Thomas' flags – and this despite an emergency resupply from the Severn Valley, after all our wholesalers had failed to come up with the goods.

Again, product quality was very good, and thanks are due to those who kept the trains and re-enactments at Tenterden running. Every working locomotive was pressed into service, and on at least two occasions 'Thomas' himself was called upon to pull passenger trains to cover short-term unavailability. Customer reaction was positive, with many people commenting on the fact that the staff seemed to be cheerful and enjoying themselves, and that this was rubbing off on the visitors. As ever, there were small glitches that need to be ironed out, notably in the booking system, but these didn't detract from the overall event.

The next 'Thomas' event will be in June, and during the week will run as a 'Learning with Thomas', a brand new concept aimed at the schools market. This will take a lot of planning (which has already started) and effort: offers of help will be gratefully accepted by Sandra Marsh at Tenterden Town station. Looking further ahead, 'Thomas' events are becoming increasingly (and rapidly) more expensive to

stage, and the market is showing signs of becoming saturated: the little blue engine is a cash cow that won't last for ever and outside the high season he will continue to be vulnerable to bad weather.

Looking ahead to 2002 more generally, we are going to have to watch our advertising costs extremely carefully. We can't afford to spend on the scale of the late 1990s, and every pound will have to be made to count. Newspaper advertising is expensive and we are going to have to make more use of 'news' articles placed in the local press and other media, and of our participation in joint groups such as local tourist associations. Our own timetable leaflets are a key selling tool, but they cost over 20p each to produce and distribute: it may not seem much but it does mean that we shall have to take care not to waste them and to place them where they can do most good.

And this is where you, the members, come in. We are monitoring where we get our business from, but if you know of any outlets, be they local newspapers, free-sheets, radio stations, tourism fairs or coach tour companies or the like, from which we might get significant business do please let Sandra Marsh know, with as much detail as possible. And the same goes for any other marketing or awareness-raising



The Tuesday Group in action at Tenterden Station, 8th January 2002

(Graham Hopker)

ideas. We have a unique railway: let's all play our part in selling it in our local areas.

As an extension of marketing the railway to schools, a special education package has been prepared for pre-school and Key stage 1 children. The dates involved are

Pre-school children – 18th-20th June 2002.

Key Stage 1 children – 25th-27th June 2002.

Teachers will be in charge of the activities but four volunteers are required each day to guide children between the activities. At the present time we only have one volunteer so there is a desperate need for three further volunteers on each day. In addition Key stage 2 children could visit the Railway on various dates during June and July and help is also required to guide these children round the station. If you feel you can help will you please contact Alan Feltham on 01622 737555 for further details.

Shop

We have now come to the end of our first year as an all-volunteer effort and it can be acclaimed a success. Apart from a few odd hours when office staff turned out in emergency, volunteers covered all 200 plus operating days. Thanks to the stalwart few we can claim 'we never closed'.

November and Christmas were very successful even if there was slightly less enthusiasm for pure Christmas items than last year, perhaps because of the wider choice available. Sales of £6K during December, building on November's 100% increase, ended the year strongly. 2001 sales totalled £128K. This is something like an 8% increase on 2000 giving a £50k profit for the railway even after deducting the cost of refitting the shop. This increase was in the face of a drop in passengers of about 12% and sales per passenger were restored to the norms of the early 1990s

Can we do better next year? The reduced number of operating days and the loss of many of the quieter days, when paradoxically sales per passenger go up, make it difficult. After all there were only 12 days last year when we took less than £200. We definitely now have a good reputation with our customers. There is a steady trickle of customers even when the railway is closed. One lady came in January simply for a jar of her favourite honey.

Thomas was as usual a heavy time with the shop as we strived to meet the needs of the younger generation for mementoes of the blue engine and his friends. Overall sales were about 5% above last year and will be likely to be about 15%



Old and New. 2670 heading the last train of the day with the Victorian train from Wittersham Road on 8th April 2000 contrasts with the diesel multiple unit about to depart from Tenterden Town Station during the summer of 2001
(A Eaton/Tom White)



of our annual turnover so the considerable effort required is worth it. Supply difficulties again raised their ugly head. National supplies of Thomas flags (we usually sell in excess of 1500 in the week) dried up due to a lorry lost somewhere between Italy and the UK. Fortunately our friends on the Severn Valley Railway came to the rescue later in the week by sending us their entire existing stock so tears of disappointment were fewer.

For us older folk On-line's new video on the Hawkhurst and Westerham Branch lines is now

available and a great bargain it is at £12.95. Hornby have stopped production of Terriers in K&ESR Blue Livery and there will not be any more but we still have some of the last few remaining at £42, so buy now. What a shame we shall have sold out before the full-size one is with us. The next of our own model wagons, this time Nathaniel Pegg, is expected to be in stock soon. Peter Harding's new Booklet on the Bexhill West branch is now out and we always keep a good range of the railway books that the book clubs don't offer. Come and have a browse.

Motive Power

Much time and energy has been expended on how to reduce the number of washouts required on the steam locomotive fleet. Essentially the hard water in the Tenterden area is not good and water softeners have been provided at Tenterden and Northiam. However much water is actually taken at Rolvenden, which has no softener. Previously we have used river water, to avoid the hard water sourced from the mains. However this has fallen out of favour and proper controlled water softening is preferred. Calculations suggest that anything up to 50% savings on boiler washout costs can be achieved and thus progress towards a Rolvenden water softener is hoped for this year.

Ben Swan and John Waddington have completed their apprenticeships. John has decided to seek pastures elsewhere, specifically repairing diesels for a well known firm in Chesterfield. Richard Moffatt has moved to a new position at the CTRL site at Beachbrook Farm, near Ashford. Thus the department is now almost two members of staff down on paid staff.

No 3 'Bodiam' (32670): The overhaul of the chassis is at last nearing completion. The work, at Ian Riley's works at Bury, were inspected by Lawrence Donaldson at the end of January. The return of the chassis by April is hoped for. The fitting of the boiler and side tanks and completion of the overhaul will take place as resources allow. The engine will emerge in Rother Valley blue which it wore after its arrival in 1901.

No 8 'Knowle' (32678): Work on the crown stays and foundation-ring rivets has been successfully completed but the subsequent steam test

indicated a leak from somewhere behind the cladding towards the front of the boiler. Machining of the replacement eccentrics and fitting are complete along with the required boiler repairs. Thus a photographers special can take place in late February.

The engine has been repainted, during early February, into unlined BR black by Meg Gooch and Peter Salmon, purely for photographers who will pay to hire in this livery, especially for mixed train charter hires. A visit to the west Somerset Railway at Minchhead, where it spent many years in the 1960s and 1970s on display in the children's playground at Butlins, is in prospect for this autumn.

No 11 'P Class': In traffic, after some early teething troubles, and used for the Thomas season in February. This engine has also been the stalwart of the loco driving courses over the winter.

No 12 'Marcia': Steady progress continues to be made although the sight of the engine still on blocks in the shed might belie progress. Much copper pipework and many fittings have been installed in preparation for the regulation steam test. Some new fittings and flanges have been required whilst work on the smokebox is now complete. The fitting of the smokebox door proved to be a long task and required some expert advice before completion. A proper lamp bracket is now in place on the smokebox in line with the chimney.

Parts are being made for the overhaul of the motion, including a new slide bar bolt and two new crosshead cotters. A number of extra slots have been cut into the reverser quadrant in

order to make more economical use of steam.

Both pistons have been ringed and fitted to their respective cylinders. The next job will be to connect the rods with their crossheads and measure the clearances. Work on the brake rigging continues although a halt will have to be called soon as the wheels have still not been returned from Swindon Railway engineering.

Attention has been given to the fire hole doors and runners. A door operating mechanism is being built that will be in keeping with the size of the loco. The next major task will be the fabrication of the cladding supports and the cladding sheets themselves.

Owner Dick Beckett, who is still living in Scotland, is investigating the cost and feasibility of fitting the loco with a scaled down vacuum brake.

No 14 'Charwelton': It is proposed to put this loco on display, alongside 'Suton', at Tenterden behind the Pullman on the platform siding. This is part of a larger set of modifications to Tenterden site.

No 19 'Norwegian' (376): In service. There have been a number of problems with leaking side stays and it is likely that these will have to be replaced in the near future. The engine also disgraced itself with faulty snifting valves during the Santa Special service and had to be rescued.

No 21 'Wainwright' (DS238): The engine has been lifted and put onto blocks to allow the wheels to be removed and dispatched for repairs.

No 22 'Maunsell' (65): In service following annual boiler exam. There are suggestions that a partial boiler retube will be required soon because of corrosion to the tube ends.

No 23 'Holman F Stephens': The overhaul of this engine continues when funds permit. Frames and wheels have been reunited after tyre turning and axle-box refurbishment.

No 24 'Rolvenden': The wheel sets have returned following tyre turning and remedial work to the thrust faces of the axle-boxes continues. The right hand crank has been reground and the corresponding work on the big ends is in hand.

No 25 'Northiam': In service.

No 30 GWR Pannier (1638): Although there are no funds available for continuing restoration on this engine in 2002, the order for new tanks has already been put into hand.

Diesel Locomotives

No 20 (GWR Railcar): Nine defective floor joists in the Luggage Compartment were discovered and these have now been virtually overcome, with eight of the replacements having been fitted. This leaves just one, situated in a slightly awkward position under the partition between the compartment and the Large Passenger Saloon, to be replaced, and it is confidently anticipated that this task will have been accomplished by the time these notes appear in print. In addition, the three remaining rotten uprights in the compartment have been replaced with new items, while the first of two sections of floor-rail required in this area has been made up and fitted. A number of metal frame brackets in this area have also received attention, with those in good condition having been cleaned, repainted, and refitted, while the damaged items have been replaced.

No 40 'Ford' (BTH): Although this engine continues its occasional forays away from Tenterden, indeed it helped during Thomas week in assisting Thomas run a passenger service for a day when No 25 failed, progress towards this engine formally entering traffic remains frustratingly slow. Mainly paperwork remains to be done, including a drivers manual.

No 41 'Ruston': In service.

No 43 'Titan': Out of service at Wittersham.

No 44 'Dover Castle' (Class 08): In traffic.

No 46 (Class 03): In traffic.

No 48 (D9504): Working at Beachbrook Farm on the Channel Tunnel Rail Link project and giving good service.

No 49 (14029): 49 suffered a big end failure while at work on the CTRL project and is now undergoing repair off-site, before return to Beachbrook Farm.

Class 33 'Ashford': A generator bearing failure means the generator has been removed for repair with the aim to return to traffic before the diesel weekend in May.

Class 108 DMMU: Has given sterling service during 2001. Some acts of petty vandalism have

given cause for concern and the owners much unneeded work. The DMMU has made it possible to maintain a reasonable service with

two trains, during the off-peak season, rather than the previous sparse, unpopulated, one train service possible with only one steam train.

Rolling Stock

Passenger Rated Vans

Repairs to catering PMV Southern Railway No. 1808 (K&ESR No. 74) were duly completed and the vehicle re-entered traffic on the Santa Specials. Intensive use of passenger vehicles over the Christmas period enabled Southern Railway CCT No 1745 (K&ESR No 76) into the carriage shed. This vehicle serves as a store for C&W Department and a leaking roof made remedial action (some new boards and a replacement canvas) urgent. The opportunity was taken to repaint No 1745 into Maunsell era livery at the same time thus tidying up one of the tattier objects around the Railway. The cost of materials is to be met by the Friends of Vintage Carriages.

Mark 1's

CK No 86 is also now available for traffic again and attention has turned to TSO No 64. This coach has proved to have the usual selection of Mark I problems, body rot, sticking doors and time-expired door frames. All this is receiving attention at the time of writing, including the almost complete replacement of one door, utilising one of our limited supply of new door skins. By arrangement with its present owner, Metro-Cammell Pullman No 349 is now to remain on the Railway for a further two years.

The paintwork has deteriorated normally but significantly since the car arrived in 1995 and a full exterior repaint has been built into the C&W work schedule for the first half of 2002.

Other Work

The restoration of the Woolwich coach underframe continues steadily. Routine maintenance of all revenue earning vehicles is also scheduled as a priority, together with completion of the RMB No E1869 (K&ESR No 58) which has been receiving attention at St Leonards Rail Engineering. A cosmetic restoration of Pullman Car Theodora (K&ESR No 52) is to be progressed to enable the vehicle to be used as a static buffet.

Social News & Working Week

Various pressures led to the annual staff dinner (normally held at Christmas) to be delayed well into the New Year. Quite appropriately, the meal finally took place on 2nd February, the same day as the annual volunteers pre-season meeting. Speaking of annual events, and following an enquiry from the manager of the North Yorkshire Moors Railway, the Carriage & Wagon Working Week 2002 will be held during 27th July – 4th August. Featured vehicles to be announced but, as usual, all welcome.

Operating

Peter Salmon, who had been acting Operating Manager, has been appointed Service Delivery Manager, filling the vacancy created by the departure of Simon Long. The board had decided that the post of Operating Manager needed a change of title to Service Delivery Manager to properly reflect the responsibilities of the role. The Service Delivery Manager is still responsible for the Operating Department, which thankfully keeps its old name.

Sadly we have to report that Signallman and long time volunteer Steve Luxton passed away peacefully at the Pilgrim's Hospice in Canterbury on Sunday 17th February. Steve's many friends at the railway will miss him greatly. Our

thoughts are with Yvonne and his family at this sad time.

The working timetable was published in early January. Thanks to Duncan Buchanan for all the unseen work that goes into this important publication.

With the two Class 14 diesels on long-term hire at Beechbrook Farm it has become necessary to carry out a driver-training programme on the line's Class 33. Four Drivers have now undergone training under the expert instruction of Andy Smith and Simon Long. This has resulted in all four being passed as competent to drive the locomotive. The Drivers passed are

Adrian Landi, Clive Lowe, Chris McNaughton and Pete Salmon. Further driver training courses for this locomotive and the Class 108 DMMU are planned for 2002.

Within days of passing new Drivers for the Class 33, a generator bearing failed and the loco was withdrawn from traffic. This has left us without a suitable diesel for use on the larger trains. The Ford diesel and the 08 have been pressed into service to cover for steam loco failures a couple of times. On one occasion the 08 was called upon for a trip all the way to Bodiam at a maximum of 15 mph.

On December 29th several Operating and Permanent Way staff were involved in transporting coal to Headcorn and Margate for use on one of the Hogwarts Express (Taw Valley) main line runs. We were originally asked to supply the loco with 3 tons of coal; the final amount supplied was 9 tons. The loco owner was very grateful for the efforts of our staff, who in turn enjoyed a pleasant evening in a local hostelry at his expense.

Congratulations are due to Daniel Jenner who has passed as a Second man also Henry Mowforth and Kevin George who have both passed out as Steamraisers.

Several new volunteer appointments have been made in the Operating Department. Andy Smith

has been appointed Footplate Inspector. Initially Andy will be mainly responsible for diesel crews.

Jamie Douglas has taken on the demanding task of rostering Drivers as well as Firemen and Kent Evenden has agreed to become Assistant Guards Inspector. Kent will be assisting Guards Inspector Malcolm Webb in the training and competence assessment of Guards. Graham Williams will also be assisting the Guards Inspector as an assessor.

The department successfully managed to cover all the turns at the February Thomas event with volunteers, apart from a few midweek firefighting turns that were covered with paid staff. Even the quieter Midweek days required 3 footplate crews, 3 Guards and 4 Signalmen. At weekends 6 loco crews were required each day along with shunters to look after the troublesome trucks.

Several staff volunteered for up to 6 of the 9 days. Without the fantastic commitment of the dedicated few this type of event would not be possible. Well done to everyone whose hard work played a part in its success.

As we approach the peak season we would welcome new volunteers who would like to become involved in operating duties. Please telephone Pete Salmon on 01580 761097 or e-mail operating@kesr.fsnet.co.uk for more information.

Infrastructure

Tenterden Town Station

An action list has been drawn up to improve the Tenterden Station site with priority being given to safety, cleanliness and the provision of a welcoming appearance for our visitors.

The works to widen the platform and provide a new pedestrian access from the platform to the yard, adjacent to the toilet block, have been completed except for the final asphalt surface. Approximately 20 volunteers, led by the Tuesday gang and helped by the Saturday gang and Clearance group, have been involved in the project and whose help is much appreciated and recognised. 13 tonnes of spoil were taken out and loaded onto wagons. The spoil was unloaded from the wagons and replaced by 10 tonnes of crushed rock – all moved by hand. Visitors can now more clearly see and use the toilets, the buffet, and the yard, which has

previously been an unknown area to many people. This gives us the chance to now upgrade and provide new visitor attractions in the yard area. As part of the same package, the wagons and vans in the yard siding will have been moved elsewhere and Terrier 'Sutton' moved onto the Beech Tree buffer stop and 'Charwelton' moved into the position previously occupied by 'Sutton'. These two locomotives will provide valuable new visitor interest on site and especially for the yard area. It is hoped to provide means of visitor access to one of the footplate areas. These changes have also allowed the complete four coach Pullman set to be stabled in the yard siding.

Much of the area of the station building at the Robertsbridge end (The Station Master's Office) was not being used to its full potential. Over the winter a group led by Ken Lee and Brian Janes,

using recovered materials, widened the ticket office and reduced the Station Masters area to provide space for up to three office staff. This will greatly benefit visitors wishing to book tickets and to make enquires as they will no longer need to climb the steps to the existing prefabricated building. It will also be easier to man the second ticket window.

The area around the 'Beech Tree' buffer stop has been cleared of brambles and ivy allowing an inspection to be made of the structure. The supporting sleeper walls have all but disappeared and it is the tree that is holding the structure in place rather than the other way round.

Depending on the number of good wooden sleepers that are recovered from the winter track relay it is hoped to build a new sleeper wall, in a heritage style similar to the one at Bodiam, to encase and strengthen the existing structure. It is intended to convert the top of the buffer stop into a vantage point for photographers and for which sponsorship is being sought.

Following the February Thomas week the platform face at the Headcorn end was restored by a group led by Dave Stubbs. The mortar in the facing brickwork had been affected by frost allowing the wall to bulge. Work has also started on clearing and painting the old print room so that it can be used for educational purposes – which is why the building was originally installed. A multi functional use is being considered that will provide for meetings, Mutual Improvement Classes, school visits and a model railway. In line with many members' wishes it is proposed to weather board the prefabricated building on the station and road end sides and paint them black. As the station lies within a Conservation Area this is dependent on the planning officer's decision. Ken Lee will lead the team. The sides of the building are showing considerable signs of rot, which the weatherboarding will slow but it will not provide a permanent cure. Proposals are also being considered for a permanent narrow gauge railway on the Tenterden site. If safety and operational problems can be over come it will also broaden the visitor attraction of the site at no cost to the K&ESR.

An overall long term development plan is to be prepared for the Tenterden site, which is our most important visitor centre. No short term work is being undertaken that will preclude any long term improvements.

Over the next six months other quick fix works are planned to reverse the general decay and clutter of what is our most important commercial site. If you would like to help please contact the Tuesday Group Leader, Graham Hopker on 01303 862811 or Robin Dyce on 01732 508040.

The Tuesday Group itself has been busy, separately, with Ron and Steve Dunn replacing the rotten steps and balcony of Tenterden Signalbox. Most of the woodwork was carried out elsewhere and assembled on site. All that remains to be done is to top coat when the weather improves and maybe repaint the Signalbox?

The underside of the station canopy has received a wash and much needed coat of paint. Two new very welcome faces have arrived to join the group – Tom Weston and Ted Micklam.

To join the group contact Graham Hopker or simply turn up at 10.00am at Tenterden Site on any Tuesday.

Bodiam Station

During the winter months, Bodiam Station must be the most desolate and chilling place on the railway, beating even Wittersham Road! The wind howls along the Rother valley and the station canopy provides no protection against the driving rain. Fortunately, no scheduled trains ventured that far after 25th November, until the New Year weekend. Then the temperature plummeted until -9°C was recorded at Bodiam on New Year's Day.

The inevitable happened and in spite of lagging in the loft space and heaters in the toilets, a pipe leading to a storage tank froze and promptly defrosted, resulting in a downpour through the ceiling of the toilet for the disabled. The toilets remained out of use until repairs were carried out by Andre Freeman, allowing the Gents and Ladies to be used again, just in time for the February 'Thomas' event. It is hoped that everything will be back to normal by Easter.

Although January was fairly dry, there was heavy rain at the end of the month, and in early February the River Rother was on flood alert and the fields either side were again flooded. Swans swimming where sheep should be grazing is becoming a familiar sight, but so far conditions are no where near as serious as a year ago.

Bodiam is delightful on a warm summer's day – and that is something we can look forward to!

Groups

CFBS News – Philip Pacey

There was never any chance that the 2001 season would fully recover from the bad start caused by poor weather and the negative publicity, affecting the whole region, which accompanied the severe flooding further inland, but in the end a very respectable total of 83,490 passenger journeys was recorded by the CFBS. Reduced numbers of visitors in organised parties accounted for the shortfall; the number of individual passengers actually increased slightly, from 52,169 last year to 52,564.

As mentioned previously, in a bid to relieve the flooding, temporary measures were implemented to increase the flow of water from the canalised river Somme at St Valery, and permanent measures were proposed which would include removal of the present lock gates and replacement of the road/rail swing bridge. Something of the sort may still happen, although I understand that the combined bridge and lock has now been 'classé' (i.e. 'listed'), being the only structure of its type in France.

The timetable for 2002 is summarised below. Locomotives in action this year will comprise just two of the larger locomotives, the Haine St Pierre and the Buffaud, together with little Corpet 0-4-0T, 'la Verte'. Corpet 2-6-0T No 1 is out of service receiving a complete overhaul and a new boiler. Work is progressing on the Cail and there is a chance that it may enter service before the end of the season.

Although there is no 'Fête de la Vapeur' this year, there is to be a 'Fête de la Gare' at Cayeux over the weekend of 6th and 7th July. This will be a rare opportunity to see steam locomotives on the Cayeux line. The Oakwood Press is publishing a French edition of my book 'Railways of the Baie de Somme', and all being well we will launch it at Cayeux during this weekend; at the time of writing (in early February) proofs are being checked well ahead of schedule. In the course of revising and translating the book, a number of mistakes have been found and some new information has been added. Anyone with a copy of the English edition who would like a list of corrections and additions can obtain one by

sending an s.a.e. (no smaller than A5, please) to me at 21 Cadley Avenue, Fulwood, Lancashire, Preston PR2 2LT. I'm sorry to say that Brian Stephenson's wonderful photograph of K&ESR 'P' class No 1556 will not appear on the back cover of the French edition; however, the photographs of visiting K&ESR locomotives inside the book will remain.

The next 'Fête de la Vapeur' will take place next year, 2003, on the 26th and 27th of April.

Timetable 2002

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

Bold type: every Wednesday, Saturday and Sunday March 30th-October 13th;

Mondays April 1st, May 20th, July 22nd, July 29th and every Monday in August;

Tuesdays throughout July and August, and September 3rd;

Thursdays throughout April, July, and August; also May 9th and September 5th;

Fridays throughout July and August; also May 10th;

Regular type: every Sunday March 31st – October 13th;

Saturday May 11th, and every Saturday in July and August;

Mondays April 1st, May 20th, July 22nd, July 29th, and every Monday in August;

Tuesdays throughout July and August;

Wednesdays May 1st and May 8th, and Wednesdays throughout July, August, and September;

Thursday May 9th and Thursdays throughout July and August;

Friday May 10th and Fridays throughout July and August

Italic type: Sunday May 19th, and every Sunday from July 14th to the end of August;

Wednesdays from July 10th to the end of August;

Thursday August 15th;

Friday August 16th;

Saturdays from July 13th to August 24th.

N.B. Trains between St Valery and Cayeux will be diesel hauled.

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. As ever, full details, including information on trains at other times for organised groups, can be found on the CFBS Web site (French and English) at <http://www.chemin-fer-baie-somme.asso.fr>

Museum

It is difficult to believe that the Museum has now been open for five years. In that time, as the table shows, there have been 32,979 visitors, and sometime during the summer we shall welcome our 35,000th. Visitor numbers peaked in 1998 when we had the official opening in May and good publicity. Since then, numbers have started to decline, particularly in 2000 when the standard admission charge was raised to £1.50p for adults. Last year saw a recovery, possibly because Bodiam castle was

closed earlier in the season due to foot and mouth disease precautions and the standard charge was reduced to £1.00. Even so, museum visitors represented only about 8% of the total passengers last year.

Three factors have been identified which work against visitors coming to the museum:

1. The admission charge. Families are heard to say outside "we have spent enough already". But the charge just about covers the rent for the building and the Museum has to be self supporting.
2. Insufficient time. A family with a one hour journey to the railway; a ride on the train; visit to the castle and lunch, will easily occupy five to six hours, a full day, leaving no time for the museum.
3. Perceptions; the building does not look like a museum – and visitors want to see engines but 'Gazelle' hardly counts as a proper engine in many people's minds. Few people read the list of attractions inside on the outside door and probably assume it is the usual "bank of hardware screwed to the walls" type of museum.

The Museum is due to open for this season on Good Friday and hopefully will shadow operating days until the end of October.

There are at present sixteen names on the attendants roster who work four hour shifts, usually 12:30pm to 4.30pm though we often stay open to 5.00pm or later if there are still visitors about. Let's hope for a good season.

Year	Days Open	Visitors			Admission		
		Comp	Paying	Total	charges	VAT paid	Net Income
1997	120	716	6100	6816	6155	916	5239
1998	142	666	6590	7256	6830	1017	5813
1999	161	541	5936	6477	6148	915	5233
2000	167	509	5312	5821	5526	823	4703
2001	160	299	6310	3309	5961	887	5074

Notes

a figures are rounded to the nearest whole number or £.

b net income covers rent and electricity. Other Museum costs are covered by the sale of second hand books.

Company Secretary's Notes

Voting Reform: Members will recall that the method for electing Directors at General meetings was challenged at the 2001 AGM. To recap, TRC had, since 1984, been requiring candidates for the Board to attract at least 50 per cent of the votes cast in order to be elected.

Following the challenge, the Chairman used the discretion permitted him under the Companies Acts and the 2002 election was held under the 'First Past the Post' system. The candidates with the two highest votes were elected to the two vacancies.

There was, naturally, widespread concern and the Chairman and myself took appropriate legal advice on the matter. It should be noted, before going further, that TRC's Articles of Association are silent on the method of election and that our practices were based on an interpretation of 'Chairman's discretion' as set out in the Articles. At the request of the Board, I prepared a report which I presented to their meeting on 26th January 2002. The details are reasonably complex, but the options were:

1. Formalise the 50 per cent rule by asking the membership to vote in favour of incorporating it in the Articles of Association
2. Introduce a form of proportional representation (as suggested from the floor during the 2001 AGM)
3. Formalise 'First Past the Post' (FPP for short) as finally used in 2001.

The Board considered the alternatives on offer. Option one was ruled out as the membership had been clear in their rejection of it. Option two was attractive and the Single Transferable Vote system in particular seemed to suit the group dynamics of the K&ESR. It was, however, complicated and unfamiliar. It also had the very significant disadvantage that counting would be so long and complicated that it would be impossible to announce a result during the course of a General Meeting. Postal voting would overcome this obstacle but it would be expensive and would remove the opportunity for those attending in person to assess candidates during an AGM before casting their vote.

In the circumstances, the Board concluded that we should adopt FPP for Board elections, except

where the number of vacancies is equal to or exceeds the number of candidates. In such an instance, members should have the opportunity to vote against, as well as for, a candidate. This is necessary to prevent candidates with no support achieving Board membership by default.

Our enquiries reveal the Board does not have the power to impose this solution; only a resolution of a General Meeting or the Chairman using his power to take a poll 'as the Chairman directs' can do that.

The Chairman therefore noted and will act upon the Board's acceptance of my two recommendations:

- a. first past the post; except
- b. where the number of candidates is equal to or fewer than the number of vacancies, when members will be entitled to vote for and against a candidate.

(Votes will be counted by taking the net positive votes – votes in favour minus votes against.) In the event that no candidate has a positive vote, the vacancy will remain unfilled.

At the time of writing, no consideration has been given to amending the Articles of Association, although that, of course, does not preclude future action on this point.

Director's Resignation: Chris Garman has resigned as a member of the Boards of TRC and CSRE on grounds of pressure of full time work. We thank Chris for his work as a Director over the past few years and are relieved to hear he will be continuing in his various other volunteer roles.

2002 AGM: Members expressed a wish to have plenty of notice of the next AGM, so as to be able to nominate alternative candidates to the Board. Please note the AGM this year will be held in Tenterden Town Hall during the afternoon of Saturday 12th October. Nominations for election to the Board will close on 27th July 2001.

This is for information; a formal notice will be issued in due course.

Robert Blackley: We are very sorry to report the death of Rob Blackley on 25th November 2001.

Rob was born in Northern Ireland 79 years ago

and later trained as a marine mechanical engineer and boiler inspector. Soon after retiring to Tenterden 18 years ago, he joined the K&ESR, putting his talents to good use at Rolvenden. He acted as project leader for the major overhaul of No 19 (376) 'Norwegian' and drew up the specifications for all the boiler work. From 1989 to 1998, Rob was a trustee of the

Norwegian Locomotive Trust. Later, he contributed valuable advice on the overhaul of Terrier No 2678. Rob's maxim was always 'let's do it' rather than talk about it, and his knowledge and experience will be difficult to replace. Our condolences go to his widow, Joan and his sons.

The Way Ahead

David Lloyd, our new General Manager, outlines his vision for the future and commitment to the volunteer.

Much of this article is taken from my recent presentation at the Volunteers meeting in February. I consider the points made to be important and would like to share them with all the readers to enable everyone to tune in to the way we need to go forward.

The new management structure has offered an opportunity to initiate a culture change within the TRC. Being human beings and having thoughts of our own we often try to avoid change, we may be frightened of it, we often oppose it and usually we ignore it and hope it goes away.

We sometimes say why do we need to change we have always done it this way. That's a positive statement if it works, but we know in the TRC too many things have been carried out that do not work.

Therefore, as the General Manager my remit is to bring about changes, to improve our performance and to ensure the best possible systems are put in place consulting with other Managers and the Managing Director en-route.

There may be some hot issues that need focusing on, they will be dealt with correctly and fairly. I do not visualise any casualties but if they happen then it will be for the good of the TRC.

Some minor changes are already taking or, have taken place.

In December we looked at making alterations to the Station Masters office, for a number of reasons:

- A better place to house the commercial office staff

- Better access for our customers for enquiries about the railway
- Another ticket selling point
- To create a good image

Work started on the area at minimal cost, as materials were 'recycled'.

As time went by and word got round I noticed a booking clerk with a tin of paint, then another, then more, until the workforce could hardly grow anymore.

I have watched with great humility as the people of this railway took an extra step and went that extra mile on 'their' project. A phrase comes to mind.

"There is nothing stronger than the heart of a volunteer."

The Tuesday group have been making changes to the Tenterden site, the Pullman dock has been extended to stable the four car Pullman set, Charwelton is at Tenterden on display waiting overhaul rather than being left in a siding hidden away. They are also turning the old print room into a classroom/meeting room, as well as having many other projects in mind.

The cost of these two ventures is almost nothing, just effort. There are many others that happen every day, in the loco and carriage & wagon sheds, on P-way, S&TE, catering, operating, administration etc.

"There is nothing stronger than the heart of a volunteer."

You are the heartbeat of this railway, the lifeblood and the backbone, and together we

can grow out of our britches and mature with a positive outlook and of course unity.

I have a plan, which I want to share with you.

This company has made some mistakes; it has had some problems, but is this not true of all companies? To dwell in the past is fatal; to learn from it is wisdom. You may have seen changes in your time and you may even think, "here we go again".

In fact that is exactly what I want us to say – come on, here we go again!

My plan has some pretty normal basics.

Communication

- Between departments
- Between people in the same department
- Between us and our customers
- Between us all

Teamwork

- Sharing ideas
- Listening
- Consideration
- Helping others
- Learning from others
- Give and take

Leadership

I have started a system with my managers, I pledged that I will support them, coach them, lead them, develop them and, in return they will cascade this on with care and consideration, losing no professional standards only enhancing them.

Professional image

Our customers are the most important thing. The reason why we exist, both our personal image and the railway image are paramount.

Control of Budgets

Becoming smarter; using our previous examples to guide us, building on successes, learning from passed mistakes and creating new successes.

An example of this is the water-softening project. A spend of just under £2,000, may prick up some ears, and raise some eyebrows but, it will save £10,000, in man-hours of boiler washouts. Apart from the wear and tear issues, those man-hours are vital to us, and can be used effectively and productively elsewhere. What a marvellous gesture the Terrier Trust have made in offering to pay for the water softener.

Safety

The most important element of our industry! As a senior Railway Manager, one of my roles was as an incident officer. One of my focuses has always been prevention and protection of life. Planning and control may seem laborious but is critical to us.

Commitment and Unity

You my friends show the greatest commitment that I see. With all your home responsibilities and other work commitments you come and give your time and skill to the love of your life, and I salute you.

We are truly blessed to have you; you are a fine collection of skills, knowledge, experience, talent, dedication and commitment.

But I want to ask more.

For those of you who are qualified in an area, and come in that capacity, thank you, you are a very valuable, a precious asset but can you do more? Could you help in other areas, qualify in another role? Come out of season to lend a hand with Lawrence Donaldson in the Locomotive Department, Clive Lowe in Carriage and Wagon, with the Tuesday group at Tenterden Station, in Permanent Way projects. We have been non-stop in the office with calls for Thomas; can you help in the office?

"There is nothing stronger than the heart of a volunteer"; can you help us more? Will you come forward?

I have a special request.

Many comments have been made about rubbish and old stock awaiting restoration around the railway. We are going to use this to our benefit; we want to enhance the ambience of our railway. We are going to provide a better image for our customers this coming season.

I also need to tell you this, that whatever needs to be done for the good of the railway and the benefit of all staff will be done, I will take the responsibilities that have been given to me seriously and with commitment. I will make every effort to take the railway forward positively.

I know you love the railway as much as I do, let's take it forward successfully – together.

Tickets Please!

Passenger numbers for 2001 collated by Ken Dow and analysed by Duncan Buchanan

2000					2001				
	Op. Days	Trains	Paying Passengers	Avg. per Train		Op. days	Trains	Paying Passengers	Avg. per train
January	6	34	1019	30		4	24	316	13
February	12	66	11700	177		11	70	9694	138
March	4	12	810	68		9	54	1210	22
April	30	163	12962	80		19	112	7551	67
May	31	134	9829	73		27	157	9083	58
June	30	123	8687	71		30	162	7486	46
July	31	181	11932	66		31	194	11314	58
August	31	198	18754	95		31	194	17836	92
September	30	144	13539	94		30	177	12650	71
October	14	71	2972	42		13	66	3628	55
November	3	17	348	20		4	20	729	36
December	13	90	10217	114		13	80	10849	135
	<u>235</u>	<u>1233</u>	<u>102769</u>	<u>83</u>		<u>222</u>	<u>1310</u>	<u>92346</u>	<u>70</u>
Pullmans		39	1718	44			40	1792	45
Charters		31	2047	66			27	995	37
Sunday Lunches		36	1458	41			22	1281	58
Privileges			4162					2255	
			<u>112154</u>					<u>98669</u>	
<i>Bookings from:</i>									
Tenterden			76918					45173	
Northiam			5642					7616	
Bodiam			4982					4376	
On train			2811					2184	
Pre-booked			12416					32997	
			<u>102769</u>					<u>92346</u>	

The original predictions, made in 1996 during planning for the Bodiam extension, have been borne out in the 2001 passenger numbers. 2000 proved to be a very successful year and 2001 would have been satisfactory, if it had not been for the high level of interest in the opening year. Thus all the numbers should be seen in this light. A 10% reduction overall in 2001 compared to 2000 compares to the 55% improvement seen in the previous year. The railway has never been so successful, in this respect. 1990, our previous best year, we carried 82,000 passengers. Our lack of profitability can therefore be attributed to a cost base that could not be sustained by this level of business.

Special loadings, maintaining the improved loadings first noted last year and the fact that pre-booked parties were up by 165% which reflects the increasing importance of party bookings with generally more mature age groups. The number of passengers with combined rail castle tickets fell from 13,185 to 12,773. The railway seems to derive little benefit from the joint ticketing arrangements with the National Trust at Bodiam Castle. This is something that both parties must address.

Thomas continues to provide a substantial boost to passengers, especially in February and September. The introduction this year of Learning with Thomas should see further opportunities to increase group bookings in June.

Highlights of the year were a 2.5% increase in Santa

Book & Video Reviews

The London Tilbury & Southend Railway and its locomotives by Bob Essery published by OPC price £24.99. 176 pages of liberally illustrated text with mono photographs. Hard covers. ISBN 0860935612

Apart from Peter Kay's definitive history published in 1996/7 the LT&S has not attracted an undue amount of attention from historians over the years. This attractive book is general, but not superficial in its approach and should appeal to a fairly broad readership.

As an independent line of some significance, the Tilbury had a short existence, being absorbed into the Midland Railway in 1912. It was opened in sections from its London terminus at Fenchurch Street, reaching Southend-On-Sea in 1856. For the first 21 years of its life it was run by the contractors who built it, the redoubtable Peto,Brassey & Betts, the total mileage in 1911 being 79.

The author has included 250 photographs of the railway and its rolling stock and there are numerous diagrams of the various sites. Unfortunately the one map of the whole system on page 10 seems something of an afterthought and would have benefited from re-drawing and enlargement. The book is divided into two sections – the railway system and the locomotives, the latter accounting for 55 pages. The overall standard is high, with some especially interesting period photographs of London scenes.

Traditional signalling. A brief design history by Michael A.Vanns published by Ian Allan price £14.99. 128 pages of liberally illustrated text, including mono and colour photographs. Soft covers. ISBN 0711028117

Ian Allan has published a series of signalling titles over the last year or two and this latest addition is the third by the present author. The subject is dealt with under four sections, which correspond to the four post grouping companies. It is looked at from a design perspective and includes systems employed by most of each Company's historical constituents. This encompasses signalboxes, signals & lever frames, electrical telegraph and block instruments. The period covered extends from 1830 to 1960, when individual signalboxes controlled a layout that a signalman could see from his windows and when block telegraph provided the communication between signalboxes. The book is well illustrated and the

colour photographs add much to the interest and enjoyment. The price may deter some purchasers.

Video review: The Hawkhurst & Westerham Branch Lines produced by Online Video, price £12.95. Duration 58 minutes (Available from the Railway Bookshop at Tenterden)

Wilf Watters, the Director & Editor of Online Video is a long-standing member of the Kent & East Sussex Railway. His latest title on two of the best known branch lines in Kent is comprised mainly of archive film, but with some shots of the sites as they are today. In fact, Wilf Watters has assembled a remarkable collection of material, all in colour, of exceptional quality and taken by some of the best known cameramen who were around in the nineteen fifties /early sixties, when the branch line era was coming to an end. Closure of both branches occurred in 1961 and the closure days are recorded as well as other occasions, when 'H' and 'C' class locomotives were the mainstay of public services. The sound effects, dubbed on to the film, have been done with great accuracy and there are no boring interviews to fill up time.

Many of Online Video's other titles including 'Steam in Kent' and 'Steaming to Bodiam' are also on sale in the Railway bookshop.

British Railway Stations in Colour by Nick Jardine published by Midland Publishing price £14.99. 80 pages of photographs & introducing text, soft covers ISBN 857801237

In his introduction, the author states that the brief from his publishers was to produce a selection of stations which could be stimulating for modellers looking for locations to replicate. Big City termini and complex junction stations have been avoided as the author's preference is for smaller stations and those that no longer exist. The result is an album of some 180 photographs, all in colour, featured and arranged according to the British Railways regions in which they were located in the mid 1950's, the exception being the Somerset & Dorset line which has a section to itself. Most of the photographs date from the 1950s & 1960s, before wholesale demolitions took place and an effort has been made to feature items such as lighting, seating, platform barrows, signs & poster boards which are of particular relevance to modellers. The general standard of reproduction is high although there are a few photographs which fail to meet the author's appropriate criteria.

PDS

Hesperus

K&ESR's unique and largely forgotten Locomotive

The old K&ESR is associated with its original diminutive 2-4-0Ts, it's Terriers, it's Ilfracombe Goods and even that white elephant 'Hecate'. However for much of the old company's history one locomotive soldiered on its lonely way as the others fell by the wayside. 'Hesperus' kept services rolling from its arrival until the exigencies of World War II meant that it was not to be overhauled but scrapped.

'Hesperus' started life as a standard Manning Wardle and Company industrial and light railway engine. The second of 28 of that company's class Q it was structurally very similar to our present Charwelton although with a smaller boiler and 1" smaller cylinders. Emerging from the Boyne Engine Works in November 1876 to the order of the contractors Cropper and Macauley it had many specified minor alterations. The most noticeable of these was a huge valenced cab of the kind used by Manning Wardle for engines destined for tropical climes. Despite this the engine was destined for the less sunny climes of South West Wales where one of the partners, Edward Cropper of Penshurst in Kent, was just building a light railway to his slate quarry at Rosebush, Pembrokeshire. Perhaps she was diverted at the last minute by a failed contract or an immediate business need.

In any event our engine became the second engine of the Narberth Road and Maenclochog Railway a railway of light rails and steep gradients opened under a Board of Trade certificate (an early form of Light Railway order) earlier in 1876. At this stage our Locomotive probably acquired the name 'Ringing Rock' (Maenclochog translated into English). This railway had a varied career. Purchased by the authorised but unbuilt Rosebush and Fishguard Railway in 1878 the line officially closed to public traffic in 1882, although quarry traffic may well have continued. During the closure period it became the North Pembrokeshire and Fishguard railway in 1884 and was finally extended to Letterston and reopened in 1895. The Great Western Railway then acquired it in 1898 as part of its grand plans for developing Fishguard Harbour for transatlantic traffic.

Our engine, with its two companions (one of which has survived to be with us today*), was part of the dubious bag of assets acquired by the

Great Western Railway with this near moribund railway. Somewhat surprisingly she was well treated. She was taken in hand and repaired at Swindon in September 1898 and despatched to the South West of England where small standard gauge engines were in short supply. The GWR had recently taken over the Cornwall Minerals Railway Goonbarrow branch and this had fierce grades and heavy traffic. The branch had its own engine, a standard product of Peckett and Sons (GWR No 1388). However photographs exist of our engine working this branch so she was probably a regular there and was certainly a St Blazey engine in early Edwardian days.

She proved so generally useful that in 1902 she was totally rebuilt almost from the bottom up. She lost many of her standard Manning Wardle fixtures including her characteristic saddle tank and acquired a Great Western standard boiler, saddle tank and wheels. She gained a Great Western chimney complete with copper cap and, of course, the inevitable GW brass safety valve to replace her rather more shapely Manning Wardle example. Somewhat surprisingly however she kept that unusual valenced roof to her cab even when it was shortened to fit the rest of the new bits. At some time during these overhauls she acquired a fine Great Western standard nameplate and the numberplate 1380. Emerging from Works she was now, apart from that odd cab, a small Great Western tank engine of the late Victorian period.

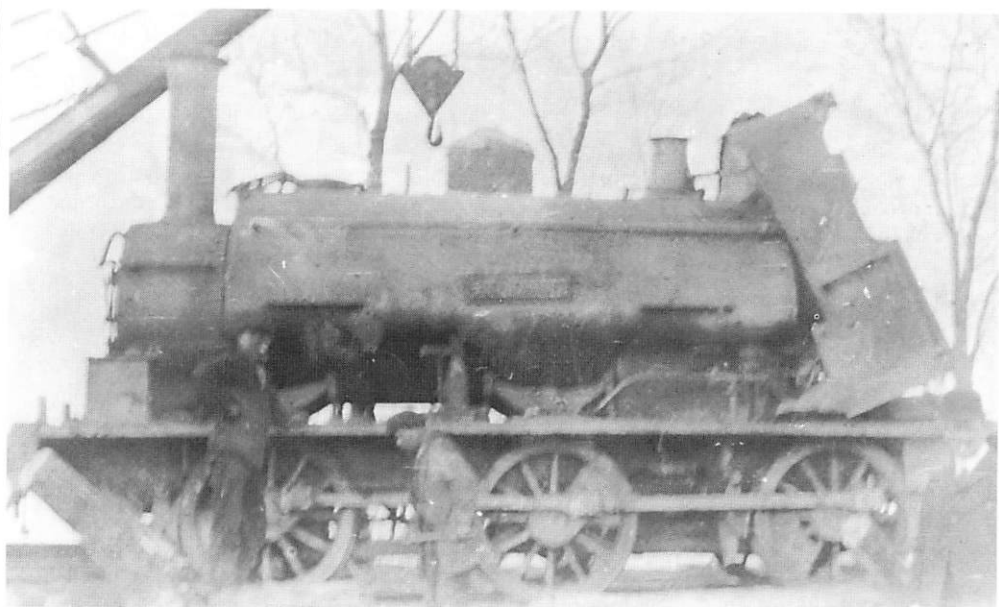
Useful as she had proved, Churchward's great policy of standardisation continued unabated during the early part of the 20th century and there was little room for oddities. In late 1912 the Great Western sold 1380 to the Bute Works Supply Company, an engine dealer in South Wales.

A lot was happening on the Kent & East Sussex Railway by this time. Traffic levels had been building up since opening and by 1913, 105,000 passengers were travelling and goods traffic was not far short of the all-time highs of the mid 1920s. The Pickering Steam Railcar was ailing and had to be laid aside in 1913, Northiam had departed for the East Kent Railway and Hecate was effectively useless. Something more than two Terriers, an Ilfracombe Goods and a 2-4-0T were almost certainly necessary to move the traffic. In May 1914 Stephens, pleading poverty,

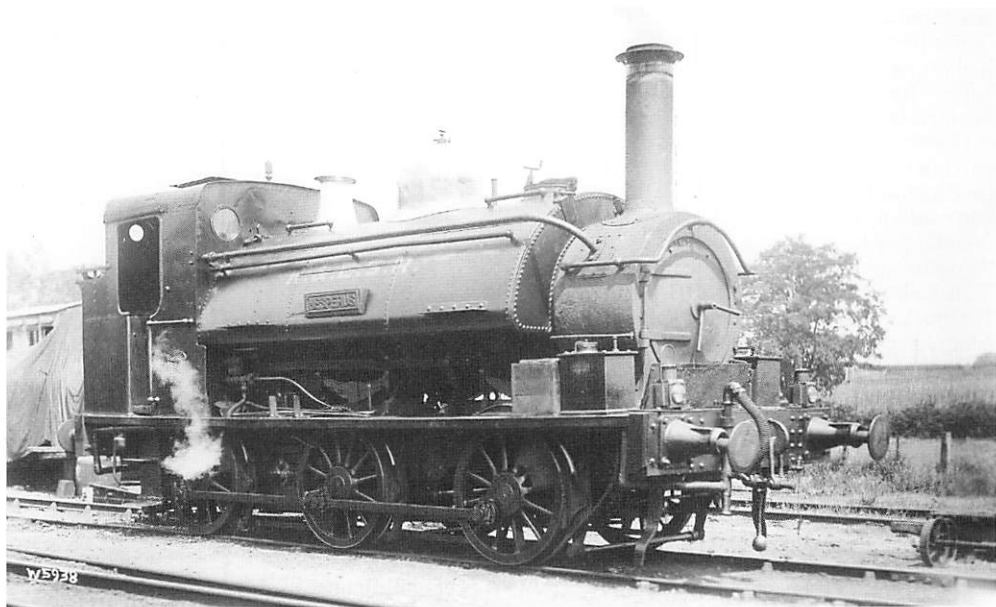
Four Faces of Hesperus



No 1380 'Ringing Rock' in Great Western service but as delivered to the K&ESR minus nameplates.
Working in Cornwall. (R C Riley collection)

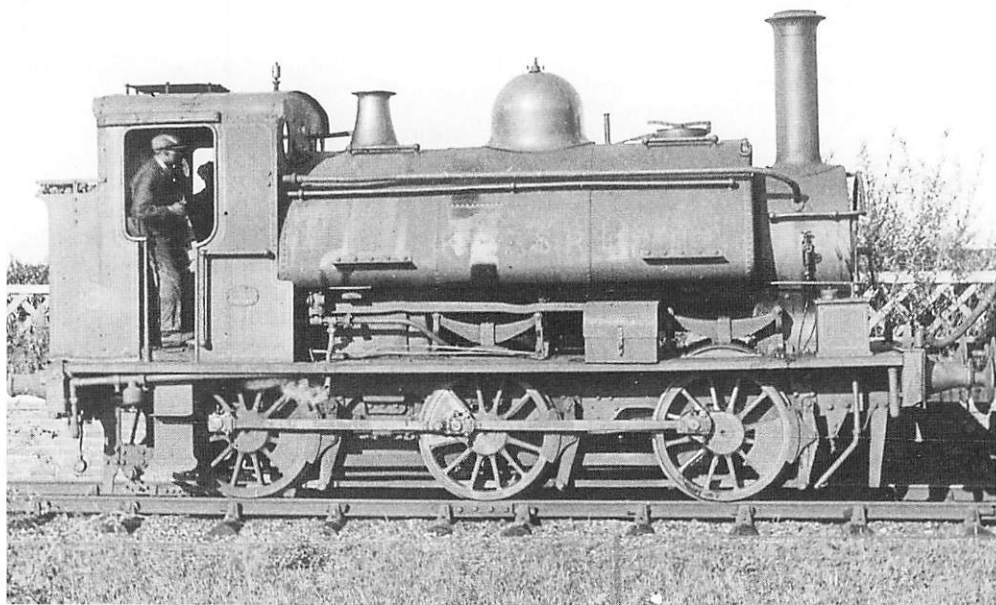


The wreck of the Hesperus. Following recovery near Padgham Curve in February 1918, note Colonel Stephens in lower right corner. (Colonel Stephens Historical Archive)



Hesperus at Rolvenden, c 1925, note wooden toolbox on the running plate.

(Colonel Stephens Historical Archive)



Hesperus pauses at High Halden Road Station with a train from Headcorn, June 1937, minus nameplates and wooden toolbox replaced by Great Western type.

(Dr Ian C Allen)

hired, rather than bought, two more Ilfracombe Goods from the London & South Western Railway, one of which became K&ESR No 9, 'Juno'. The other, although contractually destined for the K&ESR, went to the Shropshire & Montgomeryshire. Whether the cause or effect of this switch Stephens was shopping for another locomotive for the railway. He obviously had contacts with the Bute Works Supply Company as he had picked up two ex Great Western engines in 1911. These were the East Kent Railway's No 1 and a 2-4-0T for the Weston, Clevedon & Portishead Railway that became their No 4 and which in 1917 came to share the name 'Hesperus' with our engine. 1380 was bought from Bute Works Supply for £550 with the aid of a loan from the Lincoln Wagon and Engine Company after insisting that it be overhauled at Swindon Works. It was painted, or rather repainted, standard unlined Great Western Green. Her glorious polished brass dome, safety valves and chimney cap were retained and kept proudly bright until virtually the end. She never carried the K&ESR standard Blue Livery

At a very early stage, probably on arrival, the new tank engine was renamed Hesperus, another of Stephens favourite mythical names. With true economy, the high quality 'Ringed Rock' nameplates were transferred in due course to another Manning Wardle engine, this time of the smaller K class, acquired by the Colonel personally for use on the Selsey Tram in 1922.

In February 1918 'Hesperus' was involved in a spectacular derailment in floods at the Padgham curve between Northiam and Bodiam. Although largely undamaged, the back of her cab was comprehensively smashed and it would seem that the valenced canopy met its end here. The front part of the cab was retained and bore signs of buckled platemwork to the end of her days. This was married to a very neat matching back and a bunker that bore remarkable similarities to that of a Terrier, although somewhat taller and larger. If indeed this was of local manufacture its style and practicability was a tribute to Rolvenden Works and served as a model for Bodiam's 1930s rebuild which gave her the unique bunker she still carries. At this stage she probably acquired a cast plate denoting ownership on her cabside and the proud letters K&ESR painted above her nameplate.

After this drama 'Hesperus' settled down to a routine that she had probably not known before. The passage of time was naturally marked by subtle changes in appearance. By 1923 she had

lost 2 of her 3 coal rails on the bunker then in about 1923/24 she ran briefly without her rear coupling rods as an 0-4-2ST. Soon after a rainstrip which probably also held a curtain in winter, was added over the cab door. After 1925 a small wooden toolbox appeared on the running plate but that disappeared by 1928 in favour of a Great Western toolbox that had probably been misplaced after the Padgham derailment. After being briefly joined in 1933/34 by a large bottle jack this toolbox disappeared again in 1937.

Overhauls are thought to have taken place in 1925, when she is thought to have been repainted in the same style as before, and in 1933 when the change was more dramatic. 'Hesperus' had a full repaint in a new livery of mid green with white or cream lining, panelled in black. At the same time she lost her nameplate probably as part of W.H.Austen's general policy. Instead she was for the first time given her number 8 on the bunker side and on the buffer beams. The company initials were painted over the area where the nameplate had been and although the paint in this area proved unstable and the initials were wearing off by the next year this basic livery was to be her last. In true Rolvenden tradition the nameplates proved more durable. Carefully stored they passed at nationalisation to British Railways and via the National Railway Museum one finally arrived for display in the Colonel Stephens Museum where it can still be seen.

Working day-in, day-out on the K&ESR 'Hesperus' was rated for the same loads as a Terrier and even in the mid 1930s it was the mainstay of the Headcorn services. She obviously proved completely reliable and useful. Even her overhaul periods were very brief by light railway standards. After minor repairs early in 1938 No 8 was in service from April to June but failed early in the summer and for the first time she started to look scruffy and uncared for. After more repairs she did some running in early 1939 but was in service for the last time on 17th March 1939 and was set aside in the loco shed for overhaul. This never came and she succumbed to the general scrap drive on the railway in 1941.

So ended the career of a smart little Victorian tank locomotive that had faithfully roamed odd corners of our railway system for nearly seventy years.

Brian Jones

Note

**This was O-6-OST Margaret, a Fox Walker of Bristol built engine, works No 410 of 1878. Bearing GWR No 1378 she was sold to the Gwendraeth Valleys Railway passing back briefly to the GWR at grouping then 3 months later going to Kidwelly Tinplate Works. She worked there till the works closed in 1941 slumbering then in a shed until 1974, before passing to Scolton Manor Museum, Pembrokeshire.*

Sources

*History of the GWR, E T McDermott, GWR, 1931
The Locomotives Built by Manning Wardle and Company Volume 2, F W Harman, Century Locoprints.*

Colonel Stephens Archive.

Thanks also to John Miller, Curator, for his help and guidance.

William Rigby – Contractor to the Colonel part 2

In the first part of this article we saw how William Rigby developed his career as a railway contractor, and how his work on the Bexley Heath Railway led to a mutually beneficial relationship with the South Eastern Railway.

In addition to using him to make improvements to the line, the SER found that Rigby was also a useful man to have on tap to handle

emergencies. Following the 1896 landslip adjoining Martello tunnel near Folkestone, it was decided to open out at least part of the tunnel, and Rigby was set to work even before the eventual extent of the changes had been decided.

On its side, the SER took steps to ensure that Rigby had a steady flow of work. In 1896 the



*Queens Road, Hastings, in 1898. The new road bridge is complete and the old embankment is being dug out and carted away.
(David Padgham collection)*

railway's finance committee advanced him £5000 to order three Goliath steam cranes and other machinery for the pier extension and other works at Folkestone Harbour, the agreement for which was not signed until nearly two years later.

A contract for which the niceties had to be observed was the replacement of the St Andrew's archway in Hastings by the Queens Road bridge. The borough council was paying five sixths of the cost, so tenders had to be invited and formally opened. William Rigby's was the lowest, although all were more than the original estimate. The road had originally passed through the high embankment of the railway from Hastings to Ore by a gloomy tunnel no more than 19 feet in width. This had become an obstruction to traffic and was to be replaced by a high, wide bridge with fluted iron columns. The bridge was built without undue disruption to either road or rail traffic, by means of interlacing the tracks across it. However, when the bridge had been completed and the embankment under it was about to be removed, it began to collapse, so that the road had to be closed until the work was finished.

In 1898, it was decided that Rigby, who was then putting in the new sidings at Hither Green, would be employed for the St Johns to Orpington widening, so that he could move his plant directly from one contract to the other. The decision was taken when plans, estimates and contracts had yet to be drawn up. The widening contract was at first associated with no more than the usual accidents, such as the collapse of a newly excavated cutting near Orpington in January 1902, killing a workman named Brown on the spot and injuring another. A party from the Geologists' Association of London visited the new tunnel at Chislehurst in the following June. London Clay was exposed at the north end of the tunnel, while at the south end was an open cutting seventy feet deep in the Oldhaven beds (sand and flint pebbles).

With the benefit of hindsight, it will be recognised that these were unstable materials, and in August 1902 a length of the old tunnel partially collapsed, completely disrupting services on the SER main line. An inspection by Sir Benjamin Baker, the eminent consulting engineer, showed flaking of brickwork in the old tunnel and signs of abnormal pressure in the parallel section of the new one. It was decided to provide an invert (a solid floor joining the side walls of the tunnel beneath the tracks) for certain lengths of both the old and new tunnels, in order to distribute the weight over the

foundations and stop the side walls moving inwards. An army of men worked day and night to complete the work as soon as possible, to enable the line to be reopened. The construction of the new connections between the SER and London, Chatham & Dover lines near Bickley was also accelerated, to give greater possibilities for diversions while the SER line remained blocked. The down Bickley-Orpington loop was brought into use on 8th September 1902, the up connection on 14th September, and the Chislehurst-St Mary Cray loops (in both directions) on 19th June 1904.

The Bexley Heath Railway was also indirectly responsible for Rigby becoming acquainted with Holman F. Stephens. The secretary of the Bexley Heath company, William B. Pritchard, a partner in the solicitors Dollman and Pritchard, and one of the Bexley Heath directors, Richard Jones, of East Wickham House, Welling, were among the promoters of the Orpington, Cudham & Tatsfield Light Railway (see *Tenterden Terrier* No 23, Winter 1980) and persuaded Rigby to join them. Stephens was the engineer of the proposed railway, and although he was not much involved with its promotion, he would have met William Rigby at the public inquiry at Orpington on 2nd March 1899. Both gave evidence, Rigby stating that he envisaged no problem in raising the necessary capital, and that Alfred Willis, general manager of the SE&CR, had agreed that his company would work the line if it were built.

One consequence of the meeting was that Rigby became involved with Stephens in the Light Railway Syndicate, a company formed to promote and build light railways (see *Tenterden Terrier* No 84, Spring 2001). William Rigby was the contractor for the Sheppey Light Railway (see *Tenterden Terrier* No 43, Summer 1987 and No 85, Summer 2001), which was the only light railway the Syndicate promoted which was actually built. To assist with the construction of the railway Rigby hired 'Terrier' No 71, 'Wapping', from the London, Brighton & South Coast Railway for £2 a day. It is an interesting coincidence that this engine was later bought by the K&ESR, where it became No 5 'Rolvenden'.

Another consequence was the extension of the Rother Valley Railway to Tenterden Town and then Headcorn. William Rigby extended the RVR from its original terminus (the present Rolvenden station) to Tenterden Town in 1902 to 1903, the work being done under powers granted to the Cranbrook & Tenterden Railway. In March 1903, the RVR signed a contract with

William Rigby and William Burnett to build the Tenterden to Headcorn extension for £51,100 and to strengthen and relay the original RVR line for £31,250 (less £6000 credited for old materials recovered). A condition of the contract was that Rigby and his partner took a total of not less than 500 of the original unissued shares of the RVR at their nominal price of £10 each.

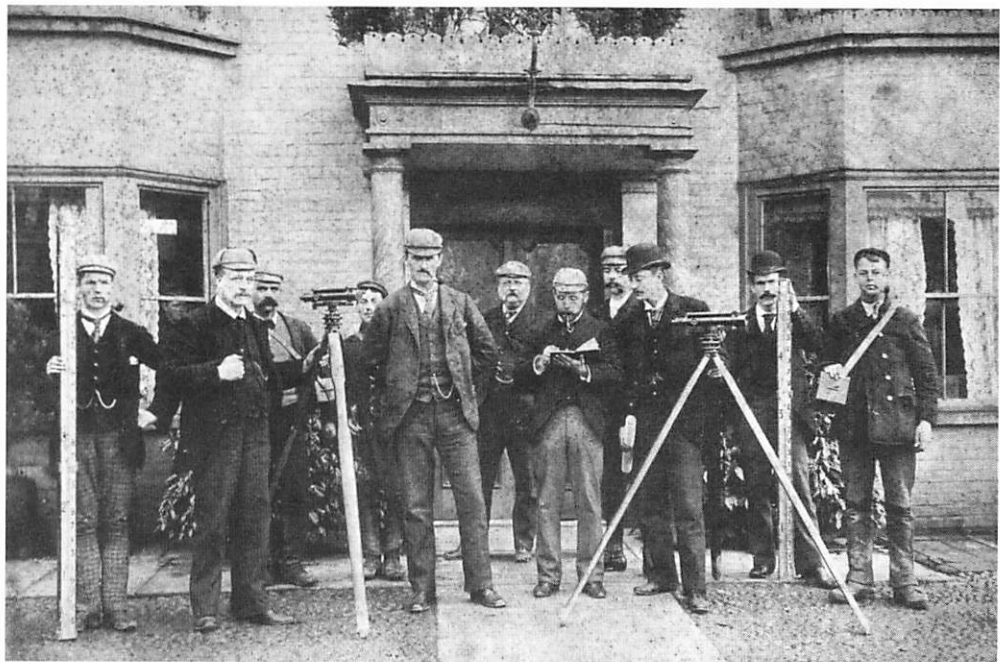
Some excavation in rather unstable ground was required between Rolvenden and Tenterden, and again north of Tenterden – including the short Shoreham Lane tunnel. Later experience suggests that H.F. Stephens may have been unduly optimistic in estimating the slopes that could be supported by the material encountered on Tenterden bank, as much remedial work has been required. A fatal accident while building the line near St Michaels has already been described in the *Tenterden Terrier* (No 62, Winter 1993), and throws light on the usual working practices of the period. An unsecured baulk of timber fell from a wagon and stove in the bunker of Hunslet 0-6-0ST 'Sutton' which was propelling it, killing one man and injuring others.

The local press suggests that pilfering of stores was a problem, as it no doubt was elsewhere. On

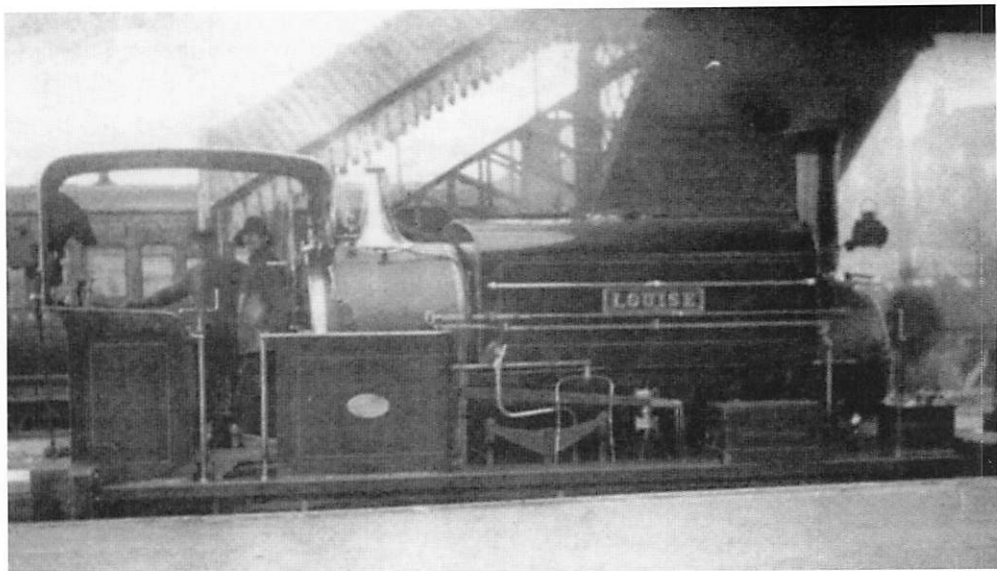
one occasion in the winter of 1904, P.C. Byerley found one of the navvies walking along the line carrying half a hundredweight of coal in a sack. It was found that this had been removed from the contractor's dump, and Mr Coombes, Rigby's local representative, had to attend the Tenterden police court to plead for leniency. The Headcorn extension opened for public traffic on 17th May 1905.

Light railways formed only a small part of Rigby's work at this period. Widening and new traffic facilities for the South Eastern & Chatham Railways Managing Committee continued, including the reconstruction of Folkestone Harbour, which was eventually completed in July 1904, the final stone being laid by the French Ambassador.

Rigby also obtained contracts for two extensions of the City & South London tube railway. These were from Stockwell to Clapham Common, opened in 1900, and from Moorgate Street to Angel, opened in 1901. As we have seen, Rigby was acquainted with C.G. Mott, the chairman of the City & South London, from his Drifffield days. William Rigby & Co. had offices at various times in Pascoe Road, Lewisham, and also in



The K&ESR construction team outside the White Lion Hotel, Tenterden, in 1903. Colonel Stephens in centre and 2nd from left may be William Rigby. W.H.Austen's head is visible immediately behind Stephens.
(Colonel Stephens Historical Archive)



Manning Wardle saddle tank 'Louise' at Grove Park during widening of the SER main line. Unlike many contractors' engines, she is in beautiful condition with polished brass and gleaming paintwork (A.F.Selby, John Minnis collection)

London, first at 15 Denman Street, SE, and then at 8 Laurence Poutney Lane, off Cannon Street. About 1900 there was also an office at 274 City Road, EC, no doubt in connection with the City & South London extensions.

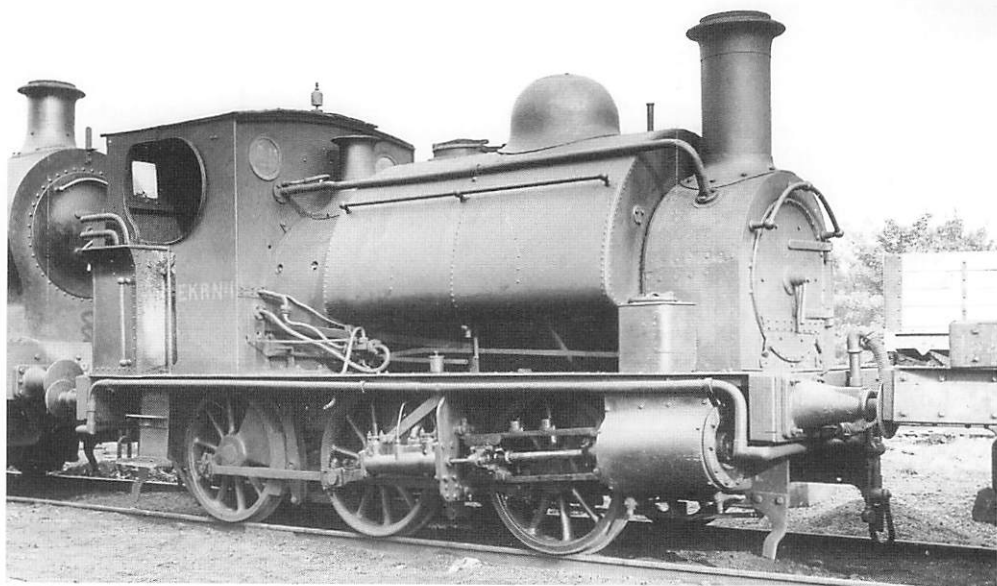
In 1904, Rigby himself moved from Blackheath to the 'stockbroker belt', when he purchased Ewhurst Place, near Cranleigh in Surrey, from its builder, Colonel Thomas Warne Lemmon. Built about 1880 of local stone with castellated walls, the house survives today as part of a boarding school. The nearest station to Ewhurst Place was Cranleigh on the Horsham to Guildford line of the London Brighton & South Coast Railway which offered a rather inconvenient route to London.

Plans to make the district more accessible by building a railway from Holmwood to Cranleigh via Ewhurst had been put forward in 1884 and 1897 but came to nothing. Neither did a proposal for a Surrey & Sussex Light Railway – engineer H.F. Stephens – which reached the stage of submitting plans to the Board of Trade in about 1902. This envisaged a total of 25 miles of light railways from Cranleigh to Ockley via Ewhurst Green, and from Cranleigh to Selham (on the LB&SCR Midhurst branch) via North Chapel and Lurgashall. It is hard to imagine the then sparsely populated agricultural district south of Cranleigh supporting even a light

railway. The last railway scheme for the area, which was discussed in 1905 was for a Holmwood, Cranleigh, Midhurst & Havant Railway, envisaged as the central section of a more direct main line from London to Portsmouth. The engineer of this project was again H.F. Stephens, but it seems unlikely that William Rigby did not take a keen interest behind the scenes.

Rigby was still a significant shareholder in the Scarborough, Bridlington & West Riding Junction Railway, and was elected a director of the company in November 1905, following the death of its long-serving chairman, C.G. Mott. Rigby's partner, William Burnett, was already a director, having been appointed at the 1896 annual meeting. Although, as we have mentioned, the line was worked by the North Eastern Railway from the outset, the company was not taken over by the NER until 1914. Protracted negotiations had been necessary to secure the best terms for the shareholders, and Rigby had to attend further meetings in 1915 and 1916 to bring the affairs of the company to a conclusion. In the pre-Great War period Rigby also served for a time as a director of the Dominion of Canada Trust Corporation Ltd.

Rigby had continued his acquaintance with Stephens despite the failure of the Light Railways Syndicate to achieve the hoped-for



EKR No 1 built by Fox Walker in 1875 and sold to the EKR in December 1911, at Sheperdswell on 1st September 1934. It was initially used as the contractor's engine. (R.G.Jarvis)

results. In 1908, Stephens, the 4th Earl of Bradford (1845-1915) and William Rigby applied for a Light Railway Order for the reconstruction of the derelict Potteries, Shrewsbury & North Wales Railway as a light railway, the Shropshire & Montgomeryshire. It was stated that Rigby would undertake the rebuilding, but in fact the company eventually signed a contract for the work with a partnership of H.F. Stephens himself and Francis Claughton. Rigby was no doubt able to offer advice, but it would be interesting to know whether he was involved in a practical capacity, for instance by the loan of equipment or personnel.

Rigby was a director of the Shropshire & Montgomeryshire Light Railway from the first recorded meeting of the board, and was elected chairman on 26th March 1909 in succession to the Earl of Bradford. Attendance at meetings involved Rigby in less travelling than might have been expected, as they were not held in either of the counties the line served, but at 11 Ironmonger Lane, London EC, the offices of the accountants W.B. Peat Ltd. (later Peat Marwick Mitchell & Co.).

William Rigby's last involvement with a railway engineered by H.F. Stephens was the East Kent Light Railway. Like most aspects of the early

history of the East Kent, the details are obscure and poorly documented. The contract for building the EKLRL was awarded to the Kent Contract & Finance Company, an associated company in the group controlled by Arthur Burr. However, it appears that at least some of the actual construction was subcontracted to William Rigby.

During the Great War, Rigby was involved in work at Woolwich and Plumstead, probably in connection with the expansion of the Royal Arsenal. New sidings and a new connection to the SE&CR North Kent line were laid to handle the greatly increased munitions traffic. Another wartime contract was a siding for the Dover gasworks (estimated at £1150 including signalling) and completed in September 1917. After the war, there were a couple of further contracts for the SE&CR, in particular reconstruction of the line through Folkestone Warren which had been closed ever since a bad landslide on 19th December 1915. Once approval had been given by the interested Government departments, the work, which was estimated at £45,750 and involved a great deal of cutting, filling and earth-moving, was completed quite quickly. The line between Folkestone and Dover was reopened to traffic on 11th August 1919. There was also some work for the Port of

London Authority. He then enjoyed retirement for a few years, but in 1928 he sold Ewhurst Place to a neighbour, Donald Morton, and moved to New Milton, on the Hampshire coast. His retirement from the Shropshire & Montgomeryshire board on grounds of ill health was reported at the meeting on 10th April 1929, and he died on 30th May 1929. His estate was valued at the surprisingly modest sum of £1589. His widow, Adelia Rigby (he had eventually remarried) moved to the Green Lane Riding School in New Milton after his death. This was kept by William Rigby's niece, Margaret Wynne, who as a small girl had visited Rigby when he was still living in Blackheath. Adelia Rigby died on 18th May 1940.

The table lists locomotives which William Rigby

is known to have owned and used on his contracts. Moving locomotives from one job to the next was the exception rather than the rule, and locomotives and other items of plant were generally sold off at the end of the contract. The list includes only one engine which Rigby bought new – named 'Margaret' after his daughter. Other locomotives were hired, such as the Terrier used on the Sheppey Light Railway contract. The list is certainly not complete – for instance at least two engines were used on the Headcorn extension – and any corrections or additions would be gratefully received.

Thanks for supplying information are due to Gordon Green (Industrial Railway Society) and Janet Balchin (Ewhurst History Society).

Name	Type	Maker	Date	Works No	Remarks
–	0-6-0ST	Fox Walker & Co	1875	271	Built for Whitland & Cardigan Rly, later GWR 1386, purchased 1911 via Bute works Supply Co for East Kent contract. Later EKLR No 1
ROYAL ENGINEER	0-4-0ST class D	Manning Wardle	1876	602	Purchased by Rigby from Admiralty (Chattenden Naval Tramway)
SUTTON	0-6-0ST	Hunslet	1877	187	Purchased by Rigby 1898. Used on various contracts to 1905, last being RVR Headcorn extension. To WD by 1916
JESSIE	0-6-0ST class K	Manning Wardle	1877	641	Now preserved on the Bluebell Railway as SHARP THORN
SUSSEX	0-6-0ST	Hunslet	1879	221	Purchased by Rigby c.1895
MIDDLETON	0-6-0ST class K	Manning Wardle	1879	725	Used on Folkestone Harbour contract. Sold to SE&CR 1904
WYE	0-4-0ST	Hunslet	1887	420	Purchased by Rigby Feb 1902
CANADA	0-4-0ST	Hunslet	1890	525	Purchased by Rigby from Eckersley, Godfrey & Liddel (contractors for Canada Dock, MDHB), 1893 Used on Bexley Heath Railway Sold to Bott & Lewis Jones (contractors) c.1895
FYLDE	0-6-0ST	Hunslet	1891	528	Purchased by Rigby c.1892 Used on Bexley Heath Railway Sold c.1895
LOUISE	0-6-0ST class M	Manning Wardle	1894	1245	Purchased by Rigby after 1896 Used on St Johns-Orpington widening. Sold to APCM Burham works (ECCLES) 1911
MARGARET	0-4-0ST	Hunslet	1900	735	Purchased new by Rigby Later sold to Hudsons Ltd. (refuse contractors) Crayford

75 Years of Service

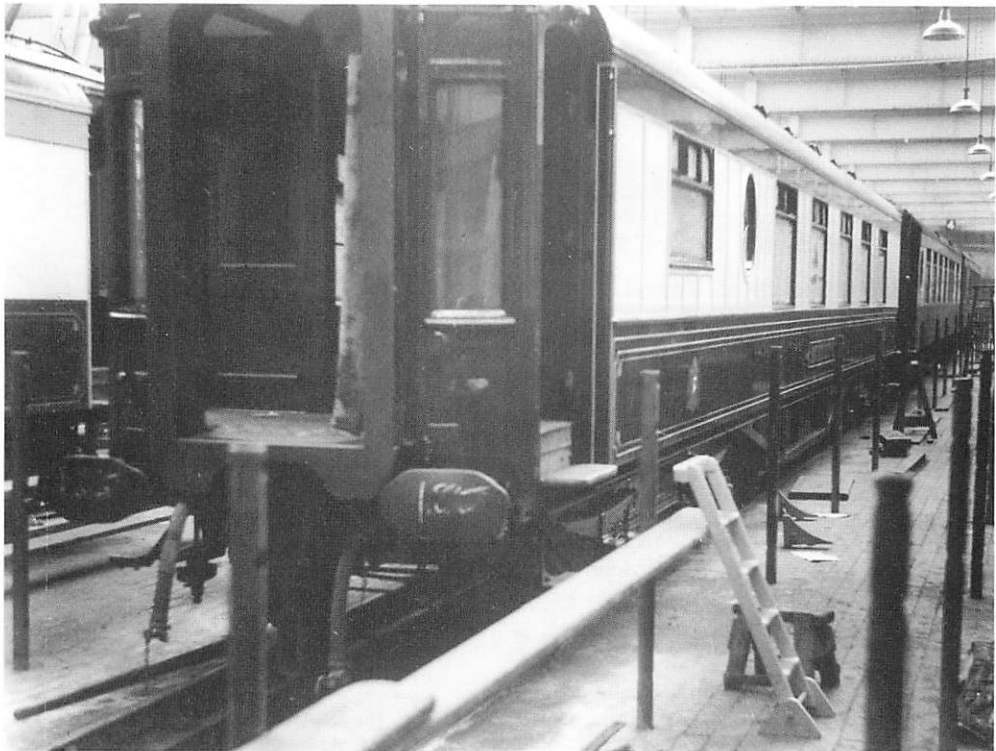
A Recollection of the Hastings Pullman Cars by Robin W. Doust

One of the finest legacies of the past to be preserved on the K&ESR is the remarkable collection of vintage and (relatively) modern rolling stock. The vintage train is rightly famed for the opportunity it gives our passengers to savour transport as our grandfathers knew it in everyday life, but the Railway's most exalted coaches must surely be the two 1926 Pullman cars, Barbara and Theodora.

The seventy fifth anniversary of the construction of these two splendid vehicles seems to have passed unnoticed in 2001, although the year was marked by the re-introduction into service of Barbara fully restored to what must have been its original glory. It is a pity that more publicity did not

attend this notable event, but perhaps it is not yet too late to record something of the history of these magnificent vehicles which not only embody the spirit of traditional Pullman workmanship but were also unique in various ways.

Barbara and Theodora began life in 1926, as part of an order for six similar vehicles placed with the Metropolitan Carriage & Wagon Co. They were designed specifically for use on the Charing Cross - Hastings line via Tunbridge Wells Central, which featured several tunnels with a restricted loading gauge. Thus, while most Pullman cars were built to a width of 9' or 8' 11", the Hastings Pullmans were limited to 8' 1", and were also slightly shorter having an overall length of 59' 1½".



No 185 ex-'Barbara' at Preston Park, Brighton workshops, 8th February 1958

(Colonel Stephens Historical Archive)

They were built at a time when there was demand for comfort and luxury, and the Pullman Car Co. commissioned some of the leading artists of the day to produce individual marquetry designs for the internal panelling of each coach, making each vehicle a truly unique work of art. Equipped with polished gilt reading lamps, cut glass ceiling lamp shades, and fitted with the usual sumptuously upholstered Pullman armchairs, these coaches were the last word in passenger comfort. Each seating bay had an individual table complete with brass table lamp, and top quality carpeting on a thick underlay completed the impression of total luxury. It is a measure of how far these design features met a basic human need to be pampered that similar coaches, even today, command premium fares on modern trains such as the Venice Simplon Orient Express, and our railway was very fortunate to acquire the last two survivors of this historic series of coaches in the mid 1960s.

All six coaches were built with wooden bodies on steel underframes, and the full sequence of vehicles was as follows:

Car No	Name	BR(S) No
180	Camilla	S7872S
181	Latona	S7873S
182	Madeline	S7875S
183	Pomona	S7876S
184	Theodora	S7874S
185	Barbara	S7877S

The BR(S) renumbering was carried out in 1960 when transferred to BR ownership, the cars were not renumbered in sequence!

The series were all designed to work as single vehicles within a train of normal coaches, and were therefore fitted with small kitchens. Indeed, they were pioneers in the field of catering vehicles, as they are believed to be the first ever to be equipped with Calor gas cookers in contrast to the solid fuel coke stoves which had previously been the norm on Pullman cars.

When built, they were all designated first class, but in 1932 they were altered to provide composite 1st/3rd class accommodation at Preston Park Works. During the second world war all Pullman services were suspended, but in 1947 it was decided that three of the narrow Pullmans should be converted into bar cars for

use on the Hastings line, as no other catering vehicles owned by the Southern Railway could be used in the narrow tunnels. Accordingly, Nos 182, 183, and 185 were fitted with a short bar, but still retained several bays of standard Pullman seating. In this form they were available to both 1st and 3rd class passengers, and as a result lost their names, although still carrying the full Pullman umber and cream livery. The other three cars were returned to all 1st class accommodation, and were used on other Pullman services as required – often on Southampton boat trains. On the Hastings line, two cars were in service at any one time, with the third being held in reserve.

In 1958, following the dieselisation of the Hastings line, all six cars lost their distinctive Pullman livery, and were repainted in standard BR(S) green livery. For a time at least some of them retained their Pullman car numbers, but eventually all were renumbered in the Southern Region carriage stock list as shown in the table above.

After leaving the Hastings line, all six cars carried on as bar cars on the Southampton boat trains, receiving a final remodelling in 1958 in which the bars were lengthened, the Pullman armchairs and tables removed, and bench type seats and bar stools installed in their place.

It was a great loss when they finally disappeared from the Hastings line, and I have my own childhood memories of travelling up to London with my mother on one of the morning business trains from Tunbridge Wells Central and enjoying a magnificent full breakfast costing just 7/6d (37.5p)! Although by then unclassified, and therefore accessible to lower class passengers, they retained the full comfort of Pullman armchairs and tables, and it was possible to spin out breakfast to last the entire journey – a very economical way to enjoy 1st class comfort for a 2nd class fare! This, my first taste of luxury rail travel, may well have laid the foundations for my later interest in trains, and thus have led indirectly to the preservation of the K&ESR from 1962 onwards.

By 1962, the six Hastings Pullmans were no longer required for Southampton boat trains, and were officially withdrawn from service. One of the last occasions on which one of the



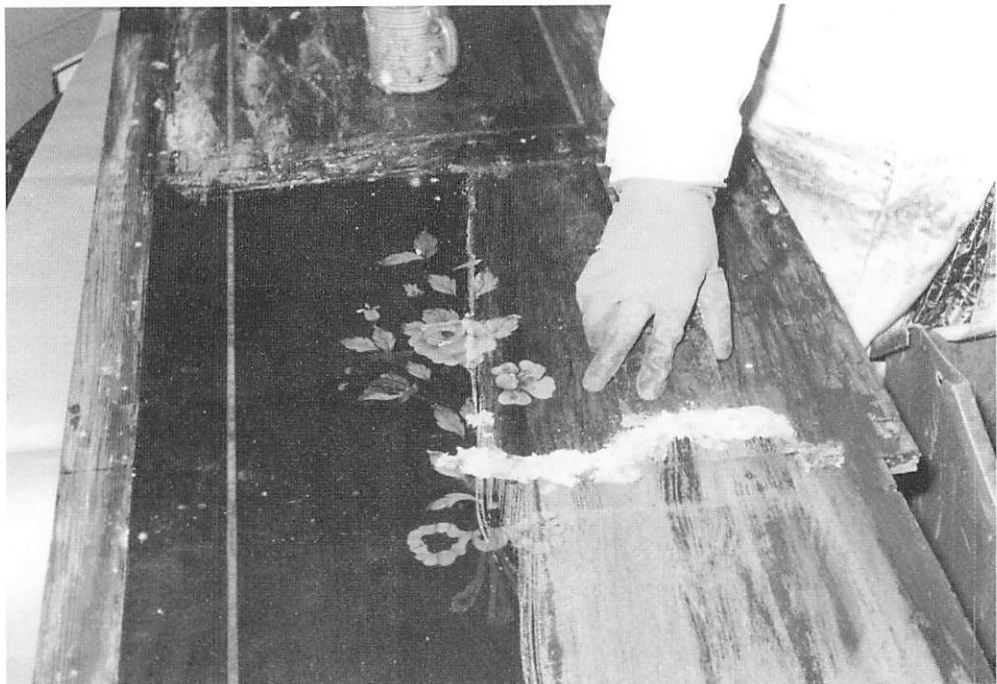
'Theodora' in use as the Station Buffet at Tenterden in 1985. (l to r) Philip Shaw, Ken Lee, Doug Lindsay (Brian Stephenson)

cars was used in public was on the final special which visited the K&ESR and Hawkhurst lines in June 1961, when car No S7874S ex 'Theodora' formed part of the seven coach train which two Terriers barely managed to drag up Tenterden bank. At the time the embryo K&ESR preservation scheme was already looking for possible rolling stock to acquire, and it was therefore with some excitement that I received a letter from a member, Alan Dixon, to say that he had seen two of the Hastings Pullmans in a siding at, from memory, Walton-on-Thames, already marked with the normally fatal 'cat's paw' condemned mark in white paint.

Urgent enquiries followed, from which it was discovered that both coaches had already been sold to a scrap merchant in South Wales and were awaiting their final journey. A member of the Preservation Society committee, the late Leonard Heath Humphrys, produced the very agreeable information that the scrap merchant

would be happy to sell both coaches for the princely sum of £265 each, and a deal was soon struck.

Unfortunately, when BR were asked to deliver the two Pullmans to Robertsbridge, they came back with the frustrating reply that since the Welsh scrap merchant's bid to buy the two coaches included delivery, both vehicles would have to go to Wales first, and we would then be charged the full cost of movement back from Wales – a totally unnecessary movement of over 250 miles. Such were the difficulties of trying to preserve a railway in the early days before the preservation movement became big enough to command respect. Several years later, long after Barbara and Theodora had arrived on the K&ESR, the Preservation Society received an angry letter from the BR sales section to say that they had heard that we had purchased the two Pullmans, and that the scrap merchant had broken his contract with BR since he was technically required to break



Barbara's marquetrie undergoing restoration at Dunns of Chelmsford

(Colonel Stephens Historical Archive)

up the coaches. Fortunately the matter was not pursued.

At a slightly later stage, when negotiations were in progress for the purchase of No 3 'Bodiam', an official visit was made to Eastleigh to see the engine in steam. During this visit, one of the other Hastings Pullmans was spotted in the Works yard. An impromptu inspection revealed that this car (either 'Latona' or 'Pomona') was still largely intact but was shortly to be scrapped, and Dave Sinclair, our carriage and wagon advisor, subsequently negotiated permission to retrieve much of the panelling from this car. This was later stored at Tenterden, and at least one panel was subsequently installed in Theodora. I do not know whether any of these panels are still to be found, as I have lived overseas for 27 years and am now out of touch with current events, but I hope due note may be taken. Should any marquetrie be found which does not match that in Barbara and Theodora, it represents a third unique design used in one of the other cars of the series, and will probably carry the name of the car in pencil on the back.

In due course the two cars arrived at Tonbridge en route for Robertsbridge, and I can remember the thrill of excitement one summer day when I looked out of the window of a Folkestone bound train and spotted the distinctive Pullman roof lines amongst assorted goods trucks in the north yard. Being keen to check that they had survived the journey to Wales and back without damage, I hurriedly alighted at Tonbridge and walked across to the yard. There being no-one in sight to ask, I boldly walked across the tracks to inspect the two cars, although fully aware that I was technically a trespasser. Moments later, I heard the sound of someone climbing into the car, and hurriedly took refuge in the kitchen hoping I had not been spotted. Curious banging and scraping noises came to my ears, and when I looked cautiously into the main saloon, there was a railway shunter with a hammer and screwdriver carefully removing the mirror panels from the vestibule door. I leaped from concealment and demanded to know what he thought he was doing removing items from one of my Pullman cars. The poor man nearly died on the spot, apologised

profusely claiming that he thought the coaches were to be scrapped, and then scuttled off as fast as he could go, never even bothering to ask where I had come from!

In September 1964 'Barbara' and 'Theodora' arrived safely at Robertsbridge, where they entered a new career, initially as static refreshment and shop facilities. Later, 'Barbara' received the benefit of a full and comprehensive restoration, and can now be seen at Tenterden in much the same condition that she must have been when first built. The glorious marquetry has been fully restored by Dunns of Chelmsford, the same company which did the work back in 1926, and a full set of replica Pullman chairs and tables has been constructed in the C&W workshops at Tenterden, employing a particularly pleasing design of upholstery originally produced for use in Southern Railway 1st class coaches in the 1930s.

To dine in such a sumptuous vehicle is a truly memorable experience, evoking memories of the golden age of railway travel. If you cannot afford to enjoy the Venice Simplon Orient Express, then a meal in Barbara on the K&ESR is certainly the next best thing, and I can assure you from personal experience that

the service is just as good.

From February 1974 until August 1986, 'Theodora' served as the Tenterden Town Station Buffet, parked at the buffer stop of the platform siding. It was then replaced as the catering outlet following completion of the rebuilt Maidstone Bus Station.

For the future, Theodora still remains to be restored – a project becoming increasingly urgent as the departure of the 1960s Pullman car on loan to the railway draws nearer. Sources on the Railway have expressed concern that 'Barbara' only seats 18 passengers and is, perhaps, not as much of a revenue earner as she might be in view of the very high cost of restoration. My personal recollection of 'Barbara' when I enjoyed her hospitality on the Tunbridge Wells – London trains was that she managed to accommodate 2 + 1 seating in Pullman style armchairs, as against the 1 + 1 layout currently installed. Perhaps when restoring 'Theodora', 2 + 1 seating could be used, which would significantly increase her earning power, but whatever decision is reached, I hope we will see the second of the Hastings Pullmans back in service soon, with her own unique design of marquetry for all to admire.

Letter to the Editor

Sir – Carol Mitchell had clearly given a lot of thought to her article 'Our Passengers and What They Think of Us' in the Winter issue No 86. Many of the points she raises are well worth pondering and the article concludes by inviting comments. So I feel I should report an incident of which I was a witness when I visited the railway last summer.

It was a Thursday afternoon in August, a lovely sunny day when midweek traffic was at its peak. I caught the 14:15 train from Tenterden due according to the timetable at Bodiam at 15:05, and then returning to Tenterden at 15:30. We duly arrived at Northiam and there waited an interminable period. A group of passengers were getting very irritated and within my hearing asked the guard why we were waiting.

I was amazed to hear him reply that as the train was booked to wait at Bodiam for 25 mins, before returning to Tenterden, where there was nothing to see, the train was spending this waiting time at Northiam to boost the refreshment room takings. The group were furious. They explained they wanted to visit the Castle and had to catch the 16:30 back to Tenterden. Had they arrived at Bodiam at 15:05, after allowing for the walk to and from the Castle they would have had an hour at the Castle: now they would only have about 40mins. Which would hardly be worth the National Trust's admission charge. The result: a group of very disgruntled and dissatisfied passengers.

I cannot imagine this long wait at Northiam was due to the guard using his initiative, he must have been given instructions from the management. But what a public relations disaster! This should be a lesson to management not to tinker with the published timetable with the disruption it causes to visitors' arrangements.

Uckfield

B.W.Howe

Steam & Country Fair – 2002

Preparations for this year's fair are well underway and we hope to build upon the success of last year's event, which attracted 6000 visitors over the weekend. Although Northiam station is the venue again this year, the fair is to occupy a larger twenty-five acre field on the opposite side of the road to the station.

This event like so many brings together a collection of people during the summer months to display their lovingly cared-for machinery, be it an engine, a vehicle, or any of the static exhibits to be found on display over the weekend. The traditional favourites including Harris Bros. Old Time Funfair will be with us with two showman's engines generating power. The fair hosts several vehicle categories which will be on display both days as well as appearing on parade in the arena. You will be able to see many country craft stalls and demonstrations with an array of products for sale. Steam power will

also feature providing power for the wood sawing rack. We hope this year to feature farm animals and consideration is being given to having shire horses and owls on display. Both days will see an aerobatic display by a vintage WW2 aircraft, possibly a Mustang, weather permitting.

It goes without saying that an event of this size takes a great deal of organisation both in planning and on the weekend itself. If you feel you would like to get involved and help make this event a highlight of the year by volunteering some time then please get in touch with the committee chairman, John Brice via the administration office at Tenterden Station.

In order to develop the fair and to ensure it's popularity for years to come it is important to advertise it as widely as possible so if you could display a poster or distribute some leaflets in your area then please contact either Lin Batt or Graham Sivyer at the



'Maid of Iron' at the 2001 Steam and Country Fair

(Alan C. Cullen)

administration office at Tenterden station.

If you are looking for a great fun-filled family day out put the 20th and 21st July in your diaries and support the event, hope to see you there!

Do join us for some top quality live music this year on both Friday and Saturday nights from 7.00pm in the marquee. One of the best known Buddy Holly tribute artists will perform on Friday evening in the shape of Alan Becks with his 'CrickHits'.

Top local four piece band 'Shine' visit the fair

on Saturday night and entertain us with music from the 60s through to the present day. The old time funfair will be open as will the traditional beer tent sponsored by Shepherd Neame. There will be a hog roast and barbecue both nights.

Entry to the fair is £5.00 adult, £2.00 child and £3 senior citizen.

Entry to Friday night 'BUDDY HOLLY' tribute is £7.00 adult and £3.00 child if tickets are bought in advance. Saturday night £3.00 adult and £1.50 child.

Graham Sivyver

THE K&ESR 300 CLUB PRIZE WINNERS

HAVE YOU JOINED THE 300 CLUB YET?

To join, phone Brian Heyes on 01622 744509
or Chris Garman on 01424 441643 for an application form.

October 2001 Wealden Pullman

1st	C G Butcher	(331)	£60.00
2nd	Tony Golding	(282)	£40.00
3rd	Tony Pearson	(001)	£30.00
4th	Mr & Mrs F Turner	(066)	£25.00
5th	Sandra Marsh	(129)	£20.00
6th	Mrs J E L Thorn	(575)	£15.00
7th	Dave Slack	(271)	£10.00
8th	J Laslett	(215)	£5.00

December 2001 Tenterden Buffet

1st	Lawrie Reed	(321)	£200.00
2nd	P Kynaston	(453)	£150.00
3rd	Neil Clark	(052)	£100.00
4th	Tom Webb	(414)	£90.00
5th	Keith Howell	(536)	£80.00
6th	Tom Featherstone	(033)	£70.00
7th	E C Moore	(195)	£55.00
8th	Alan Dawes	(010)	£45.00
9th	W Bewick	(335)	£35.00
10th	N Swinburne	(590)	£25.00
11th	D Scott	(362)	£20.00
12th	Terry Hannocks	(562)	£15.00
13th	Hazel Green	(132)	£10.00
14th	A J Clark	(064)	£5.00

November 2001 Tenterden Buffet

1st	Philippa Jones	(295)	£60.00
2nd	E C Moore	(196)	£40.00
3rd	Margaret Howard	(091)	£30.00
4th	Mrs Norris	(268)	£25.00
5th	P Crick	(360)	£20.00
6th	Mrs G Brice	(552)	£15.00
7th	John Clark	(037)	£10.00
8th	Sandra Marsh	(232)	£5.00

January 2002 Rolvenden

1st	Paul Gurley	(539)	£60.00
2nd	John Barnes	(395)	£40.00
3rd	M B Knott	(365)	£30.00
4th	P H Wilson	(042)	£25.00
5th	P R H Alexander	(430)	£20.00
6th	R Lukehurst	(100)	£15.00
7th	Mrs S Tait	(409)	£10.00
8th	John M Whitcombe	(429)	£5.00

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

What Will Help Us Become Volunteers

VOLUNTEER LIAISON OFFICER

We need a dynamic person to assist management to maintain and grow a volunteer workforce so that with the minimum number of paid staff the company can maintain a viable heritage railway of the first rank.

The key responsibilities that they would undertake would be to

- initiate and co-ordinate the recruitment of new volunteers from within and without the existing membership
- liaise with individual departmental managers (or a person nominated by them as a volunteer manager for the department) to maintain and build volunteer levels
- ensure that managers provide proper training to volunteers so that they may perform their duties satisfactorily and with safety

Apply to the General Manager, David Lloyd, at Tenterden Town Station.

With the reduction of fulltime staff, the railway of necessity requires more volunteers, or more accurately, more volunteer days, to operate more effectively. As importantly, it requires more volunteers to help correct the neglect of the infrastructure that has taken place and do more to 'preserve' the railway and its rolling stock.

Although several attempts have been made to recruit a 'volunteer liaison officer' and a list of members and their skills is being compiled, as a railway we have not yet adopted a systematic, proactive attitude towards volunteering. The Board on a number of occasions has identified the issue as having the highest priority but they are still actively seeking a better way forward. They have expressed the wish that the membership be made aware of current thinking so that members can add their thoughts to the process.

You will all be aware of a constant succession of general appeals for more volunteers. However we know that in practice most volunteers are only encouraged to participate on the railway if they are made personally aware of jobs to be done and are asked, preferably personally, to help to do them. Only the notable few are self-motivating and find their own tasks to do on the railway.

Key needs seem to be:

- Listing jobs to be done
- Finding leaders who will undertake either to

do such jobs or find others to help them

- Identifying the helpers
- Encouraging both with recognition and/or resources to undertake such work

Listing Jobs

There is of course an endless list of jobs to be done but with one or two exceptions of lists kept on a departmental basis there seems to be no systematic practice on the railway of cataloguing and as importantly publicising them. Managers (paid and volunteer) should be encouraged to compile lists of such jobs and publish them through all the communication channels that are available to them. Further, as many jobs can be done by some that have better connections within other departments, cross-departmental notification should be encouraged and organised. Also, in order to highlight continuing needs, selected jobs to be done should be the subject of short features in a new 'Volunteers Needed' section of this magazine and the railway's website.

Finding Leaders

It should be a primary role of managers not only to identify jobs but also to encourage key figures to lead teams to undertake such jobs either as an ad hoc or on an on-going basis. Too often managers, who are only human, have taken the easier option of doing the jobs themselves with paid or favoured volunteers rather than heading up teams. Hard pressed Managers may find the

task of finding and supervising such teams too onerous on their own but in such circumstances then they should be required to appoint a volunteer to undertake such work on their behalf. Needless to say all teams and their leaders will need to work within the management framework of the railway and be responsible to the appropriate manager and for such railway facilities as they need to use.

Finding Recruits

Many recent regular recruits have reported that their initial approaches to volunteer have either been rebuffed or ignored. They have only become active through persistence on their part in finding the right person to help them volunteer their services. This is a grossly unsatisfactory situation. All managers have a primary responsibility for the recruitment of volunteers. Speed is of the essence with potential volunteers and any approaches must be followed up immediately. This role must be clearly understood by all members of staff and volunteers. A volunteer liaison officer is an absolute requirement to represent the volunteer interest but their role is to assist managers in their use not to take over the manager's responsibility of encouraging volunteer effort. Our present Volunteer Liaison Officer post has been vacant for far too long and if any of you feel you can tackle the challenge contact David Lloyd our General Manager NOW.

Encouraging and Reinforcing Success

Project-related groups are a very successful method of motivating volunteers and we should encourage as many such groups as can be formed and sustained. On the railway such groups tackled such tasks as the museum, the vintage carriages, Bodiam and Northiam Station and the Tuesday Groups. These have often had the freedom from the disciplines of the daily routines of the railway and have produced many of the award winning features of the railway. Provided only that they are an integral part of the management framework of the railway such groups can of course undertake any work that they feel appropriate with their own funds. However those working towards the railway's priorities should be encouraged and, when practicable, reinforced with standard funding packages aimed to assist them with materials etc.

A pool of funding could be established using a set percentage of membership fees and donations from which funds may be allocated by

the board to projects with the volunteers finding the balance. As a matter of principle all such funds should be channelled through the Tenterden Railway Company so it can use its charitable status to take advantage of gift aid. They must however be designated specifically for their purpose and not, as has happened too often in the past, lost to general railway expenses. This may seem a drain on the railway's budget and a limitation on manager's flexibility but raising the number of volunteers and giving them basic training must, in the long run, represent the best investment for the railway.

Even more radically other railways have set up Heritage Groups (akin in organisation to our area Groups) with memberships distinct from the main society. These have proved very successful in raising volunteer effort, funding for historic projects and improving their railway's image. Active consideration might be given to the establishment of such a group on the K&ESR. If any member is interested in helping organise and run such a group the Board will be happy to hear from them.

When volunteer groups are responsible for specific areas such as stations they should be encouraged to set up trading functions, under the general supervision of Managers and enabled to retain say 10% of takings towards their projects.

Many questions arise from encouraging such ad-hoc or standing groups. If people are doing their own projects who will do the routine tasks and maintenance? Day to day running may seem dull and there is a danger that in doing their 'own thing' will divert resources away from essential routines. Managers often prefer one team because supervising volunteers can divert their energies. They must ensure that work is carried out to an acceptable standard. Volunteers are of no use to the Railway if they are incapable of direction. Also people sometimes use individual projects to 'recluse' away from the problems of the Railway.

How should such groups be organised and financed? We must avoid too many informal organisations that have no obvious reporting lines or adequate financial control whilst encouraging enterprise and minimal bureaucracy. Formal groups or a more flexible railway management structure may be the

answer. Certainly there are possible areas for conflict where projects involve specific sites and cut across existing departmental boundaries and there are holes in the present management structure. We must ensure that managers and jobs are identified, volunteers found and work undertaken efficiently and effectively. The answer might be 'new' departments with volunteer heads. There seems to be a need for functional departments and site departments.

None of the above in any way detracts from the need to maintain and increase volunteering in the essentially ongoing tasks of running a service. The operating departments, running the office and booking facilities, station buffet and shop staffing and stock cleaning are of the highest priority and this effort can only be maintained by dedication by individuals and caring managers to satisfying our passengers.

We don't do enough to encourage social

functions to create a sense of community and commitment. Consideration might also be usefully given to the creation of awards for volunteer achievement on say an annual basis. Significant projects and significant individual effort are two possible categories of achievement. Such public recognition on a suitable occasion such as the AGM will publicly demonstrate the Railway's appreciation of volunteering effort.

Well I have set out the thinking of a relatively small group of people who are doing their best to run the railway on your behalf. Most important however is that you let us know how you think we as a society can encourage volunteering. Your views are always welcome, but even more welcome will be your help in identifying jobs you would like to organise or undertake so that you can add your skills and time to the benefit of the railway we all love.

Brian Jones

Ten Years On

Blowing the dust off my collection of *Tenterden Terriers*, I found two articles of mine from twenty and ten years ago. In *Pipe Dream or Prophecy?* (issue No.26, winter 1981) I took a look into the future by describing a typical day in the life of the K&ESR ten years ahead. In *An Unpredictable Day* (issue No.56, winter 1991) I examined what had actually happened on Friday 5th July 1991. Re-reading these articles, and being reminded that my forecasting was not very accurate, I thought it might be interesting to examine what image the railway presented ten years on. Thus, this is a look at our railway in 2001, especially Thursday 5th July 2001.

Back in 1981 I assumed we would be running to Bodiam by 1987. That proved to be just a little optimistic, by 13 years! At least we now have a 10-mile railway running along the Rother Valley to Bodiam, where many of our passengers are attracted to the castle. My expected revival of *Dexter Halt* never materialised, whilst the building of a halt alongside the Oxney straight for fishermen remains a figment of my imagination. I completely overlooked the construction of a passing loop and signalbox at Rolvenden. I also assumed that the signalbox at Northiam would be alongside the lifting barriers

of the level crossing over the A28 road: I was wrong on both counts. Cranbrook Road remains gated, not the open crossing with track circuited flashing lights I had predicted for 1991. Furthermore, I forgot all about the crayfish lagoons beside the Newmill Channel, now reverting back to nature, and the wild boar at Gazedown Wood have come and gone in the past decade.

I suggested that Fridays would be the busiest day of the week, with three-day weekends the norm. Alas, that wasn't correct in 1991, let alone 2001, although few expected Sunday to become the main shopping day for many families, something that impacts upon our passenger business today. Instead of more leisure, we have become an around-the-clock working society. Friday being *Tenterden* market day I expected many people to come by train, buying a half-day shopping ticket at £3.50 from Bodiam. In the inflationary days when the article was written that seemed like a bargain. In practice the 1991 ordinary return fare to Northiam cost £4.90.

Maybe it was a good thing we never saw LEV1 – the prototype BR railbus of 1980 – running on the line. I expected the railbus to run the shoppers service, with No 25 'Northiam' hauling



*Neil Rose, back right corner, in a pensive mood with John Weller and Tom and Judith Featherstone
(Tom White)*

one tourist service train and No.30 'Rother' in charge of a second. No.30 'Rother'? This was an ex-LMS 2MT Ivatt mogul locomotive that I suggested had been brought to the line by its owners in 1985. Sadly this was not to be, although 46443, a member of the class, came on loan from the Severn Valley Railway for a brief spell in 1995 and showed what an attractive and useful engine it would be on the K&ESR.

In reality on 5 July 1991 we ran four round trips to Northiam. No 23 'Holman F. Stephens' was the locomotive in service, hauling four BR Mark 1 coaches. No 25 'Northiam' languished in Orpin's siding awaiting its 10-year overhaul. We only attracted 200 passengers, 10% of the number I had forecast. Perhaps this was a consequence of my poor long-range weather forecasting since it turned out to be damp and dull, not a cloudless summer's day as I had suggested.

Had matters changed ten years later? In some respects the railway was fortunate to be running at all in 2001. Opening to Bodiam had extended it financially. This situation was compounded by over-reliance upon paid-staff, funded from the expected higher turnover. This unfortunate situation was exacerbated by two quite unforeseen events. The preceding autumn and winter were the mildest and wettest on record. The water table rose dramatically and the river Rother burst its banks after heavy rains, breaching the railway in several places. Perhaps even more serious were the effects of foot and mouth disease. Whilst there were no cases near the railway, the countryside was virtually closed down, effectively discouraging visitors to venture forth.

By 2001 Bodiam station had become the gem of the line, whilst other stations were becoming rather faded. Wittersham Road, in particular, had become an eyesore, a place where unrestored stock gravitated to rot away. Perhaps fortunately, the timetable discouraged passengers from alighting at this intermediate station since it was almost impossible to return to their starting point as only down trains stopped at the platform. Northiam remained very much as envisaged 20 years previously, although the smart signalbox was at the Bodiam end of the platforms. No footbridge had been erected. Similarly Tenterden was little altered, although a new feature was the splendid Colonel Stephens Museum established in the 1990s in one of the

wartime buffer store buildings.

July 2001 found both USA locomotives and two Austerities, No 24 – now called 'Rolvenden' – and No 25 'Northiam', available for service. In addition, the line had a 'Terrier in action; this was not No 3 'Bodiam', which was still being restored, nor No 10 'Sutton', on display at Tenterden, but No 8 'Knowle'. Whilst a newcomer to the line in preservation, it had a very long association with the K&ESR; after extensive rebuilding following thirty years of inactivity, it had entered service in May 1999 bearing its Southern Railway livery and number (2678). No 19 (NSB 376), the railway's only tender engine, was undergoing repairs at Rolvenden after six years' service, whilst the 'P' class was edging closer to completion of its 10-year overhaul, which included a new boiler; it would be reverting back to its original 1909 SECR livery and number (753).

On the diesel front the most significant development was the use of the BTH Ford on service trains. Looking splendid in bright Oxford blue livery, this historic engine hauled the railway's vintage train occasionally. The line also had the benefit of a class 108 diesel multiple unit, a regular performer on off-peak days. Whilst this unit was economic to run and gave panoramic views, many passengers still preferred to wait for a steam service. The restoration of the GWR railcar continued.

A two-train service was operating on Thursday 5th July 2001. No.25 'Northiam' hauled the 'A' set of coaching stock, comprising four BR Mark 1 coaches and a PMV van used for catering purposes. The train left Tenterden for Bodiam at 1030, 1315 and 1530. The class 108 unit provided further services from Tenterden at 1125, 1415 and 1640. Trains took on average 45 minutes to Bodiam and 50 minutes for the return trip, the extra five minutes being spent waiting for trains at passing loops. The timetable necessitated all four signal boxes (at Tenterden, Rolvenden, Wittersham Road and Northiam) to be open, thus rather wasteful of resources. The day was largely uneventful although the first two trains lost a few minutes after Driver Barry Holmes, on the 1128 service from Bodiam, reported a lineside fire in the vicinity of Dexter. For the record, long standing member Boris Perkins drove the diesel unit, James Palk and Peter Spratling were guards, with Tony Mills trainee alongside James, and Gerald Siviour,

Gerald Beck, Max Dunstone and Nick Wellington the day's signalmen.

On an overcast but mild day the passenger numbers were very similar to ten years' before, about 200. The return fare had risen from £4.90 to £7.50 over the period, although the journey to Bodiam was now one-third longer.

So shall I stick my neck out and predict what Tuesday 5 July 2011 will bring? I am confident that steam trains will still be running down the Rother Valley. I can be pretty certain that we will not be running to Robertsbridge, with Bodiam remaining our western terminus. Modestly I will suggest that we have 300 passengers, each paying £12.50 for a round trip; Bodiam castle will remain the main reason for travel. As for motive power, I'll lay odds on an Austerity: I suggest we'll see No 23 'Holman F. Stephens' in action. I'd love to find No 3 'Bodiam' in service with two SECR birdcage coaches, bringing back a real railway travelling experience of a century ago. That may be hoping too much, as may my constant wish to see a 2MT Ivatt mogul resident on the line. At least the GWR railcar will be restored and

available for duty; perhaps it will be running a shuttle service between the hopping museum at Northiam station and Bodiam.

We will have rationalised the signalling so that only two boxes are manned. Cranbrook Road crossing will have been automated so that trains are no longer brought to a stand on Tenterden Bank. The stations will have been markedly improved over the decade. We will give visitors much more valuable information about the operation of a rural steam railway and the part it once played in the community. Also improved will be the trackside environment, with particular attention given to wildlife habitat conservation.

The greatest uncertainty is whether residential development will have spilled over to the other side of the line between Tenterden and Cranbrook Road. There is tremendous pressure to find more land for housing but if allowed here it will ruin the railway. Let us hope that in ten years time we can still enjoy the sight and sound of a steam locomotive pounding its way up the Bank into Tenterden station, without a suburban backdrop of houses.

Neil Rose



Class 108 DMMU arrives at Rolvenden, with Boris Perkins driving, 5th July 2001

(Tom White)

