

The Tenterden Terrier



Number 88

Summer 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.)

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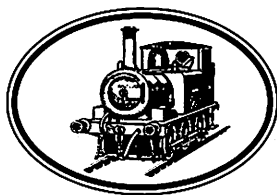
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FRONT COVER

32678 and 753 double head the Wealden Pullman on Tenterden bank, 21st April 2002

(Brian Stephenson)

FRONTISPIECE

753 with a special headboard for the Queen's Golden Jubilee, 4th June 2002 (Brian Stephenson)

BACK COVER

DMMU on the 1.15pm to Bodiam, at Tenterden Town Station, 21st April 2002 (Brian Stephenson)

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Editorial

Back in the Black

2001 was never going to be a particularly good year for the Tenterden Railway Company and some unpleasant but necessary decisions had to be taken to reduce the cost base. However, with

these measures now behind us and income running comfortably ahead of budget, we now have expectations of a much more profitable future. If our expectations are rising, so are those of our passengers. Our pre-booked parties, catering and charter services go from strength to strength, with special events proving icing on the cake. Turn up and go passengers seem to be in gentle decline – are we unusual in this respect?

Lineside News

Compiled by Duncan Buchanan

Commercial

Marketing

As you know the railway's income has been steadily ahead of budget so far in 2002. Let's hope it continues.

Marketing activity continues all the time, and is underpinned by our main leaflet and our relationships with all local tourist associations. We've had articles or small (cheap!) advertisements in the local press almost every week. This includes the free-sheets. There was a six-page spread in the BBC Homes and Antiques magazine. This was based around the very popular series on Charles Dickens in which we appeared and got prominent credits at the end.

Weekend at War figures were very good. We tried out a new publicity medium by buying radio time in the 1066 area. According to a preliminary analysis of the marketing questionnaires it proved a success. If we have the money we might be able to do it again for future themed events.

Bookings for the June 'Thomas' were very healthy and the midweek 'Learning with Thomas' full. We are well presented in local newspapers and on Connex. We are also in some new (for us) ventures such as magazines that are given free to all schoolchildren. This of course increases the Railway's general penetration. All people booking 'Thomas' have been asked where they heard of the event – this will help future planning.

Wealden Pullmans are being marketed around the grounds and through various days out. At present over 70% of the Pullmans are fully

booked. Christmas is selling already. One new area in December will be lunch or teas with Santa which we hope to run Northiam/ Bodiam/ Wittersham Road.

Thanks to work put in by Chris Davies we now appear on a major website that gives details of locations for filming work.

As to the future, there is to be a Kent edition of the popular 'Monopoly' board game. We shall be on one of the railway station squares for the next three years. As well as giving us publicity the deal gives us 12 sets a year to retail in the shop.

We are working with a new company in Tunbridge Wells to design some 1930s style posters for the railway. They can then be developed over the years to become a series.

Our big publicity photographs and display boards have served us well, but are now showing their age. We are going to commission new photographs and are looking into a new display format involving easily transportable screens.

We have a number of filming contracts on hand. The BBC TV Roadshow will be running live from the railway on 9th August, finishing with the Weather at 6.30pm. BBC Kent will be with us all day on 16th August for a similar type of programme. Meridian will film 'Grass Roots' shortly and is also discussing filming the Pullman for their main Holiday programme to be screened during the winter.

We are in the final stages of negotiating with a company to sell a set number of driver



No 21 under repair in Rolvenden works, 17th March 2002.

(John Liddell)

experience courses during the year. This will provide guaranteed income up front and transfer the income risk to them.

After a gap of many years we shall be back at the Kent Show in July.

Wealden Pullman

The new season saw the introduction of several changes to the Pullman, some minor, some more significant. Sunday luncheon trains now run from Northiam Station. This has overcome many of the problems we experienced last year – frequent delays due to late running service trains resulting in little or no platform time and consequent fraught food service. Northiam has much to offer – easier car parking and access to the train, which awaits customers in Platform 2 as they arrive. The changes seem to have found favour with passengers and staff alike. The more relaxed pace of service has resulted in many favourable letters, together with an increase in gratuities.

Since the start of 2001, all gratuities have been collected into a separate bank account and are used solely for improvements to the train. To

date we have purchased a dehumidifier for 'Barbara' to protect the marquetry from condensation damage, kitchen implements, crystal decanters, reproduction Pullman Attendant uniforms and buttons and improvements to publicity material. Most noteworthy however is the placing of an order for 'Barbara's' kitchen fittings. When outshopped in 2001, her kitchen was but an empty shell and used only for storage of cleaning materials. Once completed, it will form a kitchen for preparation of cold dishes, hot cupboard for plate storage and refrigeration.

In order to further increase efficiency and remove some safety hazards, Car 69 'Diana' was turned so that her kitchen abuts that in 'Barbara' and is placed centrally in the train formation. This was accomplished cheaply by hauling her onto the lorry that returned the RMB. However this proved somewhat disorientating for Meg Gooch who spent the whole of the following week turning left out of the kitchen instead of right!

Charter enquiries remain buoyant, the first of

the season being a wedding reception for Mr & Mrs Peter Barber, Bodiam 2000 Project Manager. Others have included a function for the retiring Mayor of Ashford, Pfizer International of Sandwich and two (to date!) for Lorne International of Biddenden.

As always, additional help is required to deliver this lucrative service. No previous experience is necessary, as full training will be given. Contact Chris Garman on 01424 441643 for further details.

Catering

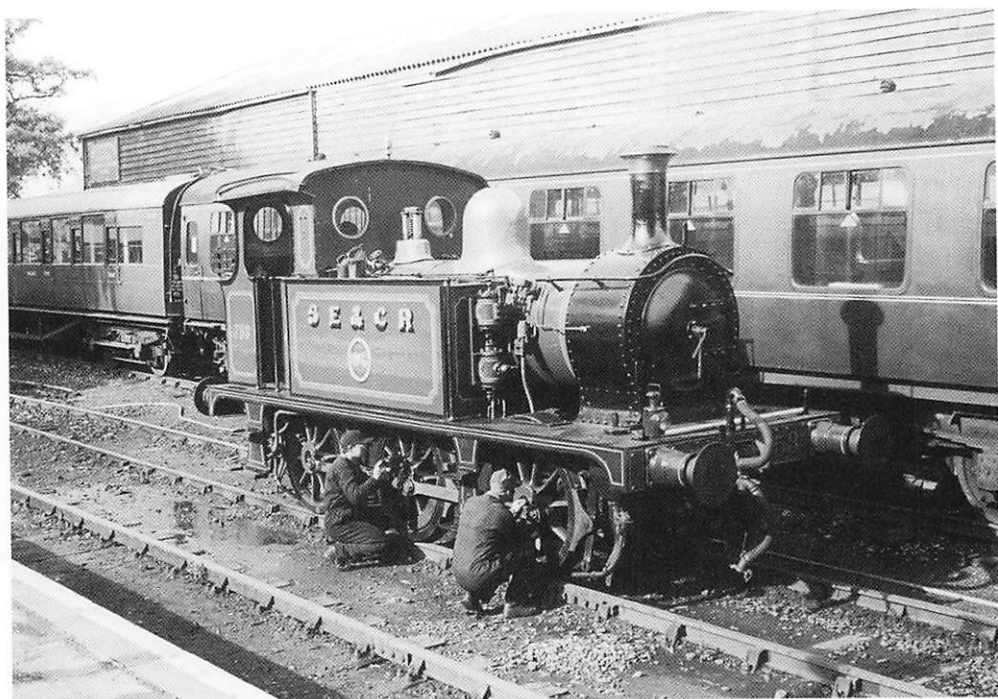
Our on-train catering demand remains high, often outstripping our ability to provide the service as we would wish. The existing popular packages have been supplemented by some additional cold menu ranges. Already we have provided one customer from Belgium with four separate trains of 60 covers each and another with 160 in one sitting! Aragon tours have also returned for the third year running with their cruise ship passengers from America. At the time of writing, discussions are proceeding as to the future provision of on-train catering refreshment vehicles. The PMV is far from ideal, but the RMB when completed structurally

will not easily replace it. However there is the possibility of something rather special in the near future.

The Tenterden Refreshment Rooms were transformed into Café André for the hugely successful 'War on the Line' weekend. A selection of French dishes were provided, accompanied by a live accordionist and period French décor and posters. Most of the hot food orders received were for "Jambon, oeufs, pomme frites et haricots dans la sauce de tomates" however (ham, egg, chips and beans)!

A quantity of large parasols have been purchased for our picnic benches at a bargain price. These have helped highlight the availability of refreshments onsite – many of our customers still do not realise we are here! Further improvements to signage are planned.

Development of Tenterden Refreshment Rooms is hampered by poor infrastructure. Our electricity supply is woefully inadequate – we blew the electricity boards main fuse at Christmas! Space within the buffet is very limited and the kitchen is poorly laid out. Our storage portacabins are life expired and require



Oiling up at Tenterden.

(John Liddell)



Weekend at War, 5th May 2002, Tenterden is occupied by the German army, whilst optimism prevails at Bodiam.
(John Liddell)





Laying tarmac for the new access to the toilets and buffet at Tenterden, 28th March 2002. (John Liddell)

urgent replacement. Some small changes have been effected however and improvements made to presentation. A pictorial children's menu is currently in production.

Northiam tearooms continue to be successfully run by the Wilcox team. Their selection and quality of cakes far exceeds that at Tenterden! Many thanks are due to this entirely voluntary group.

It is hoped that Bodiam will soon feature its own catering outlet for the summer season. Although it is unlikely to rival the levels of trade achieved at Northiam's peak, there is certainly a demand and expectation for catering at this, the Jewel of the line's stations.

If you would like to join the catering team, contact André Freeman at Tenterden Station.

Shop

With the reduction in operating days shop takings have naturally suffered. Sales in March and April were £4k down and in May £2K down so we are 20% down on these three months. Average daily average takings in March and April were also slightly down but in

May they were comfortably up by about 20% so giving an improvement in the daily rate over the entire three months. War on the Line produced healthy but not spectacular sales. The Jubilee weekend, with the football World Cup thrown into the equation was very odd. Some days were very quiet but others, despite the very poor weather, produced healthy sales and the week ended up £1k or 30% on last year. As these notes are written the Thomas siege was about to start – exhausting but profitable.

We are consolidating our stock lines based on that established last year with an attempt to provide something for everyone. Thomas lines are still very important to us but we are trying to diversify. We are stocking up on books and videos and steadily broadening the lines that may be of interest to the increasing numbers of coach parties which as our Baie de Somme colleagues say are often of the 'Third age' (= Old Folks – like the Shop Manager). The delayed Nathaniel Pegg model wagon is now in stock and as Bodiam's frame finally arrives back from Lancashire and the real thing might actually emerge from Rolvenden we still have a

few of the blue Hornby models remaining.

With the new Board policy on Image the shop will be carrying the new K&ESR lapel badges as well as buttons, ties, scarves and other uniform accessories. These are available to volunteers at cost price so please ensure shop staff know this when purchasing these now essential items.

The shop remains an all-volunteer effort but the strain sometimes shows on the regulars. We have some very welcome additions but would like more to join our small but happy band. New faces are always welcome and if you would like to join us please contact Brian Janes either at the railway or at home (01580 714032).

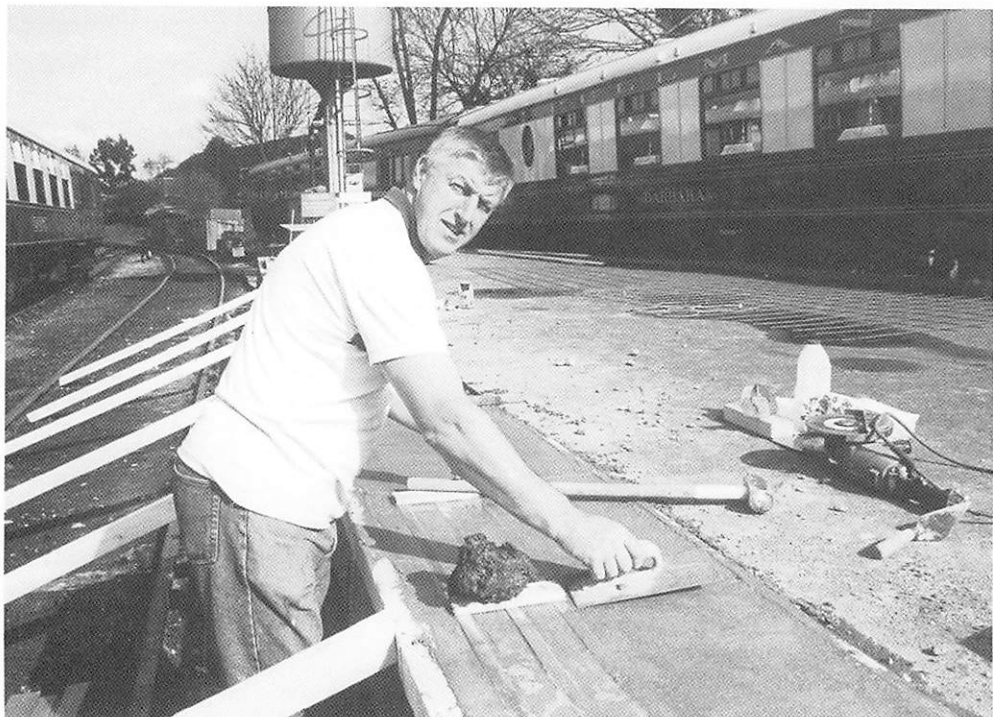
Motive Power

A shortage of locomotives has meant more diesel haulage than preferred. Essentially there are currently only 3 steam locomotives, which means that the 3 train service, in use for all bank holidays and other special events, runs on knife edge. All has been well so far but is this just luck or good judgement? The locomotive department suggests that the additional 3½ miles to Bodiam is part of the problem. However it is recognised that daily engine mileages have not much changed with the Bodiam service as 4 trips to Northiam are much the same as 3 trips to Bodiam. Instead it is perhaps the higher running speed with what

are generally shunting engines that may be part of the problem.

The water treatment has not been as successful as was hoped. Mainly this is due to the equipment not working for a variety of reasons. Also the tannin dosing equipment has yet to be installed at Rolvenden. Hopefully this will occur soon, along with repair of the Northiam equipment. One consequence of this has been the increased incidence of priming on the loco fleet. The full benefits of increased washout intervals have also not been seen yet.

The field at Rolvenden has been subject to a



Dave Stubbs repairs the platform edge at Tenterden, 17th March 2002.

(John Liddell)

concerted clear-up campaign. The use of the field as a dump is an eyesore and delicate negotiations have agreed what areas we should be able to use until planning permission is sought for the full development of the field. This means a lot of disposal of unneeded junk and much use of valuable resources to achieve this in a timely manner. The up-side of this activity is that progress towards starting work on a car park and other parts of the final scheme may be possible in the middle-term future.

A new milling machine has been installed in the workshop replacing the elderly Denby machine which had given more than simple good service despite its life expired state.

Steam Locomotives

No 3 'Bodiam' (32670): The saga of the chassis at Ian Riley's continues and the previously hoped for date of April slipped to July. In the meantime John Arlett, Chris Grately and John Houselander have made a start on fabrication of the second tank.

No 8 'Knowle' (32678): A fractured right hand leading coupling rod has caused problems. An attempt was made to repair this in house but this was not successful. Instead an identical item has been borrowed from No 10, 'Sutton' while drawings for new rods are prepared by Brian West.

No 11 'P Class' (753): In service and often in use for driver experience courses.

No 12 'Marcia': Steady progress continues with the overhaul. The wheels have finally been returned from Swindon and attention is focused on checking the eccentric sheaves and straps for wear. They will be white metalled prior to being finally fitted. Attention will also be given to the axle boxes and their keeps before the wheels are put under the loco. Once past this stage the boiler will be given a steam test.

Work has started on the various parts for the motion with much cleaning and machining in hand. Brian West has manufactured a new gudgeon pin for the right hand crosshead. The new pistons and rings are fitted and both cylinders boxed up. The front footsteps have been replaced and painted.

Terry Harvey has expertly finalised the fire hole doors and runners. The AGA effect looks very good. His attention has now turned to the

drain cock operating mechanism. The old cab has been stripped down into its component parts. All the sheets will be renewed, however the old angle is to be retained. This was one of the items removed from the field during the recent clear-up. Work on the cladding sheet supports is well under way with painting not very far away. The cladding sheets themselves will be the next job.

Many thanks to Nick Young who has recently finished overhauling the single feed mechanical lubricator. Dick Beckett has been doing some final adjustments on the slide bars and crossheads. Many thanks to Martin Weekes and Mac McIntosh for the effort they have put into the project so far.

No 14 'Charwelton': Out of service awaiting overhaul.

No 19 'Norwegian' (376): In service but there are problems looming. There are leaking stays that would be difficult to access for a complete repair. However it is hoped to effect temporary repairs when necessary. It goes without saying that a close watch is being kept on the situation.

No 21 'Wainwright' (DS238): The wheelsets have been repaired. The lubrication system has been repaired while some remedial work was carried out on the frames. A routine boiler inspection is required once the loco is back together.

No 22 'Maunsell' (65): Laid up awaiting a new firebox. Locomotive owners, the Loco Trust, are looking to raise the necessary finance once it is clear the extent of funding required. Whatever happens a new firebox will not be a cheap item.

No 23 'Holman F Stephens': Overhaul is stalled for lack of funding, however the cab has been repainted by Richard Crumpling.

No 24 'Rolvenden': Re-assembled following tyre re-profiling and repairs to the motion and running gear. There have been problems with the safety valves which has held up the steam test but the loco is expected in traffic again soon (end of June).

No 25 'Northiam': In service but with badly wearing tyres. When they have worn to the limit the loco will be stopped. There are some other, more minor, problems.

No 30 GWR Pannier (1638): New tanks have



Fireman's eye view towards Dixter from 32678, 30th March 2002.

(Ian Scarlett)

been fitted and work is in hand to align the pipework. Overhaul of the brake valve is being expedited. Following the success of the War on the Line weekend funds have been allocated to enable more rapid progress to be made.

Diesel Locomotives

The whole of the diesel fleet had its annual outing on the weekend 18/19th May. The well established timetable proved popular, despite minimal advertising or publicity, and relatively easy to operate. The highlight was running the BTH back to Tenterden, after its day's work between Northiam and Bodiam, and using the Ruston to assist it up the hill to Tenterden.

No 20 (GWR Railcar): Steady progress continues under cover outside the Carriage and Wagon shed. The ninth floor joist, located under the partition between the large passenger saloon and luggage compartment, was replaced without any notable difficulties, along with the second and final length of floor-rail in this area. A new length of waist-rail has been made up and fitted to the south side of the luggage

compartment, while a new pair of door-posts are currently being manufactured for this area, and will no doubt have been fitted by the time this report is in print. In addition to this work on the main structure, the seat mounting brackets from the large passenger saloon have been cleaned, repainted, and refitted.

Looking ahead, it is pleasing to report that No.20 will be entering the Carriage and Wagon shed at the end of October for a short-term period. During this time, the roof-framework will be given attention, with the long-awaited replacement of the defective cant-rail sections taking place.

No 40 'Ford' (BTH): Not fully in service yet as it awaits the long anticipated Drivers Manual. Adrian Landi has started this activity and a provisional A exam checklist is being prepared from the one for Ruston with suitable changes for features peculiar to the BTH.

No 41 (Ruston): In service, mainly as yard pilot at Rolvenden.

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

No 44 'Dover Castle' (Class 08): Withdrawn for an A exam and replacement of the traction motor brushes. Procurement has been surprisingly troublesome.

No 46 (Class 03): The necessary parts have been obtained to effect a cure of the water leak. This will be done once the 08 is returned to traffic.

No 48 (D9504): Still on holiday at Beechbrook Farm. It sees daily use shunting wagons around the 17 km of sidings there.

No 49 (14029): Out of service with repairs to the big end being completed off site. The opportunity is being taken to fit a larger compressor to better cope with shunting air braked stock.

Class 33 'Ashford' (D6570): The generator overhaul was completed in March, returned to Rolvenden on 27th March and craned in on the same day. The loco was then available for traffic in time for Good Friday, 29th March. While the generator was out there was much room to clean out parts of the engine room which had not seen the light of day for a long time. Indeed one pipe was found to be blocked solid and had possibly been like this since the loco was built.

On 29th March the loco was required to assist a steam service and thus ran one round trip, with passengers, as its running-in trip. The current

shortage of steam locomotives, especially large ones, has ensured several outings for the '33'. More drivers have been passed out to drive the '33' which greatly increases the availability and usefulness of the engine. In the continuing absence of the two class 14's this is the only available large diesel.

An old defect book for the loco has been found. In keeping with railway humour the following failure was found: "No. 2 Cab - unable to open window". Fitters reply: "Try eating Wheatabix"!

Class 108 DMMU: In traffic with its newly re-trimmed seats. These are in the traditional green moquette and look very neat and tidy. The interior of the vehicle has been much improved by this simple step.

Cranes

36T: During March, while in use lifting items as part of the Rolvenden field clearup, as the crane slewed round the main lifting rope contacted the 11KV overhead route, causing damage to the main lifting rope. This meant that the rope has been shortened slightly and the end re-made to clear the damage from the arcing. The crane has been in use for many lifts for the field clear up and to re-install the generator on D6570.

10T, Taylor Hubbard: In service with a boiler inspection due in late June.

10T, Grafton: laid up for overhaul.

Rolling Stock

Staff Changes

Carriage & Wagon Manager, Clive Lowe, left the Company's employment in early April and is presently working at the CTRL depot at Beechbrook Farm. An evening event, organised by Carol Douglas, was held to mark Clive's departure and to wish him well. C&W staff plus representatives from other departments attended and, following the customary collection, Clive was presented with a gift of B&Q vouchers (plus his P45!) by Company Secretary Nick Pallant.

E-mail Connection for C&W

C&W now has an e-mail address, cw@kesr23.fsnet.co, the necessary equipment having been obtained at little cost. Thanks are due to Keith Jones for his help in installing the relevant hardware and software. This address

can also be used to contact the Company Secretary. C&W 'in joke' of the moment is that - using a well known John Brice saying - we should now have a web site: 'www. I've just got a little job for you'...

Mark 1's

Work to TSO No 64 was completed and the coach returned to traffic it time for the main season. As anticipated in the previous issue of the *Tenterden Terrier*, Metro-Cammell Pullman No 349 was put through the C&W works during the spring and now looks neat, tidy and ready for its remaining time on the K&ESR. RMB No E1869 (K&ESR No 58) has returned from St Leonards Rail Engineering. The remaining work to the vehicle is to be undertaken in-house and is already well in hand.

Other Work

Restoration of the Woolwich coach underframe was temporarily held up when key-worker Ron Nuttman found he had the dreaded Shingles. Ron is now fully recovered and work is again progressing steadily. A replacement 18 inch vacuum cylinder is needed, and recent investigations of the 'bits round the back' (of the shed) revealed what may be enough parts to put one good cylinder together.

A recent generous offer of sponsorship was received for renewal of the upholstery on the

L&NWR balcony saloon. A favourable quote has been received and an order placed. New brake blocks for this vehicle will also be ordered in the near future.

Maunsell NBO No 54

Lastly, attention is again turning to No 54, work having been stopped during October 2001. A limited amount can be achieved with materials already in hand and Ken Lee has been assessing the possibilities. In the longer term the Friends of Vintage Carriages have launched an appeal – please see elsewhere in this magazine for details.

Infrastructure

The Unsung Heroes

(contributed by David Lloyd)

Many unsung heroes exist on the Railway and they are often forgotten in the midst of smoke and steam and the happy chatter of children clinging to their parents as they board the train for Bodiam.

There are many areas that produce these heroes



32678 approaches Cranbrook Road,
30th March 2002.

(Ian Scarlett)

but I only want to speak of the one that comes under my direct control.

The Commercial office staff at Tenterden consists of Graham Sivyer and Lin Batt with Nick Pallant offering backup as a casual.

They often toil under extreme pressure especially at Thomas and Santa events, performing a very repetitive job with pride and professionalism. Many who have often assisted have spent many hours taking payments through the PDQ machine and realised what a difficult task it is, on many occasions never to be seen again offering for that task.

Too often we take people for granted and do not consider the ergonomics of a job and the Commercial staff have often been at work when they should have been at home in bed suffering from viruses and colds.

The whole hub of the financial side of the Railway is generated through various sources but ultimately the final booking which generates the actual cash in advance bookings is dealt with by Graham, Lin and Nick.

If you feel you want to contribute something extra to the Railway, offer some time to the Commercial team they would love to see you and your assistance would be appreciated.

Moving on to our station staff without which we would not be able to operate.

This year has brought about many changes with an appointment of a General Manager who has taken responsibility for stations as well as Commercial. In addition to this, Gift Aid despite its enormous rewards, has made life harder for

the Station staff. But once again they have responded magnificently and have risen to the challenge and I commend them all.

We have also introduced through advertising a 'Park and Ride' scheme for Northiam. Since the extension to Bodium opened Northiam has become a station stop only, we are trying to reverse that by advertising the Station along the South Coast by offering free parking and a discount fare. If it works we will review and extend the offer.

Northiam boasts a fine tea room with home made cake and a friendly atmosphere, if we can attract more customers through promoting the Station then we will.

Tenterden is looking much brighter since Phil Wood painted the station building. Phil is currently recovering from a triple bypass operation he is doing well and hopes to be back with us in early July, we all wish him a speedy recovery.

More news in the next Terrier meanwhile remember my motto "There is nothing stronger than the heart of a Volunteer".

Tenterden

The Tuesday group have again been concentrating on Tenterden site. The opening up of the platform area to reveal the buffet and toilet block to the general public has been completed and the surface laid to tarmac. This has radically altered the whole appearance of the Tenterden platform area, improving circulation no end and makes many wonder why this was not done many years ago! A new post and rail fence in traditional Colonel Stephens style has been erected along the length of the extended Pullman dock and finished in the usual black bitumen. A Pullman notice board has been attached to the fence at the end of the siding to prominently advertise this popular train.

Time has been spent on clearing out and painting the inside of what used to be the Print Room so that this can be used as a meeting room and as a classroom for the 'Learning with Thomas' weeks in June, where it provided secure and pleasant surroundings for the 'Learning English' theme of the event.

Dave and Mathew Stubbs have completed renovation of the platform face at Tenterden, near to the water tower. An outside quote for almost £9,000 compares to the £500 actual

expenditure. Not only does the job have a professional edge it shows the value of volunteers.

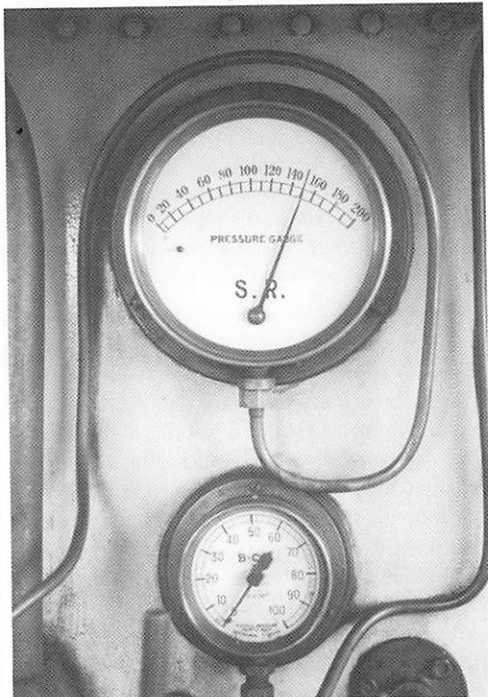
The outside of the Ambulance Coach was rubbed down in preparation for the very successful 'Weekend at War' in May. Also Ray Eves spent all of Tuesday 7th May, erasing a considerable amount of graffiti from all over Tenterden site which had been left by those wicked Free French in what was the German Zone!

Since the last report we have welcomed a new member to the Group on what can only be described as a full time volunteer basis - Phil Wood has painted and repaired most things which haven't actually moved as he approached, including the whole of the outside of the station building! Well done Phil - now I was just looking at the Signal Box the other day?!

Help is always required by the Tuesday group. Turn up at 10am any Tuesday or contact Graham Hopker (01303-862811).

Northiam

It is sometime since a Northiam report appeared. While Northiam might appear to have become something of a backwater now that



On the mark with 32678.

(Ian Scarlett)

the line goes through to Bodiam, nothing could be further from the truth. The introduction of Sunday lunch Pullmans starting from Northiam has given the station a busy feel when most services now simply pass through. Maintenance work continues with redecoration of the station and tea room completed and supply of a new station entrance board. The tea room has adapted to the changing train service not only by introducing home made cake, very popular with certain loco crews, but by putting a sign out on the road to encourage passing trade.

There are several major works required, quite beyond the capability of the Northiam team, including removal of a tree and re-instatement of aggregate along the rear of platform 1 so that floral displays can be re-established. Lastly the approach to the Car Park really should be sorted out to remove the 'Lake District' effect.

Two stalwarts of the station, who have given over 25 years service to the railway, are heading to or from hospital. Jim Durrant, Station Agent, is going in for a knee replacement and John Bourne has recently left hospital having contracted pneumonia. We wish them both a speedy recovery and return to their Station.

Museum

With fewer operating days this year, the Museum has been able to open on all 31 days from Easter to the end of May. Although the number of visitors per day has gone up, the overall total has gone down. By the end of May there had been 1,484 visitors. Incidentally, there was a typographical error in the table of Museum Visitors in the last *Tenterden Terrier*. The total for 2001 should have read 6,309 not 3,309.

At the auction of railwayana in Ashford on 12th May, we were able to secure two items. Firstly, a Southern Railway green and white enamel sign from Dover Marine station which includes directions to the Lord Warden Hotel where Stephens died in 1931, and secondly, a bracket oil lamp from Pontesbury station, which was the junction for the narrow gauge Snailbeach District Railways. Both items are on display. Thanks to all those who donate their old books (and magazines), for sale which has paid for these relics.

We have also had donated a plaster ordnance survey covered relief map of Kent, which has a note on the back to the effect that Stephens had left the map on loan at his Royal Engineers base in Gillingham when he retired from command of the Kent Fortress Engineers in 1915. Later, it was returned to Salford Terrace and at the closure of the offices following nationalisation in 1948, young William Austen took it with him when he was given a job in the Engineer's office at Ashford Works. After he left, the map remained on the wall of the Chief Draughtsman's office until 1967 when the office closed. It was then stored privately until this year when it was donated through the good offices of Eric Graves of Ashford. The map is in a fragile condition and will need restoration before being fit for display.

Two new museum attendants have been recruited for the roster this year and one has returned after ill-health but we still struggle to keep the Museum open. New volunteers are always welcome. Contact John Miller on 01580-765350.

S&T Engineering

The last year has seen a variety of work ongoing, much of which is behind the scenes. One or two major failures, including a lightning strike at Northiam, which disabled a number of items of equipment were dealt with quickly so that it was back to normal working by the end of the following day or so. At Northiam, the electric gate lighting has been fully commissioned, and the new level crossing order (finally) agreed, allowing us to remove the stopboards which were no longer required now the crossing is protected by signals. Some

repairs to the gates and interlocking were also necessary, when a motorcyclist failed to stop and collided with the gates, last September. The new block system ('A' block) which allows us to switch Northiam box out, is still undergoing final testing and development, having had to take rather a back seat following the staffing cuts of last October. The old Tenterden telephone exchange was also decommissioned last year, and all service transferred to the electronic system located in the admin block. For years Signalmen at Tenterden had been

used to listening to the exchange located underneath the box, to guess whether the call being dialled would be for them!

Chris Lowry, Alan Sampson and Boris Perkins have been finishing the installation of a new overhead telephone between Rother Bridge and Wittersham Road, which will allow the reorganisation of other circuits, once it is commissioned.

Tenterden box received major structural repairs to the balcony, courtesy of the 'Tuesday Group', and refurbishment of the sliding windows by

Peter Watson and Nick Wellington. As I write this the new keystones for the balcony supports were due to be cast by 'Frim' Halliwell. Peter Watson has also been busy restoring some of the missing architectural feature brackets that were never refitted to Wittersham Road box when it was re-erected in the late 70s / early 80s! We welcome David Collins who is assisting us, as well as training as a Signaller.

Assistance is sought with the repair of lamps, by someone with soldering skills, also assistance with waste plumbing and painting would be gratefully received.

Permanent Way

Another interesting winter for all of us in the department with another successful relay under our belts and our Portakabin at Wittersham Road getting mains power and plumbed in water for the first time ever!

The relay started from the end of the concrete sleepers in the Sewage Works straight and finished at the beginning of the 91lb section. With the weather on our side it took us just two days to strip out the old track and level through using the 360 digger driven by Andrew Wood. The wooden sleepers that came out were in suprisingly good condition although there were some which had rotted to almost nothing. When the trackbed was level we began the task of laying out the concrete sleepers, which we had laid trackside in the previous fortnight. Using the 360, a jig and two pieces of wood(!) we crept back towards the 91lb section easing the rail back in as we went. After three days the 'Golden' joint was bolted together and we began ballasting. Clive Lowe regulated through and then tamped

a number of times to get the finished product. All that was left to do was to reinstate the occupation crossings and move the 10mph sign to within sight of the other end of the 10mph section. This will be our next relay in the winter of 2002-2003. A great sense of satisfaction was felt by all as we looked at the new section complete with clean ditches. Thanks to everyone who helped us from other departments. It just shows what can be achieved when we all pull in the same direction at once.

Our portakabin at Wittersham Road has never had a power supply or an indoor tap. We have moved into the 21st century by running a mains cable from the station building and plumbing a water supply from the stand pipe nearby. Morale is good within the department and future projects include Cranbrook Rd Level Crossing, Lamming's Slip, Cranbrook Rd Embankment and Orpin's Curve. Do you want to get fit and enjoy yourself at the same time? If you do, join us for a day and see what we do!

People

Sandra Marsh

Sandra, our Marketing Manager, left at the end of June to take up a new position with Tenterden Vineyards. In the two years that she has been with us in this role, we have seen a major increase in our charter and pre booked services (these have been contributing up to 40% of our fare income recently) and highly successful Santa, Thomas and other events. Sandra has put in many extra hours in addition to her normal

duties, notably working on the Pullman trains. Her charm, energy and infectious enthusiasm will be sorely missed in the office, but we are sure that she and her family will continue to support the railway as volunteers in the years to come.

Clive Lowe

Clive, who has been our Carriage & Wagon manager for a number of years, left at the end of April to take up a position with Victa Railfreight,

a company providing rail logistics services on the new Channel Tunnel Rail Link at Beechbrook Farm, near Ashford. Clive is a skilled engineer with many years of experience in various aspects of railway work and we wish him well in his new career. He is being replaced by John Brice, who already works in this department. Once again, we hope to see Clive back as a volunteer when he has time to spare.

Alan Piggins

Alan Piggins, who has died aged 73, was a very long-standing volunteer on the Railway. In the

early days he was instrumental in setting up the buffet in the Pullman car 'Theodora' and obtained a large quantity of redundant crockery from his employer, South Eastern Gas Board (as it then was) for that purpose. He filled the post of membership renewals secretary for nearly 20 years and, from time to time, was found serving in the shop.

Alan contracted polio whilst a young man, a disease to which he refused to submit although it was to shape the rest of his life. He died peacefully on 16th April 2002.

CFBS

CFBS News – Philip Pacey

Happily the CFBS's season this year got off to a good start, with fine weather, full trains during the Easter holiday, plenty of bookings by groups, and a good response to the evening 'dining' trains which were not an immediate success when introduced last year. This year's programme of 'dining' trains is already fully booked, and an additional train has already been scheduled. Following last year's floods, the Department's project to reconstruct the lock at St Valery, to allow unimpeded flow of water, has been scheduled to start in the second half of 2003 and to take some two and a half years to complete.

Winter work included relaying of sections of track at Le Crotoy and Morlay, and the rebuilding of two level crossings and a bridge over a ditch between Lanchères and Hurt. Work on the exterior of the station building at Le Crotoy was continuing into the early summer, and the turntable at Le Crotoy, lifted some years ago, was due to be renovated and re-installed. In the depot, carriage No 10501 was rubbed down and revarnished, B201 was repainted inside and out, and B204 has also been renovated.

The fabrication of a new boiler for Corpet No 1 was delayed, with delivery being postponed until the end of April. Meantime, as part of the programme of equipping stock with vacuum brakes, the CFBS has been trying out different kinds of compressor. The compressor from Corpet No 1 has been transferred to the Buffaud. The little Corpet 0-4-0T has had compressed air cylinders fitted to its cab roof.

At the annual general meeting in March,

members voted to authorise the committee to set up a SARL (Société à responsabilité limitée) – a kind of limited company – alongside the Association. I'm afraid I have not been following the discussion leading to this initiative in great detail, but I am aware that the CFBS has been concerned to safeguard its success and ensure that it is in a position to meet all the demands made upon it and to conform to a growing body of legal, financial, technical and safety requirements.

On Sunday April 7th, on the occasion of the annual 'Transbaie' event, the CFBS once again provided a shuttle service from a temporary car park at the top of the incline behind St Valery, to St Valery itself.

My apologies to anyone who was misled by my announcement that the 'Fête de la Gare' at Cayeux would occupy the weekend of 6th and 7th July. It subsequently became clear, too late to communicate via the Terrier, that this was to be a one day event on Sunday 7th only. As I write this I am looking forward to being there, despite having just discovered that my journey will be slightly more complicated than hitherto. After years of running the same trains at the same times, SNCF's summer timetable has brought an end to some, perhaps all, of the through services between Calais and Paris via Noyelles. Instead, through trains will start and terminate at Boulogne; local trains from Calais will connect with some of these (but I note that even some of these local trains will trundle through Calais Fréthun without stopping, obliging Eurostar passengers to take the bus to Calais Ville!)

Our Financial Performance In 2001

An overall loss –
but much less than had
originally been
expected.
Expectations of a return
to profit in 2002.

The Tenterden Railway Company incurred a consolidated loss of £39,403 in 2001, which was disappointing compared with the profit of £75,030 achieved in the previous year, but lower than had been indicated to members in the early part of this year. Furthermore, this was incurred after charging exceptional flood damage expenditure of £8,422 and redundancy costs of some £18,000. Without these items, the loss would have been modest. Despite the negative operating result, net current liabilities and creditors falling due after more than one year fell from £1.51m to £1.45m during the year.

Some 58% of our income was generated from the core railway operations and membership subscriptions with the remaining 42% from Colonel Stephens Railway Enterprises, our trading subsidiary, which includes the Wealden Pullman, Bookshop and buffet. Groups wage costs amounted to £354,231 and were by far the single largest cost item.

A 15% reduction in fare income during the year reflected mainly a 10% drop in passenger numbers, consequent upon the absence of the 'novelty' factor following the re-opening to Bodiam, which had boosted numbers by 55% in 2000. The average number of employees in 2001 was 28 compared with 34 in 2000.

CSRE overall continues to go from strength to strength and achieved a profit of £169,653, compared to £124,982 in the previous year, which was covenanted to the parent company.

Finance charges incurred during the year amounted to £101,328 of which £59,645 related to bank loans and overdrafts. The effective rate of interest on the £670,000 of bearer bonds is only 4%, as many of our bond holders are members or supporters and do not claim their interest.

Members will probably be more interested to hear how we are faring in the current year and the answer is, much better. It is intended to produce interim (unaudited) accounts for the six months to June for distribution to members. Figures to the end of May show overall income 17% ahead of

budget and a significant reduction in our bank borrowings. We have had a very successful 'Thomas' season in June and will have a repeat event in September.

Our charitable status conveys considerable financial benefits to us, notably exemption from business rates and most recently, the ability to treat the majority of our normal fare income as 'donations', which attract gift aid and thereby boost takings by 28%, all provided by the Government. We estimate that gift aid from this source alone could be worth £30,000 to us this year. Our membership is rising thanks to the sterling efforts of our new membership secretaries, Pam & Sheila Stevens; membership subscriptions have already topped £40,000 so far this year compared with a budget of £27,500. Virtually all of this attracts gift aid. Our Weekend at War weekend in April far exceeded expectations and we look forward to further income benefits from the Steam & Country Fair in July and Hoppers Weekend in September. Total passenger numbers will be down this year because we have reduced the number of days on which we run trains in order to concentrate only on services which pay their way. Overall, it will be extremely disappointing if we do not return to profit this year. Furthermore, we should generate cash in six figures. In the light of our improved trading performance, we have given the go ahead to upgrade our computer systems and also complete restoration of pannier tank 1638.

In addition, our finances have received an unexpected and welcome boost from two sources. Firstly, due the efforts of our Chairman, Norman Brice, we have received a further £39,525 from the Millennium Commission in respect of cost over runs on the Bodiam project and secondly, a bequest from a deceased member of around £30,000 for the expressed purpose of restoring Pullman Car 'Theodora'.

The Tenterden Railway Company has every reason to expect a profitable future. As this is achieved, we will invest in additional infrastructure projects and enhance the business further.

Philip Shaw

(The author is Chairman of the Company's finance committee)

Book Reviews

Locomotives Illustrated 143, SR Heavy Duty Shunting Locomotives. By W. A. T. Aves, edited by Brian Stephenson, published by RAS Publishing. Price £3.20, 45 pages of monochrome and colour photographs with text and extended captions. Paper covers. ISSN 0307-1804.

The title of this recent addition to the *Locomotives Illustrated* series hardly suggests an association with our Railway. Nevertheless, and as the series Editor points out, three out of the six classes covered have worked on the Kent & East Sussex. In fact, this theme becomes so much of an undertone that the Mr. Stephenson admits to a 'slight bias' towards the K&ESR.

The oldest class involved is the L&SWR '0330' class 'Saddlebacks'. These Beyer Peacock 0-6-0 saddle tanks may look spindly to modern eyes but were 'heavy' shunters by the standards of the 1870s. No 0335 became, in later life, K&ESR No 4, No 0127 became East Kent Railway No 7 and No 3334 was based at Rolvenden whilst on hire from the Southern Railway in the late 1930s. By contrast, the largest type to qualify for inclusion are the massive L&SWR G16 4-8-0Ts of 1921 vintage which spent most of their lives in and around Feltham marshalling yard (and Strawberry Hill). Ahead of their round top firebox these powerful machines still look decidedly modern, somewhat anticipating the mid-century 2-6-4Ts of the Fowler-Stanier-Fairburn-Riddles era.

Maunsell did not perpetuate Urie's G16s but instead designed his Z class 0-8-0Ts of decidedly mixed Brighton and SE&CR parentage. Messrs. Aves and Stevenson celebrate these locomotives in a goodly selection of photographs including a number taken around Hither Green, an MPD which readers may recall has long been a railway subject of personal interest to me. Next in line is none other than the first K&ESR No 4 Hecate (exchanged with the SR for No 0335 in 1932). All the well known facts are repeated, together with several photographs and this unique locomotive is appropriately placed in the history of the Southern's heavy tanks. One wonders if Hecate had not had a 'nasty' with a King Arthur at Nine Elms in 1950 if it might have... But then one constructs a present day fantasy of forlorn components sitting on Orpins siding whilst arguments rage and a 'Hecate Trust' tries to assemble enough money for full restoration.

One type of heavy shunter which did last long enough to be represented in preservation is, of course the USA 0-6-0T. Here again the full story, including the K&ESR's notable contribution is fully covered. In fact, it was not until I read one of the captions that I realised (or remembered) that we have the last Southern steam locos, Wainwright and Maunsell not having been officially withdrawn until September 1967. I would however query Brian Stephenson's assertion that the USA's are 'great favourites' on the K&ESR. With whom? The public presumably, some non-operating staff possibly, but most definitely not with footplate staff who will bend your ear for hours about the riding qualities of this class!

Maunsell's three 0-6-0 diesel-electric shunters of 1937 complete the story up to nationalisation together with a brief mention and one photograph of the Bulleid designed version of 1949. Although these never ran on the K&ESR they are, of course, closely related the Class 08 shunter of which one example has now been with us for some years.

Overall a concise, accessible and well illustrated read. There are a few typos and drafting errors but they don't detract from the pleasure of this modestly priced publication. As a writer I understand the problems and am only too happy to leave spluttering irritation to the same idle pedants also too ready to criticise rolling stock restoration.

NP

The West Clare Railway by Joe Taylor, published by Midland Publishing, price £10.99. 64 pages of monochrome photographs with captions and introductory text. ISBN 1857801229.

Midland Publishing is an imprint of Ian Allan publishing but its books have a distinctive style and are very competitively priced. The photographs of this well known Irish narrow gauge line have been chosen from a number of sources and the subject matter includes the various stations, steam and diesel locomotives, railcars, carriages and wagons. The West Clare was completely modernised in the 1950s with railcars taking over the passenger service, but this failed to save it and in 1961 the final remnant of the Irish three foot passed into history. Virtually all the equipment was scrapped, including many items which had been transferred from other redundant lines, but one locomotive has survived. There is also the nucleus of a preservation tourist project at Moyasta on a limited section of the re-laid track, which opened in 1999. The closure of the West Clare is a tragedy that should not have happened. This

book is an excellent introduction to a fascinating subject. **PDS**

Railways Restored 2002 by Alan C. Butcher, published by Ian Allan Publishing, price £12.00. 160 pages of text plus a 32 page timetable section.
ISBN 0711028486.

Published now since 1980, Railways Restored is the bible of the railway preservation movement. It provides a completely up-to-date and comprehensive listing of all locomotives displayed in each of the country's steam centres and preserved railways, along with information on rolling stock, special events, useful addresses and telephone numbers and much more.

New sites included for the first time include the Weardale Railway, the Eden Valley Railway, the Giants Causeway, Preston Docks, Epping-Ongar and the Wensleydale Railway.

For the fifth year running, Railways Restored has increased its usefulness by the inclusion of a 32 page supplement which gives train times, operational dates and other valuable information.

As the number of new sites shows, railway preservation is in good shape, providing both tourists and enthusiasts with a great variety of

travel opportunities throughout the British Isles. **PDS**

The Bexhill West Branch line by Peter A. Harding, published by the author, price £3. 32 pages of text liberally illustrated with photographs.
ISBN 0952345862

This is the eighteenth of a series of booklets published by the author, all of which have proved to be excellent sellers in the bookshop at Tenterden Station. This 4½ mile line from Crowhurst to Bexhill via Sidley was opened in 1902 and the book describes in detail the opening ceremony on May 31st, including amongst the personalities who attended, no less than H.F. Stephens. In the words of the author, the line, with three grand stations plus a viaduct and duplicating the alternative route to Bexhill via St Leonards, eventually became an expensive white elephant and it was no surprise when, as a result of the Beeching cuts, it was closed in June 1964. Ironically, a small section might have seen a revival, as Sidley station was suggested by BR to the K&ESR preservation society, as an alternative site for the rolling stock then housed at Rolvenden, when it seemed possible that the K&ESR scheme might not go ahead. **PDS**

KENT & EAST SUSSEX RAILWAY CARRIAGE & WAGON DEPARTMENT

C&W NEEDS VOLUNTEERS!

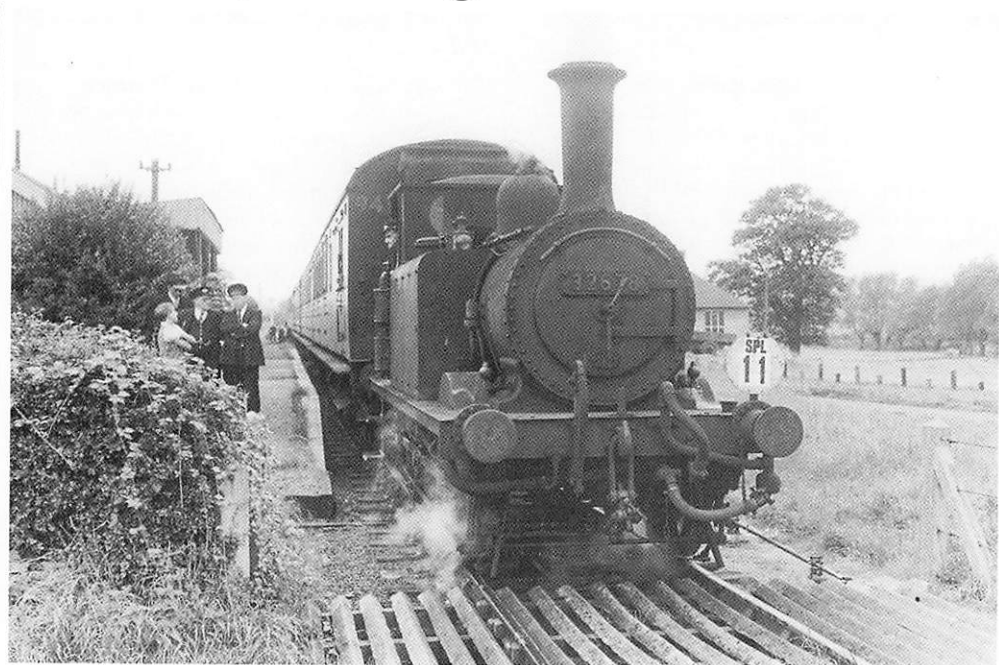
Can you spare a day or more a week?

Do you have engineering, wood working or electrical skills?
(Even if you don't we can still find you a job).

We need your help to finish restoration of BNO No 53, the Woolwich Coach and, who knows, even the Birdcage when existing commitments are complete.

Please contact John, Alan or Nick in the Carriage Shed at
Tenterden Town Station – phone 01580 765511
e-mail cw@kesr23.fsnet.co.uk

The Way Things Are Now





Terrier No 32678 recreates the 1950s, during the sentimental journeys photographic charter on 24th February 2002. The odd man out is No 32678 on a hop picker's special at Bodiam on 2nd September 1957.

(Photographs by Mike Esau)

'Bodiam' Returns

As the K&ESR awaits the return to service of its most historic engine, Gerald Siviour traces its history

Few standard gauge heritage lines can claim that their trains are hauled by engines that worked on the railway when it opened over a century ago. Yet this will soon be possible on the K&ESR, which is due to receive in July, from Ian Riley's works at Bury, the fully overhauled chassis of a Stoudley 'Terrier' which came to the line in 1901, just a year after it opened. A new boiler awaits the chassis so that on completion of the overhaul at Rolvenden the locomotive, thought to be the third oldest standard gauge engine working in preservation, should continue its active life, after several brushes with the scrapman, well into the twenty first century.

The engine is 'Terrier' 0-6-0T BR No 32670, formerly LBSCR No 70 'Poplar'. It entered service from Brighton works on 4th December 1872, one of the first group of six of this famous class of which fifty were eventually built. They worked all over the LBSCR system until traffic growth created a need for larger engines for the suburban and other local services which the 'Terriers' had done so much to develop.

The sale in June 1898 of No 72 'Fenchurch' (now on the Bluebell Railway) to the Newhaven Harbour Company brought home to the LBSCR that there was a considerable potential second hand market for 'Terriers' at around £5-700 each and, of the 34 engines withdrawn by the company before the 1923 grouping, 24 were sold to new owners. The group of light railways engineered by Col. Holman F. Stephens became a favourite destination. 'Poplar' was the first one sold to the Colonel in May 1901 (at a purchase price of £650) for use on the Rother Valley Light Railway, where it became No 3 'Bodiam'. It ran at first between Robertsbridge and Tenterden but in 1905 the line was extended to Headcorn as the Kent and East Sussex Railway and for over forty years the 21½ mile route became the engine's home. There was no need to venture further as all servicing and repairs could be carried out in the company's works at Rolvenden.

In 1905 No 3 was joined by No 671 'Wapping' also built in 1872, and given the K&ESR identity No 5 'Rolvenden'. Both 'Terriers' were modified at Brighton works on their sale. Their Westinghouse brake gear was removed in favour of vacuum brakes and bunker capacity was increased by the addition of coal rails. Both acquired a new blue livery, with their names painted inside the company's emblem. Nameplates were fitted about 1907.

The 'Terriers' were very much at home among the motley collection of mainly second-hand engines which made up the working fleet of a Col. Stephens railway. The grouping of 1923 did not affect the K&ESR but by the 1930s the fortunes of the light railway were very much in decline and both 'Terriers' lay derelict in Rolvenden Yard, eventually it was No 3 that was restored to service using parts from No 5 and from No 7 'Hecate' of the Shropshire and Montgomeryshire Light Railway. No 3 lost its 'Bodiam' nameplates in 1934 and also the distinctive Stroudley toolbox behind the bunker, which was increased in height. However it was not until 1943 that the engine was reboilered to become an A1X, the work being done by the Southern Railway at St. Leonards, bringing No 3's first trip away from its home railway in four decades.

Until the late 1940s No 3 still lettered K&ESR, wore the company's light green livery but a change of lifestyle came in 1948, when it passed into the ownership of BR. Rolvenden Works closed and the running shed became a sub-depot of Ashford (74A), where No 3 became No 32670 in September 1949. Nationalisation meant that other 'Terriers' became available to work on the KES line and No 32678 in particular became a regular engine alongside No 32670 working mixed trains on the Tenterden to Robertsbridge section, where tender engines were not allowed. When this closed to passenger services in January 1954 No 32670 became something of a nomad, turning up at

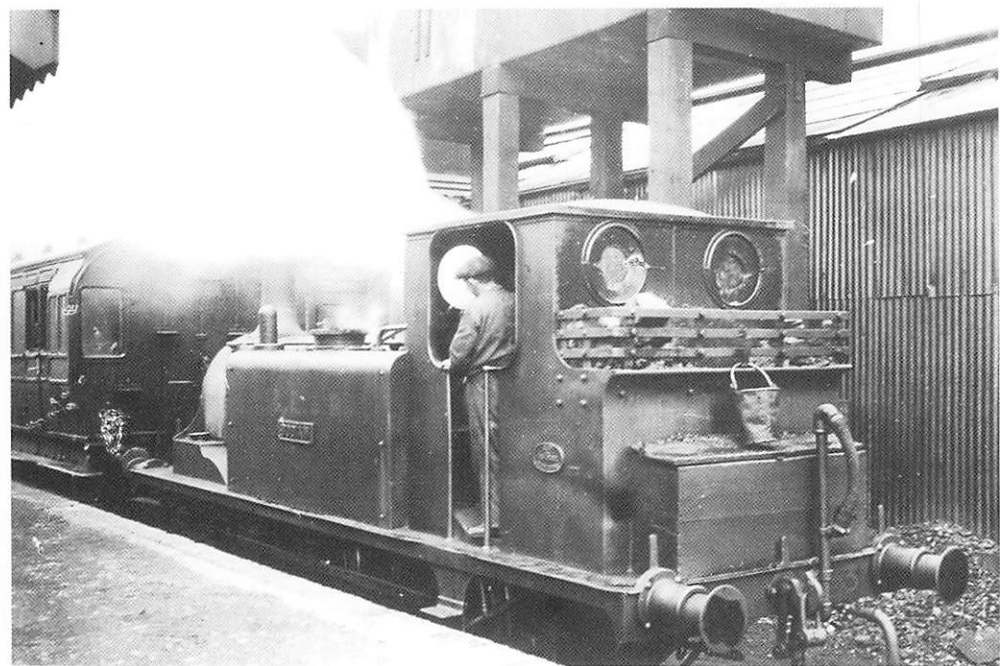
such locations as Dover, Littlehampton, Newhaven and Brighton. However, it still occasionally returned to its old home to share in the working of the Robertsbridge to Tenterden goods service and to work enthusiasts' specials, including that run on 11th June 1961 to mark the complete closure of the line.

No 32670's last regular BR assignment was as one of a fleet of 'Terriers' based at Fratton and Eastleigh for working the Havant to Hayling Island branch, where severe weight restrictions were in force on Langston harbour bridge. Because of its suitability for this duty it received a general overhaul as late as May 1960, emerging from Eastleigh works in full lined black livery with decals. Its BR career ended on 3rd November 1963 when it took part in the working of the LCGB Hayling Farewell Rail Tour, after which it was withdrawn to await sale or scrapping.

By this time the preservation movement was getting under way and moves were afoot to re-open part of the K&ESR. The impecunious preservation society had no money to buy this survivor of the

Col. Stephens era but salvation came through a private purchase by the brothers Ron and Vic Wheele of Brighton. It was inspected in steam at Eastleigh and a price of £750 agreed – very nearly the same amount paid by Col. Stephens over sixty years earlier. She set out for Robertsbridge via Brighton and Hastings on 10th April 1964, proudly bearing a headboard 'Returning Home to The Kent and East Sussex Railway', reaching Robertsbridge the following day. At that time it was not possible to proceed further so No 3, as she once again became by the simple expedient of removing the last four digits of the BR number, stayed at Robertsbridge, finding work shunting at a local flour mill when their resident P class 0-6-0T required repairs. In September it was joined at Robertsbridge by another 'Terrier', BR No 32650 (once No 50 'Whitechapel' of the LBSCR), on loan from the London Borough of Sutton. It remains at Tenterden to this day.

A further ten years elapsed while the legal battles were resolved and money raised to re-open part of the K&ESR line. Rolling stock



*No.3 Bodiam with a train for Tenterden Town waiting to depart from Rolvenden, 1st August 1927.
(Colonel Stephens Historical Railway Archive)*



No. 3 lying derelict at Rolvenden minus chimney, 14th March 1931

(Colonel Stephens Historical Railway Archive)

was gathered at Rolvenden, where No 3 was steamed occasionally and in 1968 re-painted in green livery with replica 'Bodiam' nameplates. When the line eventually re-opened between Tenterden and a point south of Rolvenden on 3rd February 1974 No 10 (No 32650) did the honours by working the first train, but No 3 was back in service by Easter and was the regular Saturday engine hauling two coach trains for the next ten years. In September 1977, suffering from a wasted tubeplate and thoroughly worn out after seventeen years since her last general overhaul, she was withdrawn from service, followed by No 10 in 1980.

Throughout its life the K&ESR has suffered from being under capitalised and the early years of the preservation era were no exception. After the euphoria of re-opening, passenger numbers remained stagnant or actually fell and, under constant pressure to extend the operating line, the board had no money for the overhaul of the 'Terriers'. Not until 1983 was money made available so that work could start on No 3. The boiler, like that of No 10, was sent to Resco Railways at Erith near Dartford, where work was carried out on the tubeplate and a new smokebox was

fitted. The tubes were considered good for another two years, but platework on the lower portion of the outer firebox had to be cut away and new plate welded in. Meanwhile at Rolvenden the motion was overhauled and cab floor platework replaced, the boiler returning, from Resco in November 1983.

Thus began the lengthy job of re-assembly, much of the work being done out of doors. Various modifications, including the fitting of blow-down valves and a steam brake, were also made. The decision was taken to re-paint No 3 in BR lined black livery, with the lion and wheel emblem, in contrast to the K&ESR green in which No 10 had re-entered service. Finish was in both cases to a very high standard and, when No 32670 returned to service in August 1984, the two little centenarians standing together were an absolute picture, especially when they were used on the railway's Pullman Dining train. These middle years of the 1980s were good ones for the K&ESR, with passenger figures rising and the 'Terriers' a major attraction. In 1985 No 32670 worked the highest mileage of the K&ESR engines.

However, its glory days were short lived. After the Santa train workings of 1985

No 32670 was withdrawn and the boiler removed so that the foundation rivets could be removed. Sadly it soon became clear that very extensive boiler work, including re-tubing and a new firebox, would be required. With heavier trains and the railway committed to reaching Northiam there was no money available for the repairs and for over ten years No 32670 stood as a sad and derelict wreck at Rolvenden, just as she had over fifty years earlier. No 10 continued in service until 1993.

In 1995 a group of K&ESR members, feeling that this was no way to treat the railway's most historic engine, set up the Terrier Trust, a registered charity dedicated to ensuring that, as far as possible, there would always be working 'Terriers', which had played such a large part in the railway's history, at Tenterden. Fortunately the Wheele Brothers were willing to sell No 32670 at a price which reflected that the railway had reduced the working engine it had taken over in 1964 to a derelict wreck and was liable for the repair bill even if the engine was sold elsewhere. The Terrier Trust raised £20,000 and the company put up an equal amount so that on 7th November 1996, No 32670 changed hands, for the fifth time, into their

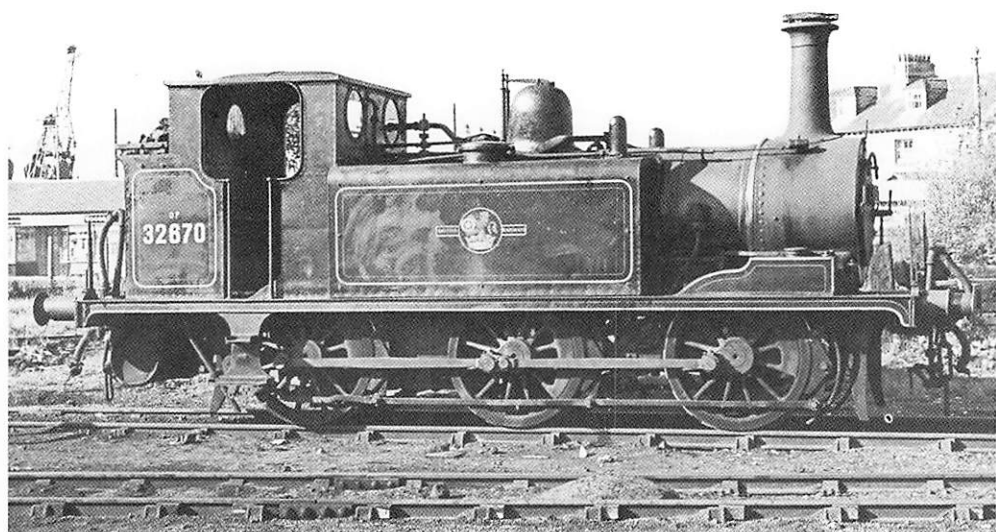
joint ownership.

It was agreed that the company would finance the building of a new boiler, firebox and smokebox by Israel Newton of Bradford as one of a pair, the other being for No 8 'Freshwater' of the Isle of Wight Steam Railway. The frames and running gear of No 32670 were examined thoroughly and wear was found in all the moving parts. Furthermore, the front dragbox section of the framing was corroded as were the frames themselves to the rear of the trailing axle. The wheels needed to be re-tired and one connecting rod was bent.

The Terrier Trust undertook to finance the heavy overhaul of the chassis, using funds subscribed by its 150 members and raised from various events including model railway exhibitions and an annual Pullman dinner. It was also decided to apply for a Heritage Lottery Fund grant and, in order that the cost of the overhaul could be assessed, the chassis was sent to Ian Riley's works in July 1997. Unfortunately lottery funding was refused, on the grounds that engines of the same type were at work elsewhere and, as the Trust had already raised so much money itself, it would probably be able to raise the rest!



*No 3 at Rolvenden 21st September 1935 shortly after rebuilding, but still as an A1. Monty Baker is on the footplate.
(Colonel Stephens Historical Railway Archive)*



As 32670 in BR service at Newhaven on 7th October 1962.

(Colonel Stephens Historical Railway Archive)

The Trustees decided nevertheless to go ahead with having as much work as possible done at Bury. Steel plates have been riveted to the frames both behind and around the trailing horns to give added rigidity and strength especially to the drawbar assembly, while the front dragbox area has been renewed. The wheels have been re-tyred and the axle journal skimmed. All axleboxes have been overhauled and horn guides reground.

Bearing in mind the age of the cylinder block, a minimum thickness has been machined from the bores and new liners fitted, requiring the manufacture of new pistons. The damaged connecting rod has been straightened, the crossheads re-metalled and machined, big ends rebored and fitted and attention paid to all bearings and bushes.

The old cab was very badly rusted, so wasted metal has been cut out and new plate welded in as needed. Fortunately it was possible to re-use the original roof with its distinctive domed shape. The bunker has been totally rebuilt to the 1930s pattern and the cab floor renewed.

Meanwhile, at Rolvenden the new boiler has

been satisfactorily steam tested and will be ready for fitting into the frames when re-cladding is complete. One new side tank has been fabricated and the interior is being coated by a contractor: a second water tank has still to be made. The air pump has been overhauled and a new brake cylinder obtained so that the engine can return to service with the Westinghouse air brake system as used on other 'Terriers'.

When the overhaul, which will have cost over £100,000 is finally complete, No 3 will return to service in the blue livery of the Rother Valley Railway carried when it first came to Kent in 1901. It will form a splendid contrast with the other 'Terrier' now active on the line, No 32678, recently repainted in BR lined black (SR 2678). This engine is wholly owned by the Terrier Trust, having been purchased as the result of an appeal for funds by the TRC and Trust. With two recently overhauled 'Terriers' on the line in the near future the superb sight of an AIX hauling vintage or mixed trains along the rural line they have served for so long should be with us for many years to come.

Now it can be told...

John Miller remembers the visit of the Queen Mother to the K&ESR in 1982

The death of the Queen Mother on Easter Sunday made me look back at the file covering the arrangements for her visit twenty years ago to the Kent and East Sussex.

In 1979, the Queen Mother was appointed to the largely ceremonial position of Lord Warden of the Cinque Ports – so a short history lesson might be helpful. The Confederation of the Cinque Ports (pronounced 'sink'), was founded way back in the 12th century and comprised five towns of Hastings, Romney, Hythe, Dover and Sandwich. In return for certain tax exemptions and self-governing rights, the ports provided ships and men for the defence of the country. Centuries later, their defence duties were taken over by what was to become the Royal Navy.

With the decline of Hastings in the late 12th Century, Rye and Winchelsea were made 'limbs' of Hastings to help the latter discharge its obligations, and in exchange, the two towns shared in Hastings privileges. By the 1300s, Rye and Winchelsea were made full members of the confederacy but the name Cinque Ports was kept, becoming the "Five Ports and Two Antient Towns". Later still, Rye declined and in 1449, Tenterden was made a limb of Rye and hence entered the Confederation.

Following her appointment, the Queen Mother embarked on a programme of visiting some of the Cinque Port towns each year. By 1982, it was the turn of Rye and its limb, Tenterden.

In the autumn of 1981, Tenterden Town Council was approached in strict confidence asking what ideas it had for the Queen Mother to visit the town the following summer. The late Councillor Hugh Roberts, a former Town Mayor, was delegated the task of co-ordinating the visit on behalf of the council. He was then the Hon Curator of the Tenterden & District Museum and I was (and still am), the K&ESR representative on the Museum committee and had therefore known Hugh for some time.

There were no local projects likely to come to fruition in 1981/82 and apart from receiving the Lord Warden at the Town Hall, it was difficult to think of any appropriate ceremony with which

she could be associated. In November 1981, Hugh Roberts approached me, again in strict confidence, for any ideas from the railway. I was then a director of TRC and the board had been discussing the possibility of a Mark I coach, which was to be converted away from the railway, to provide facilities for disabled people.

The coach project was led by David Sinclair, a long-standing member and an employee of British Rail. At that time, none of the heritage railways were able to offer special facilities to carry wheelchair-bound passengers and the provision of the coach on the K&ESR would be a 'first' in preservation. Sir Peter Parker, who has died recently, was then Chairman of British Rail, and he agreed that a suitable coach would be donated for conversion.

David Sinclair has a disabled son and fundraising was organised with the Maidstone Muscular Dystrophy Group. The Chief Mechanical and Electrical Engineer, Southern Region, agreed that British Rail apprentices could carry out the work and the conversion commenced in January 1982 at the Carriage Repair Shops, Stewarts Lane in South London.

I mentioned the special coach to Hugh Roberts as a possible focus for a royal ceremony. He was enthusiastic and the late Reg Pritchard, who was then the Town Clerk as well as a railway volunteer, was asked to convey this possibility to the Registrar of the Cinque Ports, whose office was in Margate. Most Royal Visits are arranged through the County Lord Lieutenant's office but visits by the Lord Warden are unusual in that arrangements are made directly through the Cinque Ports administration and the appropriate Royal Household.

The message came back that Clarence House thought the coach for disabled use would be a very suitable project for the Lord Warden to inaugurate. I was still sworn to secrecy, and meantime the TRC board was discussing the coach and seemed to be settling on the idea of Jimmy Saville being asked to do the honours. I had to be rather negative and pour cold water on the proposal to contact Jimmy Saville without being able to say why.



The Queen Mother unveils a commemorative plaque on Tenterden Station building. (Brian Stephenson)

I felt that I was in the increasingly difficult position of trying to hold back the Board from making plans that would eventually have to be undone, and so it was agreed that my Board colleagues should be told of the plans, but still in strict confidence. Protocol demands that announcements of Royal Visits come from the Household concerned and are not released locally, and there were security implications from information released to the public too far ahead.

Needless to say, rumours started to leak out now that more people in the town and on the railway knew of the impending visit. Eventually, on 22nd February 1982, the Town Clerk received confirmation of the visit direct from Captain Alastair Aird (now Sir Alastair), Comptroller to the Queen Mother. A small committee was set up to co-ordinate arrangements, consisting of the Town Mayor, Cllr Stuart Brown, Cllr Robert Cruttenden and Cllr Hugh Roberts, and from the Railway, Mark Yonge, then Chairman of the TRC board, and myself as I had experience of Royal Visits to hospitals. The Town Clerk acted as secretary.

The railway set up its own Royal Visit committee of seven members to undertake the detailed planning of the railway side of the occasion. This met for the first time on 12th March 1982. We were informed that the Queen Mother would spend three days on visits in June and that she would go to Rye in the morning and Tenterden in the afternoon of Wednesday 9th June. This left just 12 weeks to make all the arrangements and make Tenterden station fit for a Queen!

I had a message from the Town Clerk asking me to telephone Captain Aird at Clarence House. I remember thinking how odd it was that I had to go through directory enquiries to get the number, and expecting a long list of extensions. Instead, I was put straight through to Captain Aird. He wanted to speak 'off the record' before we got too far in our event planning. He said, "Remember the Queen Mother is an old lady", (she was then 82), "so don't make her walk too far. She has given years of public service and has attended many formal occasions and she now feels that she should be able to relax and enjoy her visits. Don't just show her things: she wishes to meet people, particularly younger people, and people who 'do things'."

I remember saying that the 30 to 40 minutes planned for the Queen Mother to be in

Tenterden didn't allow much to be put into the programme, particularly if this included being received at the Town Hall by the Council. "Don't worry about that", he said, "I will speak to the Town Clerk separately. Just put together a programme for the railway part of the visit that you think the Queen Mother will find interesting".

The K&ESR Royal Visit committee compiled a long list of jobs to be done, and the news of the visit had to be commonly known in order to explain why all the work was in hand. Railway members rallied round magnificently and a whole raft of jobs outstanding for some time were completed.

Locomotive No 25 'Northiam' was chosen as the Royal engine as it had recently been outshopped after overhaul and was freshly painted in the Rother Valley blue livery with the company initials. To improve the photographic opportunities the engine was turned to face 'down hill'. Artwork for a 'Lord Warden' headboard was sent to Clarence House and this was returned via Ian Gill, Registrar to the Cinque Ports, with approval from both. The same headboard was again carried this year on No 25 during the lying-in-state of the Queen Mother in Westminster Hall.

The wording of a commemorative slate plaque was also approved and this was made and fixed into position on the end of the station building by Messrs Burslem and Sons of Tunbridge Wells, for the price of £278 plus VAT.

The coach made steady progress at Stewarts Lane and the decision was made to call it 'Petros', the Latin form of Peter, after Sir Peter Parker and David Sinclair's son, Peter. The coach was transferred by rail to Tonbridge and thence by road to the K&ESR where it arrived on Saturday 22nd May.

Captain Aird made a personal visit to Tenterden on 24th March and walked from the Town Hall to Tenterden Town station, following which, it was agreed that to save time, the Mayor and councillors would be presented to the Queen Mother at the station. An awning was to be erected on the forecourt to the right of the entrance gate for the civic group. While he was at the station, I mentioned that we would have liked the Queen Mother to take a short ride. Captain Aird's reply was to put our ideas in the programme and he would see how the Queen

Mother responded. It was also agreed that she would sign a railway visitors book but that the presentation of a free pass should come as a surprise and not be mentioned in advance.

The Queen Mother responded enthusiastically to the idea of a ride to Rolvenden and this became part of the programme. This of course, meant more work for the volunteers as Rolvenden now had to be smartened up and the level crossing gates painted. It also meant more work for the Police as on the day they had men posted at each crossing point on the 1½ miles between stations.

A souvenir programme was produced by the Town Council and this was sold in aid of the Day Centre. Guests lists were compiled and agonising thought went into who should be presented to the Queen Mother. As the visit was officially to the Town as a Cinque Port, the Town Council issued formal invitations to those who would attend at the station. The Carriage and Wagon forecourt was the only place on site where the general public would be allowed to watch proceedings.

Some days before the visit, security staff attended the station together with 'sniffer' dogs and a thorough search was made of the site and the coaches that were to be used. A list of all our neighbours and those whose premises overlooked the station was compiled and

scrutinised by security staff. At that time IRA activity was a constant threat. I remember that the sniffer dogs were particularly interested in the restaurant car's kitchen, but I don't think it was explosives that attracted them. Because we were now taking the Queen Mother to Rolvenden, all the ditches and culverts along the way had to be thoroughly examined.

And so the great day dawned; Wednesday 9th June 1982 and the first Royal Visit to the K&ESR. The weather had been perfect for a couple of weeks allowing all sorts of outside painting to be completed, and it remained so for the Big Day. Everyone was in position by 1.30pm with the Mayor and councillors in their robes and hats and the railway staff in uniforms. The general public and schoolchildren had been encouraged to line the route rather than come to the station but even so, there was a considerable crowd outside the station gates and up Station Road. An audible murmur from the crowd heralded the arrival of the first Daimler cars. Firstly there were staff from the Central Office of Information who gave briefings to reporters and photographers from the press. Then came the Lord Lieutenant and Lady Astor, closely followed by the Queen Mother's Rolls Royce, and then a car-load of security and personal protection men. The visit had started as planned at 2.45pm.



The Queen Mother makes her way down the platform to inaugurate the disabled coach, situated immediately behind the engine.
(Brian Stephenson)

I will not go into the actual details of the visit from this point as they were covered very adequately in *Tenterden Terrier* No 28 along with this journal's first colour pictures. I had a limited role on the actual day, I just kept ahead of the Queen Mother to make sure everyone was in the planned position for presentations. My apologies for not mentioning by name so many staff who played a key role in organising their part of the preparations for the visit.

A Guard's Eye View

Graham Williams was guard on the train that conveyed the Queen Mother to Rolvenden and records his memories of that day.

One of my proudest moments was when I was asked to be guard on the Royal train, on Wednesday June 9th 1982 (the other was the 3rd February 1974, reopening day, when I was also guard). I still have the special traffic notice for the day and a copy of the register from Tenterden Town Signalbox.

The first page shows:

Operating staff in attendance at Tenterden .

Signalman: Clive Norman

Operating Managers representative: Neil Sime

The first movement of the day was a light engine, diesel locomotive 'Baglan' which arrived at Tenterden at 08:31. The train staff was returned to Rolvenden by road. We had only one operational signalbox at this time.

Wittersham did not open until November of that year. The next locomotive to arrive was No 22 'Maunsell' at 10:12. 'Baglan' then returned to Rolvenden at 10:13. 10:38 light engine No 25 'Northiam' arrived at Tenterden.

The train was formed of front engine No 25 'Northiam', 'Petros', RU (Diana), BSO 53 and on the rear, engine No 22 'Maunsell'.

At 11 o'clock a dummy run was booked for the Royal Train to work to the stopping place at Rolvenden. This left at 11:44 and returned at 12:04. The Royal Train was about to depart Tenterden at 15:10 and was given a train number of 1X01. The timings of the train were:

Tenterden	dep 15 10	Wittersham Rd	dep 15 42
Rolvenden	arr 15 18	Rolvenden	arr 15 51
	dep 15 30		dep 15 52
Wittersham Rd	arr 15 40	Tenterden	arr 16 01

From my own record of the day the train departed at 15:40, arrived at Rolvenden at 15:46, departed at 15:52, Wittersham Road arr 16:02, dep 16:10, Rolvenden arr 16:19, dep 16:22, I did not note the arrival time at Tenterden, it was entered in the register as 16:26.

Of course the Queen Mother only went to Rolvenden and the rest of the train was for invited guests. At Tenterden the BSO and RU were detached and CK, 2TSOs and a BSO attached to 'Petros' in the platform. Page two of the notice is about additional trains for the event, to enable the massed crowds to travel by train.

There were two additional trains and a third if required. These were to depart from Tenterden at 16:25, 17:25 and 18:25Q. We only ran the one additional train at 16:54.

On page three of the notice is the instructions in connection with working the royal train. Most of this page is about level crossings, Cranbrook Road, Orpins and Rolvenden. Orpins is of interest as the gates, 50 yards on the farm track on either side of the line, must be closed and locked 5 minutes before departure time. At Rolvenden a handsignalman was in position to exhibit a red handsignal to the driver at the special stopping mark. Who was the handsignalman?

Then it goes on to the crews of the royal train. No 25 Jack Hoad and Fred French
No 22 Adrian Landi and Paul Hatcher
Guard Graham Williams

The last piece of information is about two lighted tail lamps to be carried on the rear of the train. This was signed by Neil Sime for Roger Rowe, Operating Manager and dated 8th June 1982, the day before.

In June 1982 we ran weekends and on Thursdays. At the weekends it was four trips to Wittersham Road from 11:45 to 16:15. On Thursdays four trips for school traffic from 11:45 to 15:30. Also of note, on Saturdays the first trip was by AC cars Railbus which started at Rolvenden at 11:15.

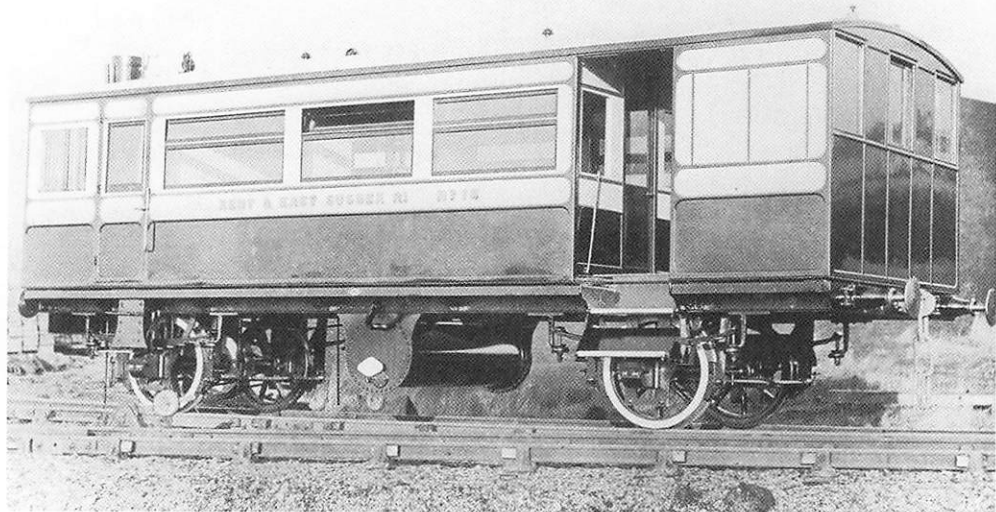
I would like to thank Clive Norman for getting a copy of the signal box register for me.

Reflections on the K&ESR's Pickering Steam Railcar

In 1905 the railway technical press was filled with the latest development in economical transport – the steam rail motor (later called railcar). *The Locomotive* magazine in that year carried news of a new railcar every month. Most of these were bogie carriages with a small engine conventionally built on the same chassis. Originally envisaged to increase frequency and reduce costs on routes that competed with the then current arch enemy – the electric tram – there were exceptions. Tucked away at the end of an article on the latest batch of rail motors in *The Locomotive* magazine of March 1905 there was a description of an experimental machine designed to be used on rural light railways. And she was very different from all the others too; a four-wheeled machine owing far more to road steam lorry practice than the blending of conventional locomotives and carriages that the others represented. Holman F Stephens was

again innovating to try and keep down the cost of operating a rural light railway, and the Kent & East Sussex now acquired its 6th item of motive power when delivery was effected in March 1905.

The railmotor craze had started a year or two earlier. Soon after his appointment as General Manager of the London and South Western Railway, Sir Charles Owens came to the conclusion that material economies might be effected by running a powered single coach where the traffic did not call for a train of six or seven 4 or 6 wheeled vehicles hauled by an ordinary locomotive. The line from Fratton to East Southsea, the joint property of the London and South Western and the London, Brighton and South Coast companies was selected for the purpose of an experiment. In 1902 Duguld Drummond the chief mechanical engineer of the LSWR was requested to “take the subject into



Probably the official works photograph taken at Pickering of Wishaw, numbered 16 in the K&ESR carriage list.
(Colonel Stephens Historical Railway Archive)

consideration" (nobody TOLD Drummond), and to devise a rail motor. The design produced at Nine Elms Works was ready for use in the following April and the first of two cars began regular working in June 1903. Even before this the Great Western Railway asked to copy the design. This was agreed and the GWR made the very sensible decision to substantially enlarge the boiler unit. Both railways immediately claimed a very appreciable reduction in the cost of haulage, without "the withdrawal of any accommodation required by the public". The other railways poured out designs over the next three years with very mixed success. Some persisted and met with modest success continuing services until World War I, but others quickly succumbed to poor performance and/or passenger discomfort. Only the GWR and the Lancashire and Yorkshire really persisted beyond this.

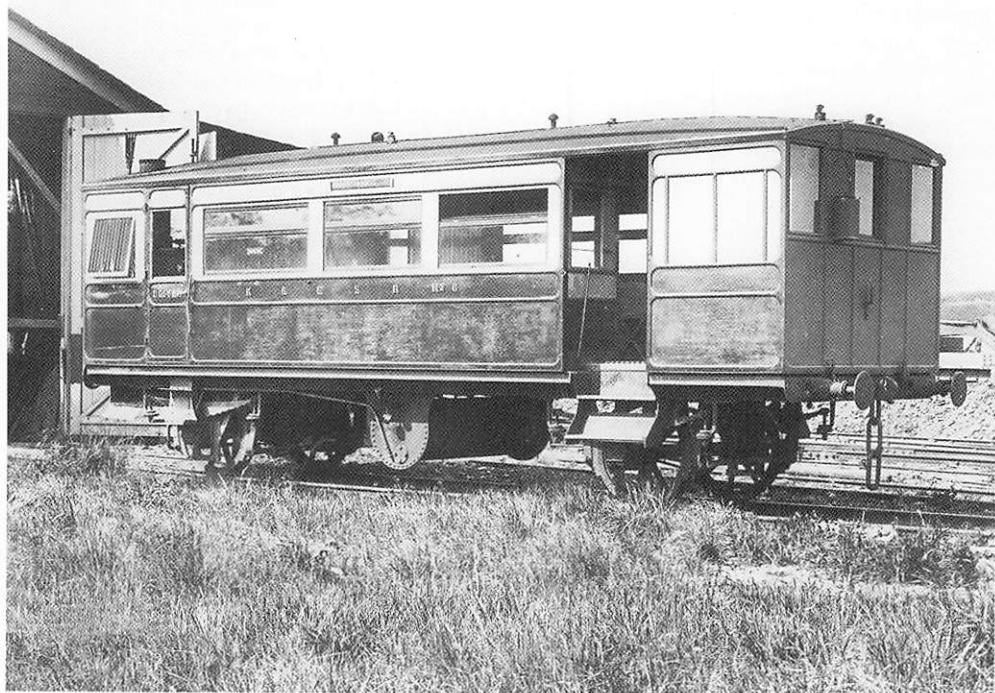
Matching the Railmotor craze at this time was the enthusiasm on the road for the steam lorry and in particular the then modern relatively lightweight 'Undertype' lorry with high speed geared engines and vertical boilers. Historic trials in Liverpool in 1899 and 1901 had proved the economy and practicability of the steam lorry, and a seminal book published in 1906 claimed "During the past fifteen years considerable progress has been made in high-speed engines, and reliable data are now available which prove beyond all doubt that this class of engine can be relied on—prophecies to the contrary notwithstanding—and that greater signs of wear in a given period are not more observable than in ordinary slow-running engines. The advantages of 'high speed' (in economical use of steam and power/weight ratio) are practically acknowledged by the majority of makers who run their engines as fast as they consider prudent."

The Sentinel lorry of the period had a classic Undertype configuration with a compact tube boiler mounted ahead of the front axle, an engine having cylinders with 6in bore and 10in stroke slung amidships under the framing. It attained engine speeds of 300 revolutions per minute geared down through a chain drive to the rear wheels. Such speeds allowed a far more lightweight unit than railway locomotive type mechanisms but they tended to be more complicated and needed sophisticated gearing and lubrication, with all the moving parts

running in a bath of oil.

There was another problem too. The early years of the twentieth century saw many makes of Undertype steam wagons come and go; and with hindsight all of them suffered from inefficient boilers. Many went well enough when supplied with sufficient steam but on hills they stalled because of the inability of their boilers to produce the required volume of steam quickly enough. Locomotive type boilers came back into fashion and weights increased until Sentinel perfected its designs in the early 1920s and the lighter vertical boiler made its come back. The Undertype could be a difficult wagon to design and maintain but it had one great point in its favour; if the failings in boiler design were cured, it's compact design took up very little load space.

Stephens with his advocacy of a modern and cost effective approach to rural transport would have been very aware of all these developments and must have wished to try them. We can be fairly sure that he was actively involved in the design of the new railcar and took a particularly proprietorial attitude to it when it appeared. The firm he turned to build the Carriage portion was his current favourite R & Y Pickering of Wishaw near Glasgow who were predominantly wagon and carriage builders with no knowledge or experience of steam machinery. The new railcar's mechanism seems to have been purchased separately from Messrs Hutchinson and Company some months before the railcar was delivered. Messrs Hutchinson and Co were not a lorry or crane manufacturer although there was a Hutchison and Company, Boilermakers, 25 Mair Street, Glasgow in the 1905 Glasgow trade directory. Glasgow University, which holds Pickering's archive and in particular their specification book, can find no trace of the order or specification of this railcar. This is unusual for such a job. It is also frustrating to the historian because we have virtually no details of the mechanical components of the Railmotor. Was it a modern unit or was it secondhand; was it a road type unit with good lubrication or was it adapted from a steam crane or a marine ancillary engine. We only have the bare details. It had a pair of 5½" (5" in K&ESR records) cylinders with ordinary (Stephenson) link motion, supplied with steam by a vertical multitubular boiler, and driving a layshaft connected by pitch chain to the nearest axle. Later secondary sources claim a



*Railcar at Rolvenden after the new boiler was fitted in 1907. Now numbered 6 in the locomotive list.
(Colonel Stephens Historical Railway Archive)*

piston stroke of 9", a boiler 2'10" diameter by 5' working to a relatively low pressure of 140lbs. This suggests a far from modern design by road standards but as a whole the rail motor was set up with considerable affinity to steam lorry style. The boiler was at the front with chain gearing to the front wheels and amidships it carried a small quantity of water (quoted later as 150 gallons, perhaps enough for ten miles) to counter balance the weight of the power unit. However I doubt this was a satisfactory distribution of weight. Without a decent load in the passenger accommodation this distribution would have resulted in a very bouncy ride which would have got worse as the water was used up. An underslung lorry unit between the wheels would have vastly improved the weight distribution and consequent ride. Stephens was never good at designing trackworthy vehicles.

The railcar body itself was a basic example of the

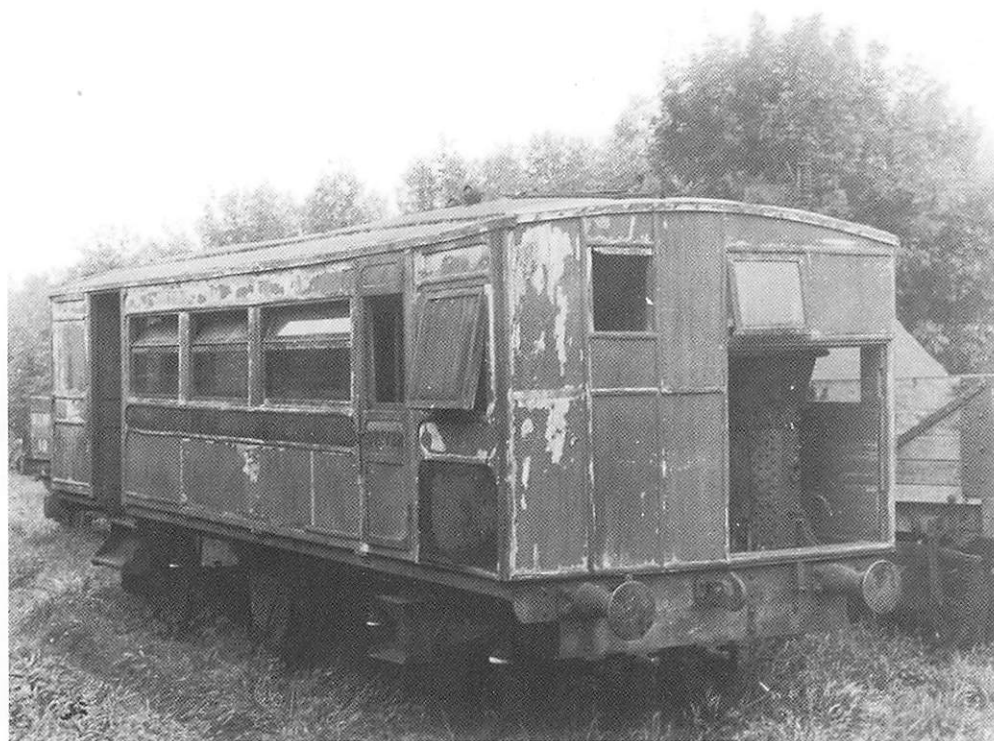
Edwardian coachbuilder's art. A 17 foot wheelbase 4 wheeler, 30 foot over the buffers and with a body 27'1" long, 9' wide and 10' 9" high it looked handsome but like the later petrol Railmotors passenger comfort was minimal to non existent. Adjoining the engine room was, logically, a smoking compartment with 11 seats then a non-smoking compartment for 20 and after an intermediate vestibule open to the elements both sides, a guards compartment claimed to seat 6 and stand 4 with 12-14 milk churns and baggage. The guards compartment also contained basic driving controls with a form of steam shut off, a whistle cord and a gong to signal the driver. This all seems a little improbable in the space provided and if ever loaded like this on market days it would put modern tube travel in perspective.

The steam railmotor clearly lived up to its experimental label. High engine speeds stressed

the crankshaft and two new ones were made in the first three years and new connecting rods were needed in 1909. From the start the Hutchinson boiler was shown as inadequate and after only 2 years it was replaced in July 1907 by a new one from Messrs White Bros, Stratford. The London trade directory for 1907 lists a Messrs White Brothers, Engineers and Machinery Merchants, Princes Wharf, High Street, Stratford East London but no further details are known. It seems likely that this boiler was secondhand.

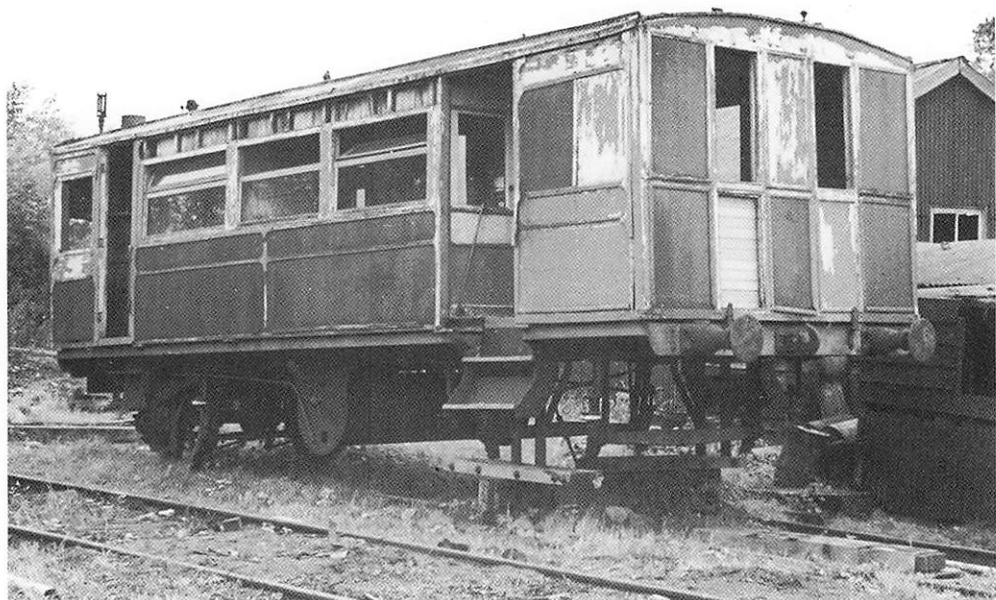
The boiler change and associated work seems to have changed the appearance of the vehicle in several ways. The chimney was shortened and a large safety valve appeared on the roof to join the already prominent hooter. This hooter incidentally appears to be all but identical with that fitted by Stephens in about 1912 to 'Gazelle' which she still carries. The rail motor also appears to have a single acetylene or carbide lamp in mid cabin with some sort of associated container on the front of the guards end which

she kept for a year or so when Stephens was experimenting with such things. The new boiler was also almost certainly the cause of a piece of work which Rolvenden probably carried out and should have been, and probably was, ashamed of. Two ugly doors were inserted in the driver's end next to the boiler with strap hinges of such crudity that later commentators, with some justice compared them with garden shed doors. However practical this might have been its appearance was the cause of some unjustified ridicule of the whole rail motor concept. The boiler also required a new feed pipe to be somewhat crudely plumbed in from the water tank. On a brighter note she probably also changed her identity at this time from her original designation of coach No 16 to the more dignified engine No 6. This increase in status seems to have been achieved simply by repainting the middle body panels from ivory to Brown and painting on it K&ESR No 6. This gave a less flamboyant but no doubt more practical finish. Interestingly the internal



The railcar on 30th August 1938 showing deterioration following years of disuse.

(Colonel Stephens Historical Railway Archive)



*On 29th July 1939 dismantling had begun. This probably one of the last photographs taken of the railcar.
(Colonel Stephens Historical Railway Archive)*

vestibule was not repainted but kept its middle panel painted ivory until the end.

Mechanically the Railmotor might have settled down to service but conventional wisdom supported by the lack of photographic or written evidence suggests she never entered revenue earning service. I remain sceptical of this. The public timetables for the period 1908-1914 show a potential diagram around sundry Tenterden – Robertsbridge Junction short workings, and the castle side siding at Bodiam was installed in 1910 and specifically authorised for railcar use. Further our first photograph of the Railmotor with its second boiler taken in the 1908-1911 period shows it displaying a Robertsbridge Junction destination board. Routine repairs such as re-tubing commensurate with regular use are given in the Rolling stock register for 1909, 1910, 1911 and 1913. If she did see regular service then she was at least as successful both mechanically and as a traffic machine as the contemporary railcars of the larger railways.

Substantial body repairs were evidently called for and probably carried out in June 1913. These

involved the replacement of cracked side panels near the boiler and replacement and alteration of the beading on the guards end panels. It seems likely also that the guards end was substantially altered at this time with the old three window layout replaced by a more practical two window arrangement. At this overhaul too she probably lost her smart ivory and brown livery to adopt the then usual overall brown. Despite all this work the experiment was coming to an end. The Railmotor seems to have come to the end of its operational life sometime in 1912, following failure in service at Wittersham Road. It was certainly recorded as non-operational in 1915. Nelson Wood, a longtime K&ESR employee and petrol Railmotor driver reported to researchers in the 1970s that her end had come directly as a result of failure to generate sufficient steam to surmount that enemy of all under powered trains, Tenterden bank. One wonders how many times this had occurred before and why this event should have finally brought its service to an end.

No 6 did not “go gently into that good night”.

She was clearly a favourite child of Stephens and she was kept in good repair throughout the period of government control. She had become sufficiently well known in technical circles for Kyrle Willans the originator of the use of Sentinel engine units into locomotives and railcars, to refer favourably to her conception and she survived in good order well into the era of these her moral successors and cousins. The heyday of these successful machines in the mid 1920s saw the Pickering carefully stored in Rolvenden sidings and when her paneling deteriorated she was extensively repaired. Her old single long side panel on her most photographed left side was replaced with two new ones, complete with matching beading, and two other panels here were replaced. Did the Colonel have plans to replace the Achilles heel of old fashioned and worn steam plant with more up to date units like the Sentinel which by then was reliable, relatively cheap and probably available second hand off steam lorries. We know from photographs that the latest Sentinel

locomotive was tested on the Shropshire and Montgomeryshire in 1927. Did this raise, even for a while, his interest sufficiently to get repairs done with the available scarce funds? Did the availability of the third petrol railcar, the Sheffield Set, bought in 1929 blunt or finish off any interest? We do not know.

With the Colonel's death in 1931 maintenance ceased and the Railmotor visibly dissolved at various Rolvenden locations over the next ten years, finally being broken up about 1941. According to W.H.Austen jnr her frame lives on as the steelwork in the base of the Rolvenden water tank. But as with so much about this elusive vehicle we may never know the real truth.

Brian Janes

Sources and Acknowledgements: The Locomotive, The Modern Road Lorry, Glasgow University Archive Services, Westminster City Archive Library, Glasgow Library, John Miller

THE K&ESR 300 CLUB PRIZE WINNERS

HAVE YOU JOINED THE 300 CLUB YET?

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

February 2002 Wealden Pullman

1st	Keith Howell	(537)	£60.00
2nd	J G Marchant	(435)	£40.00
3rd	J Green	(448)	£30.00
4th	J P Lennell	(244)	£25.00
5th	R F Horwood	(332)	£20.00
6th	Roy Ellis	(303)	£10.00
7th	A J Clark	(064)	£5.00

April 2002 Northiam

1st	Angela Clark-Monks	(084)	£60.00
2nd	P S Rand	(182)	£40.00
3rd	Colin Avey	(117)	£30.00
4th	T P Howell	(530)	£25.00
5th	Philippa Jones	(295)	£20.00
6th	Mr & Mrs D Edwards	(543)	£10.00
7th	Tom Featherstone	(143)	£5.00

March 2002 Wealden Pullman

1st	Bob Clifford	(285)	£80.00
2nd	Mark Justice	(352)	£70.00
3rd	Clive Norman	(391)	£60.00
4th	Howard Wallace-Sims	(235)	£40.00
5th	Graham Hukins	(315)	£30.00
6th	Meg Gooch	(493)	£20.00
7th	Wilf Watters	(603)	£10.00
8th	Benjamin Chandler	(277)	£5.00

May 2002 Northiam

1st	Peter Roberts	(077)	£60.00
2nd	Mr & Mrs F Turner	(066)	£40.00
3rd	Mrs C M Read	(266)	£30.00
4th	F C Moore	(195)	£25.00
5th	T P Howell	(530)	£20.00
6th	A F Moore	(144)	£10.00
7th	Claire Stuchbury	(025)	£5.00

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

Letters to the Editor

Our Summer Thomas

Sir – The Thomas operating on the railway in June comes from the East Lancashire Railway. Although superficially modified with extended side tanks she is an otherwise standard industrial 0-6-0 side tank known as the 'Canal' class. A popular product of Hudswell Clarke and Co of The Railway Foundry Leeds she weighs 32 tons with 15½x20 cylinders and tiny 3' 4½" wheels and a short fat Boiler. An interesting feature of the design is the use of self-centring Cartazzi leading axleboxes (perhaps more familiarly used to control the trailing axle of LNER Pacifics) which comprise a series of inclined faces on the top of the axleboxes. In addition to this device vertical knuckle pins are incorporated in the forward coupling rods and the centre wheels are flangeless. This enabled these engines to negotiate 100ft radius curves.

Such locomotives were very versatile and could go anywhere – indeed three went to the Mid-Suffolk Light Railway running services until the LNER took over when they became class J64. The design had originated in a 1902 order from the Manchester Ship Canal Railway, the largest industrial system in the UK with 231 miles of

track and 75 locomotives. Over a 25 year period 26 Canal class were supplied to the system, together with 24 more of a later variant with longer sloped tanks and they were rated to haul 50 wagons on that largely level road.

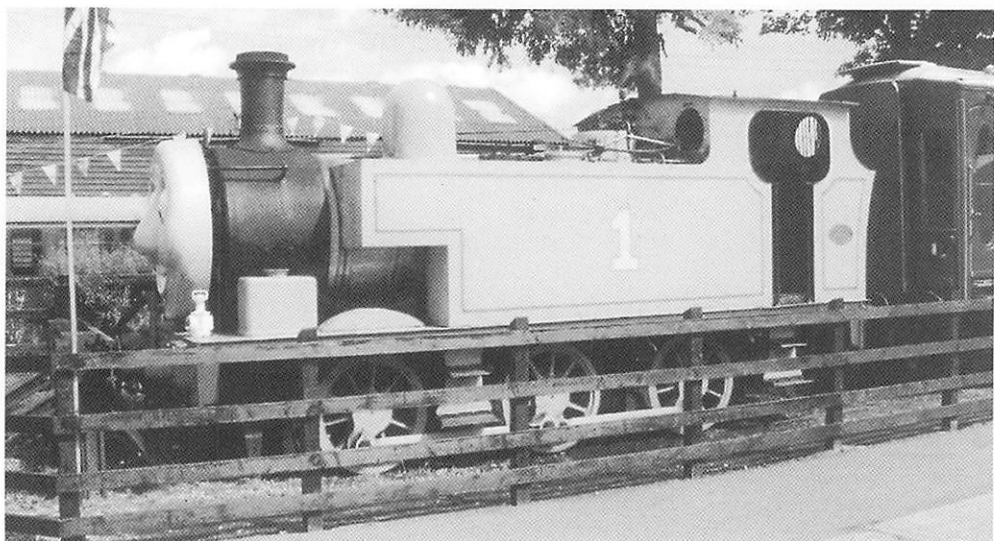
Our visitor locomotive was one of a batch of 6 supplied to the MSC railway in 1903 (works Number 680) receiving the name Gothenburg. She and her contemporary locomotives were all named after ports served from Manchester and only received numbers in 1914 when she became number 32. The MSC railways were and thrived along with their associated docks and canal until the shipping container revolution of the 1960s and 70s. Diesels had been introduced from 1959 and steam officially ceased in 1966. However 32 and a sister were kept in careful storage on the railway until they moved to the East Lancs in 1973. Initially restored to an MSC condition complete with nameplates she has more recently become one of several variants of that Little Blue Engine.

Sissinghurst, Kent

Brian Janes

Scrap

Sir – I was concerned to read an instruction at Tenterden Station in the summer that, in view of the low price of scrap metal, small items of this were to be thrown away rather than put in the scrap bin. This is wasteful and bad for the environment. It is better to recycle, even if no profit can be obtained for the material, and the instruction to dispose of metal into the waste



Thomas in the siding at Tenterden on 22nd June 2002.

(Richard Wall)

stream will encourage bad habits which will continue when scrap becomes valuable again.

I hope the railway will desist from this wasteful policy and recycle other waste as well. Otherwise we will damage our environmental credentials in the community.

Eastbourne

Jonathan Dalton

Hesperus

Sir – The perils of authorship being what they are the day my Hesperus article went to press in the last *Tenterden Terrier* I was able to examine the K&ESR's Locomotive Register, one of those miraculous survivals from the past that came to us through the Austen papers. The record for Hesperus clears up several uncertainties and pins down some important dates.

The Register records the arrival of Hesperus on the K&ESR in late 1912 not 1914, the date which even the learned RCTS GW loco history quotes. On November 27th 1912 she turned up at Robertsbridge Junction. She was overhauled at Swindon in 1910 with new cylinders and was not as I stated specially overhauled for Stephens. She most likely came straight from traffic or store with her service livery, number plates (which were subsequently stored and passed on to British Railways in 1948) and nameplates attached. Swindon seems to have mismanaged her last overhaul for she had constant repairs and replacement of motion parts in her early years. She does not seem to have settled down to regular service until 1916 when she ran the third highest mileage of any engine. These initial problems may account in part for the tradition of a 1914 arrival date but it might also possibly be as a result of a paragraph in the November 1914

Locomotive Magazine that records its 'purchase'.

The name 'Ringing Rock' is recorded as her arrival name and appears on a subsequent undated locomotive list which also records loco No 9 Juno so the name lasted till after that engines arrival in December 1914 and subsequent naming. It may even have lasted up to a year or two longer but our engine was definitely named Hesperus by February 1918, the confirmed date of the Padgham accident.

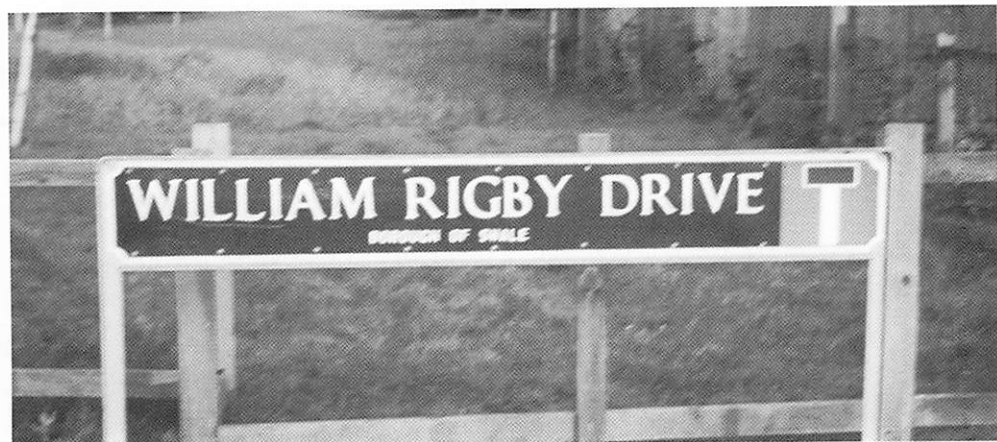
The register clearly shows that the Padgham accident was the end of the old cab and that the new cab and bunker were put on at Rolvenden. This was part of a thorough overhaul, no doubt paid for by insurance or by the government who paid all the bills at a time of government control. Considerable attention was paid to her wheels axle and motion, which may have been damaged but might have been done to finally cure her running problems. She emerged from works in January 1920 in her familiar K&ESR form.

I have arranged to place a definitive Revised Version of my article in the Topics section of the Colonel Stephens Railway Museum site at <http://www.hfstephens-museum.org.uk>

Finally John Miller has reminded me that Hesperus is not just from mythology but is the Latin spelling of the Greek name for the Evening Star. None of Stephens' four engines named Hesperus remotely resembled the last British Railways built steam engine but one or two certainly had Venus' grace and it would be a fine name to re-use should the K&ESR ever again welcome a new unnamed engine.

Sissinghurst, Kent

Brian Janes



William Rigby

Sir – Mr Jeremy Segrove of Minster on Sea has written to draw attention to the fact that a new housing development on the site of Sheerness East station of the Sheppey Light Railway has a road named 'William Rigby Drive', and has kindly provided a photograph of the sign.

It is surprising that William Rigby has been commemorated only in connection with one of his less successful lines, and one that closed more than fifty years ago. His name is no doubt generally unknown to the thousands of

commuters who travel from Bexleyheath, Welling or Eltham on his Bexley Heath Railway every day.

Incidentally, next to Sheerness East station were the depot and power station of the Sheerness & District electric tramway. This had an even shorter life than the Sheppey Light Railway, opening in 1903 and closing in 1917, the first electric tramway system in the British Isles to be completely abandoned.

Staplehurst, Kent

Tom Burnham

I Want to Do it Again

Jock Pringle signs off in his own style

"It has come to my attention, that your name has been missing from the roster for a long period of time..." The start of a letter I had been expecting for a while. Not a pleasant expectation, for I was going to have to reply.

"Yes I have been missing I'm afraid... actually I'm having to hang up my shovel."

So friends, my twenty years on the K&ESR's footplate has ended. Have I any regrets? Yes, damn it, I have, it's ended. Have I enjoyed it? Yes, damn it, it was great. Have I enjoyed working with all my drivers? Nearly! So what sticks in the memory from all those years? Well, here's half a dozen worthy of repetition.

No 1: The day I started as a cleaner. Me, to driver, "Where do I start?"

Driver, "At the top."

Me, "How do I get up there?"

Driver, "You'll find out."

Me, "Which bits are hot?"

Driver, "You'll find out."

No 2: Also when cleaning. Sitting aside the tank top with the fire's coal just starting to work and yellow smoke slowly, ever so slowly, rolling out of the chimney, along with the tank and about to envelop me and my lovely clean paintwork.

No 3: The enjoyment (and somewhat astonishment) when on occasions I'd got the fire 'just right'. The regulator open, the injector

singing, and the pressure staying rock steady where his nibs wanted it.

That's when *No 4* would happen. Doing a little dance with my boots on the boards in time with the exhaust as we rattled along. Even the driver was smiling.

No 5: Also when on the move. It's the homeward run on a Wine and Dine in the moonlight, with the moon silhouetting the engine and chimney smoke bouncing in the fields alongside. And the lined-up green glow worms, like a row of distant 'dummies' showing off.

No 6: I'll never live it down. 'Twas on another Pullman, on the way out, in mellow evening sunlight. Dawdling along, trying to use up time, you know, as we do.

"Hold up driver, I see some bulrushes over there for my missus." So we roll gently to a stop, screw her down, put on the injector and step off.

"Hold on", the driver says, "I've got the knife, I'll come." Unfortunately we were longer than envisaged, and dear me the 'jack' had been on too long. The pressure was well nigh non-existent, and the teeny weeny fire I was running had gone out. AND the guard had the audacity to log "Stopped for fireman to collect flowers".

...Happy days...



Showing a young visitor how it all works in 1984.

(Tenterden Railway Company)

