

# The Tenterden Terrier



Number 89

Winter 2002



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

# The Tenterden Railway Company Limited

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

Registered Charity 262481

## DIRECTORS

Norman Brice – *Chairman*; Graham Bridge; Robin Dyce; Derek Dunlavy (Managing); Paul Hutchinson; Brian Janes; Carol Mitchell; John Weller

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

**DIRECTORS:** Norman Brice – *Chairman*; Graham Bridge; Derek Dunlavy; Brian Janes; John Snell

## COMPANY SECRETARY & REGISTERED OFFICE:

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

Telephone 01580 765155 Fax: 01580 765654 email: [enquiries@kcsr.org.uk](mailto:enquiries@kcsr.org.uk)

**GENERAL MANAGER** ..... David Lloyd

## OFFICERS:

*Accountant* ..... John Cobb  
*Book Keeper* ..... Karen Bridge  
*Marketing Manager* ..... Nicola Ashmore  
*Catering Manager* ..... Andre Freeman  
*Shop Manager* ..... Brian Janes  
*Wealden Belle & Charter Bookings* ..... Lin Batt, Graham Sivyer  
*Chief Booking Clerk* ..... Ken Dow  
*Chief Ticket Inspector* ..... Harry Hickmott  
*Education Officer* ..... Alan Feltham  
*Chief Station Master* ..... Roy Ellis  
*Museum Curator & Keeper of the Archives* ..... John Miller  
*Locomotive Manager* ..... Lawrence Donaldson  
*Carriage & Wagon Manager* ..... John Brice  
*Forestry & Conservation* ..... Peter Thorogood  
*Permanent Way* ..... Geoff Crouch  
*Signals & Telecommunications Engineering* ..... Nick Wellington  
*Operating Manager* ..... Peter Salmon  
*Signalling Inspector* ..... Clive Norman  
*Guards Inspector* ..... Malcolm Webb  
*Consultant Civil Engineer* ..... Peter Tobutt  
*Volunteer Liaison Officer* ..... Vacant  
*Health & Safety* ..... Derek Dunlavy

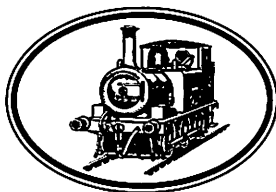
**Finance Committee** – Philip Shaw (Chairman); Norman Brice; Roy Ellis; Paul Wilson

**Employment Committee** – John Weller (Chairman); David Lloyd; Carol Mitchell

**Membership Secretaries** ..... Pam and Sheila Stevens,

Tenterden Town Station, Tenterden, Kent TN30 6HE

# The Tenterden Terrier



Number 89

Winter 2002

*Editor*.....Philip Shaw  
*Assistant Editor* .....Duncan Buchanan  
*Consultant* .....Tom Burnham  
*Editorial Office*  
109 High Street, Tenterden,  
Kent TN30 6LB  
Telephone 07790 562332  
Email: philipshaw109@hotmail.com

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

## FRONT COVER

*No 72 Fenchurch, double headed with P class No 753, leaves Wittersham Road with a train for Bodiam, 6th October 2002. (Brian Stephenson)*

## FRONTISPIECE

*Radio Kent presenter, Pat Marsh, interviews Tenterden Station Master, Harry Hickmott, on 15th August 2002. (R.L.Ratcliffe)*

*D6570 'Ashford' substitutes for the failed 'Norwegian' locomotive on the 11:39 from Bodiam, 6th October 2002 (Brian Stephenson)*

## BACK COVER

*No 24, 'Rotvenden' drifts down Wittersham Bank with the fireman prepared to exchange tokens, October 2002 (Kent Messenger Group)*

## Contents

- 3 Editorial
- 3 Lineside News
- 3 Commercial
- 6 Motive Power
- 8 Rolling Stock
- 10 Infrastructure
- 13 People
- 14 Operating
- 16 Groups
- 18 Hopping Weekend
- 22 The Chattenden & Upnor Railway
- 26 Welsh Narrow Gauge Heritage Remembered
- 30 Book Reviews
- 31 Locomotives of the East Kent Railway – part 1
- 35 The Chairman's Speech
- 37 Our Charitable Status – Is This a Valuable Asset?
- 39 Steam & Country Fair 2002
- 40 Letters to the Editor

© Copyright The Tenterden Railway Company Ltd. 2002

Printed by Rother Valley Press Ltd, Tenterden, Kent.





# Editorial

## Swings and Roundabouts

Once again, John Brice and his event committee put on a Steam & Country Fair of which we can be justly proud. Everything was there – old time rides, steam engines, motor cars, craft stalls, organs, shire horses – all helping to put the railway on the map and giving pleasure to the

public and organisers alike. Fortunately the weather was kind and we made a modest profit. However, our costs were substantial, had it rained, we would have made a loss. Those with long memories will remember the washouts that we experienced in the 1980s and the accompanying losses! So what of the future – can we afford to take the risk? Hopefully yes – but next year's Fair will need more sponsorship to underwrite the costs – not impossible but an issue that must be addressed.

# Lineside News

Compiled by Duncan Buchanan

## Commercial

### Marketing

There's a new face in the Marketing Department at Kent & East Sussex Railway. Nic Ashmore started as Marketing Manager in September and has been busy trying to get to grips with life at the railway.

Although September saw the end of daily running, it has remained a busy month helped in part by the favourable weather and a run of special events almost every week, such as the Hoppers weekend. One of the most successful was the Thomas the Tank Engine weekends at the end of September, which attracted almost 8,000 visitors over the four days and generated the most profit per day of any of the Thomas events so far and will certainly go a long way to improving our financial situation. Thanks must go to everybody involved who helped the days run smoothly although with record visitor numbers staffing proved extremely tight and more volunteers would make a tremendous difference next year. As we write, we are entering the half-term period with activities based around Halloween planned and a special Little Witches & Wizards Party Train. If you are interested in helping out in any capacity at Thomas or other special events next year, please contact Nic Ashmore at Tenterden Station.

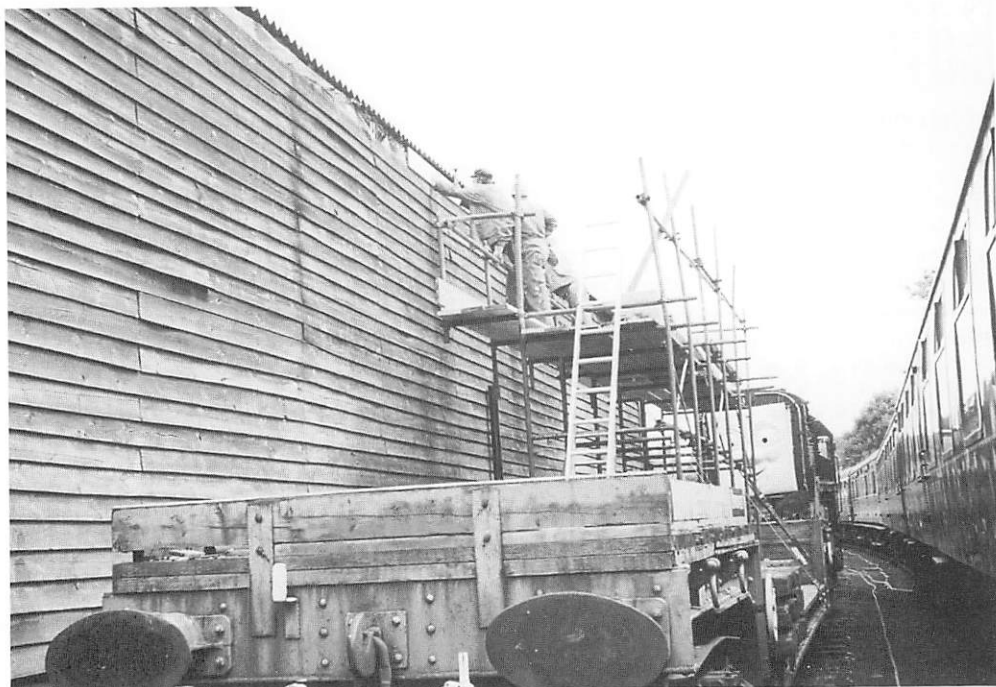
The Mayors of Ashford and Tenterden both visited us at the beginning of October to officially launch the RMB carriage. They also presented cheques to the value of £900 to Demelza House Children's Hospice. The money had been raised at the Steam & Country

Fair and through a sponsored shave by Harry Hickmott whose beard was valued at £400!!

We have had a busy few months with TV crews with visits from the BBC and National Geographic Channels. The BBC production was a documentary on the life of George Elliott and is due to be aired in November – look out for a few extras that you might just recognise. 'Barbara' and 'Tenterden Station' also featured as one of the clues in the area for a new series of 'Treasure Hunt' which is due to be aired on BBC2 at the end of October.

Advertising activity has begun to die down now as we come towards the end of the year with one final spurt planned for Santa during November. We have managed to get some good free coverage in the local papers in the last few months with a particularly good double page spread about the joys of being a Steam Train Driver. We have also been present at two recent exhibitions at the Hop Farm – a stand at the Wedding Extravaganza and another at the Good Parenting Show. All of this should help to increase awareness of our attraction and keep us in people's minds when they're planning future days out and celebrations.

You might think that as we roll into Autumn, life here will begin to quieten down, but no such thing. Plans are well underway for next year (and 2004) and the new Timetable has just gone to print and will be available from November. Once that is released, it will be time to update all our other promotional literature and work on some new ideas as well. And how



*Repairs to guttering and down pipes being carried out on the carriage shed, 24th June 2002*

*(John Liddell)*

can we forget the Santa Specials which are already heavily booked and look set to bring 2002 to a close on a very profitable note.

### **Catering**

The revised timetable concentrating business into fewer operating days has increased pressure in all departments. In the catering sector, we have certainly struggled to maintain services and have, very regrettably, had to restrict profitable bookings on several instances due to limited train capacity. Dave Tibbatts continues to squeeze large coach parties into small trains and precious few seats with apparent ease, although disaster has loomed very close on several occasions.

The RMB was returned to traffic on Saturday 5th October by the Mayor of Ashford, Councillor Michael Claughton, with the customary bottle of champagne. The counter is graced with a new sink and Still's water boiler, courtesy of the 300 Club and fitted by Charlie Masterson. In a new departure for us, a microwave oven is also carried, enabling limited hot food to be served on the move.

The aforementioned capacity problems also

extend to Tenterden Station Refreshment rooms. Custom is clearly being lost here on busy days with queues almost reaching the toilet block. In order to relieve some pressure and retain passengers' onsite, we have brought in a mobile hot food stall on special event weekends. The proprietor was quickly sold seats on the Pullman and was so impressed that he and his wife promptly volunteered to wash up on a later service – many thanks Tony and Kath!

A slight easing of financial restrictions has seen the purchase of a new commercial microwave oven. Its predecessor, although not faulty, persistently refused to work on our inadequate electricity supply. This arrived just in time for the second 'Thomas' weekend, which was fortunate as the Catering Manager had heard of some unpleasant 'promises' should a solution to the problem not be found!

The catering department's washing machine, having seen great good service for several years, is now in desperate need of replacement. If any members have a surplus machine in reasonable order and are willing to donate it please contact Andre Freeman, as below.

Our thanks are due to all those who have given so much of their spare time helping in the catering department this year. It has been nice to see some new faces and the return of some familiar ones. Further assistance is always welcome, particularly for our popular Santa Specials. Contact André Freeman at Tenterden Station or email [andre@kesr.org.uk](mailto:andre@kesr.org.uk)

### **Wealden Pullman**

Our premium service continues to attract high levels of demand – an increase in the number of weekends in the calendar would be of great help! Christmas Pullman services have proved especially popular so an increase in the number of covers has been arranged on selected Saturday evenings.

It had been hoped to trial two 'Sunday Lunch with Santa' trains between Northiam and Bodiam this year, but this has not proved possible owing to several charters booked and restricted steam locomotive availability.

Plans for the forthcoming season are well advanced and include a 'Red Nose Pullman' on Friday March 14th. Several charters have already been booked, including one for 2004.

Pullman Car Barbara's kitchen has now been fitted out, costs being met entirely by the Pullman Improvements Fund. This has eased congestion considerably in Diana's kitchen and has brought great improvements to glass washing – we now have hot running water! Thanks are due to the Carriage and Wagon department and, once again, Charlie Masterson for his plumbing skills. For the record, tips in excess of £4,500 have been collected so far this year, all of which is used to fund improvements to the train.

For the first time, staff attended the KM Wedding Extravaganza at the Paddock Wood Hop Farm in October. Many couples now choose to marry mid week and this is seen as an area of significant growth for us.

None of this could be achieved without the significant contribution made by our dedicated volunteer workforce, some of whom have worked a very large percentage of trains this year. To join this enthusiastic team, contact Chris Garman on 01424 441643 or email [home@chrisgarman.go-plus.net](mailto:home@chrisgarman.go-plus.net)

### **Shop**

With the reduction in operating days early in the season and in September total shop takings

for normal operating days had been slightly down. May was very good. July was 10% down on last year and the beginning of August was running 8% down but picked up strongly at the end of the month and was only £400 down on last year although that had been 27% above the year before so the results were good. The Joker in the pack was of course June with that extra Thomas event, which enabled sales to be maintained with lower operating days.

As an experiment we had a shop tent at the Steam and Country Fair but this was a commercial failure with sales profits only just covering costs. By contrast the use of the Parcels office at Bodiam as a shop during Hoppers weekend was a useful and enjoyable experience with takings up to a normal day's takings at Tenterden.

Thomas takings in June were very good indeed at the weekends, particularly on the second weekend, with a special shop tent in operation in the yard on the Sunday we did £4,140 worth of business. We repeated this with the autumn Thomas and broke all known records. Sunday 30th September produced the highest sales ever of £5,281, beating the previous 2000 record and the four days of the event produced sales of £18,603 comfortably above any previous Thomas.

As a consequence of all this activity the shop is about 5% ahead on sales over last year. Not bad when the press is full of comment on reduced consumer spending as high street retailers are reporting downturns of around 8%. The gift shop is a continuing success story both financially and with the public who still often comment on how much they enjoy the shop. This is a real achievement for all those volunteers involved.

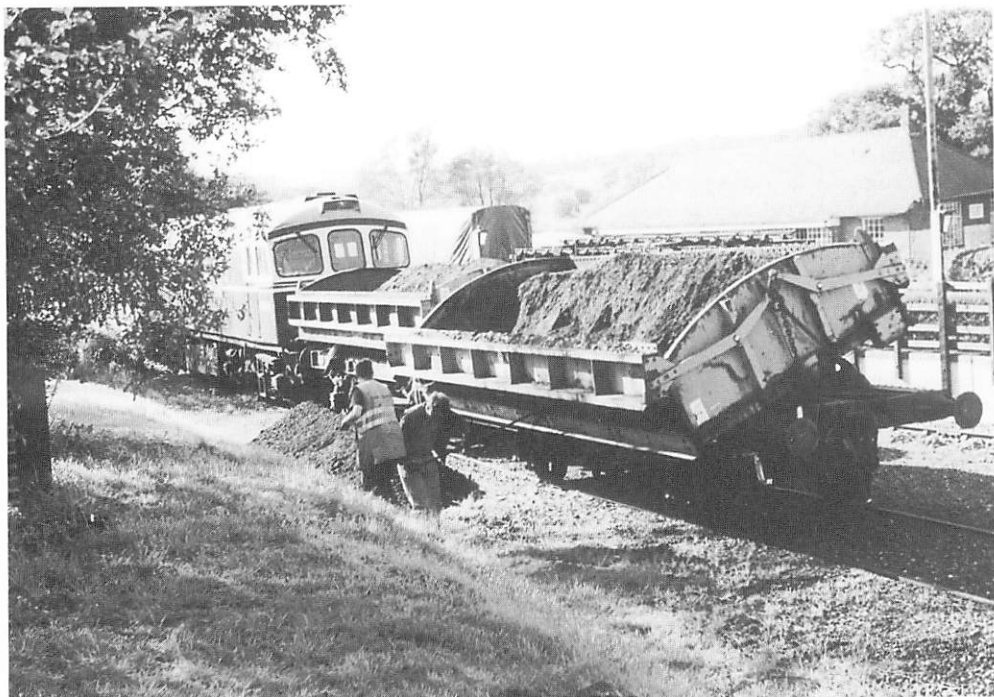
New lines trickle in. In particular we should, shortly, have in stock a Dapol wagon in original Kent & East Sussex Rly livery as well as the Nathaniel Pegg wagon introduced in late summer. Our new Christmas card celebrating the forthcoming Tenterden Town Station Centenary is also available at £2.99 for 5. Bulk orders welcome. Remember the shop now carries the new K&ESR lapel badges as well as buttons, ties and scarves, including engineman's scarves, and other uniform accessories like Acme whistles. These are available to volunteers at cost price.

Although daily running and Thomas are now



over for this year heavy sales days are looming with Santa. February Thomas is just round the corner. The shop still 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).



*Tipping ash at Bodiam, to improve the yard surfaces, on 13th September 2002*

*(John Liddell)*

---

## Motive Power

---

Water treatment continues to be a concern to the locomotive department, largely because of the incidences of priming which are bad for the engines quite apart from the effect on the service. Chris Grately continues to monitor water quality and the various different systems for injecting chemicals at the various locations. Indeed the very note that there are different installations means that to achieve overall water consistency, including specific daily doses of chemicals per engine, makes the variety of pumps and flowmeters and their respective control systems a small nightmare. Water quality monitoring has proved to be a much longer process than expected due to the need to establish what the current standard is, what we think we need, then monitoring actual performance of the engines and altering the

requirements accordingly. Chris has written extensively in the in-house update newsletter to keep the workers informed, even if some of the details make for a confusing story.

Nick Young has been repairing one of the lathes, installing new parts and setting up for accuracy.

Interfleet students recently visited for their annual work experience. Their two projects were preparing the Taylor Hubbard crane for annual boiler inspection and fitting cladding onto the top of the pannier tank.

Brian West has returned after his hernia operation and was on light duties. This has meant that the office filing has been completed including sorting out COSHH records and



Board Policy Procedures. He has returned to full time with work on No 3's motion.

Many thanks to Andy Wilton for the donation of a pigeon hole mail rack for the works office.

Graham Barklem has donated pump oil cans for each loco. This will enable drivers to direct oil on to those small and difficult to reach parts. Secondly it should mean less spillage during loco preparation.

The clean up of the field at Rolvenden is now almost complete such that we have been able to obtain the necessary planning permission to use the field for container storage. This has highlighted the need to act carefully when dumping, or storing, items on land that we may own but do not have permission to use as a dump.

There were two work experience training placements at the end of September. Tom Frost and Tom Ryland from Homewood school have enjoyed themselves in the Loco Department.

### **Steam Locomotives**

No 3 'Bodiam' (32670): The frames have been returned from Ian Riley's, after several false starts. Work has been completed on the motion assembly. The cylinder tops have been cleaned and a protective coating applied. The main steam supply flange has been repaired by contractors. This now allows a short spacer pipe section to be fitted and thus the cylinders will be undisturbed in future when the steam pipe is disconnected.

When labour becomes available the boiler will be clad and then fitted into the frames. Meantime John Arlet and Chris Grately continue fitting plates in order to complete manufacture of the second water tank.

No 8 'Knowle' (32678): The loco has worked the Victorian train frequently during the main running season. The boiler inspector requires repairs to the boiler. These require specialist copper welding and will be carried out by Chatham Steam Restoration. We are now preparing for a hydraulic test of the boiler before return to traffic.

A fractured coupling rod was swapped for one on Sutton and new rods have been ordered.

No 11 'P Class': Shared hauling the Victorian train during the summer and has recently been

paired with 'Fenchurch', from the Bluebell, hauling Thomas trains. Recently the loco has been turned so that the marketing department can arrange publicity features with one of our locomotives facing the down direction.

No 12 'Marcia': All motion parts have been cleaned down and assessed for wear. The fore gear hole on the right expansion link requires bushing. A new connecting rod oil pot cap is needed to replace one lost on an outing to Bodiam many years ago. Some side rod and big end bearings may require renewal.

New lubricator supply pipes have been fitted to the intermediate valve spindle guides.

The left hand valve spindle rod assembly has been removed in order to allow repairs to the gland follower. This has obviously disturbed the valve setting in the steam chest. However the loco has a gloriously simple valve arrangement that can be adjusted by using a pair of lock nuts on either side of the valve. Timing will be completed once the loco is wheeled. Measurements on the eccentric sheaves have only shown a slight amount of ovality. The same cannot be said of the straps. They are of robust construction and will not suffer from being bored out and white metalled.

The axle boxes have been fitted to their respective horn guides and now move freely in the required directions.

Terry Harvey has finished the drain cock linkage which now moves with a lot less effort thanks to the installation of 2 plumber blocks. Mac Mackintosh has started on the cladding sheets. New boiler band fittings and rolling of the new sheets is currently in hand.

Finally the rear cab roof support has been fitted to its uprights.

We have been informed that Marcia is the only surviving Peckett side tank in this country. Does anybody know otherwise?

No 14 'Charwelton': In store laid up awaiting 10 year overhaul.

No 19 'Norwegian' (376): Now due to have boiler inspection after seeing useful service so far this year. There are known problems with leaking stays which will be a difficult technical repair however there are some short term fixes which will keep the locomotive serviceable for the time being. Some tender springs have been

changed recently.

No 21 'Wainwright' (DS238): Further work on the axleboxes has been completed after measuring and setting out. Additional preventative work has been done on the hopper ashpan. This has allowed the loco to be rewheeled. A boiler inspection is required before a return to service.

No 22 'Maunsell' (65): In store awaiting removal of the boiler for contract repairs. The Loco Trust has started an appeal for funds to finance the required new firebox. Contact Tenterden Station if you wish to contribute to this appeal.

No 23 'Holman F Stephens': In store and laid up awaiting completion of the Pannier tank before the overhaul can continue.

No 24 'Rolvenden': In service with flange lubricators fitted.

No 25 'Northiam': Stopped for an annual boiler exam with some minor repairs resulting from this. Flange lubricators have been fitted to alleviate the problems resulting from flange wear on the wheels. This is likely to result in scrapping of the wheels when they reach the limits of flange wear as there is insufficient metal for re-profiling.

No 30 GWR Pannier (1638): Reassembly continues as labour resources are available. This loco is scheduled for completion by Easter next year

68078: Described as the 'real' J94 this loco is currently at Sellindge. Currently the asbestos lagging is being removed by contractors.

Restoration can then start with stripping out tubes, disassembly of the motion and so on at Sellindge. The bulk of the loco will be kept together to facilitate transport to Rolvenden in due course.

### **Diesel Locomotives**

No 40 'Ford' (BTH): Further testing and commissioning required when staff are available. Documentation for the Drivers' manual and routine maintenance is being prepared.

No 41 (Ruston): In service though due a routine A exam in the autumn.

No 44 'Dover Castle' (Class 08): In service, but had a problem with flat batteries in late October.

No 46 (Class 03): Some attention has been given to the injectors and fuel pumps. The engine has been reset and the water pump repaired by John Houselander.

Class 33 'Ashford': Due an A exam in November. Preparations continue to overhaul the injectors by Chris MacNaughton.

### **Cranes**

36T: Has had some repainting carried out in the summer whilst in the loco yard for routine lifting inspections.

10T Taylor Hubbard: Just had annual boiler exam. A boiler retube is needed in the near future and perhaps some re-roping. The match wagon has been in Carriage and Wagon for a new floor in readiness for the winter work programme.

---

## **Rolling Stock**

---

### **Staff & Volunteers**

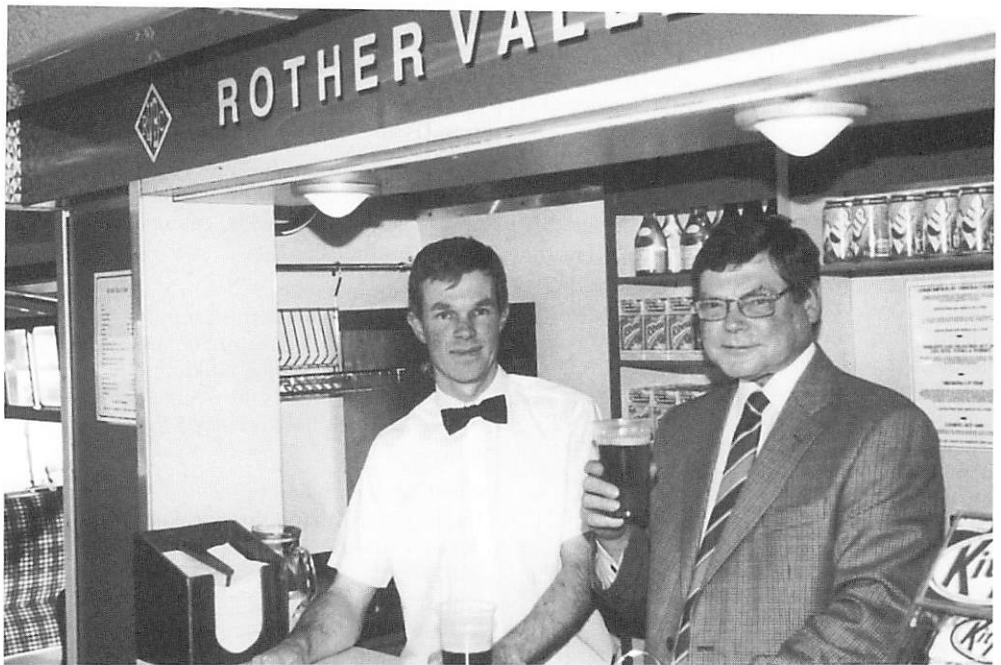
John Brice has now settled in as Manager and the Department has been hard at work all summer and into the autumn. Appeals for volunteers have met with some success but more new faces (or returning old ones) are both needed and welcome. Enquiries to 01580 765511 please, e-mail cw@kesr23.fsnet.co.uk, or call in at the carriage shed.

### **Mark 1's**

After another of C&W's mammoth efforts, Mark 1 RMB No 59 returned to service on Saturday 5th October 2002. This ex-Llangollen

Railway vehicle (BR E1869) now looks very smart in dark green livery with cream lining and lettering. The latter now includes the wording 'Rother Valley Brewery' as well as 'Buffet' to reflect the much appreciated sponsorship of the project by the local producer of real ale whose premises are close to Northiam station. This micro-brewery's products will of course be available on board.

In addition to commending all the C&W 'regulars' who helped the project to be completed on time, thanks must also be expressed for the specialist help received from



*Catering Manager, Andre Freeman, accompanied by the Head Brewer of the Rother Valley Brewery Company, at the re-commissioning of the RMB carriage, 5th October 2002* (John Liddell)

Andre Freeman, Boris Perkins and Charlie Masterson. The inaugural train (CK56, RMB, NBO 54) was hauled by the P class and visiting Terrier 'Fenchurch'. Passengers included the Mayors of Ashford and Tenterden.

It is planned to revarnish the interior of Mark 1 CK No 86 during early 2003 when the seats are away for re-upholstery. The varnishing will be carried out in two stages, the first directly after Christmas and the second after the February Thomas event. Extra volunteers are urgently needed for this work, which will much improve the presentation of the vehicle. If you can help please contact us via the numbers and addresses given above.

#### **Maunsell NBO No 53**

Yes, we know this coach was erroneously reported as being No 54 in the previous issue of the Terrier. This didn't stop the appeal for funds proving most successful. Thanks are offered to all who have contributed to date. It's not been possible to acknowledge all contributions individually, but the necessary details are noted and everyone concerned will be contacted when the launch is due to take place. It's scheduled for as near Easter 2003 as

possible, depending on the progress of other work and paid staff leave (its that time of the year when outstanding entitlement has to be taken!)

Work to No 53 was a major project for the C&W annual Working Week in late July / early August. We were again very pleased to have the assistance and company of Dave Miller, Stuart Hiscock and George Meredith from the North Yorkshire Moors Railway. The ceiling panels were largely installed during the week and significant progress was made to replacing the exterior cladding. This part of the job received a further boost during September when the annual visit of students from Interfleet Rail Technology. Carol Douglas has been (almost literally) weaving her magic over the upholstery.

Further funds are still needed – please don't forget to make cheques out to the Tenterden Railway Company, complete a Gift Aid declaration and send to Carriage & Wagon Department (envelope to be marked 'Maunsell Project') so we can claim an extra 28 per cent from the Chancellor! If you need any help or advice with the Gift Aid aspect please give us a call on the 01580 765511.

### **Vintage Vehicles**

The Woolwich coach (K&ESR No 67) continues to make steady progress. The underframe repairs are well under way and the replacement 18 inch vacuum cylinder has been fitted.

Thanks are due to a long standing friend of the K&ESR for donating the rolling ring and other rubber components.

L&NWR balcony saloon (K&ESR No 82) made a welcome return to traffic for the busiest part of the season. The re-upholstery of the interior (thanks to another generous donor) was completed as planned and new brake blocks have been cast by an outside firm. The paintwork will, hopefully, be renewed during the winter. At the same time, the new brake blocks will be fitted, and the brake rigging re-bushed and overhauled.

Pullman Car Theodora (K&ESR No 51) entered the carriage shed for the first time in a decade during October. Plans are well in hand to progress restoration following the bequest of money specifically for this purpose. Initially, the body paintwork will be stripped and replaced with primer. All edges will be sealed to make the body watertight ready for the winter. During those months the car will be on display in front of the shed together with details of its history and a collecting box. Theodora will return to the shed for further progress during 2003.

### **Wagons**

2002 has seen less emphasis on wagon restoration than has been the case in recent

years, but the crane runner for the Taylor Hubbard 10 ton crane is at Tenterden at the time of writing for renewal of the decking, sides and step boards. Paul Rand, Brian Janes and Tom Weston are carrying out most of this work

The SER Brake van (K&ESR No 102) is out of use with hand brake faults. A new screw and bush is being machined by an outside contractor.

### **Other Developments**

The carriage shed electrical supply is being upgraded and will in future be independent of the supply to the station building side of the site. This will prevent the overloading problems which have occurred from time to time.

The Railway has now appointed Mike Grant as Carriage and Wagon Project Manager (a volunteer post) who will also be responsible for seeking grant aid. Mike has had considerable experience in obtaining grants for the Bluebell Railway. Among his first tasks will be infrastructure improvements for C&W and hopefully finance for vehicle restoration. These plans are at an early stage and progress will be reported as appropriate in due course.

### **Sponsored Trolley Pump**

This is planned for 16th February 2003, the course being Tenterden – Bodiam – Northiam, funds raised going towards the restoration of SE&CR Birdcage No 1100. If you are interested in taking part please write to John Brice, Carriage & Wagon Department, at Tenterden Town Station.

---

## **Infrastructure**

---

### **General Manager's Report**

The change in the company's fortunes this year has been exceptional. We started off with a substantial overdraft and creditors running into six figures; this now seems a distant memory.

What has happened to change things? Firstly we had to impose severe spending constraints which caused managers to look closely at the way in which they were running their departments and also the fact that a General Manager was monitoring their progress. The change was immediate and the financial impact on the company's finances has been dramatic.

Coupled with excellent advance bookings in catering and special events we survived a difficult winter and moved forward through a successful season to an autumn of exhaustion but with much more financial security.

Critics will say that our problems are not entirely over and they may be right, but we have built upon solid foundations with a tough but workable budget and gained valuable experience from it to set next year's budget. Some of the decisions that had to be made were not popular but they have been effective and the managers have had someone to turn to.



2002 was a year of many changes with a reduction in full time staff and a reduced timetable, but it still stretched our volunteers resources to the limit. They responded magnificently and I am proud of every one of them.

Spare a thought also for the paid staff who toil relentlessly, often giving far more hours than they are paid for. The commercial office has been under great pressure with extra bookings for our most successful ever Thomas event and now booking for the Santa Specials. They now have an updated computer system with new software on trial for a system that will incorporate on-line booking via the web.

Station staff have managed to cover every running day with the booking office performing miracles with the Gift Aid cards. We have now generated £32,940 in gift aid revenue for the railway, directly from the Chancellor. Several new volunteers have joined and we have boosted our Station Master and Ticket Inspector grades with many promotions.

Apart from the filming contracts referred to in the marketing notes, Meridian broadcast their road show from Tenterden which was so successful that the remaining Pullman seats sold out for the rest of the year within days. We also had BBC Radio Kent for a three hour show which allowed many of the staff to be interviewed and gave listeners a wide selection of topics to listen to.

We can be proud of our achievements and we have now set a standard that we must maintain next year which we can do by working together. I would like to convey my special thanks to Harry Hickmott, Wilf Waters, Chris Garman, Brian West and Peter Taylor for their contributions to the railway this year. This was reflected in the General Manager's awards made to them by the Chairman at the AGM.

### **AGM Report**

The Annual General Meeting, held at Tenterden Town Hall on 12th October 2002, passed off without any of the 'excitements' which accompanied the same event in 2001. Over 100 people attended and over 200 forwarded proxies. The new voting system worked well and produced the following Board election results:

Norman Brice: 291 votes for; 31 against – re-elected

Paul Hutchinson: 301 votes for; 13 against – elected (following co-option to the Board in July).

Norman Brice was also re-elected as Chairman for a further twelve months at a subsequent meeting of the Board.

All the Special Resolutions on the Notice of Meeting were accepted on a show of hands from the floor and without a poll being called. Two of these were to further tidy up our membership categories but possibly the most interesting was the proposal to rename the Company as the Kent & East Sussex Railway Company Limited. Please don't expect an instant change in this respect. We need to 'make haste slowly' and think through all that needs to be done both on the practical as well as on the legal level. If you have ever been involved in an organisation name change you will be aware of the need to nicely judge the stationery levels. From a purely emotional point of view its pleasing that our Railway will be re-united with its historic Company name. Back at the sharp end, it will be nice to see an end to all those irritating conversations with suppliers who have Tenterden Railway Company down as K&ESR (or vice versa) and claim never to have heard of us! The Company Secretary will try to keep everyone informed of progress on this matter but the changeover is pencilled in for some time in 2004.

### **Membership**

We are 15 months into our two year stint as Membership Secretaries and we think progress has been made. At the AGM in October 2001 the names recorded on the Register stood at 3606. Thanks to a vigorous response to our efforts in late summer 2001 and the invitation to renew membership sent out in November 2001, plus numerous letters and telephone calls, we were able to delete some 1054 names from the register in March 2002. This may appear alarming but includes cancellations, deaths, duplicate entries and 'unpays' probably cumulative since the increased subscriptions in January 2000. Some 320 names arose from participants in Steam Locomotive Courses failing to renew so the net drop reduces to 734.

In 2002 the register seems to have jogged along +/- 2500 names and the present position is 2623 made up as follows:

|   |             |
|---|-------------|
| Voting members  | 1827        |
| Family Members  | 321         |
| Juniors   | 104         |
| Underpaid standing orders<br>(where over £10 we send the Magazine –<br>no membership)                       | 45          |
| <b>Total</b>  | <b>2297</b> |
| Voting Members resigned or cancelled  | 12          |
| Voting members moved away   | 4           |
| Deceased  | 10          |
| Family Members / Juniors who chose not to<br>renew (i.e. members renewed but did not<br>renew their family) | 59          |
| Remaining unpaids / duplicates<br>(of which 72 are SLCs)  | 241         |
| <b>Total</b>  | <b>326</b>  |

At the present time we are unable to say if membership is changing in one direction or the other but the figures do establish a basis for future review. The number of voting members has increased from 1644 in 2001 to 1827 in 2002, whilst family members have fallen. This latter change probably arises from the clarification of the subscription rate for a volunteer's family, the abolition of Associate Member and the introduction of a Junior Membership. As a result a few resigned but many volunteer wives have now become voting members and anyone under 18 years a Junior.

New names on the register since November 2001 number 250 of which 135 are new members, 2 are rejoins and 113 represent memberships received with driving courses.

We have been told we reached our financial target in 2002 but were unaware we had one! It must have been pitched rather low as our job has been to sort out and log payments by current members – new members are the bonus created by all volunteers working around the railway, selling it to the visitors. We still have problems with existing standing orders (underpayments) but hope this will clarify in 2003 when we bring in the new Senior rate of £12 for those over 70 years. Next year we would also like to get renewals in on time without having to send out additional reminders, all of which takes time and money.

All subscriptions are due on 1 January in any year. This is the time we do not run trains so we have no income and it is the subscriptions that keep the systems running over the winter months in preparation for the next season.

As stated earlier our term of duty is two years and finishes in July 2003. We can then return to our many duties in other sections of the railway which have had to take a back seat over the last year or so. The powers that be will be looking for someone to fill the space we leave. It is a challenging post but a great way to meet people. Anyone interested should approach our boss, Nick Pallant, the Company Secretary.

### **Tenterden**

The fencing around the Pullman Dock has been finished and two new gates, with double action spring hinges, have been put in between the yard area and the mess room. The fence and gate into the back yard from Station Road has been given a coat of black tar paint with much appreciated help from Wilf Watters.

The iron fence and gate between the signalbox and C&W building has been given a coat of black gloss.

The front of the C&W building was given a fresh coat of paint by Chris Maple and Richard Brooks in the summer before they went off to university. The guttering has also been replaced and a new fascia put up and the whole of the side sprayed with Cuprinol – all this was done by John and Alan Brice, Paul Rand, Tom Weston and Brian Janes.

### **Northiam**

The Tuesday gang has visited Northiam. The entrance to the picnic area around the side gate has been tidied up by the removal of the self seeded tree. This has stopped the lifting of the platform area and allowed the gate to shut properly. The fencing to the picnic area has been altered so that entrance is via the platform rather than the roadway. The platform white line has also been repainted.

### **Forestry and Conservation**

The group has recently started work felling a group of willow trees situated near Rother Bridge. Several of the willows have previously fallen over, tearing down the railway's telegraph wires. We have been monitoring the condition of these and other willow trees along the lineside, and noted that due to serious

rotting at the base of the trees our only option is to remove them to reduce the risk of timber falling on to the line. The same has occurred at Hexden Bridge and selective felling of problem trees is being carried out. Monitoring the condition of all trees along the trackside is in hand particularly those in poor condition or growing too close to the running line. During our last two visits, we had to attend to lineside fires which meant some of our group walking up to one and half miles to put them out. Fortunately the crops had been harvested, so very little damage was done to the farmers fields.

Members of the group worked at this years Steam and Country Fair. We were on car parking duties on both days from 8 a.m. to 6 p.m. We all camped on site and made the most of the excellent evenings entertainment and of course 'the beer'.

On 10th June we organised and assisted in the running of the annual weed killing train. It was a 8 a.m. start, running out to Bodiam then spraying the running line to an approximate width of 3.5 to 4 metres, station areas, sidings etc were all treated. On 25th March a works train pulled by the Ford diesel took members of the group from Bodiam which enabled cutting back of the encroaching foliage, plus any low overhanging branches with the extending pole pruner. The group will be continuing to work in the area between Rother and Hexden bridges, so if you would like to spend a day in the open air, working at your own pace then please give me a ring, we desperately need your help. We meet every other Sunday 9.30 - 3.30 p.m., please telephone 0208 850 5082 if you would like to join us.

---

## People

---

Four of our well-known volunteer members died recently and obituaries are included in their memory.

### Alan Merralls

Alan Merralls, who died in January 2000 was an enthusiastic supporter of The Kent and East Sussex railway and has left £30,780 to the Tenterden Railway Company in his will. He was a mine of information on railways, both in Britain and abroad, and was always ready to help out any speaker from his front row seat at the Ashford Area Group Meetings. He was a committee member organising the programme of meetings and was so well known and had so many connections in the railway fraternity that it enabled him to find speakers on a great range of subjects, as well as giving very entertaining and informative slide presentations himself.

Born in London, he spent his early childhood in Burma and then later in Africa as his father was in the diplomatic service. Railways featured early in his life as one uncle was involved in railway construction in Burma and another in Cuba. He went to Tonbridge school, followed by Nottingham University. He joined British Rail and spent some time in Switzerland studying electric traction. However due to his health he had to leave B.R. and spent the rest of his life persuing his railway interest, and

supporting preserved railways, in particular the K&ESR. He is greatly missed by his railway friends as was shown by the number who came to his funeral on 10th February 2002 at Chilham Parish Church.

E.G.

### Alan Piggins

I first met Alan Piggins when in the summer of 1974 when I tried to get on the platform at Tenterden and was stopped by Alan wielding a pair of ticket clippers demanding to see my ticket.

I rather curtly replied that as I was a member I didn't need one. "Well if you are a member you can take these whilst I go and get a cup of tea" he replied! So there I was 'Instant Ticket Inspector' after that I naturally joined the TTI roster and the following year became Chief Ticket Inspector, a job I did for the next 12 years in spite of also becoming a guard soon after.

During that time Alan and I became firm friends and we worked closely together on improving the TTI's image.

In those very early days there were no uniforms - TTIs just wore what ever they felt appropriate and signified their status with a blue arm band, a cash bag and a pair of clippers.

Alan worked for British Gas at their offices in Bow, East London and was able to pick up vast

amounts of gas inspectors redundant uniforms (they were the men who went round inspecting gas meters – so they had to wear solid items). Tailored in black heavy weight serge, were trousers, waist coats, jackets and superb heavy overcoats, plus railway type peaked caps.

Needless to say they were distributed round the then current TTIs and with a white shirt K&ESR tie and in due course, K&ESR buttons, we had a very smart bunch of inspectors, guaranteed to bring the fear of death into prospective fare dodgers! I then discovered stick on alphabets and having purchased vast numbers in yellow, eclipsed all TTIs with K&ESR collar badges. Tony Hocking, who was running the shop at the time, then had them made up into proper embroidered sew on badges – some of which are still in use on our volunteers uniforms (mine included). TTIs were also encouraged to keep a smart crease in their uniform trousers, ensure that their shirts were clean and their shoes and buttons were polished – something that doesn't seem to be appreciated nowadays as adding to the overall impression of smartness of volunteers.

In addition to uniforms Alan was able to obtain vast amounts of excellent Wedgewood crockery – cups, saucers, tea pots, milk and sugar bowls, soup plates, side plates, main course plates, plus knives, forks spoons etc., all of very high quality, originally intended for the dining room used exclusively by the now defunct North Thames Gas Board directors. When the pattern was changed the entire remaining stock was thrown out!

In fact it is true to say that in those early days the Wine and Dine trains, invented by Donald Wilson would have had very little in the way of crockery without Alan's acquisitions – I believe some of the crockery is still in use today.

Alan carried on as a TTI for many years till sadly increasing ill health began to severely limit his mobility and eventually he had to give

up driving. However, he still worked from home in S.W.London as membership secretary till relatively recently. **C.W.**

### **Laurie Gurr**

Sadly Laurie Gurr, guards roster clerk passed away in March of this year suffering a heart attack.

Laurie first became involved as a volunteer some five years ago. Starting as booking clerk, he soon became a regular face doing many more turns than would normally be expected and was always willing to provide late notice cover.

In addition Laurie soon found that he was taking telephone bookings for special events – often working into the evening to process all the reservations that had been taken that day. He then took over the roles of Membership Secretary and Guards Roster Clerk.

Our Lasting memory of Laurie is perhaps best described in the words of Richard Moffatt. "Amidst all the discussions, arguments and disagreements, there was Laurie. A modest man – always cheerful. Dedicated unconditionally to the railway and nothing was too much trouble if it was in his power to help you out. We could all learn from his stance as a railway volunteer – he will be missed." **N.J.**

### **Reg Pritchard**

Reg Pritchard, who has died aged 82, was a long standing member of the railway. Over the years he fulfilled the roles of travelling ticket inspector, bookshop assistant and booking office clerk. Latterly he was to be seen around Tenterden Station whilst he willingly undertook the unsung task of office cleaning.

Reg was held in a Japanese prisoner of war camp for much of WW2: he recorded his appalling experience shortly before his death. A real gentleman, he leaves a widow – Nellie, two children and six grandchildren. **N.J.**

---

## **Operating**

---

In the early part of 2003 there was concern that we would struggle to operate the advertised service through the peak summer period with the reduced number of paid staff. The good news is that, thanks to the hard work put in by the Roster Clerks and the

commitment of our volunteers, we made it. All the Signaller's turns have been covered by volunteers and only one Guard's turn required paid assistance. On the footplate less than 20 turns have been covered by paid staff. This is not to say it's been easy but by and large we



have survived. There were two occasions when the timetable had to be modified because we were short of a Wittersham Road Signaller and we have experienced some difficulty in finding footplate staff for the railway experience days leading to cancellations.

With a new Operating Department Manager and several staff with new responsibilities, this year has been a very steep learning curve. The reduction of paid staff has inevitably left some areas of the department short handed, however steps are being taken to address this. One area that has suffered has been the lack of Running Foremen at Rolvenden on many days. Pete Hubbard has now taken on the post of Chief Running Foreman; his responsibilities will include the training and rostering of running foremen.

Jamie Douglas has asked to be relieved of the duties of Footplate Roster Clerk due to work and his many other railway commitments.

Jamie has worked extremely hard to ensure that all turns are covered, in fact we have used less paid staff to cover driving and firing turns than for a good many years. For the first time since the Class 108 DMMU entered traffic all its driving has been by volunteers. Our thanks go to Jamie for the tremendous effort he has put in to rostering. As the Roster Clerks job is so demanding we have decided to revert to having separate Roster Clerks for Drivers and Firemen. Caroline Wilson (Paul's better half) has kindly agreed to take on the Drivers' roster and Andy Smith will be rostering Firemen.

There have been several promotions during the course of the year. Two new Signallers have been passed out, Nick Budd at Wittersham Road and Ron Stainton at Tenterden. In addition existing Signallers David Manger, Simon Marsh and Peter Spratling have been passed for Rolvenden box. The opportunity for existing Signallers to qualify at other signalbox's has been hampered by the pressure of work over the peak season as planned learning turns had to be abandoned in favour of covering vacant box turns. Peter Lamont's signalling course for this year is now drawing to a close with just two trainees completing the course. There are half a dozen trainees already booked for next year's course, which starts early in the New Year. If you are considering a new career as a Signaller now is the time to join, with a view to joining the 2003

training course.

Guards Inspector Malcolm Webb has passed out three new Guards, Neil Instrall, Tony Mills and Jamie Douglas. Malcolm Webb and Andy Smith have also been working hard on the new Guards assessment procedures.

There have also been some promotions on the footplate. Paul Hutchinson and Henry Mowforth can now carry out firing duties as Passed Cleaners, Bryan Atkins, Greg Winter, Kevin George and David Beck have all been passed as Steam Raisers. We have also increased the complement of Drivers passed for the Class 108 DMMU by passing Brian Heyes, Keith Brown and Howard Wallace Sims. Congratulations to all the above on their achievements.

Variety is the spice of life and our Autumn Thomas was our third different manifestation of the little blue engine this year. On loan from the Severn Valley Railway this one, like our previous Thomas, was a Manchester Ship Canal locomotive. An otherwise standard example of a Hunslet industrial side tank she is nevertheless one of a pair that pioneered the flexible Cartazzi box wheelbase used on our Summer Thomas, the former MSC No 31 'Hamburg'.

The locomotive was delivered to the Ship Canal Railway in December 1898 (Works number 686) and was named St John after the Canadian port. She was subsequently numbered 14 and still carries this numberplate and a nameplate on the inside back of her cab. Joined over the next four years by eight further locomotives of the same design she was popular from the start with the enginemen. They were nicknamed 'Jazzers' because of a tendency to shoulder from side to side under load.

Withdrawn in May 1963 as dieselisation came in she was sold for further service at ICI Blackley, Manchester. There she was re-christened 'The Lady Armaghdale'. Running till December 1968 when rail was abandoned at Blackley, she was then purchased by the Warwickshire Industrial preservation group and became an early arrival on the Severn Valley Railway. Too small for use on that railway she saw intermittent use until in the 1990s she found a role as Thomas. To the Severn Valley's credit this is a simple cosmetic repaint of an attractive and historic locomotive.

Due to the shortage of steam locomotives for the Thomas event in September we arranged to borrow Terrier 672 Fenchurch from our friends at the Bluebell. Fenchurch created plenty of interest among loco crews and visitors alike, even the loco cleaners seemed to enjoy polishing all the brass. Many thanks to Tim Baker, Keith Sturt and Chris Knibbs at the Bluebell Railway who re-arranged Bluebell workings at very short notice to help us.

Rolvenden and Northiam water columns have received attention recently. Rolvenden column suffered a burst underground pipe that required a new three-foot long section of plastic pipe to be inserted to replace the old

steel pipe that had rotted away. The column at Northiam has also received attention to the badly leaking gland and received new chains and shackles on the operating mechanism. Thank you to Simon Long for his assistance and guidance with this work.

As always new volunteers are very welcome to join us, if you would like to play a part in the operation of the K&ESR we would be pleased to have you as part of our team. Please contact Pete Salmon on 01580 761097 for more information.

For more Operating Department information visit our web site [www.kesr.fsnet.co.uk](http://www.kesr.fsnet.co.uk)

---

## Groups

---

### Museum

Up to the end of September the number of paying visitors was 5443 over 125 open days compared with 5897 last year over 149 open days. The drop in visitor numbers is accounted for by the fewer days this year when the railway has been operating.

New acquisitions since the last report include:

- Running-in board from Hatherleigh station, and target from Halwill Station North Devon & Cornwall Junction Light Railway, both bought at auction.

- Cast Iron sign 'Beware of the Wagons' from the Weston Point Light Railway, Runcorn, Cheshire. Bought at auction. Although little known, a substantive article on this Colonel Stephens built line appeared in *The Tenterden Terrier* No 47, Winter 1988.

- Brass model in 7mm scale of 0-6-0T 'A.S. HARRIS' from Bere Alston & Callington line. This was commissioned for the Museum.

- A panel from a Shropshire & Montgomeryshire Railway Coach (which was scrapped in 1952) has been donated. The waist panel has the initials 'S & M R' in metal digits.

- The Share Register from the Kent & East Sussex (Light) Railway Company has been loaned to the Museum. The entries correspond with other documents already in the archive.

- Received on loan from the Terrier Trust, the

original British Railways smokebox number plate 32678

The Museum closed for the winter at the end of October.

### NEWS FROM THE CFBS – Philip Pacey

In spite of mixed weather, the CFBS has enjoyed a successful season. Between 500 and 900 people travelled each day during August, with 1,040 recorded on Thursday 16th August. More visitors are taking advantage of the possibility of travelling on the entire railway, leaving Le Crotoy at 12.00 and returning at 18.30. At the end of August 80,827 passenger journeys had been recorded, some 12% more than at the same time last year. An end-of-season total of around 95,000 passengers was projected.

If you visited the railway this summer you may have encountered – as we did in July – Jean-Philippe Taumiaux, an elderly volunteer who has travelled on some trains regaling passengers with information about the railway and the scenery.

Trains throughout the season have been hauled by the Buffaud-Robatel and the Haine St Pierre locomotives; the little Corpet 0-4-0, in reserve, has hardly been called upon. The CFBS is congratulating itself on having got by so easily with an absolute minimum of motive power available. Work continues apace on restoration of the Cail, so that it can strengthen the pool of available, and powerful, locomotives from the

start of next season. This locomotive, which began its working life on the Panama Canal project, is to be named after the Canal's engineer, 'Ferdinand de Lesseps'. Meanwhile the boiler of Corpet 2-6-0 No 1 'Aisne' has been taken to Le Mans to be renovated. The task of renovating the Naval diesel loco is to be contracted out to a firm at Noyon. Work on the M42 railcar has, unfortunately, been temporarily suspended, but progress continues, off and on site, on the rebuilding of carriages 10302, 10308 and 10507.

On the Cayeux line, two kilometres of cables have been laid alongside the track from Routhiauville towards St Valery in preparation for installation of automated barriers at the three level crossings where the line crosses the D2, the busy D940, and the cycle track alongside the D940.

Work has begun on converting the goods shed of the station building at Le Crotoy into a museum. It has been decided that the turntable at Le Crotoy will be relocated, not in front of the engine shed, but, as at Cayeux, beyond the point where the lines through the station converge. A maintenance pit is to be created in front of the engine shed (I could have sworn there was one there already! I distinctly remember spending some considerable time in it, on the glorious day when I was an assistant fireman several years ago), and a quay for coal is also to be installed to facilitate coaling up. (I'm all for that!)

Following the improvements to the station areas at Noyelles, Le Crotoy, and Cayeux, a similar programme of upgrading, though on a much larger scale, is now being envisaged for St Valery – to include the Port, the station area, and St Valery Canal, and in conjunction with reconstruction of the swing bridge and lock. It is thought that this entire programme could take some 12 years to complete.

Readers may like to be reminded that the next Fête de la Vapeur is scheduled for 26th-27th April 2003.

#### **Ashford Area Group**

The Ashford Area Group was delighted to have received on behalf of the TRC a cheque for £30,780 from the will of the late Alan Merrells sent by his uncle, Rev. Peter Gledhill with a

request that the money should be spent on the restoration of Pullman Car Theodora. Alan was a very committed Ashford Area Group member, an authority on so many railway subjects and a keen K&ESR supporter. It is hoped we can put a small plaque in Theodora in his memory.

We were also instrumental in obtaining for the museum Col. Stephens' relief map of Kent which had been rescued by Mr. Friend of Bethersden some years ago from a BR office that was being cleared – the map was being skipped along with everything else! Its provenance is proved by a hand written addition to the label on the back, which reads "This map belongs to Lt. Col. Stephens of the Kent Fortress R.E. was deposited by him at H.Q. on loan 4th December 1915 signed A. Stanford, Col.". The map is muddy brown, no doubt due to years of exposure to pipe smoke and requires some restoration after which it will be on show in the museum.

During the summer we visited Dover Transport Museum, Romney Marsh Engineering for their summer steam up and in September the Wayside Light Railway at Hunton for another exceedingly enjoyable afternoon on the extensive 7½" railway of Lawrence and Sue Martin. During the afternoon a raffle was held for Strawberries and Cream on the Wayside Pullman (yes in 7½" gauge!), which raised £67 for our 4-wheel carriage restoration fund.

Our monthly meetings at BR Social Club, Beaver Road, Ashford are well attended and we have room for more visitors. Our programme for 2003 is available from Eric Graves, 01233 623687.

Wednesday 18th December  
Vintage Steam Films by Ken Hull

Wednesday 15th January  
Kings Cross Redevelopment and other railway projects by Fred Garner

Wednesday 19th February  
More films of South Africa by John Liddell

Do come and join us for some very enjoyable evenings beginning at 7:30pm.

# Hopping Weekend

John Miller gives an account of how the special event over the weekend of 14/15 September was organised.

Our weekend on the theme of 'hop-picking' seems to have become established as a regular event. It all started by so many people, who had picked for Guinness Hop Farms at Bodiam, coming on a nostalgic visit to the re-opened station, which is now the only physical reminder that the hop farms ever existed.

The major change this year was to have the evening event at Bodiam rather than at Tenterden and this seems to have worked well.

## Preparation and the hoppers huts

Preparation for the event started some weeks earlier with the regular Bodiam maintenance team building a pair of 'hoppers huts' at the back of the picnic area. The hoppers huts idea came about because there is a basic lack of storage at Bodiam. There is a small store in the toilet block for its cleaning equipment and materials.

There is also a store at the end of the station building rebuilt on the site of the old Gentleman's urinal which should house cleaning equipment and supplies for the station. (Hygiene dictates that a separate store for equipment should be allocated to toilets.)

A shed seemed to be the answer for building and grounds maintenance equipment and supplies – so why not disguise it as a hoppers hut? Then, with the interest in Bodiam's history as a hop-growing area, why not build a pair of huts, one for show and one for storage – and so the plan was laid.

Work started during the summer with the usual Bodiam team of three Johns; Liddell, Miller and Hicks and Allan Tebboth. The framework rests on concrete blocks set level in the ground. Cladding is with fencing quality weatherboard. All the timber is tannalised. The roof is corrugated steel and the floor is moisture resistant interlocking blockboard. Small non-opening windows are provided with a solid door to No 1 hut and stable door to No 2 which will be finished and furnished as a hoppers hut. Comment from ex-hoppers so far is that it is all too luxurious (!) but the 'set-dressing' hasn't been completed. On fine days next year, the plan is to have the top half of the stable door open so that visitors can glimpse a way of life that has now virtually vanished.

In the few days before the event, two 30ft x 20ft marquees were erected on the picnic area, one for

the licensed bar and the other for hopping displays. These also provided cover in case of a wet weekend.

A 20ft x 10ft awning was erected in front of the station building to serve as an extension to the staff room/kitchen to provide a catering servery. Trestle tables were hired for catering and tables and chairs for visitor seating.

The usual planks and scaffolding unit was set up to rack the draught beers in the beer tent and five 9 gallon barrels of Rother Valley Brewery's beers were left to settle.

On Thursday evening, Paul Sayce put up temporary lights around the site and power points where needed. On the Friday, 'Diana' (or car 69 as it is officially listed) was borrowed from the Pullman Set and parked in the platform siding close to the station building. This was to provide a kitchen for cooked food on the Saturday evening. During the day, exhibitors and some staff arrived with tents and caravans to stay for the weekend in the station paddock: the toilets were thoroughly cleaned and we were ready to go.

## Open for business

Saturday dawned and everything was made ready to receive visitors from 10:30am although the first train from Tenterden was not due until a little after 11:00am. In fact, the first visitors at the gate arrived soon after 9:30am!

In previous years the only admission charge was in reality the purchase of a train ticket. This year it was decided to make a £1.00 charge at the gate for those arriving on foot. Jim Price and his friend did sterling work on the gate over the weekend and sold nearly 400 tickets – many to local people from nearby villages.

## The Attractions

Bruce Law was again with us with his collection of hopping memorabilia and equipment. Visitors could try their hand at stripping hop vines into the bin on the cattle dock. John Liddell set up his compilation video on hop picking in the marquee and there was always an audience in rapt attention sitting on the benches.

In front of the cattle dock were four tractors with local connections, two of which actually worked in the Guinness hop gardens. Parked further down the yard was David Smith's 1952 Bedford lorry which is similar to the coalman's lorries which were



hosed down and used to transport hoppers baggage to their huts. Periodically, over the weekend, Doug Lindsay unloaded luggage (labelled for Guinness Hop Farms) and transferred it between train and lorry, and vice versa. At the far end of the yard a selection of stationary engines were 'pumping away'. Music was provided by Jack Hutchinson's street organ.

The goods office was transformed into a village stores style branch of the Tenterden Town gift shop.

### **Food and Drink**

Tea, coffee, soft drinks and home made cakes were provided by our own station staff from the tented servery. This was ably organized by the Stevens sisters, Carol Dyce, the Vickers and the Lindsays. Thanks are due to all those who made cakes and scones, etc.

Jenny Farrant from Farm World was on the opposite side of the yard with her own brands of barbecued sausages. Thankfully this year, we were not told the name of the pig that provided the ingredients!

The bar marquee had draught and bottled beers from the Northiam based Rother Valley Brewery and the 'Hoppers Ale' was as popular as ever. The bar also had a full range of wines, spirits and bar snacks, and was organized by Keith Jones who also slept on site.

### **The Pearlies**

Another innovation this year was the attendance on both days of look-a-like Pearly Kings and Queens, otherwise the Weeding family of Lewes. In fact there were four on Saturday and two on Sunday. They were met at Tenterden Town by Philip Shaw who escorted them to Bodiam where they spent several hours touring the site and being photographed in every possible location.

### **Evening Event**

No specific time was given this year for the Hop Pickers Reunion, but it was hoped that many of them would attend the Saturday evening event. In practice, most attended during the day-time but almost 12 were present on Saturday evening.

An extra service with DMMU was timetabled for Saturday, leaving Tenterden Town at 6.30pm and departing Bodiam at 10.30am and this was well used.

Things got under way at Bodiam at 7.00pm with hot food around the camp fire, bar, Harry Kemsley on accordion to accompany anyone who knew the old hoppers' songs. In fact, the camp fire was lit in the afternoon on both days as it was overcast and the fire provided a focus to sit around and chat.

The evening menu was hot home-made soup, sausages, mash and baked beans, followed by fruit Pavlovas – all this could be had for £5.50. Jolyon Vickers, assisted by Doug Lindsay were closeted in 'Diana's' kitchen for some hours producing the hot food and it is estimated that around 90 suppers were served.

There was a good atmosphere during the evening, with the glow (and warmth) of the camp fire, hurricane lamps in the trees, the accordion and sing-song, lots of chatter and people in the marquees either side drinking or watching videos. All the visitors had left by 11.00pm and after clearing, washing-up and securing everything staff were away by midnight.

### **Conclusions**

Sunday went much the same as Saturday, though more visitors attended (as is usual). Some of the staff dressed for the occasion, notably the catering team, including Doug Lindsay and Robin Dyce – and much film was exposed on them.

The weather was kind and there was a very friendly atmosphere.

The P Class with two Maunsell coaches looked very attractive. There was a two train service on Saturday with No 25 and the mark 1 set also in use. On Sunday this was supplemented by No 19 'Norwegian' and the Victorian set providing a third train in service.

Thanks are due to many others, not named above, who also contributed to the success of the weekend.

### **But did we make money?**

It is always difficult to judge how much the railway has benefited from an event such as this, but if the basic train fare income is compared with the weekend before (£3,000), when the weather was very similar, then the Hopping Weekend did well (£6,400 including platform tickets). The weekend after was a 'Thomas' event and doesn't therefore stand comparison.

Then, ignoring trading in the gift shop and refreshment room at Tenterden, which both did good business, the additional net income at Bodiam was about £1,400. This is income from bar, catering and temporary gift shop after allowing for hire of marquees and equipment, shop stock, drink, food ingredients, disposables and entertainment.

So we can say the railway is better off by about £4,800 – not too bad for a small event. There will be an inquest meeting and already there are some new ideas for next year's event which takes place on 13th and 14th September 2003.

# The Showground at Bodiam

*Photographed by John Liddell*



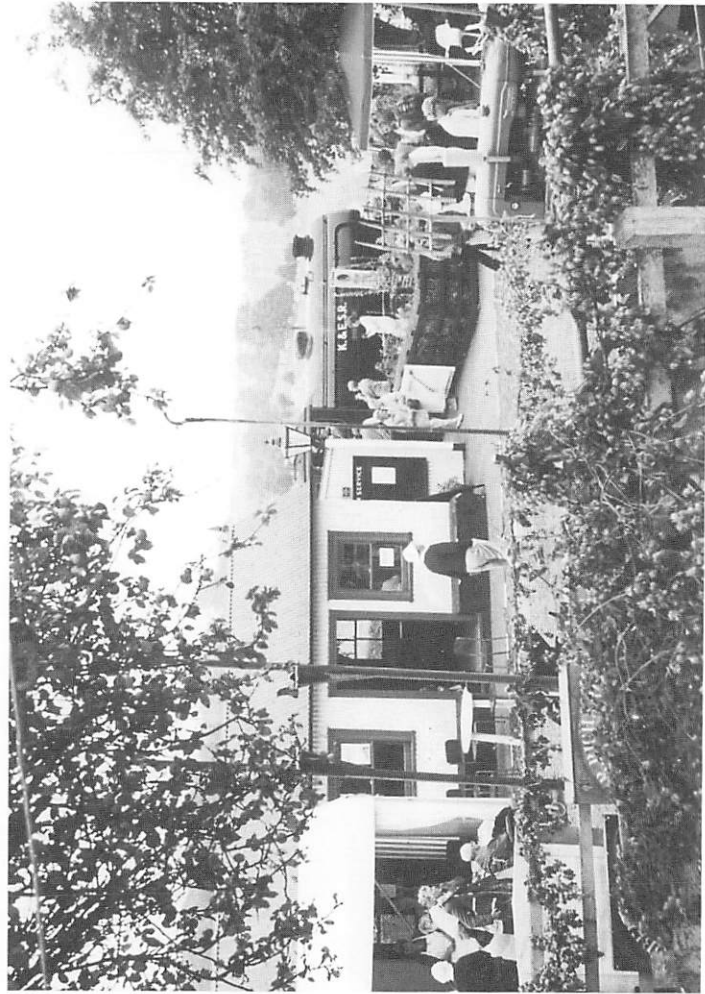
*Helpers, Doug Lindsay and Sue Vickers*



*Hoppers huts under construction*



*The Pearlies*



*The Showground*

# The Chattenden & Upnor Railway

by Norman A Johnson

A brief article in *The Railway Magazine* of January 1962 commenced:

*"As from December 31, 1961, the last portion of the 2ft 6in gauge Chattenden & Upnor Railway (in the Hundred of Hoo, North Kent) ceased to operate, after a working life of more than three-quarters of a century."*

Thus was recorded the demise of a little known railway which served military requirements in the area.



The Hoo Peninsular, situated at the confluence of the Rivers Thames and Medway, was inevitably in a strategic situation; its close proximity to Chatham Dockyard on the opposite (eastern) bank of the Medway gave it special status.

During 1872/1873, land in the Chattenden area was acquired by the War Office in connection with the establishment of a military camp at Chattenden. A short lived standard gauge constructional railway appears to have been laid between that point and a wharf situated between Upper and Lower Upnor on the western bank of the River Medway to convey building material to the site. Within a fairly short time the line was lifted, apparently its *raison d'être* having been achieved upon the camp's completion.

Some time afterwards, a proposal was put forward to construct a single line light railway of somewhat unusual gauge (in the UK) of 2ft 6ins between Lodge Hill/Chattenden barracks and Upnor wharf, with a southern branch to Tower Hill barracks near the village of Frindsbury. There was also an extension from Chattenden to Hoo village. Although the latter was marked on the local 1897 25ins Ordnance Survey map and appeared on a survey dated 1907, it seems to have ceased operations at a fairly early date.

Initially referred to as the Upnor & Chattenden Tramway, the line was built by the 8th Company of Royal Engineers, by then based at Chattenden, partly on the trackbed of the

erstwhile standard gauge construction line. Thus the Chattenden & Upnor railway (The C&U) came into being. Construction appears to have been largely in the form of an exercise, Chattenden being used for army railway training until the standard gauge Woolmer Instructional Railway (later, in 1935, re-named The Longmoor Military Railway) near Liss, Hampshire, was opened in 1905.

The Military Railways Act was passed by Parliament in 1887 and, presumably, the C&U was intended to be authorised under it. In 1888, a provisional Upnor & Chattenden Tramways Order was drawn up which provided (*inter alia*) for "a tramway of gauge not exceeding 4ft 8½ins." with a further, rather quaint, proviso that over level crossings, of which eight were proposed, "the uppermost surface of the rail must be level with the surface of the road". Rolling stock was to consist of "Carriages and trucks which may be moved by steam power or any mechanical or animal or other power".

The date operation commenced is uncertain but 1889 or 1890 would appear to be likely; doubtless the line was brought into use in stages.

There were a number of 2ft 6in. light railways abroad, particularly in India, and it may have been the gauge was chosen for training with that in mind, the UK armed forces having a high profile on the Indian sub-continent at that time.

The War Office operated the three mile line until all personnel were transferred to the Woolmer Instructional Railway, whereupon the Admiralty took over with effect from 1st April 1905 for use primarily as an inter depot line to transport munitions and stores, grandly entitling the whole area the Royal Naval Armament Depot. Thus it was a naval railway for the remaining 55 years of its life transporting shells, powder, cordite and other explosives from the magazines at Lodge Hill and Chattenden.

During 1907, following the take-over, there was a flurry of correspondence involving the War



*Chattenden Depot, 8th April 1950*

*(John H. Meredith)*

Office, Admiralty and other parties. Apparently, the Admiralty had realised that the C&U had been built and operated without proper authority and wished to regularise matters. This was a strange situation because evidence proves that the Chief Inspector of Railways of the time, Major General Hutchinson, had already been involved, particularly regarding the proposed level crossings. Much letter writing ensued over the latter vis-a-vis the Board of Trade (was road traffic in the area really that heavy?!) until, in 1893, amendments were made and the matter lapsed.

However, regarding, the legality of the C&U, the Admiralty's concerns were justified as one particular letter dated 20th March 1907 from a Mr. P. H. Thomas to the Admiralty read as follows:

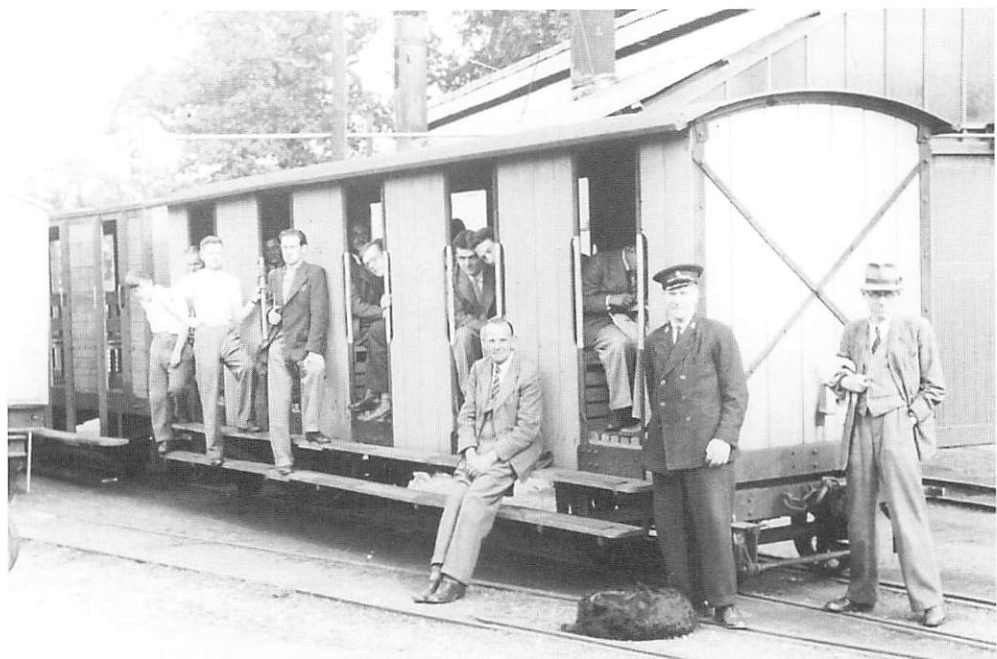
"... I find that no order under the Military Rlys act has been made with respect to the Upnor – Chattenden Rly although we had considerable amount of correspondence with the War Office about the line some years ago."

How the problem was eventually resolved, if indeed it was, is not recorded.

At Lodge Hill, there was a transfer facility with the standard gauge Chattenden Naval Tramway

(the CNT – opened 1901, closed 1961) which connected at Sharnal Street to the South Eastern & Chatham Railway's Port Victoria branch. In 1915, the CNT was extended to Kingsnorth on the Medway Estuary to serve an ammunition plant. Later the extension was known as the Kingsnorth Light railway; it closed in 1940. From Lodge Hill, where a large system of magazines was served by extensive C&U sidings, the line ran past Chattenden Army Barracks, the Military Police barracks and another magazine complex; an extensive locomotive depot was established here. Crossing Four Elms Hill, (the Strood to Grain road, now the A228) by a substantial girder bridge Upnor Junction was reached where the western branch descended to Upper Upnor to terminate at Tower Hill Camp, the other terminating downstream at a depot at Upnor Wharf where further sidings were laid out.

Immediately beyond Upnor Junction, adjacent to the parish church of St Philip and St James, were two fully-equipped level crossings known as Church Crossing, carrying the parallel lines over the road leading to Upnor Wharf at noticeably different levels. Flanked by a tall signal box the crossings were protected by semaphore signals, the associated spectacles



*The visit of the Southern Counties Touring Society at Chattenden, 29th July 1950 (John H. Meredith)*

mounted separately, lower on the post.

As might be expected, gradients were steep, most of the route to Chattenden/Lodge Hill being in the 1 in 20 to 1 in 30 bracket. In view of its original prime purpose of an instructional railway, it was signalled throughout (personal observation recalls the well known name Saxby & Farmer moulded on fittings) and lineside gradient posts and catch-points were installed. A survey undertaken in 1922 shows that permanent way was substantial with flat-bottom rail, predominantly 75lbs and 60lbs per yard on the main line, spiked to 4ft. sleepers, with lighter rail in the numerous sidings.

There was no public service on the C&U but workmen's trains were made up of open-sided bogie coaches with back to back longitudinal (knifeboard) slatted seating on which passengers sat with their feet and legs dangling outside; despite an overall roof extension, the unfortunate passengers must have received a soaking from the knees downward in inclement weather. Other bogie coaches were partitionless compartment vehicles with transverse seating, with or without a brake compartment at one end. Doors were largely an unnecessary luxury! There was also a single compartment ambulance

coach with a set of double doors at one end to facilitate the loading of a stretcher, as well as the more usual side doors.

For such a short line, the motive power available seems to have been generous, even when the C&U's comparatively long working life is taken into account. Steam reigned unchallenged until the commencement of the second world war, with the exception of a short-lived 4-wheeled petrol/paraffin locomotive built by McEvan/Pratt, in use from 1911 until 1915 when it was scrapped. The last steam locomotives were broken up in 1941 following which motive power was provided by 4- or 6-wheeled diesel mechanical locomotives until closure. Also, there is evidence of 'motorised wagons', propelled by batteries and used in the vicinity of the depot at Chattenden.

Approximately thirty different locomotives appear to have been employed at various times, fifteen were steam, almost all were acquired new and most were eventually scrapped, only a few being sold to other military operators with the exception of an 8-year old 4-wheeled diesel-mechanical sold to the Welshpool & Llanfair railway in 1962 appropriately, named 'Upnor Castle'. In addition, a van found a home on the



Bredgar & Wormshill Light railway in Kent.

Although the line was built primarily for army training, the Admiralty used it mainly for the transport of munitions. Shells and depth charges were filled with explosive at the magazines in the Armament Depot, Lodge Hill, and transported by rail to the riverside wharf at Upnor, where a small area of connected jetties was equipped with track. Wagons were able to access the complex by a series of small turntables onto which they appear to have been propelled by human muscle-power. Fixed cranes loaded the munitions onto barges for transfer to warships anchored in the Medway, and in Chatham dockyard.

A classic description of travel on the line in 1923 is featured in an article by Tom Workman and his sister, Rachel Garrard in the 1996 issue of *Bygone Kent*:-

"Following retirement from the Royal Marine Artillery, Portsmouth (in 1922) my father joined the newly formed Royal Marine Police which force took over duties at Lodge Hill, Upnor and Chatham Dockyard from the Metropolitan Police. I remember two steam engines on the railway – one was Eardley Wilmot and the other was Chevallier. The train left the main gate, Lodge Hill Depot, at 8.15a.m., then ran every hour until 3.15p.m. One carriage behind the wagons had three compartments – the small centre compartment was for officers only, the largest was for the ordinary travellers, and the other end was the guard's van. Every morning the train was fitted with three or four worker's carriages; these were open-sided, with two long seats back to back, running the full length of the carriage – thus workers sat facing outwards. It was an uphill gradient to the Main Gate. The train, when fully loaded, made hard work of the climb, travelling only at about six miles per hour; the engine puffed 'cha-ch-ch-ch' – it sounded like 'I can do it; I can do it'."

It is interesting to note that Eardley Wilmot was one of the original Royal Engineer locomotives, a small W. G. Bagnall 0-6-0T delivered new in 1897 (sold 1941). Chevallier was a Manning Wardle 0-6-2T purchased new in 1915, (sold 1950); thus both became venerable 'old ladies' as did much of the rolling stock.

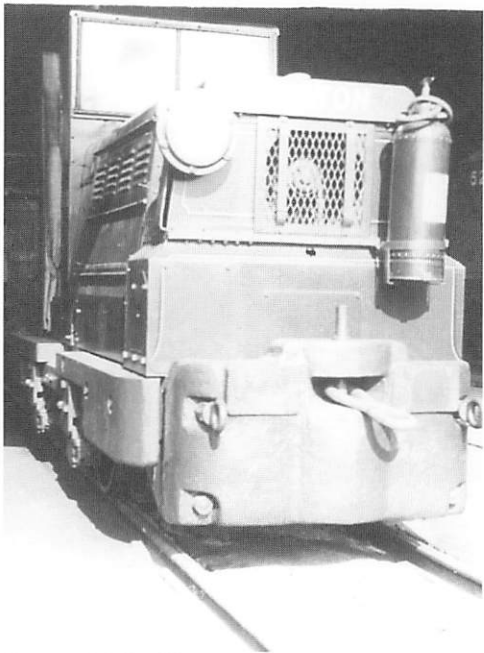
From the outbreak of the 1939/1945 war, much of the C&U appears to have fallen into disuse; latterly trains were run 'as required' and rarely

other than in the immediate vicinity of Chattenden. The last train was operated on 28th July 1961, five months prior to complete abandonment of the system.

It was, perhaps, indicative of the C&U's lessening strategic importance that, during the 1950s, organised groups were allowed; the Southern Counties Touring Society visited in 1950 and the Railway Enthusiasts' Club in 1956.

Forty years on, some evidence of this interesting light railway is to be found by the keen-eyed. A short length of track crosses a public footpath in the Upnor Wharf area whilst part of the Upnor-Chattenden trackbed, including a replacement bridge over the A228, has become a road. Also, part of the sidings remain by the riverside on the wharf itself.

In conclusion, help and assistance is gratefully acknowledged from the Public records Office, *Railway Magazine*, John H. Meredith of the North York Moors Historical Railway Trust, Museum of Military Transport, The Medway Archives & Local Study Centre and Meresborough Books.



*Ruston 4W diesel loco No 242919 at Chattenden Depot, 29 July 1950*  
(John H. Meredith)

# Welsh Narrow Gauge Heritage Remembered

Among the railways with which Colonel Stephens was associated were the Festiniog and the Welsh Highland. He was appointed as engineer and locomotive superintendent of both concerns in 1923, and as managing director in 1925. Both railways were facing serious problems. The Festiniog's management and staff perhaps regarded their railway's status as a pioneer of the narrow gauge and a local institution with complacency, and failed to adapt to the structural decline of the slate industry, the rapid increase in road competition and the growing possibilities of mass tourism. The newly (re)built Welsh Highland failed to reach its natural terminus of Caernarfon, while its inadequate equipment prevented it from offering a service which might attract such traffic as was available. The Colonel struggled with these problems and with the entrenched attitudes of the local staff but was

ultimately unsuccessful. A good deal of mutual irritation was generated in the process – see an earlier article in *The Tenterden Terrier* (No 27, Spring 1982).

Happily, both the Festiniog and the Welsh Highland have now been revived, in whole or (as yet) in part. Their supporting organisations document their present-day development and uncover their history, and so *The Tenterden Terrier* does not regularly include articles on them. However, I hope that a brief report on recent developments, with an emphasis on 'heritage' aspects, will be of interest to readers.

It is now more than twenty years since the great day in May 1982 when Blaenau Festiniog saw narrow gauge trains once more, and in the years since then it has been possible to pay attention to aspects that might have been regarded as frills in



*Festiniog Railway single Fairlie 'Taliesin' (built at Boston Lodge in 1999) at Porthmadog Harbour on the stock of the railway's heritage train.*  
(Tom Burnham)

the pioneering days. The Heritage Group of the Festiniog Railway Society has played an important role in coordinating this effort. In addition to the restoration or reinstatement of period buildings and signals, much work has also been done on historic rolling stock. The George England-built 0-4-OST No 2 'Prince', dating back to the introduction of steam traction on the Festiniog Railway in 1863-4, was described in the early 1970s as having "only limited haulage capacity... so that when heavy boiler overhauls became necessary in 1969 the engine was placed on one side and efforts concentrated on other more useful machines". 'Prince' is now in good working order, and performing a task that could hardly have been imagined thirty years ago, as we shall see. It has been joined more recently by No 4 'Palmerston', which retains coal firing.

Other manifestations of this interest in recreating period scenes are the appearance of older carriages in historic liveries, the restoration of enough slate wagons to form a gravity train of very respectable length, and the positioning of a couple of standard gauge vans on former main-line sidings in the exchange yard at Minffordd.

The peak period timetable for 2002 included two return trips using vintage stock from Porthmadog to Tan-y-Bwlch, plus on certain days an evening trip from Porthmadog to Blaenau Festiniog. Heritage train formations were also used on two trains on Saturdays and Sundays in June and early September. The 14.25 departure from Porthmadog Harbour station on Tuesday 23 July, for example, was hauled by the single Fairlie 'Taliesin', the latest engine to be built at Boston Lodge, completed in 1999, a replica of an engine that last worked in the 1920s. The train comprised period four-wheelers and bogie carriages, including No 15, originally built in 1872. All appeared in a variety of historic liveries and were well filled in spite of the wet weather.

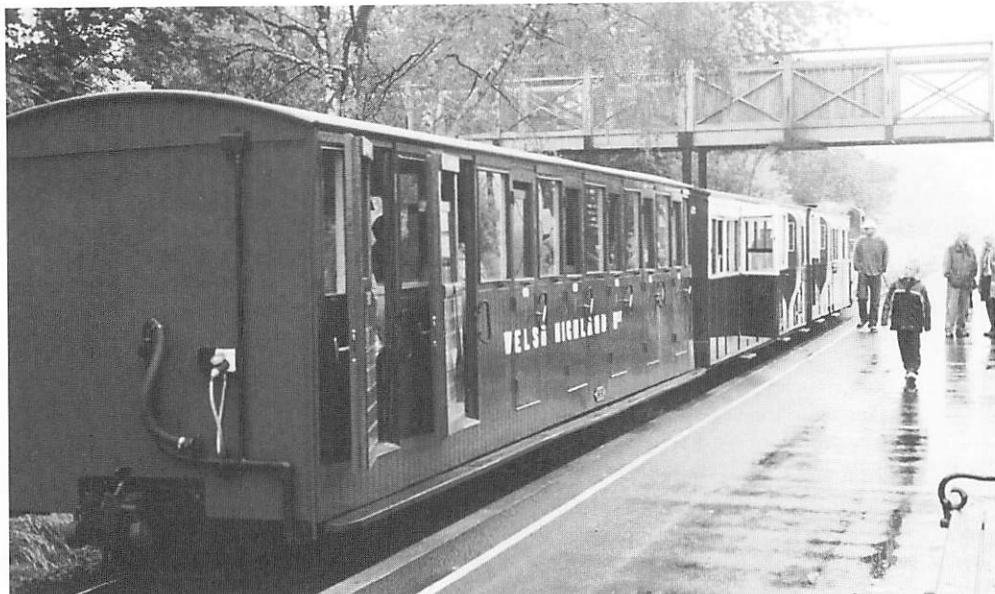
Two groups who were once opposed are now co-operating in restoring the Welsh Highland Railway, which was closed in 1937 and mostly lifted in 1941 and 1942. The Welsh Highland Railway (Porthmadog) is based across the road from the National Railways station, and at the other end of town from the Festiniog's Harbour station. The WHR car park occupies the site of the old Cambrian Railways cattle pens, and is on the alignment of the ill-fated Gorseddau Tramway. There is a substantial station building with a café and a well-stocked shop. The organisation has so

far relaid about three-quarters of a mile of track, which is not in fact on the trackbed of the original WHR but on that of the former standard gauge Beddgelert Siding, opened in 1868 and finally lifted in 1959. It was so called as it was on the alignment proposed for a projected Cambrian Railways branch from Porthmadog to Beddgelert. At the end of the siding (the terminus of the present short narrow gauge line) were exchange sidings between the Cambrian and the Croesor Tramway, which were also used by the Festiniog Railway before their transhipment yard at Minffordd was opened in 1872.

At Pen y Mount, the present outer terminus, a halt has been established (there was not one here on the old WHR) with a replica WHR corrugated iron waiting shelter. Lineside fencing in this area uses some original Croesor Tramway cast iron gate posts and an iron kissing gate, all recovered and restored. Work is now in progress on fencing and clearance northwards towards Pont Croesor. The track on this section will form part of the future WHR line to Porthmadog Harbour, and a point is to be laid at Pen y Mount which will form the eventual junction.

On a site between the present line and the original Croesor Tramway/WHR alignment towards the site of the level crossing with the standard-gauge Cambrian Coast line are the Gelert's Farm workshops of the WHR (Porthmadog). There was apparently a small depot on this site during the Stephens era, but no remains survive. Part of the works are open to visitors, and a number of items of rolling stock are to be seen, some restored and others not. The most significant is the Hunslet 2-6-2T 'Russell' which has been restored to its original condition and can often be found hauling passengers again. 'Russell' was built in 1906 for use on the North Wales Narrow Gauge Railway and during the Stephens era it was rather drastically cut down to fit the restricted Festiniog Railway loading gauge of the period. It is a sign of the much improved relations between the two groups that 'Russell' visited the WHR (Caernarfon) for a Gala Weekend in September 2000.

Heritage carriages on the WHR (Porthmadog) include two carriages which the old WHR inherited from the NWNGR and were sold off in 1942 for use as sheds. One is the 'Gladstone coach', a first-class observation saloon with a glazed central section and open balconies at each end, which was built by the Metropolitan Carriage



*The Welsh Highland Railway's heritage train on a wet day at Waunfawr. The nearest carriage is No 23, built for the NWNCR in 1894 and seen here in its 1920s condition. (Tom Burnham)*

& Wagon Co. in 1892. When new it was used to convey the famous Victorian Prime Minister during a visit to Sir Edward Watkin's country residence, Nant Gwynant, when he opened the 'Watkin path' to the summit of Snowdon and gave a speech at the 'Gladstone rock'. It was recovered in 1988 and has since been rebuilt to its original condition. The other former NWNCR carriage was built by Ashbury in 1893, and then rebuilt by the old WHR as a licensed buffet car in 1927. It was recovered in 1987 and awaits restoration. Of even greater interest from a Colonel Stephens point of view is a tourist 'toast-rack' carriage, No 42 in the joint WHR/FR numbering scheme. This was built by Robert Hudson Ltd. of Leeds in 1923 to a design used on the Great War trench railways. It arrived at Gelert's Farm for restoration in 1997, complete with its original bogies.

One cannot leave the WHR (Porthmadog) without mentioning their 2002 timetable leaflet, which includes an evocative painting by E. Leslie of a middle-class family of the 1920s waiting at a typical WHR corrugated iron station for a train arriving behind 'Russell'.

Turning to the other end of the line, the WHR (Caernarfon) achieved in October 1997 what generations of earlier railway promoters failed to

do, when they opened a narrow-gauge railway into Caernarfon. The station there is at the back of the Slate Wharf and is overshadowed by the walls of the Castle. As the station is on the site of the former London & North Western Railway line to Afon Wen Junction, width is limited, and the only facilities are a large water tank and a rather nondescript booking hut. There are apparently plans to provide a superior building, although it is unlikely to be much bigger. Incidentally, the former railway tunnel between the town centre has been converted for use by a relief road and a Safeway supermarket occupies the site of the L&NWR station at the far end. The Harbour Trustees now use as a car park the large space where slates awaiting shipping were once stacked, and the harbour itself is busy with pleasure craft. One of the buildings facing the wharf still seems to house a slate merchant's office, giving some link to the town's commercial past.

Leaving Caernarfon, the modern WHR shares the former standard-gauge route with a cycle path. Some remains of the 3ft 6in gauge horse-drawn Nantlle Tramway (built in 1828 and cut back to Penygroes when the L&NWR line was opened in 1867) are said to survive but are difficult to see in the wooded country. At Dinas Junction, some three miles from Caernarfon, the new WHR through platforms occupy the site of the former

L&NWR side of the station. The stone-built booking office and goods shed of the NWNCR survive, the latter housing displays on the history and reconstruction of the railway. At Dinas too are extensive sidings and sheds for maintaining rolling stock (much of it imported from South Africa) and the construction base for extending the line.

Leaving Dinas, the new WHR swings sharply left to gain the alignment of the NWNCR. The line continues to climb through unspectacular terrain past Tryfan Junction. The former station here has not been reopened but the ruins of the small brick and stone booking office can be seen. Tryfan was once the junction for the Bryngwyn branch which provided most of the railway's slate traffic but reopening this branch is not envisaged. The reconstruction has been thorough, and few original features survive. Fences have been replaced with wooden posts and wire, but at occupation crossings there are still a few old rail fence posts and slate slab gate posts.

Facilities at the present terminus of Waunfawr, opened in August 2000, are principally a wide island platform and a footbridge. There are plans for a station building in similar style to the original one, which would use some recovered material. However, there is no doubt some uncertainty over what traffic Waunfawr will enjoy once it is no longer the terminus.

The typical new WHR train comprises comfortable modern carriages built on South African underframes, hauled by one of the two ex-South African Railways Beyer-Garrett locomotives. The Festiniog's Alco 2-6-2T 'Mountaineer' has also been used. Following the enthusiastic reception of older stock at special events, 2002 saw the introduction of a timetabled 'Heritage' train at peak periods. At the end of July, this consisted of Festiniog Railway No 2 'Prince' hauling three carriages, two original Festiniog Railway bogie carriages, Nos 11 and 12, and No 23, an ex-NWNCR 'Summer coach'. This was built by Ashbury in 1894 and in 1923 was reduced in height to suit the more restricted Festiniog Railway loading gauge. It is painted in the dark green livery of the 1920s on the WHR, with the railway's title in raised letters.

Towards the end of August, a fourth vehicle joined the train. This is No 24, a replica of the same type of coach as No 23, but in its original condition as the Festiniog Railway's loading gauge is now somewhat more generous than in 1923.

The replica was built at Boston Lodge works and is painted in NWNCR lake livery. The train as a whole recalls the 1920s and '30s, when the Festiniog and Welsh Highland were under common management, and FR stock was frequently used to supplement the meagre resources of the WHR.

Beyond Waunfawr, work was well advanced on the next section to Rhyd Ddu, where the WHR starts to encounter more dramatic scenery. Bridge reconstruction and grading appeared complete, ballasting almost so, and tracklaying well advanced. The station at Rhyd Ddu will no doubt have to be unobtrusive as it lies within the Snowdonia National Park. It had been hoped to open this section during 2002, but work in 2001 was badly delayed by restrictions resulting from the outbreak of foot and mouth disease.

Some preliminary work has been done beyond Rhyd Ddu and public access to much of the trackbed is no longer possible – a development which has not been well received by some residents and visitors who have had 60 years or more to use it as a convenient level footpath. However, some of the more interesting parts of the route can be seen from parallel roads, for example in the pass of Aberglaslyn. Another good vantage point is a small National Trust car park near Nantmor, lying between the road and the WHR embankment, which is here pierced by a tall arch.

The National Park authorities are apparently likely to insist that the entire line from Rhyd Ddu to Porthmadog is opened at once, to avoid the traffic congestion which might be expected to result from a terminus somewhere in the Beddgelert area. On the face of it, locating the line in the Porthmadog area from Pen y Mount to the Festiniog's Harbour station will be problematic, and a deviation has already been proposed where the old line is beneath the car park of the Leo supermarket. The level crossing of the standard-gauge Cambrian Coast line, the level crossing over Porthmadog High Street and the rebuilding of Harbour station to accommodate much longer trains arriving from another direction also seem to pose serious difficulties. In the end it will no doubt depend on how much disruption the local council and the residents and business people of Porthmadog are prepared to tolerate in the interests of what will no doubt be a very substantial tourist attraction.

**Tom Burnham**

# Book Reviews

*Around the Great Western – Then & Now by Lawrence Waters published by Ian Allan Publishing price £35, hard cover 256 page of captioned photographs in Monochrome. ISBN 0-7110-2843-5*

Apparently, this is the Author's second contribution to what the publisher describes as a "hugely successful" then and now series, although no indication is given as to the title of his earlier volume. The book is a photographic record of some 300 former GWR stations, halts and sites, for which the historical views have come in many cases from the Great Western Society archive. The present day photographs, at the same locations, have been taken by the author over the last two years. It has to be said, that the passing of the years has, in virtually all cases, done nothing to improve the quality of the landscapes associated with redundant railway land. Indeed, the book illustrates graphically how line closures and soaring real estate prices have led to alternative uses, in many cases substitution with mean buildings totally out of sympathy with their immediate environment. In this respect, the book is a depressing document of our times and serves as a reminder of what has been lost as a result of scant regard for sensitive planning issues.

**PDFS**

*Rebuilt Royal Scots by Gavin Morrison published by Ian Allan Publishing price £14.99, hard laminated covers 80 pages of captioned photographs in full colour. ISBN 0-7110-2883-4*

This is the first title in a brand new series of 'Working Steam', devoted to individual locomotive classes. The photographs, taken in the 1950s and 1960s, are of variable quality, not all of which can be attributed to the problems of the emulsions in use at the time. The Royal Scots were a famous class, designed by Fowler in 1927 for the West coast main line and re-built by Stanier from 1943 onwards. Most were scrapped in 1963/64 and only two have survived into preservation today. A summary of all the 70 locomotives in the class, with building and disposal details, is given at the end. A worthy series, catering mainly for specialist interest, but discerning readers may be a little disappointed.

**PDFS**

*Oh Mr Porter! We have been asked by Mr Anthony Vent to mention that a set of six previously unpublished 6"x4" black & white photographs entitled "Southern Steam in Eastbourne" 1948-1950, taken by retired Southern Railwayman Brian Groome, is available from Buggleskelly Books at 44, Manor Road, Bexhill, East Sussex TN40 1SN, price £3.95.*

## THE K&ESR 300 CLUB PRIZE WINNERS

### June 2002 Wealden Pullman

|     |                  |       |        |
|-----|------------------|-------|--------|
| 1st | P A Hobbs        | (039) | £80.00 |
| 2nd | Laura Lowsley    | (135) | £70.00 |
| 3rd | A C Thatcher     | (119) | £60.00 |
| 4th | Laurie Read      | (321) | £40.00 |
| 5th | Keith Jones      | (553) | £30.00 |
| 6th | Alec B Carter    | (371) | £20.00 |
| 7th | Neil Rose        | (307) | £10.00 |
| 8th | Hugh Nightingale | (359) | £5.00  |

### August 2002 Wealden Pullman

|     |                    |       |        |
|-----|--------------------|-------|--------|
| 1st | Mr & Mrs D Edwards | (544) | £60.00 |
| 2nd | L F Bailey         | (419) | £40.00 |
| 3rd | Tim Spafford       | (516) | £30.00 |
| 4th | T J Hoskins        | (449) | £25.00 |
| 5th | John Houselander   | (596) | £20.00 |
| 6th | Norman Brice       | (155) | £10.00 |
| 7th | Wilf Watters       | (602) | £5.00  |

### July 2002 Wealden Pullman

|     |                  |       |        |
|-----|------------------|-------|--------|
| 1st | Doug Lindsay     | (233) | £60.00 |
| 2nd | Swales Parry     | (572) | £40.00 |
| 3rd | Peter J Adams    | (459) | £30.00 |
| 4th | Richard Stannard | (041) | £25.00 |
| 5th | P R Kynaston     | (453) | £20.00 |
| 6th | Mrs M P Ascot    | (153) | £10.00 |
| 7th | Roy Ellis        | (302) | £5.00  |

### HAVE YOU JOINED THE 300 CLUB YET?

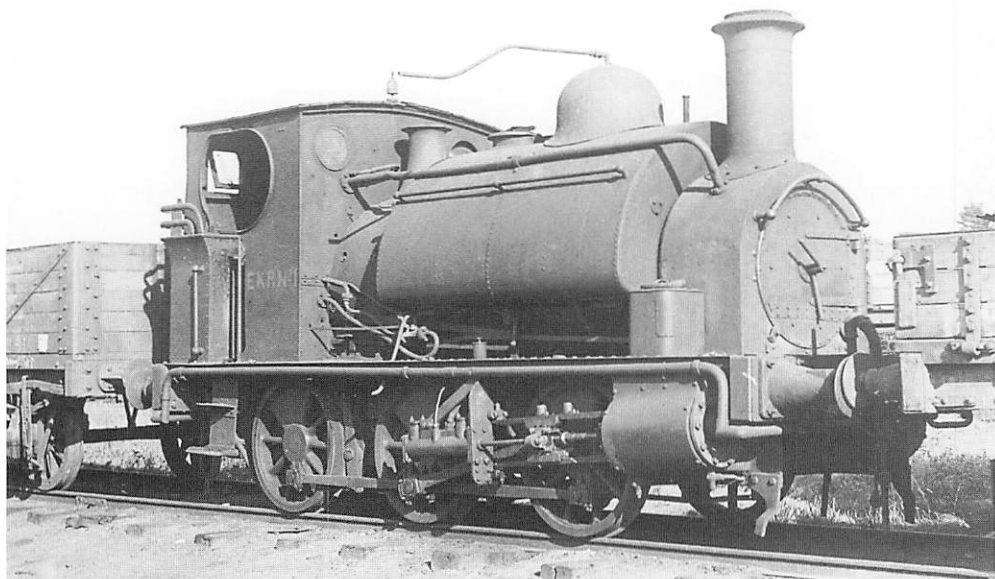
To join, phone Brian Heyes on 01622 744509 or Chris Garman on 01580 880378 for an application form.

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



# Locomotives of the East Kent Railway – Part 1

Brian Janes has been trawling the Colonel Stephens Archive and discovered that many previously published accounts of EKR locomotive history have been misleading. His re-examination of the early years is set out in the first of a three-part description of this fascinating line's locomotives.



*No 1 in 1933 out of service at Shepherdswell. Note GWR style chimney*

*(R.C.Riley collection)*

## **No 1**

This tale, like that of *Hesperus* (published in *The Tenterden Terrier* 86), starts in the South West Corner of Wales. The ending of the 7 foot gauge in Wales opened the way for light railway development and not a couple of miles from *Hesperus*' first home railway another little line received its second locomotive. In 1875 a nice little Fox, Walker and Co saddletank (works No 271) arrived from its Bristol makers to help work the Whitland and Taff Vale (later the Whitland and Cardigan) railway that had opened in 1873. Here again the consolidation of Great Western Railway interests centring on its need to improve the Irish connection swept this railway and its 3 locomotives into the GWR net in 1886. Our Fox Walker was renumbered 1386, Westernised in 1896, and like *Hesperus* it went to St Blazey and later worked on the Weymouth Harbour tramway

from May 1909 till March 1911. The GWR's standardisation drive then led to its sale to the Bute Works Supply Co.

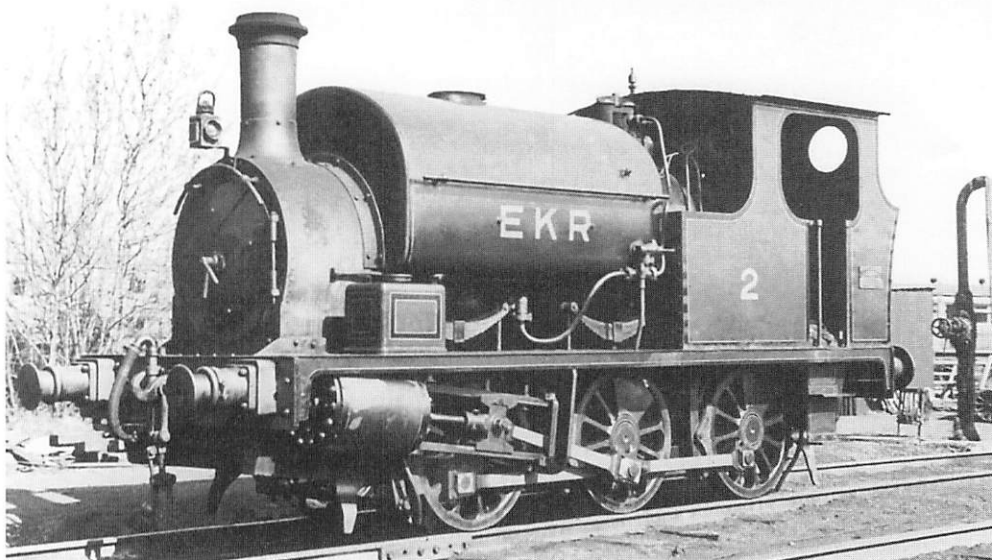
At that time hugely ambitious plans for exploiting the Kent Coalfield were in hand and H F Stephens had secured the potentially lucrative, but ultimately frustrating, engineering and managing contracts for new railways in the area. These railways were to serve a deeply rural area that was expected to become industrialised in the very near future. To make a start a temporary railway was constructed from the main SECR line at Shepherdswell to the site of Tilmanstone colliery and in September 1911 Stephens secured the little Fox Walker from Bute Works Supply. Technically she probably belonged to the associated East Kent Contract and Financial Company building the line but she went on formally to become East Kent

Railway No 1 and she was given the then characteristic Stephens oval logo and number on her tank. Weighing only 24 tons she could go anywhere and was useful for construction. She hauled a special to Tilmanstone colliery over the temporary contractor's track in 1912 when the directors went for a spin. She also was involved in a potentially nasty collision when the crew propelled a single 4-wheeled carriage back from Eastry one evening only to destroy it on the front of an oncoming goods train. The single passenger was not hurt but the working practices of the EKR were obviously pretty lax during this construction phase.

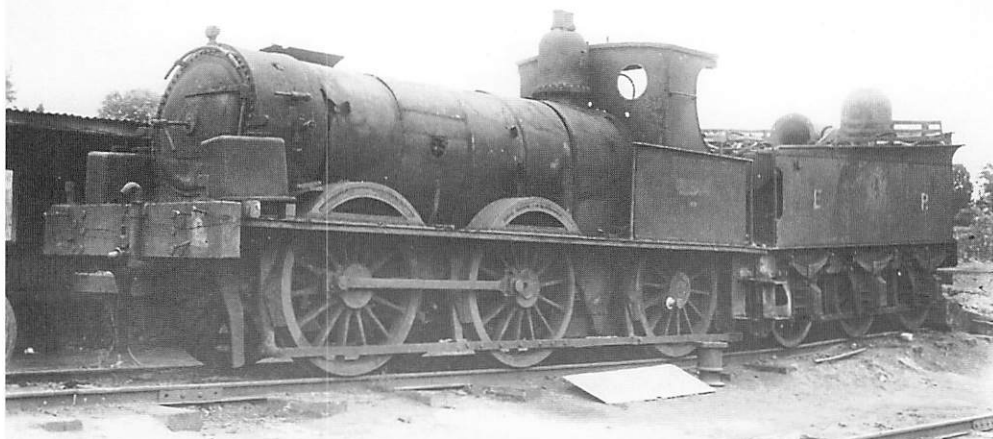
Although she may have worked passenger trains when public services started in 1916, much of No 1's time was probably spent at Tilmanstone Colliery as the EKR was contracted to provide shunting there. Her use on construction work however may well have carried on until the late twenties as the system was extended intermittently. It changed its appearance to some extent over the years. A wooden cab roof and back were added very soon after arrival to protect the crew from the winds and snow common in this part of the Kent Downs. The roof and sides were made permanent in steel in the next year or so but the wooden cab back was retained and the round rear spectacle plate windows remained. These were replaced in

about 1930 when square rear openings appeared. Some time in the early twenties the loco lost the smaller of the two whistles fitted by the GWR. The engine also had a remarkable propensity to change chimneys. On arrival it had a tall slim copper capped one but, at an early date, certainly before 1919, this was replaced with a shorter one very possibly one of the original chimneys off one of the K&ESR 2-4-0Ts. The original chimney reappeared in the mid-twenties only to be replaced in 1932/33 by a new fatter chimney of distinctly GWR appearance. Her time was however virtually run and she remained in service only a little longer, latterly possibly in a stationary boiler capacity. She was in official returns till 1934 and R W Kidner in the *Southern Railway Magazine* for September 1935 reported "Old No 1...has been broken up".

One always gets the feeling that Stephens was never as fond of the East Kent as he was of his other lines. It always had an unfinished feel and he never named the engines or repainted them in his favourite blue livery. Engines seem to have kept the livery they arrived in until the opportunity arose to paint them black. It was not until the late twenties that a green livery with broad black line was introduced for two engines to be more in keeping with Stephens' normal pride in his lines and working locomotives. Austen later



*No 2 after overhaul in 1937, minus Walton Park nameplates and sporting W.H.Austen's new green livery.*  
(Col. Stephens Historical Archive)



*The derelict Ilfracombe Goods, No 3, mouldering away at Shepherdswell, c 1932.*

*(Col. Stephens Historical Archive)*

introduced his smart dark green livery with a broad black border edged white with yellow lettering.

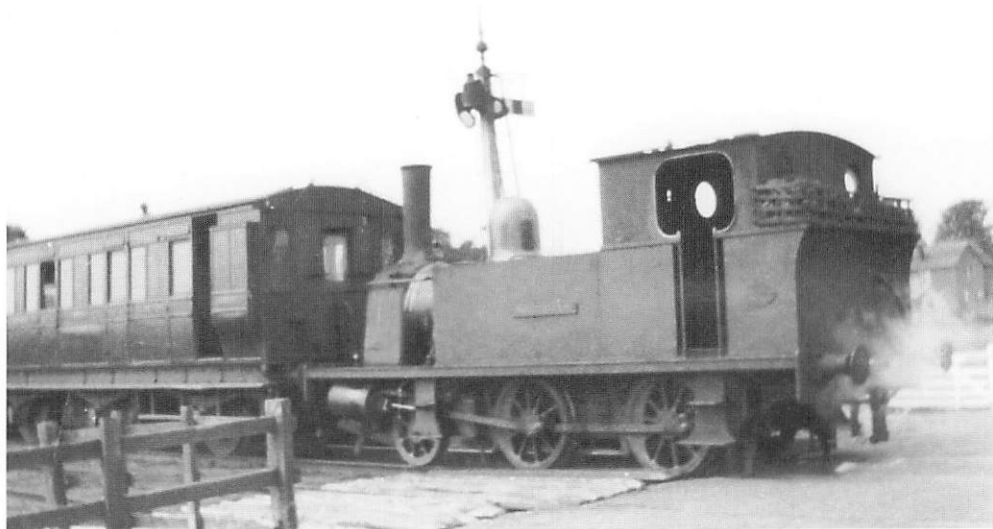
#### **No 2 Walton Park**

The next acquisition however was already distinguished with the name Walton Park and may have kept its original Midland red livery for a time. It had been bought in 1908 by the Weston Clevedon & Portishead Railway from Hudswell Clarke (Works No 823). However, it was always too heavy for the line and did little work after the first year. After Stephens became manager in August 1911, he bought a replacement locomotive from Bute Works Supply Co (later becoming another Hesperus). At some unspecified date Walton Park was loaned to the Shropshire and Montgomeryshire Railway. This may have been in 1911 as in the autumn of that year Stephens was desperately seeking motive power for that line, probably as a result of problems with the new Hawthorn Leslie 0-6-2Ts. Whatever the arrival date the engine definitely left that railway on 28 April 1913 to go to the East Kent and it was delivered as their No 2 engine. Production at Tilmanstone Colliery had started one month earlier and a larger engine was probably needed to shift the coal. The engine was loaned to the PD&SWJR for 10 weeks in April and May 1917. Perhaps she was temporarily spare in one of the many interruptions in the coal production or in the wake of the K&ESR's Hecate's arrival on the line. Thereafter she seems to have been supplanted on coal traffic by larger engines and

she frequently worked the passenger and mixed trains. The only visual change was the removal of her builder's plate from cabside to bunker at some time prior to July 1927 to make way for the initials EKR. She was also repainted green edged with a broad black line.

By 1936 she was worn out and she was overhauled with a patched up and somewhat different chimney and smart repaint but without her name. Emerging from overhaul in autumn 1937 she seems to have worked intermittently from early in the Second World War filling in when No 4 was unavailable. Early in 1943 she pottered about for 12 days and then on 23 August 1943 made a heroic last effort working 44 miles when No 100 seems to have failed and nothing else was available. She never worked on the EKR again. Disappearing from the Locomotive Mileage Ledger in early 1944 she is reported to have been sold to T W Ward & Co as scrap in 1943.

In wartime however Ward could still turn a profit and by December 1945 Walton Park had turned up at Purfleet Deep Water Wharf, Essex. In 1952 she underwent a strange transformation, acquiring her characteristic boiler saddle tanks and a somewhat spindly chimney and dome from an ex-brewery 0-4-OST. The donor locomotive had been built for Bass, Ratcliff & Gretton, brewers, of Burton on Trent by a local builder, Thornewill & Warham in 1876. Requisitioned by the Government in 1917 she was sent to Purfleet and remained there until her upper works were perched on the Hudswell Clarke frame and cab.



*K&ESR No 2, 'Northiam' on a passenger train at Eythorne, c 1927 (Col. Stephens Historical Archive)*

This odd hybrid ambled around the wharf for a further 5 years until she ended her days in July 1957.

### **No 3 The Ilfracombe Goods**

Two new Hawthorn Leslie O-6-0T tanks (see *The Tenterden Terrier* 83 Page 28) would have supplemented in style the two original engines during 1913 but finance was not available. Engine No 3, when it came, was not new but a mid-Victorian relic. The only remaining unrebuilt example of the 'Ilfracombe Goods' that Stephens was so very fond of, it had been withdrawn by the LSWR in December 1913. After the EKR opened for passenger traffic to Wingham on 16 October 1916, a good passenger engine was needed. The LSWR offered this ancient relic to Stephens for the outrageously large sum of £1000, although this price may have included an overhaul. Paid for by the Government, No 0394 was delivered in November 1918 and proved a fair investment. Her worn cylinders were bushed down by one and half inches in 1921 and thereafter she must have been a fairly feeble puller, but she ran most of the passenger trains and in late 1925 she was overhauled. The only external change thereafter was a new chimney riveted on to the old base. But age was not on her side and she was stored, probably in late 1927. In the wake of the withdrawal of workmen's trains in 1929 and the closure of the Richborough branch in 1928 she was never again needed. Remaining on the books till the end of 1930 she rapidly disintegrated

outside Shepherdswell Shed and was sold for scrap in December 1933.

### **K&ESR Visitors**

The early days of the EKR were characterised by gross shortage of capital and Stephens was always short of locomotives for the traffic on offer, so engines were hired from the K&ESR. The little Hawthorn Leslie 2-4-0T Northiam worked on construction trains from September 1912 until at least 1914 and came again for an extended spell starting on 10 September 1921, initially probably working turn about with No 1. Oddly no hire charges are shown in the EKR accounts for 1924-28 and hire charges are only shown for 1929 and 1930. However repair work was undertaken on the engine at Shepherdswell with a new leading axle fitted in November 1922 and a new tubeplate and tubes in March 1925. Photographs exist from these years so there is no doubt of her continuous use on the railway. Salford Terrace's ownership rules and accounting practices were obviously flexible. Northiam finally left in 1931.

To shift the coal, the K&ESR's white elephant, Hecate, came on 25 November 1916 and stayed, at an apparent cost of 30 guineas a month. A heavy overhaul was undertaken at Shepherdswell which was completed in January 1921 but the job was poorly done and after one week's trial she was set aside eventually to be returned to Rolvenden on August 5 1921. She never returned.

*(to be continued)*

# The Chairman's Speech

## Norman Brice's Presentation to the members on 12th October 2002

I am pleased to welcome all members present to the Annual General Meeting of the Tenterden Railway Company: whether the meeting will be as stimulating as last year's is something I await with a degree of trepidation.

As well as reporting on the 2001 Accounts, as we are legally bound to do, I will follow custom by giving you an update on 2002 so far, as well as a preview of the 2003 budget.

You will have seen the Chairman's Report in the 2001 Accounts so, you will be pleased to hear, I will be brief. In my address a year ago, I said that whilst 2000 had been a year of engineering success, 2001 will have been a turning point in the financial fortunes of our railway. I believe this comment has turned out to have been justified.

There is no doubt that 2001 started badly with floods damaging our tracks – tracks we had repaired only a couple of months previously. To be followed of course by the awful outbreak of foot and mouth and the consequent collapse of rural tourism.

That said, 2001 turned out better than we might have had any reasonable right to expect. Overall, we generated a cash surplus of £79,521 and reduced our indebtedness by £65,000, this after taking account of flood repairs and the costs of the regrettable yet necessary redundancies. In terms of Profit & Loss, we recorded a loss of £39,403.

Moving to 2002, I was pleased to be able to report that for the first six months, we made a profit of close to £10,000 rather than the forecast loss of £63,000 – a positive variance of £73,000. This is the first time for a very long time – if not ever – that we have made a profit in the first half-year in such a seasonal business. Much of this benefit comes from lower employment costs as well as lower operating costs – by better matching services to passengers. We have had fewer numbers of passengers but have traded more profitably. However, much is also attributable to self-discipline and a much more rigorous management of our finances. If it is not in the budget, it doesn't get spent and even if it is in the budget, it only gets spent when the Accountant

says there is cash available. This has not been easy but our managers have responded magnificently.

We have continued to trade successfully since June. August was a bit down but early returns show that the September Thomas<sup>c</sup> brought in at least £30,000 in cash more than budgeted. And provided that Santa<sup>®</sup> comes in at the same level as last year, we are looking at a profit somewhere between £60,000 and £80,000, a positive bank balance and creditors at normal trading levels.

Confidence in our finances has permitted us to start to reinvest in our product and infrastructure, investment which has been starved in recent years. We have accelerated completion of the Pannier locomotive (due out for next Easter) and purchased a new computer system for the commercial office, which will soon include a computerised seat booking system to streamline advance booking procedures. What else have we achieved this year? Carriage & Wagon have turned out the RMB – with beer and with sponsorship from Rother Valley Brewery; the Balcony saloon is back; work progresses on the Maunsell, due back for Easter 2003; work has resumed on the Woolwich coach and – thanks to Alan Merrills' generosity – Theodora. More long term, we have appointed a Project Manager to prepare a plan and find financing for an extension at Tenterden to the C&W; a new covered coach stabling at Rolvenden and restoration of more coaches. This project is dependent on external funds from the Heritage Lottery Fund and the European InterReg III programme. But, if we don't ask for money, nobody will give us any.

Looking to next year, 2003, in close consultation with the departmental managers, we have adopted a break-even budget as we intend to increase our investment in the product and under-lying infrastructure, which Derek will explain shortly, so as to enhance what is now called 'visitor delight'.

The timing of these improvements is a difficult balance between operational and financial needs. By way of example, our permanent way department needs to relay Cranbrook Road

crossing. Ideally, we should do this in August when we have the maximum amount of cash, but that would upset the services a little, so we have to do the work in January, when we can least afford it.

What of the future? Issues to address are the capital requirements of the company and attracting more passengers, which we will come to in detail after the formal business. And we must be mindful of three further important potential risks: the market place; the economy in which we operate; and continuing to be a volunteer led company.

We are a tourist attraction – ‘an enjoyable day out’ – and we operate in an increasingly crowded and competitive market place. More or less every weekend in the summer there is a fair or festival somewhere nearby. We must offer more than a train ride: we must keep people amused for a whole day – so that they believe they have had value for money. And have more opportunity to spend money in the buffet and gift shop of course.

And the broader economic environment is uncertain. House prices are still holding up and consumer spending is solid, though increasingly price sensitive. But the stock market is well down and general economic growth uncertain.

Nearer home, we had a redundancy programme in 2001 and produced a timetable for 2002 which, we considered, could be delivered with a largely volunteer work-force and we succeeded – just. I am not saying that we did not get a bit frayed at the edges sometimes. But we successfully delivered practically everything we had offered the public and we did so profitably. For this we should congratulate ourselves. But we still have more jobs which need doing and we can never be complacent. A key job which has remained vacant – despite advertising – is that of Volunteer Liaison Officer. A key post everybody wants somebody else to fill.

It is always rash to predict as the unexpected lurks around the corner. But our present financial situation is the strongest for several years. And provided we continue to exercise self-restraint, offer an attractive product to our public and maintain our volunteer effort, we should continue to flourish and enjoy our pastime – running a steam railway.

End of formal business

## OPEN FORUM INTRODUCTION

Before we go on to the traditional Question Time, I would like to talk a little about our capital requirements and also our strategy.

Looking at capital, our debts today amount to some £1.1 million, comprising a bank loan of £440,000; the Northiam bonds at £175,000 and the Bodiam bonds at £500,000. We no longer have an overdraft and our plans mean we do not expect to need one from now on. The bank loan is being repaid over 12 years whilst the Northiam bonds must be repaid by 2007 and the Bodiam bonds by 2013. It is very doubtful that all the bonds will have to be repaid but a prudent balance must be struck.

At last year's AGM, there was discussion of three financial options for debt repayment and capital resources: internally generated; bonds; and a plc flotation. Each has its merits and disadvantages. Since then, the Government has issued a consultation paper on the future of charities and has introduced the concept of a 'Community Interest Company' able to raise capital.

Our business generates more than £120,000 a year in cash, being the sum total of profit and depreciation. We could actually repay our debts from internally generated funds but whether this would leave us with sufficient free money to improve and build the business is a matter of some debate.

Bonds are a proven route but have to be repaid. A further bond issue would be ideal if we could find sound commercial projects with a rate of return sufficient to repay both interest and capital.

A plc has advantages of never having to repay the money but, as members will be aware from previous meetings and communications, there are issues of Charity Commissioners' requirements, company structure, ownership and management and, not least, concerns regarding the deeply depressed stock market.

Nevertheless, as a majority of members at the last AGM expressed an interest in the plc option being investigated, we have been doing so. Accordingly, the Board has had meetings with the plc Group and, very recently, its professional advisers. Those advisers are preparing a discussion document and plc project proposal which the Board will consider very carefully when it is received. The common goal, agreed at that



meeting, was to raise the maximum amount of cash we will never have to repay at minimum disruption and maximum efficiency.

In this context, your Board will also investigate further the new concept of a Community Interest Company to see whether this offers any different benefits. The consultation document issued by the Cabinet Office does offer possibilities of streamlining our administration by doing away with CSRE – our trading subsidiary – and has raised the intriguing concept of issuing preference shares to raise capital.

However, we must always be mindful of the benefits of being a volunteer led, charitable, railway. Gift Aid will be worth some £30,000 to us this year and that cannot be lightly set aside. And, this year, we have benefited from the generosity of two late members who have left us some £50,000 as bequests.

Our financial situation would be transformed if we could attract more passengers: 10,000 extra visitors would make the trading company viable, 20,000 passengers would make it comfortably profitable. Paul Wilson's Strategy Group has been to look at ways of achieving this. There is no easy answer, of course: there never is. But early indications are that we must move more towards actively marketing our product. Marketing should not be confused with advertising: we must ask the customers what they want, and then provide it. Move from an engineering/product based push to a customer/marketing pull. As I said earlier, provide a 'good day out' to achieve 'customer delight'. What we can do immediately is to tidy ourselves up. Look around and see how we portray ourselves to the public. Though this can be overdone – go and visit other railways and tourist attractions and see how good we are compared with some. But there is always room for improvement.

# Our Charitable status – Is this a valuable asset?

A personal assessment by Philip Shaw

The Tenterden Railway Company Ltd was incorporated in 1971 as a company limited by guarantee, without a share capital to acquire the Kent & East Sussex Railway. The scheme had been set up and nurtured by a comparatively small group of mainly young people with little money but plenty of enthusiasm and were faced with the then daunting, if not almost impossible task of raising £60,000 to buy the line. Perhaps not much now, but a very considerable sum 30 years ago!

A public share issue was an option, but would have opened the possibility of management control falling into the hands of a few individuals, dependant on the size of their shareholdings, whose objectives might have been very different to those contributing to a largely volunteer led scheme at grass roots level. The decision of one person, one vote established then remains to this day, with the directors (now called trustees) being voted into office at the Annual General Meeting of the Company.

In the event, The British Railways Board, was

persuaded to accept £20,000 up front and the balance of £40,000, with interest, over 25 years. This was an unusual concession at the time, as it was not Board policy to sell assets on credit terms – the only precedent being the Keighley & Worth Valley Railway, which had negotiated a similar arrangement. The British Railways Board was undoubtedly influenced by the decision of the directors to apply for charitable status for the new company, despite being no precedent. At the time, charitable status had been granted to groups for the acquisition and preservation of historical railway artefacts, but not as a means of operating a heritage line.

When charitable status was granted, it was a first in railway preservation for the Tenterden Railway Company, to be followed shortly after by the North Yorkshire Moors Historical Trust, which also achieved a first by re-opening the Pickering line before we did so at Tenterden. Further finance was needed for working capital and The Tenterden Railway Company decided to raise £20,000 by means of an issue of bearer bonds.

This was also a highly innovative scheme, only made possible by the abolition of exchange controls. Up until then, all bearer securities had to be held by a bank or other financial institution, making it impractical for them to be issued to or held by members of the public. In fact, the TRC issue qualified as the very first bearer bond issue in this country since the war – a point picked up by the *Financial Times* and other members of the national press at the time.

So what benefits do charitable status give to us? Firstly, gift aid. The old and somewhat cumbersome arrangements of covenanted gifts over seven years has been replaced by gift aid, which means that any single gift can qualify, provided that the donor is a taxpayer and signs a simple document with details of his or her donation. We have been able to claim gift aid on membership subscriptions for some time, and from this year, on fares, which can now be treated as donations in many instances. On fares alone, this will be worth some £30,000 in 2002 – all provided by the taxman.

Secondly, business rates relief. As a charity, we are granted full relief against the business rate assessments that are made on our sites. 80% of this relief is statutory from Central Government and the remaining 20% is conceded to us by Local Authorities. This saves us many thousands of pounds each year.

Thirdly, relief from corporation tax on annual profits, should we be fortunate enough to earn them.

The Government has recently published a discussion document outlining a range of legal forms that charities and other not-for-profit organisations might adopt in the future. This includes reference to a completely new social enterprise, to be called a Community Interest Company (CIC). The key objective of a CIC, compared with, say, a public limited company, would be protection of assets against distribution to members or shareholders and the ability to choose the limited by guarantee or by shares format. The share option would include preference shares, possibly also with voting rights (not defined) and with a fixed annual rate of return, but unlike interest on bonds, would be payable only if the revenues of the Company were deemed by the directors to be sufficient. Shares could be either perpetual or redeemable, but unlike bonds they would not be treated as debt and would rank below debtors in the event of insolvency. To this extent they would be much

more risky and unpredictable as investments for investors than bonds but, of course, less risky for the Company. The document makes no reference to bonds as a source of finance for charities, which is strange – given the disenchantment with shares currently in the stockmarket.

It is far too early to fully judge the merits or otherwise of CICs at this early stage, but one must wonder if the Government had Railtrack in mind as a prime candidate when drafting the documentation!

*The sting in the tail is that it is not envisaged that CLCs will qualify for some or all of the tax advantages given to charities.*

The document also sets out recommendations for a new legal form specifically for charities – the Charitable Incorporated Organisation for charities (CIO). The stated reason is to simplify and clarify reporting procedures and trustees responsibilities. For the Tenterden Railway Company with an established memorandum & articles of association set up to comply with company law, this would not appear to be an issue. However, contained in the small print is a caveat – “Potential company and European law complications might in future make it harder for charities to incorporate as a company limited by guarantee” – so now we know – fortunately we are already there!

One of the main provisions is that a CIO would enable an organisation to operate with trustees but without a membership structure. Of course, unlike us, some charities do not need members to operate the charity. Our members are an integral part of the organisation and without them the railway could not exist.

To begin with, a CIO will be an additional legal form for charities, which will continue to be able to incorporate as a company limited by guarantee if it wishes. Three years after the introduction of the CIO, the Government will consider further whether other forms of incorporation should continue to be available to charities.

Our charitable and guarantee company status is a very important asset which has served us well over the years and boosted our revenues considerably. It has helped us to obtain Millennium and other grants to rebuild the line to Bodiam; there are other grant funding opportunities in the offing. Any change in our constitution would have to reflect a worthwhile improvement in the interests of ALL our members, not just those who have the largest wallets – a measure and responsibility that the Trustees cannot take lightly.

# Steam & Country Fair 2002



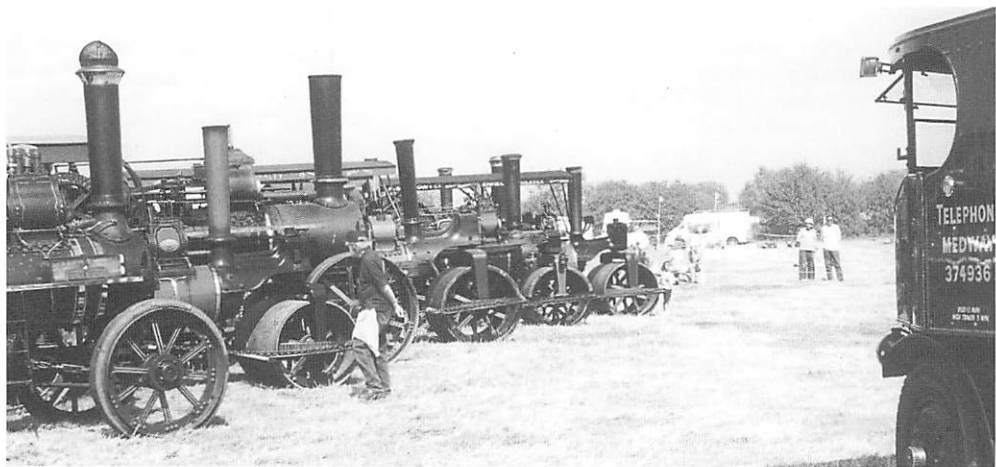
*The Shire Horses give rides to visitors at the Steam & Country fair*

*(John Liddell)*

Following the success of the Steam & Country Fair last year – itself a revival of the annual fairs held in the 1970s and 1980s, the Special Events Group, led by Carriage & Wagon Manager John Brice, which organises and finances the fair, repeated the event over the weekend of 20th and 21st July at Northiam. This time the venue was the field on the Wittersham side of the road, a larger area than last year, but still with easy road and rail access.

The usual range of attractions was on display, headed by Harris Bros old time fun fair and

amusements and two showman's engines. In addition, 21 traction engines, rollers and vintage farm implements were on parade, with musical entertainment being provided by three organs. A wide range of country crafts and stalls were situated around the showground, demonstrating their skills and selling their produce. Working exhibits included a threshing drum, blacksmith display and rack saw bench. Other displays included vintage toys, models of steam engines, old and new AA vehicles and memorabilia and hop picking items.



*Line up of Rollers and Traction Engines*

*(John Liddell)*

Around 200 classic cars and motor cycles came to the show – the majority dating from the post 1950 period. It was perhaps a little disappointing that we did not see more pre war vehicles turn up to the event. Commercial vehicles were also in abundance, including a number of buses. Stationary engines were on view, together with kit cars and tractors.

A new attraction this year was shire horses, who gave rides around the site, whilst entertainment was provided by the Cranbrook Town Band and Woodchurch Morris Men. A flypast by Mustang aircraft from nearby Woodchurch airstrip during the afternoon of both days, provided thrills for the crowd. On the Friday evening before the fair, a pop concert was arranged with a highly acclaimed

group called Buddy Holly and the Crickhits, with music from the 1960s.

Despite generally good weather over the weekend, the number of visitors was slightly down on the previous year. The economics of the event were, as last year, somewhat marginal, with gross income of around £26,000 and expenditure of £22,000, leaving a surplus of £4,000. In addition the railway benefited from higher than usual fare income, maybe to the tune of £2000. The Events group will put part of the surplus towards improving the electricity supply facility at Tenterden and new machinery for the carriage shed.

**Philip Shaw**

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

## Letters to the Editor

### Royal Visit

Sir – John Miller's article in the Summer Terrier brings back memories of the day The Queen Mother came to Tenterden in 1982.

As Chief Ticket Inspector at that time and having a fairly smart uniform (courtesy of North Thames Gas Board and Alan Piggins) it was decided I could stand on the platform and watch the 'Royal Procession' go past.

But where to stand? The best place seemed to be in front of the gents toilet, so that the 'Royal eyes' would not be offended by the sight of this Edwardian relic. So there I stood, trousers pressed to a knife edged crease, buttons polished, boots gleaming, fulfilling what was deemed to be an essential role!

Unfortunately the Queen Mother decided to say "Hello", which took everyone (me included) by surprise and our Chairman at that time, suddenly realising that the 'QM' was no longer with him had to spring round to stay with her.

As far as I can remember the conversation went:-

*QM "What do you do on the railway?"*

*Me "I am the Chief Ticket Inspector, Maam."*

*QM "Well I've got a free pass."*

*Me "In that case I won't need to clip it, Maam."*

They all resumed their progress along the platform, a progress that one can't help thinking shouldn't have been interrupted in the first place, but for the 'QM's love of people and her present determination to do her own thing.

A photographer caught the moment when the 'QM' did a sharp right turn and clearly shows Mark Yonge back tracking to stay with her!

The only other memory of that day was the policeman standing next to me announcing that he'd just snapped his boot lace (the boot was on his foot at the time) and he didn't know how he'd get through the day without his boot falling off! (He did and it didn't.)

St Michaels, Tenterden

Chris Wood

### Terrier Names

Sir – We are familiar with the East London locations of Poplar (Bodiam) and Whitechapel (Sutton), but where is Knowle?

The famous house near Sevenoaks is, of course, spelt Knole (although I believe a few spelling errors occasionally occurred when names were painted on locomotive tanks).

The only Knowle I can find in Southern England is Knowle Junction just north of Fareham, at a point where the Meon Valley Railway branched off the Fareham to Eastleigh line. The OS map still shows a farm and hospital of that name at this point (Sheet 196 grid ref. SU 560097).

Is this the Knowle that Terrier No 78 was named after?

St Leonards on Sea

Humphrey Atkinson



### Route Knowledge

Sir – I wonder if any of your readers can identify the locations of these mid-1930s K&ESR photographs? I cannot.

They seem to have come from the late J.L. Smith

collection and possibly are the work of Dr Ian C. Allen. No 3 is seen running as rebuilt in 1933; Third brake No 2714 came from SR in 1936.

East Grinstead

David Gould





