

The Tenterden Terrier



Number 90

Spring 2003



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

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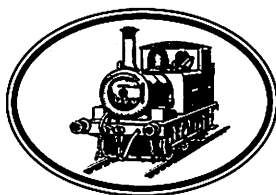
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Tenterden Town Station, Tenterden, Kent TN30 6HE

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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

1638 approaching Cranbrook Road with a Northiam to Tenterden train prior to its withdrawal for overhaul. This locomotive will return to traffic on 10th May 2003.

(Brian Stephenson)

FRONTISPIECE

Norwegian No 376 leaves Wittersham Road for Northiam on 15th July 2002

(Tom White)

BACK COVER

32678 on a '30742 Charters' photographic charter at Bodiam Castle, 24th November 2002

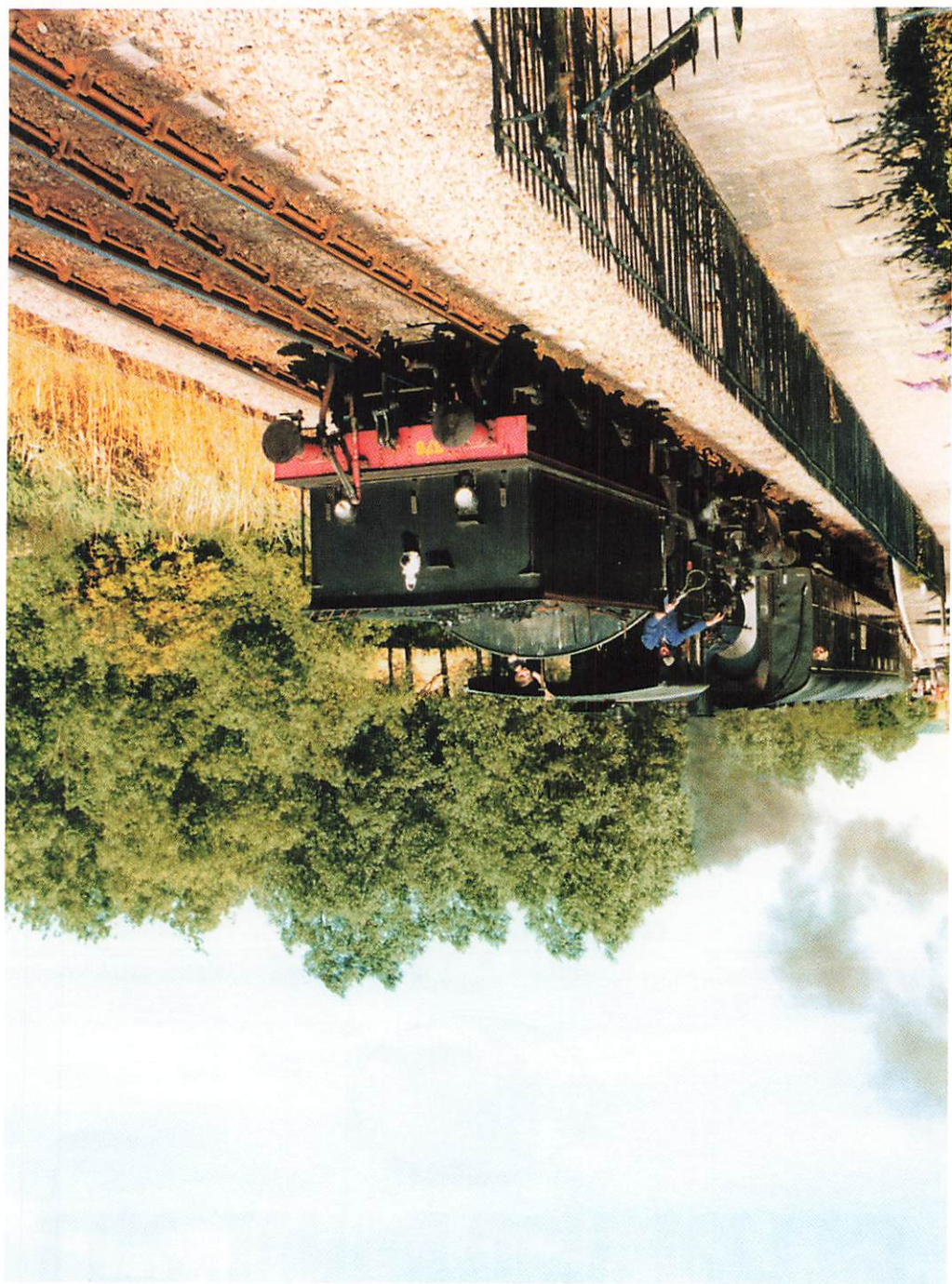
(Mike Esau)

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Printed by Rother Valley Press Ltd, Tenterden, Kent.



Editorial

On the Up and Up

The news that the Tenterden Railway Company moved strongly into the black last year, with profits in excess of £70,000 is welcome indeed, given the losses that were incurred in the previous year. Our success has, in the main part, been due to the tailoring of costs to expected and achieved levels of income, but our charitable

status has been of immense benefit to us, with the Government chipping in gift aid of £40,000 and Local authorities granting us exemption from industry's ever rising burden of business rates. So what of the immediate future? 2003 has got off to a good start with the Winter Thomas event achieving income levels well in excess of budget. Careful cash management should ensure further progress, whilst new infrastructure projects will improve the quality of our business and our assets.

Lineside News

Compiled by Duncan Buchanan

Commercial

Marketing

In the end, 2002 finished on a very positive note commercially helped in no small part by Santa Specials. They were tremendously successful with over 12,000 passengers travelling with us across the 9 days – that's almost 20% more than the previous year. Thanks must go to all those people involved who helped make it such a success. However, as with all these special events that attract high volumes of visitors, we do really struggle to cope and are operating well over capacity for our current level of facilities and staff.

And now we're well into 2003 with our first Special Event of the year just finished and our special Tenterden Station Centenary just around the corner.

This year, the Thomas event in February was split across 2 four-day periods to accommodate the varying half terms across the South East. Yet again, I'm delighted to report another budget busting event. 9,500 people visited the station over the 8 days and fare income was more than 20% ahead of budget and well ahead of the previous year (which ran for 9 days). However, it is dangerous to focus purely on the financial successes of any event and there are certainly a lot of improvements which need to be made before the next such occasion.

None more so than the horrendous problems we experienced with car parking. Due to wet weather, car parking had to be restricted to the hard-covered areas bringing our capacity down

to a maximum of 150 cars. Compare this to the more than 2000 visitors we had on the last day of the event and it's obvious to see that we are going to have problems and unhappy visitors. This, and other basic facilities, must be improved if we are to sustain income and growth in the future. Approximately 50% of the visitors were coming to us for the very first time and so initial impressions and the way we treat our passengers becomes vital if we are to encourage them to return on standard running days. We had almost 5000 opportunities to promote our railway but also 5000 opportunities to create a bad impression.

By the time this goes to print, the Centenary of Tenterden Town Station on March 16th will have been and gone. Hopefully many of you will have been able to join us. Plans have been going on since last year and it looks set to be a very special occasion starting with a civic parade along Tenterden High Street and down to the Station. Several senior figures are joining us, including the Mayors of Ashford and Tenterden and many members of the Railway and local press. People have been working very hard here to make the site look as good as possible before the big day and in preparation for the year ahead too. We are hoping to gain a lot of free publicity from the event to help raise our visibility.

We have also been busy 'exhibiting' ourselves at several key exhibitions for the Group travel industry in London, Colchester and Brighton and we'll also be appearing at the key British



36 ton crane lifting No 3's frames on to the motion outside Rolvenden Shed, on its return from Ian Riley, Bury.
(Tom White)

Travel Trade Fair in Birmingham in April and the Kent County Show at Detling. People have been picking up our new Timetables and Group Travel leaflets and initial feedback has been very positive. Our promotional literature and advertising has been undergoing an overhaul over the past few months with the aim of improving our image and beginning to create a professional identity for the railway. All leaflets will now be designed to complement each other and already the 2003 timetable, Thomas leaflets and Group visit leaflets have been produced in this way. The new Pullman leaflet will be available from the middle of March. Any comments that anybody has on the designs or contents are always welcome – good or bad!

Yet again, we've managed to secure some excellent free TV Coverage. After several changes of date, Treasure Hunt was aired in December at prime time on BBC TV. This was followed by an excellent piece on the ITV Holiday programme in January. Hopefully, we'll feel the benefits of this during 2003.

April looks set to be another busy month with Easter falling at the end and we're currently

planning activities for the fortnight of daily running. The following weekend we will be travelling over to our twin railway in France, taking with us our 'P' Class engine and a Steam Roller for their biennial Steam Festival. The Terrier Trust has arranged special travel for members who wish to join us and full details are available from the Booking Office.

May 10th will see a re-launch ceremony in connection with the return of the Pannier Tank and coach Maunsell No 53 to service.

At the beginning of 2003, we have high hopes for a very successful year. But as always we are reliant on our brilliant troop of volunteers. If any of you can find the time to come along and help out your time would always be gratefully appreciated. Please contact the General Manager if you wish to find out more.

Shop

Well here we are at the end of one season and the beginning of another. The big question at this time is "How did we do in 2002?" Well, shop turnover was similar to that of the previous year. This was in the face of a decline in total

passenger numbers of around 6% and a 24% reduction in trading days.

How is this all achieved? Well hard work by a small team of dedicated volunteers particularly during special events. Over most of the year there are 10 regulars, four of whom turn out weekly or more often. It is particularly nice to record that we have four new faces around towards the end of the season, but Arthur Moore's health finally meant he gave up volunteering in the year. His contribution over the years has been outstanding. Supporting Angela Clark-Marks for many years as effectively the assistant manager he was an enthusiastic supporter of the new shop and a great help to the present shop manager at take-over. We wish him well.

Shop volunteering is not just sitting there and taking the money, whilst being nice to our usually wonderful customers (one of our distinguished and dedicated guards tried it for a day and declared that life in the guards van was a holiday in comparison). There is choosing, sorting and arranging the stock followed by never ending clerical, ordering and other chores. Keeping the place clean is never ending while in winter there is maintenance and the dreaded stocktaking. This year five of us cracked this awful task on the 2 January with only two bottles of wine to keep us going (taking due account that it was a non-operational day of course). Redecorating the stockroom and resealing the shop floor were even less glamorous tasks undertaken under pressure from Ken Lee without benefit of the New Year bottles.

The great efforts at Thomas, resulting in the record sales reported in the last *Terrier*, require six staff a day. But it pays. This year the 17 Thomas days accounted for 36% (£51K) of our turnover. The February Thomas will be over by the time you read this and we hope we can maintain previous levels of trading

October recorded a 15% increase in sales, largely due to the very successful Hoppers weekend. With no operating days, November should have been virtually a blank month, but sales to the occasional visitors and, more particularly, successful sales forays to two Model Railway exhibitions on our behalf by Maidstone area group meant that we only dropped £900 on last years very successful four operating days. Christmas and New Years sales days were very variable but we ended up £300 ahead of last

year thanks largely to book sales over the last few days. With passenger numbers up it was a shame that we couldn't tempt more to part with their money, but judging from unusually high credit card sales we were good at winking money out of hard pushed passengers.

Next year will be a challenge for the railway, with the probability of less money about, but I hope we can continue to tempt passengers to become customers in the shop. Lines of particular interest to members, like the special model K&ESR wagons, have been very successful. We keep selling out and have to reorder (but beware we may not always do this – buy when you see them) and two more, one a van, are in the pipeline for this year. We are beginning to stock DVDs as the video era passes. Also we are now able to take book orders with reasonable certainty that we can get them for you from major publishers within a week. An e-mail to Shop@kesr.org.uk will speed matters. So when you feel in need of a fix and you have money (or Card) in pocket remember you can get it from us with a generous discount.

Train simulator

For those of you with a computer who spend your hours off the railway wishing you could be there then the Microsoft Train Simulator may be for you especially as they provided the means to add your own models into the simulation. Spotting our needs Paul Gausden has started to produce some K&ESR models. He has made them available for free downloading at his own website <http://www.highworth.freeuk.com> (a reconstruction of a GWR light railway). If you would like to experience driving K&ESR No 4 0-8-0 tank engine, 'Hecate' along the Settle and Carlisle – take a look at this site under the menu option of 'Other MSTs models'. You may be able to spot a slight K&ESR bias here with an Austerlitz, an Ilfracombe goods and our P.

On a broader front there are now literally thousands of files available for downloading. For steam enthusiasts, everything from the US 'Big Boy' down to an SECR P-class and most are free. For an introduction to this world the premier UK web site <http://www.uktrainsim.com> provides a restricted amount of free downloads from the library, that start after 8pm. The front page of this web site also provides links down the left side to tutorials on how to install these add-on files. The main US site is <http://www.train-sim.com>. All downloads are free, but is sometimes overloaded, so it can be

difficult to connect, except in the morning. Some UK models are available there.

Catering

The 'closed' season during the first quarter of the year is a busy period for the catering department. That may appear an odd statement as there are precious few trains. Like the engineering departments however, it is the time when we play ketchup (catch up!). New contracts and pricing are negotiated with suppliers, new menus and product ranges are introduced and equipment renewal and overhaul is carried out.

Amongst the changes introduced for 2003 are an improved range of pastries. This has been made possible by the acquisition of a thermal-seal packing machine – we are at last no longer tied to the seemingly sole producer of pre-wrapped cakes.

A routine inspection by the local Senior Environmental Health Officer passed satisfactorily. It was noted however that our 'temporary' store to the rear of the Station Refreshment Rooms is unlikely to last much longer. Structural deterioration is well advanced, almost certainly beyond long term

salvation.

All tables within the Refreshment Rooms have been stripped and re varnished as they had become badly worn and presented a cleaning (and therefore hygiene) problem.

A design has been produced for a display cabinet that will surround the original clock mechanism within the buffet. A small display of artefacts, collected from the building during its demolition in Maidstone, together with some historic photographs will be mounted to illustrate the history of this unusual building.

The Catering Department was pleased to note that the Carriage and Wagon shed finally gained its own independent electrical supply. Although this may appear strange, it was hoped that this would relieve some part of the chronic overload that previously existed and strangled our attempts at development. However a recent cold snap highlighted that problems still remain.

On train catering

Our group packages remain popular, with several coach companies again scheduling visits throughout the forthcoming season. The challenge this year will be in maintaining the quality of service given the greatly reduced



Paul Beale and Daniel Jenner cleaning out the tanks of 1638, October 2002 (Lawrence Donaldson)

facilities available due to the withdrawal of the catering PMV. Whilst all parties were in agreement that this vehicle was of the wrong type for continued usage, as yet we do not have anything to directly replace it.

The RMB continues to perform well in traffic. The previously mentioned microwave oven trial appears to have been successful, and plans are in hand to carry out similar fitments to other vehicles.

A small promotional pack detailing private hire of our SE&CR Family Saloon and catering packages has been produced by the catering department following a short trial last year. It is clear that a market exists for this superb vehicle if correctly promoted. All that is needed are the staff to deliver the product – training is available to a nationally recognised standard. Contact André Freeman at Tenterden Station for details.

Wealden Pullman

The 2002 season ended with a number of private charter trains. Indeed in one seven day period five trains were run, one of which was the largest for many years. All passed remarkably well and indeed many of those recruits 'persuaded' to help from other departments admitted that they had thoroughly enjoyed the experience!

The first Pullman train of 2003 however was beset with problems as varied as they were numerous. The cold weather resulted in considerable problems with frozen plumbing and shore water supplies. Late and non-delivery of several vital ingredients also resulted in a rise in adrenaline levels and blood pressure. As always, everything finally came together and Valentine's night was a great success with another marriage proposed in 'Barbara'.

In conjunction with the Rother Valley Brewery, our own label Station Centenary Ale has been commissioned and will be launched at the ceremony on March 16th. This keenly priced commemorative beer will be available onboard all catering trains during 2003.

Finally, our very best wishes go to regular Chef Sharon Naden who has kindly and carefully planned the birth of her third child, Amber, around a small gap in our busy schedule. Dedication to duty that befits the Pullman tradition!

Santa Specials

The 2002 Santa Special season was a resounding

success with 12,100 passengers carried. This is now the third consecutive season we can report increased passenger numbers, building from the low of 1999 with 9304 passengers. We have also managed to reduce the number of operating days from 12 to 9, with a matching reduction in the number of trains run from 69 in 1999 to 65 in 2002. In terms of average train loadings, this means that the average loading was 94% – up from 61%.

Of course, success like this does not just happen. There is a core team of volunteers that co-ordinate the event each year and examine the results. Indeed, the 2003 Santa Special timetable is already well advanced and takes into account comments received regarding the running of extra trains. (We ran three extras in 2002 – the lightest loaded train being 87% full of pre booked passengers.)

These events are also very volunteer hungry. In addition to the 'standard' team required to provide a two train service, we need each day:- Two Santa's; Twelve Pixies; Six 'on train trolley' volunteers; Two Station Co-ordinators; One Present Store Manager; Three additional Station Assistants.

We are very fortunate in that Tenterden Junior School allows us to approach their year six pupils and recruit many of them for duties as Pixies. But we need more. If you would like to help please get in touch now by calling me on 01580 766771 or leave a message at the station. It's not that far away...

Weekend at War

The Railway will be holding the Weekend at War on 3rd, 4th and 5th May. The scenario is that Tenterden station will represent occupied France. Various German re-enactment groups will be there as well as the Free French, French Resistance and some American soldiers have offered to be arrested. Events will also happen on the trains.

Northiam Station will be allied but with a Home Guard type atmosphere. Bodiam will be allied military with bomb disposal, air raids etc. We also hope to have light aircraft flying in on bombing runs.

Refreshments will be available at all three stations and it is intended to run a 40s dance at Tenterden Station on Saturday night.

Motive Power

At the end of January the department said farewell to Brian West who has worked for nine years in the Loco Department. He has moved to Lincolnshire. Brian has contributed considerably with his skilled knowledge of steam locomotives. He will be remembered affectionately for working along side with Phil Barclay who died last year.

Jim Hobbs, who has been a volunteer for several years, has other commitments and leaves us. He hopes to assist again in the future.

Many thanks to the staff volunteers who have attended the Loco department and contributed to work over the winter period. Their contribution has made a great difference and helped to raise morale on damp cold and dark days.

Steam Locomotives

Days in steam during 2002 for the various locomotives (brackets) were as follows:-

No 11 (57), 19 (75), 21 (9), 22 (23), 24 (58), 25 (11)

No 3 'Bodiam' (32670): Work is continuing to fit the boiler into the frames. Specifically a new ashpan and boiler cladding are being made. Nick Young is refurbishing the lubrication pipes and pots. Martin Weeks is making up brand new cylinder cock mechanisms.

The new Blast pipe has been made and machined in readiness for when the boiler is installed. This task is planned to take place whilst the crane is in the yard before Easter.

No 8 'Knowle' (32678): Serviceable. A repair has been carried out to the chimney which was cracked. This revealed that it is thin and requires replacing in due course.

A spare set of Terrier coupling rod forgings have been procured with shared cost between TRC and the Terrier Trust. These are in the first stage of machining with contractors.

No 10 'Sutton': On show at Tenterden.

No 11 'P Class': Passed its annual boiler inspection last autumn satisfactorily.

No 12 'Marcia': New boiler bands have been manufactured and all the cladding sheets rolled

using Adrian Landi's plate rolls. The job of fitting all the cladding in place is currently in hand. Internal painting will be next. Final fitting will have to wait until after the boiler steam test. The expansion link assembly is now back on the locomotive. Gun metal bushes have been fitted to the top and bottom pin holes. A new pin has been made for one of the eccentric rod ends. Dick Beckett has checked the clearances on the right hand slide bars. The same remains to be done on the left. Patterns for axle boxes and side rod bushes have been ordered. Delivery is imminent. Terry Harvey has expertly straightened the slightly bent cab back sheet. All preparation work is complete on the eccentric straps. White metalling and machining took place during February and March.

No 14 'Charwelton': In store, fully greased up and valuable parts removed to store for safe keeping.

No 19 'Norwegian' (376): New superheater elements are on order. Meanwhile the new security 'Tee bolts' are being carefully fitted to the Header Tee Shots to ensure even seating and stresses in the header body.

No 21 'Wainwright' (DS238): This loco has had repairs carried out after a de-railment over the Santa Special period. Additionally the brakes have been tested in subsequent test steamings. It did not sustain serious damage but it is likely that the springs will need replacing as a result of the incident.

No 22 'Maunsell' (65): The repair of the boiler is subject to a Loco Trust appeal which should be included in your mailing along with this magazine. The boiler has been removed from the loco to allow further investigations. The cab and tanks have been replaced on the loco for completeness and to minimize storage space occupied.

No 23 'Holman F Stephens': Frame and parts in store awaiting priority and completion of other projects before work on the overhaul recommences.

No 24 'Rolvenden': Serviceable.

No 25 'Northiam': Serviceable. Had a boiler washout and remedial repairs as per the

washout exam.

No 30 GWR Pannier (1638): Final jobs are being completed and painting to first top coat with a view to testing. The loco requires its brake valve which is still at contractors for repair. The loco will undergo completion of painting prior to re-commissioning.

Austerity 68078: Work progresses slowly in the field at Sellindge. The weather plays a big part in what is achieved. The boiler has been fully de-tubed. We discovered the reason why the loco was pushed into a shed and forgotten many years ago. A tube in the third row from the top had a long hole in it. The washery obviously considered it was not cost effective to re-tube the boiler. Washing out and clearance of a very large amount of scale is taking place. The boiler inspector will be called upon in the near future to give us his verdict. The loco has been moved up its short length of track to avoid the journals getting rusty in one place.

Work parties usually take place on Tuesdays.

Anybody who wishes to help should contact Bob Forsythe on 01233 630323.

No 15 'Hastings': Though many years have passed since the last mention of this engine there is finally something to report. The engine parts have been retrieved and dispatched to Mangapps Farm in Essex for restoration by its new owner. We wish him well.

The boiler shell, which is at Wittersham, will be collected in March when the 10 ton crane is on location for lifting out bogies for the C&W department.

Diesel Locomotives

No. 20 (GWR Railcar): On the 25th October, 2002, No.20 was moved into the C&W shed for a short period. The first task to be carried out was checking the alignment of the sub-structure in the luggage compartment. The levels were established by running a string between two known level points, and raising the floor-joists to meet this if required. Once the levels had been adjusted, wooden packing pieces of the



Driver, Heidi Mowforth and her son Henry, who is now a passed cleaner, alongside a spotless P class (Mick Blackburn)

appropriate thickness were inserted between the floor-joists and underframe, and the mounting brackets tightened. Thanks to the quality of the work carried out previously in this area, only very minor adjustments were necessary.

With this task completed, attention was turned to the cant-rails, now fully accessible with the tarpaulins removed. With the use of a scaffold tower, and the assistance of the 'Tuesday Gang', the opportunity was taken to remove the rotten steel screws holding the roof frame to these sections, so that the damaged lengths could be removed at the appropriate time. Meanwhile, eight fourteen foot sections of replacement cant-rail had been machined up to the correct angled profile by C&W regulars Alan Brice and Mike Wakefield, and attention was now focused on preparing these for eventual fitting. New joints were prepared on the replacement sections, and then measurements for the various mortises and rebates taken from the old sections and carefully translated onto the replacements. The opportunity was also taken to repair and conserve one of the sound original sections of cant rail located above the small passenger saloon, using West System epoxy resin, a repair system more commonly used by boat builders and repairers.

By the end of the allocated period undercover, the first of the cant-rail sections had been fitted in the luggage compartment and No 20 had been clad in two new tarpaulins. Since that time, work has continued on the preparation of the remaining lengths of cant rail for fitting, and a second length has been fitted on the opposite side of the luggage compartment. At the time of writing, attention is now being focused on fitting the first two replacement lengths in the large passenger saloon, a task that will be accomplished with relative ease, thanks to the effective ground work carried out earlier.

The Railcar Group would also like to take the opportunity to thank all those individuals who provided help and assistance during this period.

No 40 'Ford' (BTH): Following a lot of modification, testing and detailed adjustments, it is hoped that the technical part of re-commissioning of this historic diesel-electric locomotive will be completed by the end of

March. This work is aimed at achieving compliance with the Locomotive Department's standard for introducing overhauled or 'new' locomotives into service.

The only outstanding matter, that remains to be covered within this standard, is obtaining the agreement of the Operating department that driver information and training requirements have been satisfactorily covered.

No 41 (Ruston): The generator has been removed for routine maintenance by contractors. The opportunity will be taken to clean out the engine compartment in the mean time.

No 43 'Titan': stored out of use awaiting overhaul.

No 46 (Class 03): In Rolvenden Yard for routine maintenance exam.

No 48 (D9504): With work completed at Beechbrook Farm, the logistics supply centre for the CTRL works, this loco has moved to Chatham Docks as a shunter there until repair work can be started to clear a backlog of maintenance after its hard work on the CTRL.

Before its move the loco actually made an outing from Beechbrook Farm on to the main CTRL route and completed a days work with one of the overhead line wiring trains. It is understood that the temporary construction speed limit of 20mph was active that day rather than the 186mph passenger train speed limit.

No 49 (14029): Now moved from Beechbrook Farm to Tilbury Grain Terminal sidings where it acts as an occasional shunter.

Class 33 'Ashford': In service. Has been used for the second time to run driver competency assessments for South Coast Training.

Class 108 DMMU: Undergoing a swap of two engines for two fully reconditioned units during February this year.

Steam cranes

No 133 (Taylor-Hubbard 10 ton): In service and intended for use in this years P.Way works.

No 145 (Grafton 10 ton): Still out of commission but properly secured from the weather.

No 151 (36 ton Breakdown): sees useful work on heavy lifts, mainly around Rolvenden.

Rolling Stock

Mark 1's

The work to CK No 86, mentioned in the previous issue of the *Terrier*, has gone ahead as planned. The first batch of seats have returned from the upholsterers. At the time of writing re-varnishing of the interior and ceiling panel painting is well advanced. All this work will upgrade the first class compartments to a condition worthy of the name. To add the appropriate touches, Carol Douglas is making new curtains to go with the replacement carpet due in mid February. Lack of space has led to this work being undertaken outside through the depths of the winter – so a particular thank you to everyone participating. Our appeal for additional volunteers was not without success. A number of the 'new' faces were 'summer' staff from other Departments over-wintering in C&W which seems an excellent use of the Railway's resources.

Loose covers have been fitted to seats in TSO No 4355, which proved a quick and cost effective way of tidying up the interior. This vehicle will run for the February Thomas event at which time it will be withdrawn from service for a counter to be fitted. It will then be paired with PMV No 1808 and stabled at Bodiam, from Easter onwards, as a catering outlet.

Maunsell NBO No 53

This long running project is now moving apace, with the objective of a spring 2003 return to traffic looking very realistic. By late January all exterior cladding plus cover strips had been fixed in position and all windows re-glazed. The roof canvas had been fixed down and was receiving its first coat of paint, whilst reassembly of the interior was well under way. Carol Douglas continued her splendid work to the upholstery and the electrically minded were well into sorting the wiring. Ron Nuttman has been in charge of the bogie overhaul and, interestingly, has been assisted one day per weekend by two local lads working towards a Duke of Edinburgh's Award. The wheelsets require turning so the job has been placed with an engineering contractor we have used on previous occasions and who quoted a very favourable price.

Vintage Vehicles

L&NWR Balcony Saloon (K&ESR No 82) which

was previously in private ownership, has now become TRC property. Thanks are due to a number of donors who wish to remain anonymous but enabled the purchase to be completed without undue strain on the company's finances. This coach will be coming into the shed for a brake gear overhaul, new brake blocks, repainting and various other repairs.

4 wheel carriage No 100 has been in the shed for attention to its exterior finish. The long standing varnished livery has finally been abandoned due to water discoloration of the wooden panelling. With the owner's agreement, a suitable red-brown livery with lining based on Metropolitan Railway practice is to be applied. A new roof canvas is being fitted together with new running boards and two replacement panes of glass.

Other Developments

Work on the upgrading of the electricity supply is complete. This has provided a separate circuit for the shed side of Tenterden yard which feeds both the C&W Works and the adjacent signal box.

The Board considered C&W related applications for grant aid at their January meeting. Owing to likely time limitations and the need to raise match funding, it was decided to concentrate on seeking finance for a number of vintage vehicles. Application has been made to the Millennium Commission (which is distributing its remaining funds before winding up). Following consideration the vehicles selected are the Woolwich coach (already in the shed) plus Pullman car Theodora and Birdcage K&ESR No 61. Work was started on the last mentioned vehicle in 1995 but subsequently suspended.

Preliminary investigations into infrastructure improvements (e.g. a larger shed) have not been wasted as the information is to be retained against later need. As a separate issue, plans to re-organise the interior of the existing C&W shed continue. The aim is to provide more machine tool space, and a better mess room and office.

Working Week 2003

This will be held slightly earlier this year, the

dates being 6th July - 13th July. All welcome; featured vehicles to be announced. One complaint was, however, received from teacher Lesley Collins who complained her school would not have broken up by then. We offered to write her a note but she didn't seem to think this would be effective. Our kind manager always listens to his staff, so we will be having a

second Working Week from 28th July to 3rd August for Lesley (and of course for Ken Lee and anyone else who wants to come along!) On that theme, many thanks to all C&W volunteers both regular and occasional for their much appreciated efforts. To all others, why not come and join us; we are a friendly department and welcome newcomers.

Permanent Way

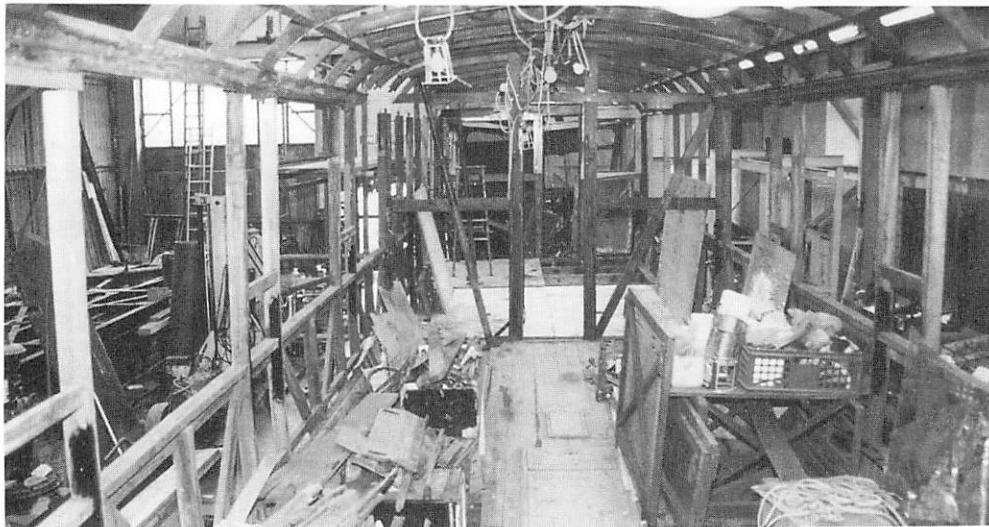
Permanent Way volunteers have worked hard throughout the closed season to replace Cranbrook Road Level Crossing which was the subject of complaints from road users and local residents. The Tenterden gang also 'spot resleepered' the area from Tenterden Station down the bank as far as the end of the 10mph section replacing over 100 life expired wooden sleepers.

Planning for the Level Crossing work started back in October and we began to source and collect the materials from November onwards. We found 46 x 45ft lengths of 95lb rail on the Ewhurst straight (left over from the Bodiam extension) and loaded it all up over the course of four Fridays. Various items were donated to us and work started on time at 6pm Friday 24th January. The crossing re-opened on time at 6pm on Monday 27th. The job was done to a high standard and my thanks to everyone who helped us achieve it. All work was completed within

time and budget despite finding a concreted water main in exactly the wrong place.

The rail not used at Cranbrook Road will be used for the March relay at Lammings Slip. This has the last wooden keyed section and currently has a 10mph restriction over it. We have unearthed the concrete sleepers which were left lineside many years ago from the dismantling of the panels obtained from Appledore and checked them all out. Lammings Slip will be drained and a proper retaining wall built which should cure the constant need to pull the track back into alignment every two years or so. The 10mph restriction will then be removed.

We want to improve the ride quality for all our passengers, Loco Dept, C&W and volunteers alike. Given the falling number of volunteer hours each year this means we must reply on the Tamper to do the bulk of the work as Jacking and Packing is simply beyond our resources.



GWR railcar in the Carriage & Wagon shed, 28th October 2002

(John Liddell)

Infrastructure

Company Secretary's Report

2003 AGM

This will be held in Tenterden Town Hall during the afternoon of Saturday 11th October. The venue remains in Tenterden this year as part of our celebrations to mark the centenary of the extension 'up the hill'. Members have asked me about the possibility of again using another location (Northiam village hall for example). We will look into this for 2004. This item is for information. A formal notice will be issued in due course.

Nominations for the 2003 Election of Directors

Nomination forms are obtainable from the Company Secretary and should be received by him, at the Company's Registered Office, by 19th July 2003.

Membership Secretary

In accordance with a long standing arrangement, Pam and Sheila Stevens are standing down from their joint appointment to this post with effect from July this year. This is the opportunity to thank Pam and Sheila for the very thorough and professional job they have done over the past couple of years. It's good to know they will remaining with us as volunteers (gardening) and have generously offered to help their successor through a phased hand over.

Stella Nuttman (wife of C&W's Ron Nuttman) has been appointed to replace Pam and Sheila. It has long been realised that the membership function is best run on a team basis and we will be advertising for at least one Assistant Membership Secretary. If anyone feels they can help in any way, even if it's only stuffing *Terriers* into envelopes three times a year they are very welcome to get in touch with either Stella or myself.

General Manager's report

A new year is once again upon us and we must all strive to achieve better results than last year despite a great deal of success in 2002.

On the commercial front several changes have taken place. The Station staff has a new Chief Station Master in Harry Hickmott. Harry worked wonders with rostering last year with coverage at Tenterden and Bodiam with no

duties being un-covered. This year, because of rostering problems last year at Northiam, Harry will also take responsibility for Northiam ensuring that those working at Northiam have first choice, but are supplemented by Tenterden staff when necessary.

Harry has also become a celebrity starring in several films and documentaries and has also had his own spot on Radio Kent.

Also promoted from Ticket Inspector to Chief Ticket Inspector is Philip Mackay. Philip is a young man full of enthusiasm for the role and was praised last year by several new Ticket Inspectors for his quality in training.

Ticket Inspectors are vital to the Railway, not that we have much fraud to contend with, but the fact that if we face a daily shortage of booking office staff through sickness or unavailability, the Ticket Inspectors can fill in that role at a station or on the train and ensure all our potential revenue is not lost.

Ken Dow remains our very efficient Chief Booking Clerk ensuring that staff is trained, qualified and deal with our customers in a friendly way. Often the Booking Clerk is the first point of contact for customers and they take that experience with them throughout the day.

The Commercial Office has been busy since the last *Terrier* with Santa and Thomas. The level of calls has been extremely high which relates to the 19% increase in Santa customers. The new computer software booking system has been an enormous asset to Graham, Lin and Jim giving them the opportunity to book straight into the system. Pressing one button prints out the ticket leaving only the payment side to be dealt with. The six tasks previously used to produce a ticket and post it has now been halved which is just as well considering the increase in telephone business.

Enquiries and Pullman bookings also keep the staff often stretched to the limit and we are grateful for the additional assistance received from Nick Pallant and Kirsty Tallen.

We are trying to promote the railway with a more professional image this year, too often in the past we have used photocopies for leaflets.

In future all our leaflets will be designed to complement one another to ensure that our customers recognise the railway.

The year ahead may not be easy but we can be optimistic when we consider the Company twelve months ago we have been fortunate to see many changes. Our overall revenues showed a modest increase in 2002, with special events making a major contribution.

We must however be alert and ensure all our expenditure remains controlled and this is where our Managers can once again excel in planning the years work to match the budgets set. The ideal situation would be that we only spend when our income is at its highest point during the running season, but this cannot be guaranteed as much of our maintenance and relay work has to be done in the closed season. Cranbrook Crossing and Lammings Slip are a prime example of this.

The mainly voluntary workforce perform miracles in giving so much of their time to the railway and I can only thank them for all they

do, mistakes happen and we must rectify them but, to dwell on the past is fatal, to learn from it is wisdom.

Finance

There was a dramatic improvement in the Company's finances last year and, although audited figures are not yet available, profits for 2002 are likely to have been in excess of £70,000 compared with a loss of £39,403 in 2001. So how have we achieved this? Firstly, the decision was taken at the beginning of the year to slash the service timetable by some 25% to eliminate trains that had been run at a loss for many years. Although this did reduce overall revenues on our standard services, average loadings on the remaining trains were 24% higher and income from specialist services such as Thomas and Santas continued to expand. In total, our income for the year from all sources was 5% higher in 2002.

Secondly, we reduced our overall cost base by some 5%, including reductions in wage costs and financial expenditure. The latter benefited



Halloween night at Tenterden, 31st October 2002

(John Liddell)

from the Company's improving financial situation and lower interest rates. Our charitable status is proving to be of substantial benefit to us. We received gift aid of £40,000 during the year and we do, of course, qualify for exemption from business rates on our sites, which have rocketed in recent years.

Total indebtedness to the bank and bondholders fell from £1.22m at the end of 2001 to £1.00m at the end of 2002. Trade creditors remained at normal levels of around £100,000 in both years.

Membership Matters

By the time the Terrier goes to print the main thrust of 2003 renewals will have been completed. If you have not yet paid your subscription then get to it. A reminder will be included with this mailing so pay now before

you forget! The total number of names on the Register at this moment is 2397 but of this some 500 have yet to pay for 2003.

We would like to thank all those members who sent additional donations with their payments. It has been a wonderful voluntary effort. We can report that many new Gift Aid signatures have been returned with renewals which will increase the value of relevant subscriptions and donations by 28% through tax rebates. If we do not already hold your signature and you wish to join in, please contact the membership secretaries.

Norman Johnson would like to point out that he was not the author of the obituary of former Membership Secretary Laurie Gurr in the last edition of the *Tenterden Terrier*.

Sites & Services

Stations

For 2003 a budget of approximately £6,000 has been agreed for improvement works at Tenterden (including re-surfacing of the forecourt and accommodation crossing), Rolvenden and Northiam stations. Except for Bodiam, where John Miller and the Friends of Bodiam are continually working on improvements, our stations do us very little credit at all. The Tuesday and Gardening Groups – see separate notes, have been working hard to bring Tenterden up to an acceptable standard for the centenary celebrations, but much still needs to be done. Funds have been made available to paint the locomotive yard viewpoint at Rolvenden and at Northiam, the appearance of the two cottages is to be improved, signage provided and a new level crossing shelter built. The need for a safe environment for our visitors and staff remains paramount and there are also a number of safety related improvements to be carried out at all the stations. At present these tasks fall on relatively few people but why not join a station group or the Tuesday gang and ensure that your chosen station is better than all the others! We need people to help who enjoy doing something really positive about improving the stations for the most important users – our visitors.

The Board has set up a Station Strategy Group (SSG) to develop a strategy for the development

of our stations for passenger and commercial use. However, whatever strategy is finally recommended, it must take into account marketing requirements and operational limitations.

At the time of writing the group has just started work and the outcome has to be reported to the Board at the beginning of June. By definition all our visitors arrive or depart the Railway via a station but do we make enough of this? What value do stations add to the overall experience? After all there's not much point in having pristine coaches and locomotives if the station ambience, which is the first impression (and maybe a lasting impression) visitors have of us, lets us down. Do we make enough of our stations to attract visitors? For instance Wittersham Road is seen as very much a backwater but some visitors use it as a stopping off point for walks to Bodiam or Tenterden. Should this feature be marketed and if so how?

The commercial and marketing departments and the various 'Friends of' groups are involved in developing the strategy but for those of you who are not directly involved, how do you think the stations should be developed? What potential do you think each has for commercial growth and make a visit to our line more interesting for visitors?

If you have any comments to make on this please

let the following know. Robin Dyce, email; robin@kdyce.freemove.co.uk, Brian Janes; bjanes@gt.net.gov.uk, Bill Morgan; billmorgan@tiscali.co.uk or Mike Grant, mandpgrant@freeuk.com or write to any of us c/o Tenterden Station please by 10th May 2003.

Tuesday Group

As usual the small, select and perfectly formed band of people known as 'The Tuesday Group' have been working away on maintenance and improving the presentation of the Railway to the public. The drainage ditch at the rear of the Tenterden site was cleared out and the fall of the ditch improved. Hopefully this has corrected the flooding that used to occur under and in front of the Mark 1 coach after heavy rain. The intention is to lay piping when funds allow.

For three weeks in November 2002 the group worked at Northiam where the fence and gate on the left of the entrance were replaced and the Northiam Station sign moved so as to be more visible from the road. Whilst at Northiam, we also took the opportunity to remove nine platform slabs from the edge of platform 2 as these had deteriorated, were crumbling and had become dangerous. They will be replaced before the season starts.

At Tenterden the prefab office block has been

given a much needed 'tart up' with a coat of black tar paint and a new path laid up to the office steps.

The old Print Room has been cleared out and repainted and is now used as a Meeting Room.

The Tuesday group also get involved in giving assistance to other departments. In the past few weeks the group has helped on the Pullman, Santa Specials, Thomas and in the C&W department. Come and join the fun as we always need more help and special skills are not necessary. Please phone 01303 862811 evenings.

Gardening Group

The newly formed Gardening group met for the first time on Saturday, 22nd February, at Tenterden. The aim of the group is to tidy all the gardens of the railway and to make them an attractive feature of each station. In the past the gardens were created and nurtured by railway staff 'between trains'. It is hoped that each station will be able to develop its own individual garden.

At Tenterden the area which was previously a buffer stop has now been converted into a garden as has the area around the new steps leading to the prefab offices. Some of the shrubs and plants have been kindly donated by Bodiam Nursery.



The Tuesday group taking lunch at Northiam

(Graham Hopker)

Veronica Hopker has taken responsibility for coordinating all the gardens and acting as contact for the group. If anyone would like to spend a few hours helping with gardening at any of the stations please contact Veronica on 01303 862811, evenings.

Bodiam

Since the last report on Bodiam station in issue 87, the small maintenance team of the three Johns, (Liddell, Miller and Hicks), has continued their working parties each Monday. Apart from building the pair of hopping huts last summer (for which they were joined by Alan 'Tebboth'), a number of small projects have been completed.

During the winter the four wheeled mail trolley has been repainted in the proper red livery and the large wheeled ex-Southern railway platform trolley (reconstructed by Ken Lee) has been painted and lettered. A sack-barrow of unknown origin has also been repaired, painted and lettered. A recent donation has been a restored sack-barrow from the old Rye Mail sorting office which was used to take mail to the nearby Rye

station. The finish is varnished wood (correct for post office sack-barrow), but it will be lettered for the K&ESR.

As no record exists for the original K&ESR painting scheme for platform trolleys, a best guess livery of brown woodwork, black metalwork and red wheels has been applied to the general purpose trolleys.

Last Autumn all the fan-light windows in the toilet block were removed, planed to fit, repainted and refitted and the catches re-set where necessary. Previously the windows had blown open in the strong winds allowing in cold air, (and leaves) causing problems in freezing weather.

Other jobs completed have been the installation of an extra step at the top of the steps to the picnic area. This will ease the slope above the steps which some elderly visitors have found difficult. Also, the 'Allsops Dinner Ales' enamel sign has had some restoration with the 'bullet holes' filled and colours retouched.

Groups

Museum

Ken Lee and Brian Janes have worked over the winter months to build an upstairs office in the Museum and because it has some insulation, it should be useable in both hot and cold weather. It will also provide a better environment for archive storage and books and somewhere with a modicum of comfort to any necessary paperwork or filing.

Final visitor figures for the Museum in 2002 were 5772 paying plus 296 complementary (mainly K&ESR members), making a total of 6068. Admission charges brought in £5,441 which is paid to the company to cover the rent.

The sale of second-hand books continued to do well bringing in a little over £2,000 which pays for all the running costs, including cleaning, lights, display materials, archive filing and new acquisitions.

Last year the Museum opened on 140 days as against 160 in 2001. This was due to fewer operating days (and income dropped to some extent) although the number of visitors per day open rose slightly.

There are currently 19 people on the

attendants roster who work an average of about seven sessions per year. For anyone interested in joining please contact John Miller on 01580 765350.

Maidstone Area Group

During 2002 the group attended the Dartford Model railway Exhibition, Gillingham Model World and the Broadstairs Model Railway exhibition where it staffed a sale stand on behalf of the station shop, with sales of over £1,400 as well as handing out timetable and Special event leaflets to everyone who came anywhere near the stand.

The Group held its own Model Railway Exhibition, the 21st, at Senacre Technology College in October. Although the number of people through the door was up, the expenses were greater which resulted in the profit of £942, being down compared with the previous year. As a way of raising extra income we staffed a Tombola stall which was very successful. The Group will be holding a Tombola stall again this year and we are looking for prizes, in excess of 250, and therefore if anyone has any suitable items, small or large, that they could donate then

these can be left for the group Chairman Dave Tibbatts at the station refreshment rooms at Tenterden Station.

The other main fund raising function carried out is the collection of waste paper, which can be left in the container situated behind the main administration building at Tenterden Station. At present the Group receives in excess of £35 per tonne for the waste paper with the money received going to the project fund which goes towards funding projects or purchases of specific items for the railway. The weight of paper collected over the years is in excess of 1,423 tonnes with revenue received of over £32,300.

In the last few years a number of local councils, including the areas around Tenterden and St Michaels have issued recycling bins to residents and this has resulted in a reduction of waste paper being received at Tenterden Station. Therefore to help the group raise funds for the railway please bring all your old newspapers, which can now include telephone directories, mail order catalogues and other gum backed publications as well as junk mail and deposit them in the waste paper container at the station.

The group still holds regular meetings, which are open to all, at the Tovil Working Men's Club, Tovil Road, Maidstone commencing at 7.30pm. All the guest speakers give a slide, film or video presentation on Railway and other transport subjects. The programme for the remainder of 2003 is:

30th April	Steam, Diesel and Electric through the lens by Doug Barrow
28th May	Steam in the 50s and 60s by David Kelso
25th June	Bonjour mes Amis (French Railways) by Tim Lawrence
24th September	Steam trains in Poland and East Germany in the mid 1990s by Ron Gee
29th October	All kinds of Vintage Transport Miscellanea by Herbert Lingwood
26th November	Southern Region 1948-1960 by Bob Ratcliffe

A date for your diaries is the 22nd Model Railway Exhibition on 18th and 19th October 2003 at Senacre Technology College, Sutton Road, Maidstone. Help is always required to set up the event on Friday 17th and to assist with the event itself, whether it is helping on the Tombola stall, Sales stand, Catering either in the kitchen or serving the public, selling tickets at the door, etc. If you can help please contact Dave Tibbatts either at the railway or by telephone on 01580 763736, after 7pm.

Ashford Area Group

Ashford Group has joined with the RCTS for a visit by coach to the Fawley Railway (the McAlpine Railway) on Sunday 11th May and to Amberley Steam Museum on Sunday 13th July. Also details are being finalised for our usual visit in June to a local steam railway.

Our interest in Pullman Theodora continues following the bequest for its restoration by the late Alan Merrells, and one of our members has now started to restore one of the marquetry panels from it. We also continue to add to our fund for the restoration of the second 4-wheel 'Chatham' coach rescued from a bungalow in Ashford, and look forward to space in C&W when the Woolwich coach is completed.

We have our usual stand at the Steam & Country Fair on 19th & 20th July selling Railway Books, and if anyone has any redundant hard backed railway books (not magazines) to spare, we would love to have them to add to our stock.

Our meetings this year started in January with a fascinating evening on the Kings Cross re-development by Fred Garner, followed in February with more of Brian Stephenson's excellent slides. The future programme is as follows:

Wed 16th April	European Slides by Alan Crotty
Wed 21st May	More from Dave Baker's amazing collection of films
Wed 18th June	Members Slide evening
Wed 18th July	The County Donegal Railway, past history, present situation and exciting future.

We meet in BR Social Club, Beaver Road, Ashford at 7.30pm. More details from

Eric Graves, tel: 01233 623687,
E-Mail: Eric@gravesfamily.co.uk

CFBS News – Philip Pacey

The almost final figures – still not including the Père Noël trains in December – have revealed that 2002 was the best season ever for the CFBS, with a total of 93,375 passenger journeys. This exceeds the previous best, 91,722 in 2000, a year which included a steam festival. The 2001 season was of course marred by bad weather and the serious flooding inland.

The Cail 2-6-0T acquired its new boiler during the winter, and in January work was on schedule for this locomotive to be in action for the steam festival in April. But not, after all, bearing the name Ferdinand de Lesseps, because there seems to be some doubt whether this locomotive actually ever did work on the Panama Canal project. The evidence of a surviving constructor's photograph suggests that it may have been built for and delivered direct to Puerto Rico, where it is known to have worked.

At the time of writing it also appeared likely that the CFBS's locomotive fleet would be augmented by the purchase of a 4-6-0T, Compagnie Fives-Lille 3287/1909, from the Blonay-Chamby railway in Switzerland. This locomotive previously worked on the Réseau Breton, where it was No E332. It is thought to be in reasonably good condition, so it may not be long before it is seen in steam. It will look well on the CFBS and, together with the Cail, will add to the number of larger locomotives needed to haul longer and heavier trains. Hopefully it will be on show at the steam festival.

Reconstruction of one of the Manage coaches delivered to the railway in 1921, No 10302, was also on schedule for completion by the start of the season. Winter trackwork has been undertaken at Noyelles, St Valéry Canal, and Le Crotoy.

The Fête de Vapeur takes place on 26th-27th April; at the time of writing, plans were in hand for the K&ESR to take the 'P' class locomotive and a traction engine.

Unfortunately I'm not expecting to be there, but I hope to put in a spell of hard labour at

St Valéry later on, probably in early July. For those planning to visit during 2003, the timetable is summarised below.

Timetable 2003

Cayeux		15.30		18.30
St Valéry		<u>16.15</u>		<u>19.15</u>
St Valéry	10.45	15.30	16.30	17.30
Noyelles	11.15	16.00	17.00	18.00
Le Crotoy	<u>11.45</u>	<u>16.30</u>		<u>18.30</u>
Le Crotoy	12.00	15.30		17.30
Noyelles	12.30	16.00	17.00	18.00
St Valéry	<u>13.00</u>	<u>16.30</u>	<u>17.30</u>	<u>18.30</u>
St Valéry		14.00	17.45	
Cayeux		15.00	18.30	

Bold type: every Saturday, Sunday, Wednesday, 5th April - 28th September, and Sundays 5th and 12th October; Thursdays 10th April - 8th May, 29th May, 12th June - 4th September

Regular type: Saturdays May 3rd, 10th, and 31st, and every Saturday in July and August; every Sunday 5th April 5th - 12th October; Mondays April 21st, June 9th, and every Monday in July and August; Tuesdays throughout July and August; Wednesdays throughout July and August; Thursday May 1st, 8th and 29th and every Thursday in July and August; Friday May 2nd, 9th and 30th, and every Friday in July and August.

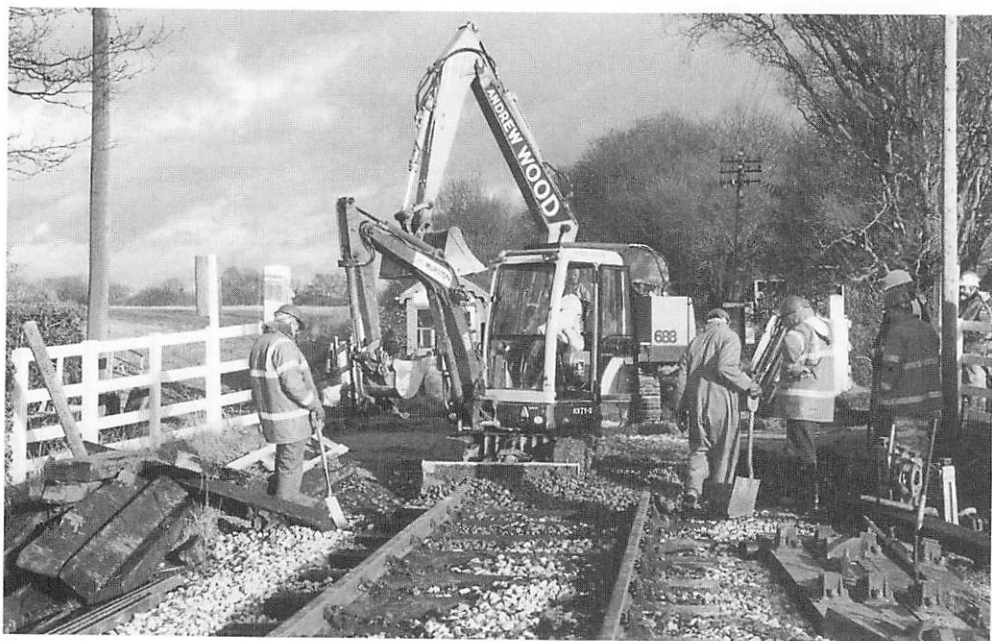
Italic type: every Saturday July 12th - August 23rd; Sunday June 8th and every Sunday July 13th - August 24th; Monday July 14th; every Wednesday July 9th - August 27th; every Thursday July 10th - August; Friday August 15th

N.B. Trains between St Valéry and Cayeux are diesel hauled.

A special timetable with additional trains will be in operation for the Fête de Vapeur, Saturday and Sunday April 26th-27th.

The above information is offered in good faith, but if you depend on it without checking with the CFBS, please understand that you do so at your own risk. As ever, full details, including information on trains at other times for organised groups, can be found on the CFBS Web site (French and English) at <http://www.chemin-fer-baie-somme.asso.fr>

Crossing at Cranbrook



Removal



Installation

Photographed by John Liddell on 25 & 26 January 2003



Tamping



Ready for Tarmac

Tickets Please!

Our annual review of passengers numbers
compiled by Ken Dow with commentary
from Duncan Buchanan

2001					2002				
	Op. Days	Trains	Paying Passengers	Avg. per Train	Op. days	Trains	Paying Passengers	Avg. per train	
January	4	24	316	13	0	0	0	0	
February	11	70	9694	138	9	64	8533	133	
March*	9	54	1210	22	4	21	1904	91	
April*	19	112	7551	67	13	69	4080	59	
May	27	157	9083	58	15	96	6817	71	
June	30	162	7486	46	24	165	12029	73	
July	31	194	11314	58	23	122	9521	78	
August	31	194	17836	92	31	166	15663	94	
September	30	177	12650	71	17	111	11516	104	
October	13	66	3628	55	17	86	3432	40	
November	4	20	729	36	3	15	438	29	
December	13	80	10849	135	12	80	12637	158	
	<u>222</u>	<u>1310</u>	<u>92346</u>	<u>70</u>	<u>168</u>	<u>995</u>	<u>86570</u>	<u>87</u>	
Pullmans		40	1792	45		34	1821	54	
Charters		27	995	37		24	1411	59	
Sunday Lunches		22	1281	58		23	1134	49	
Sunday Teas			0			1	55	55	
Privileges			2255				1153		
			<u>98669</u>				<u>92144</u>		
<i>Bookings from:</i>									
Tenterden			45173				35789		
Northiam			7616				4733		
Bodiam			4376				4051		
On train			2184				1388		
Pre-booked			32997				40609		
			<u>92346</u>				<u>86570</u>		

*Easter 2001 29/3 to 1/4; 2002 13/4 to 16/4

In general 2002 proved to be a year where the focus has been on running a profitable service by cutting costs rather than relying on revenue. The key statistic is the passengers per train which has reached 87. This is the first time since 1990 we have returned to the good values of the 1980s. Thus proving that a longer railway, which requires two or more trains to offer a service, does not necessarily mean an inefficient operation providing the service is closely aligned to the available passengers.

At first sight the reduction of 6.3% in total passengers seems disappointing but there is much more to the tale. Firstly, we still are

carrying significantly more passengers than we did at any time before we opened to Bodiam. Secondly, we reduced the overall passenger service by 24%, both in number of days operated and in the number of trains run. These trains were not carrying sufficient passengers to justify their retention. The November service has all but been discontinued in 2003 given the negligible number of passenger seen in both 2002 and 2001.

Pre-booked passengers continue to be an increasing part of our business and now account for 47% of all passengers. This is up from 36% the year before. Indeed it seems that a month

when there is no pre-booked event is almost guaranteed to be a month losing passengers. Perhaps we are getting towards a time when walk-on passengers will become so scarce that we can ignore them completely. It would certainly make planning the timetable calendar easier and make cost control much easier.

Tenterden's hold on originating traffic continues with 74% of all our passengers starting out from there, which compares to 74% in 2001.

Northiam's slow descent continues declining from 8% in 2001 to 5% in 2002, as our focus continues to be elsewhere.

Highlights of the year continue to be the run-away success of Santa Specials, which carried 12,100 passengers. We have judged the sense of occasion correctly and consistently achieve more than 10,000 passengers. Congratulations go to the team of volunteers who have turned this around from its previous state. Indeed one of the success stories of late has been the re-

emergence of volunteer groups running the railway for a special event. The other special event was the return of Thomas in June. This added at least 50% to passenger numbers for the month. Other Thomas events continued their success with the only weak spot being the Learning with Thomas where consistent numbers were achieved, but fine tuning is required to maximise profitability. The Hoppers weekend in September was highly successful and saw over 500 people on each of two days.

The Wealden Pullman, (previously titled the Wealden Belle) noting the return to a name that means something to our passengers, has also gone from strength to strength with a 2% increase in passengers, but more importantly achieving an increase in loadings from 45 to 54 passengers per train. However the charter trains (which are in effect an extension of the Pullman services) have seen a 41% increase in numbers over the same period.

The Ridham Dock Light Railway

The Sittingbourne to Sheerness branch is somewhat of a backwater as far as present-day Connex passenger services are concerned, but it compensates for this by retaining a notable collection of rail freight connections. Among these the siding to Ridham Dock has a more interesting history than most – how many other lines still in use have been served at one time or another by both the Adams 'Radial' tank which became East Kent Light Railway No 5 and the K&ESR 'Terrier' No 3 'Bodiam'?

The concentration of industry around Milton Creek and the Swale is not new. While access to water transport has been an important factor in locating the various works, they have also made great use of railways, not only to receive raw materials and fuel and to despatch their products, but also for internal transport.

A good example is the Sittingbourne papermill of Edward Lloyd (Edward Lloyd Ltd. from 1890), which was started at the head of Milton Creek in 1877. A tramway of 2ft 6in gauge was provided to move materials between the mill and wharves on the Creek, and steam locomotives were introduced to supplement horse power in 1906. The Creek could be navigated by nothing

bigger than a sailing barge, so in 1912 the company decided to build a dock on the site of an old brickworks wharf at Ridham Marsh on the Swale (the waterway between the mainland and the island of Sheppey), for use by seagoing vessels.

Construction began the following year. The contractors were Thomas Oliver & Son, and a siding was laid for their use connecting with the South Eastern & Chatham Railway single-track branch from Sittingbourne to Sheerness. Kings Ferry Bridge Halt was opened on 25 November 1913 just south of the bridge for use by the workmen. Mass concrete walls were built to create a tidal dock some 800 feet long and 450 feet wide at the entrance, tapering to about 150 feet at the end. Lloyds ordered four 2-ton and four 5-ton cranes from Stothert & Pitt of Bath in December 1912, but only the smaller ones had been delivered before work was brought to a halt by the Great War.

Early in 1917, the Ministry of Munitions requested Edward Lloyd Ltd. to make the Ridham Dock site available for use as a salvage depot for the duration of the war. The company generously agreed to do so without charging

rent, and occupation by the Ministry began on 20 March 1917. The main function of the depot was to sort recovered material such as ammunition boxes and shell cases returned from the front, in order to extract scrap material and reusable items. The work was unpleasant and dirty, and perhaps even dangerous, if unexploded ammunition found its way into the cargoes.

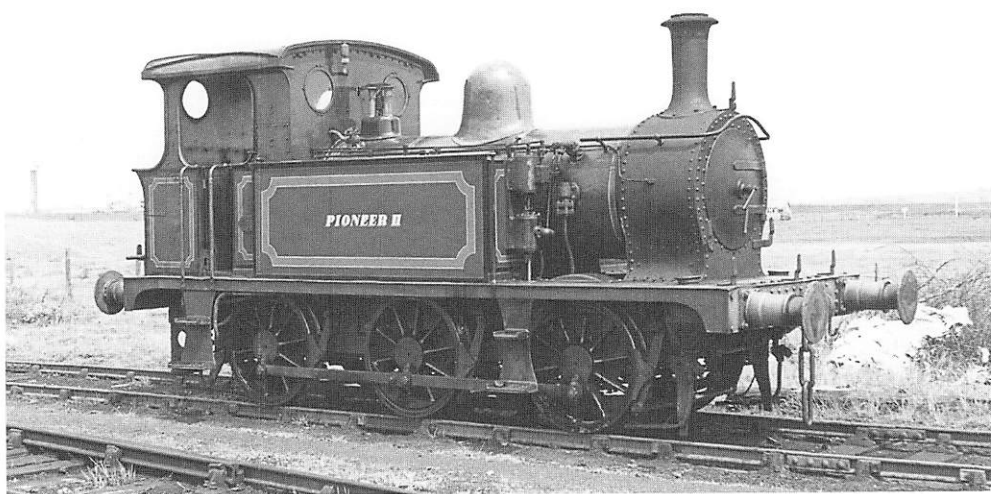
The Ministry's first priority was to expedite delivery of the 5-ton cranes for the wharf side, and to extend Oliver's siding to the site. The line was about three-quarters of a mile long and was laid with chaired 75lb flat-bottomed rail on ash ballast. In official documents it was referred to by the rather grandiose title of the Ridham Dock Light Railway; several other connections to Great War military installations were described as light railways even though they were not authorised by Light Railway Orders – the Trench Warfare Light Railway on the Crayford marshes and the Manston Camp Light Railway were other examples in Kent. The connection was evidently in use by early autumn, as when submitting an indent for materials for four additional sidings (total length about 1100 yards) adjoining the 24-foot crane tracks, the Ministry's civil engineer, W.H. Wolff, noted that "the want of these sidings is very seriously impeding the work of clearing the Docks from the area close to the Crane Tracking". Traffic was substantial – from 22 May to 13 October 1917, 149 vessels

discharged their cargoes at Ridham Dock, nearly one a day.

At least two standard gauge locomotives were used by the Ministry of Munitions at Ridham. Details of one engine are lacking, but the other was Adams 4-4-2T No 0488, built by Neilson & Co. of Glasgow in 1885 for the London & South Western Railway, and sold by them to the Ministry for £2104 in September 1917.

According to D.L. Bradley, it was repainted dark green and numbered 27 at Eastleigh Works the following month and then delivered to Ridham. However, a photograph of the engine at Ridham clearly shows its earlier number of 488; perhaps the wartime green paint was unable to withstand the high degree of cleaning evident in the photograph! Lloyds' 2ft 6in gauge tracks had also reached Ridham, and the Ministry employed a Kerr Stuart narrow gauge 0-4-2T of the 'Skylark' class, probably works number 802.

Unloading at Ridham was in the hands of a detachment of the 12th (Transport) Battalion of the Bedfordshire Regiment, which had been formed in December 1916 for handling military cargoes at ports. There was also a sizable civilian workforce – perhaps two or three hundred – some three quarters of them women. The Bedfordshires soon became part of the community with their successful football team. Private G. Edwards (who before joining up had appeared on the Moss and Stoll music hall



P Class Pioneer II at Ridham Dock, 25th May 1963

(MNLPS)

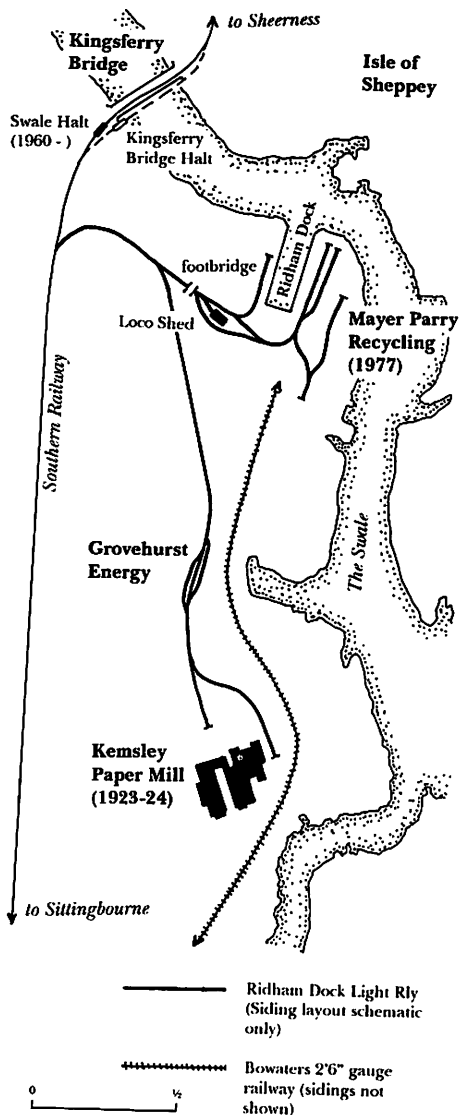
circuits under the stage name of Stanley St George) got up a concert party (including both soldiers and civilians) known as the Ridham Dock Melody Makers, which performed in aid of a fund set up to assist any of the employees who were unable to work through illness.

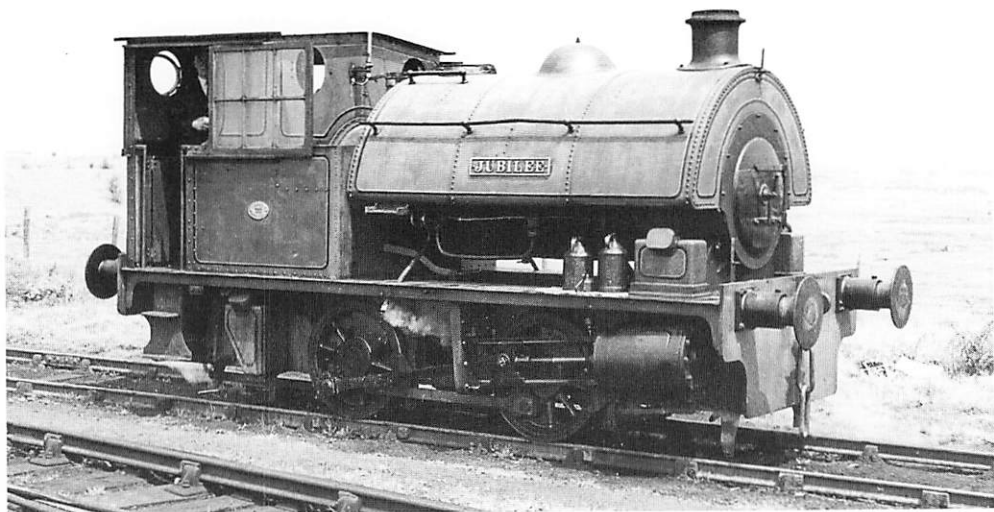
There were no houses near the depot and road access was poor, so the Ministry of Munitions decided to put on a through passenger train from Sittingbourne for the workers, both military and civilian. The Deputy Director of Munitions Railway Transport wrote to the Board of Trade on 19 October 1917 "It is understood that the connection with the South Eastern Railway (sic) has already been passed by the Board of Trade, and that as the line is in the nature of a private railway, an inspection by the Board of Trade is not necessary". This view was not calculated to appeal to the Railway Department of the Board, and Colonel J.W. Pringle RE observed that "a connection suitable for ordinary siding purposes is not always suitable as the junction of a light railway – even a private one – e.g. accident at Catterick Bridge N.E. Rly. In my opinion, where the public are conveyed as Government (munition) workers on a line of this description, the duty of securing safety should devolve upon the Board of Trade".

Accordingly, Colonel Pringle visited the Ridham Dock Light Railway on 8 November, accompanied by representatives of the Ministry and the SE&CR. He agreed to the proposed service, subject to a general speed limit of 12mph, occasioned by the light 75lb rail, ash ballast and curves of 7½ chains radius, while a limit of 4mph was imposed through hand-worked facing points. One engine in steam working with a single line staff was in force when the passenger train was running. Working at Ridham Dock was to be controlled by a pointsman wearing a distinctive armband, who incidentally was obliged to live at the Dock. A platform was built at Ridham Dock for the safety of passengers.

The SE&CR provided rolling stock for the train, which consisted at first of 18 non-bogie carriages (three 5-coach close-coupled sets and three 'loose' coaches). The loose coaches were replaced by a 4-coach close-coupled set in December 1917, making a total of 19 vehicles – quite a load even on level track. The SE&CR working timetable shows the departure from Sittingbourne at 6.5 am and arrival at Ridham

Dock siding at 6.17 am. Presumably this refers to the time when the SE&CR engine was exchanged for a Ministry one – on the main line on the outward journey and on a loop near the junction with the Sheerness branch on the return trip. The carriages remained in a locked siding at Ridham Dock during the day, and the return was at 4.56 pm on Mondays to Fridays and 1.19 pm on Saturdays, arriving at Sittingbourne at 5.08 pm and 1.32 pm, respectively.





Jubilee at Ridham Dock, 17th September 1965

(MNLPS)

The service soon became a local institution, as witnessed by a paragraph in the *East Kent Gazette* in November 1917:

"Scene early morning: Ridham Dock train – full compartment – men perusing daily papers. Gentleman (in one corner): 'I see the British have got Beer-sheba.' Interested soldier (occupying furthest corner seat): 'What's the price going to be now?'"

The task of salvage did not cease with the Armistice, and work at the Depot continued until at least the spring of 1919 – the agreement with Edward Lloyd Ltd. ran until six months after the end of the war. The Adams tank No 488 was sold by the Ministry of Munitions to the East Kent Light Railway in April 1919 becoming their No 5. The price was £900 according to D.L. Bradley and the bargain price of £360 according to C.F. Klapper – a good deal less than the Ministry had paid for it, in either case. At least, this is what is generally assumed. For, as with most things to do with the East Kent, things were rarely as straightforward as they seemed. In this case, the uncertainty arises from the fact that the Ministry of Munitions included 488 in a list of surplus locomotives advertised for sale in 1920. The list gives the correct Neilson works number, and refers to an inspection of the locomotive at the Central Stores Depot No 20, at

Belvedere, Kent, on 24 August 1920. CSD No 20, incidentally, was on the site later occupied by Belvedere power station. The Depot was used for breaking down surplus ammunition after the War and finally closed some time after 1925. The East Kent board minutes of the period, unfortunately, throw no light on this conundrum. One possible explanation is that the Ministry's inspector confused 488 with its sister Adams 4-4-2T No 424; this had also been sold to the Government during the Great War and served at Longmoor and on the Fovant Military Railway before ending up awaiting scrapping on a siding near Erith. Can any reader help to resolve this problem?

Incidentally, the Kerr Stuart narrow-gauge 0-4-2T was sold to H. Lovatt & Co., the contractor who built the Leek & Manifold Valley Light Railway in Staffordshire, and was then re-gauged for use on the 2ft 4in gauge Snailbeach District Railways (see *Tenterden Terrier* No 75, Spring 1998), which were also managed by Colonel Stephens.

Ridham Dock, with its new railway connection, returned to use by Edward Lloyd Ltd. In 1923-24, this company built a large new newsprint mill, the New Thames Mill, at Kemsley, mid-way between Sittingbourne and Ridham. In addition to the narrow gauge line, a standard gauge

siding was built across the marshland to connect the new mill with the Ridham Dock Light Railway, which settled down to almost 50 years of comparatively uneventful activity.

Detailed instructions for dealing with traffic to Ridham Dock were set out in the Southern Railway's General, Central-Eastern and Western Appendices to the Working Time Tables, dated 26 March 1934:

"Ridham Dock (Lloyds) siding. The siding is laid in on a gradient falling away from the running line and a loop exists about 155 yards from the siding gate.

"Ingoing traffic must be conveyed on down trains and worked as follows:-

"Upon arrival at the siding the Guard of the train must, after obtaining the key and opening the gate, leave the brake van with any other wagons on the single line, draw forward with the engine and wagons with ingoing traffic into the siding, and bring them to a stand in the left-hand loop clear of the loop facing points. The engine must then be detached and run forward towards the engine restriction board which is fixed at approximately 43 yards beyond the loop trailing points, return via the right-hand loop (i.e. that further from the single line) to the portion of the train left on the single line, and proceed to Queenborough.

"In the event of there being traffic for Ridham Dock siding only on the train, the brake van should be taken into the siding and left there and the engine be run light to Queenborough.

"Outgoing traffic must be conveyed on up trains and worked as follows:-

"Upon arrival at the siding, the Guard must obtain the key and open the gate. The engine must then be uncoupled and proceed into the siding and withdraw outgoing wagons from the right-hand loop.

"The Company engine must not proceed into the siding beyond the engine restriction board above referred to."

The 'Company engine' referred to is the Southern Railway one hauling the goods train, and the instruction implies that Lloyd's were responsible for working traffic to and from the loop near the junction. They did not own a standard-gauge locomotive in 1934, and it is

thought that another Southern Railway engine was used for this purpose.

Lloyd's first standard-gauge engine was an 0-4-0ST from W. Bagnall & Co. of Stafford (works No 2542), completed in November 1935 and named 'Jubilee', after the Silver Jubilee of King George V. The small standard-gauge engine shed at Ridham Dock probably dates from this period. 'Jubilee' was the sole standard-gauge engine until 1943, when a second-hand Manning Wardle 0-4-0ST (No 942 of 1885) named 'Pioneer' was acquired from Smith, Patterson & Co. Ltd., owners of the Pioneer Foundry at Blaydon, County Durham, for use as a spare engine. 'Pioneer' had been rebuilt by Hudswell, Clarke & Co. in 1906, and after it arrived at Ridham Dock it was fitted with a spark-arresting chimney, similar to those on the narrow-gauge engines. It was evidently not as reliable as it might have been, since engines still had to be hired from the Southern Railway from time to time: for example ex-SE&CR 'R1' class 0-4-4T No 1699 in July 1944, and '0458' class 0-4-0ST No 3458 'Ironside', a former Southampton Docks shunter.

1948 saw a change in the ownership of both the Ridham Dock Light Railway and its main-line connection. Edward Lloyd Ltd. had been taken over by the Bowater group and the company's name was changed to Bowater's Lloyd Pulp and Paper Mills. The Southern Railway became the Southern Region of the nationalised British Railways.

On the night of 31 January and 1 February 1953, an exceptional tidal surge flooded a large area along the east coast, and Ridham Dock was no exception. In addition to other damage caused by the water, the weight of floodwater held behind the west wall of the dock had caused it to move outwards by up to 9 feet. After limiting the movement of water by a new bund wall (which incorporated the disused Ministry of Munitions platform), work began on temporary repairs to the southern end of the wall, to receive ships from Canada during the peak of the log-shipping season. The temporary quay, 350 feet long, was ready for use on 1 June 1953, and work then started on the northern berth. It had been decided to build a new wall behind the old one, thus widening the entrance to the dock, and this was ready to receive ships on 11 December 1954. To maintain the supply of coal to the papermills, Bowaters hired a wharf near

Grovehurst from the brickmakers C. Burley Ltd., and laid a narrow-gauge branch to it.

Occasional hiring of main-line locomotives continued, and in mid-1953 ex-SE&CR 'P' class 0-6-0T No 31178 was at Ridham. 'Pioneer' had done little work and was scrapped in 1954. When No 31178 was paying another visit in March 1956 it failed, and had to be replaced by 'Terrier' No 32670, better known as K&ESR No 3 'Bodiam'. In spite of this unpromising experience, Bowaters purchased No 31178 for £850 in June 1958. It was named 'Pioneer II' and was painted in an attractive lined green livery, not unlike its original SE&CR livery.

The Sittingbourne to Sheerness branch was electrified in 1959 as part of Phase I of the Kent Coast scheme, and to permit the much improved passenger service (three trains an hour each way) the branch was widened to double track from Middle Junction, Sittingbourne, to just short of Swale Halt, south of the Kingsferry Bridge. This meant that Ridham Dock siding could be served only by up freight trains, as the connection was with the up line and there was no crossover. During 1960, a standard-gauge siding was laid into the paper stores at Kemsley to allow paper to be loaded directly into main-line wagons. Previously, it had to be taken to Ridham on the narrow gauge and transhipped there.

'Jubilee' and 'Pioneer II' provided standard-gauge shunting power at Ridham Dock until 1969, when 'Pioneer II' was withdrawn following cylinder damage. Two Drewry diesel-mechanical shunters were acquired from British Railways, D2259 in February 1969 and D2228 in July. 'Pioneer II' went to the Bluebell Railway, joining two other examples of the 'P' class. 'Jubilee' was retained as a spare engine until March 1971, when it too was sold for preservation, at first privately and since October 1976 at the East Anglian Railway Museum at Chappel station, in Essex.

1972 saw Ridham Dock transferred to a Bowater subsidiary, Independent Sea Terminals Ltd., and a policy of encouraging new industries to share the facilities. In 1976 work started on a plant for Car Fragmentation Ltd. (now Mayer Parry Recycling Ltd.) to provide an assured supply of scrap for the electric arc furnaces of the Sheerness mini-steelworks. The plant was completed in May 1977, and was designed to break previously flattened scrap cars into fist-sized pieces at the rate of 500 tons a day and

separate the ferrous and non-ferrous components. The steel fraction was then transported by rail over the Kingsferry bridge to the Sheerness steelworks.

The next important development was in 1978 when the sidings at the Kemsley papermill were altered to allow coal to be delivered in trains of up to thirty 45-ton 'merry-go-round' hopper wagons, discharging into an underground bunker. This called for heavier motive power and so a larger ex-BR 0-6-0 diesel electric, No 08157, arrived in June 1977 to replace the two Drewry shunters, which were then scrapped, D2259 in January 1978 and D2228 in February 1979.

In 1985 Bowaters sold its Sittingbourne and Kemsley papermaking operations to an independent company, UK Paper, which after a long series of changes of ownership is now part of the Metsa Serla group of Finland. Meanwhile the dock operation was transferred to Ridham Sea Terminals Ltd. in 1992.

Amidst these corporate manoeuvres, railway activity continued. A passenger train reached Ridham Dock for the first time for many years on 27 August 1990, when there was a visit by the Southern Electric Group's 'Thanet Explorer' railtour. This comprised two four-car 4TC units, and was powered by two diesel locomotives, 33033 and 33063.

Ridham Dock continues to be busy, and its four berths, capable of taking vessels up to 5000 tons, handled about a quarter of a million tons of cargo in 1998. In addition to its traditional staples of timber and wood pulp, traffic has included steel, coal, aggregates, grain, scrap metal, fuel pellets and waste glass. The increased number of ships has also meant that the Kingsferry bridge is lifted more often – 1034 times in 1995 compared with 442 in 1987. In more recent years there have been setbacks such as the commissioning of a gas-fired combined heat and power station at Kemsley in 1995, ending the requirement for coal to be brought to the papermill. The Ridham Dock Light Railway has fulfilled a useful function for 85 years, and in spite of the uncertainty caused by the sudden closure of the Sheerness Steel plant in 2002, it may yet survive to celebrate its centenary.

Tom Burnham

Book Review

An Illustrated History of the Welsh Highland Railway by Peter Johnson, published by Oxford Publishing Co (Ian Allan), price £ 19.99.
128 pages liberally illustrated.
ISBN 0 86093 565 5

Great endeavours need good and constant publicity and Peter Johnson is serving the building of the new Welsh Highland very well. In this, his second book on the Welsh Highland in three years, he retells with some considerable new details the 130-year saga of this twenty five-mile long North Wales narrow gauge line. Despite the temptations of modern word processing, relatively few sections of text have crept in unamended from his previous (now out of print) Portrait of the Welsh Highland Railway. That book suffered badly from the publisher's eccentric typefaces and cramped photographic layouts. This new production is in a higher league. Much new information and above all the superior photographic reproduction and sumptuous maps make this book one to have.

Peter Johnson, an author of long standing and editor of the Festiniog Railway society's house magazine, has largely succeeded in his task of sorting out the complex pre-history and origins of the railway. He tracks through the labyrinths of proposals, counter proposals and personalities and the lexicon of railway names amongst which the North Wales Narrow Gauge Railways (Moel Tryfan Undertaking) and the Portmadoc, Beddgelert and South Snowdon Railway are not the least daunting. The enthusiasm for narrow gauge that was born in North Wales in the late 1860s swept the world and produced great benefits. At home it was largely unsuccessful but continued to fire the imagination of otherwise hard headed businessmen and in Snowdonia produced an unholy mess of part completed, unfinished and abortive railways.

The dream of a (near) Caernarvon – Portmadoc railway was finally realised in the immediate aftermath of the First World War. This was thanks in part perhaps by the imaginative re-titling of the long proposed Portmadoc, Beddgelert and Carnarvon (sic) Light Railway to the Welsh Highland but largely to government and

local authority funding. Quick work by Sir Robert McAlpine and Sons resulted in completion by 1923 but the railway was already in trouble and the concern had crumbled by 1936 nearly taking the connected and associated Festiniog Railway with it. That the grossly under funded and thinly trafficked railway lasted this long was due in large measure to the efforts of Colonel Stephens. He was appointed as engineer in April 1923 and, in the financial crisis following opening, became Chairman and Managing Director in January 1925 and, inevitably, Receiver in 1927. At his death the railway slipped away from Tonbridge's control. This phase is not well covered but the book does record a previously unknown example of Stephens' humanity and generosity in paying staff wages when funds were unavailable only to be told off by the owning local authorities for doing so! Overall the author has disappointingly little to say about the operation of the railway and the book is poorer for it. Still if you like the meat of the politics, finance and legislation in railway history and rolling stock he more than makes up for this. If you want to read more about operation James Boyd's excellent Oakwood Press books on the Railways of South Caernarvonshire are recommended.

Despite the failure of the undertaking and the dismantling of the railway in World War 2 the dream lived on, not least because the trackbed remained complete. As you would expect from a close associate of the company now rebuilding the railway, Peter Johnson covers its rebirth well. After many years of partially effective efforts, the Festiniog Railway, very soon to be under the Chairmanship of long time K&ESR associate Mike Hart, took the bull by the horns, took control and started work. As we used Millennium funds to rebuild to Bodiam, so the new Welsh railway was the only other railway recipient of this largess. Except in its 2-foot gauge it is very different from its predecessors, but it is a bold and noble enterprise using redundant South African equipment. Buy this book and wonder at the blood, sweat and tears expended over the years to so little effect but also the overwhelming heights of enthusiasm that is now growing a miraculous new railway.

BMJ

Treasure Hunt

Signalman Ian Dow takes a look behind the scenes at the BBC2 programme of 18th December 2002, which featured the K&ESR.

Could you solve the cryptic clue the contestants were faced with in finding the location of the hidden treasure?

“End of the line for KES? Ask Harry for Queen Vic’s Windsor. Better not be triskaidekaphobic!”

Solved that? Now read on.

Two apparently unrelated events occurred in my life in late September.

I had retired from my job as an Engineering Manager with BBC Outside Broadcasts in February 2002, but because the BBC were short of staff I was called back to work on the Queen Mother’s funeral from Windsor, and the Commonwealth Games. So I was just getting into the swing of retirement, and having a peaceful autumn cruise on my boat on the Thames, when the mobile rang.

“It’s the Beeb here.....short notice change of date.....no Engineering Manager available.....needs someone who can do the lighting as well.....it’ll all be over in 2 weeks.....should be good fun.....can you help?”

Now the only time I have fallen into a lock from my boat was when manoeuvring in whilst trying to answer my mobile. I was again approaching a lock, so the call had to be terminated quickly!

“OK, I’ll do it. Get the producer to call me.”

“By the way, the programme’s called Treasure Hunt – and there are five of them from Kent.”

Next day I switched hats and arrived at Tenterden for my duty in the Signal Box. I settled in, opened up to Rolvenden, unpadlocked the gates, then sat down and glanced at the latest edition of ‘Update’, the newsletter for operational staff, “The TV programme Treasure Hunt will be coming to Tenterden Station on 30th September and the answer they have to find is.....”

Aaaaah! I’m not supposed to know that!

I’ll be dining in the hotel the night before the programme with the contestants, and they desperately want that very answer on their way to a £2000 prize. During the recording I’ll be just out of camera shot operating the lighting console whilst they are trying to unravel the mysteries of the K&ESR. Briefly I consider having a quiet word with them and splitting the prize money. No. How could I ever consider such a thought!

However, should I confess to the producer, or will that lose me a week’s work? Fate intervened at this moment as I answered my mobile. The unmistakable sound of the section bell and a steam loco whistling was beamed directly into the Head Office of Chatsworth Television, producers of Treasure Hunt. I confessed, and was threatened with all sorts of dire consequences if I as much as breathed a hint to the contestants!

If you missed the episode of Treasure Hunt transmitted on BBC2 at 6pm on December 18th, you may remember the original series on Channel 4 in the ‘80s. Kenneth Kendall and Wincey Willis were in the studio with the contestants, whilst Annika Rice and her famous behind, closely followed by a camera crew, flew round various locations by helicopter hunting the clues, then landed and rushed into each venue causing the maximum of confusion. It hasn’t changed!

Dermot Murnaghan from Breakfast News replaced Kenneth Kendall, Wincey Willis and her headset were replaced by an earpiece, and the lovely Suzy Perry of Superbikes fame took over Annika’s role. My job was to technically organise and light the 5 camera Outside Broadcast from the studio at Broome Park, once the home of Lord Kitchener, but now an upmarket holiday retreat near Canterbury, which was home to the contestants in all five programmes. Here they had access to reference books, the Encyclopedia Britannica CD Rom, and books and leaflets on local attractions including the K&ESR and, significantly, Pullman cars.



The production team at Broome Park, Canterbury, formerly Lord Kitchener's residence (BBC TV)

That's relatively easy – the difficult bit is the communication. In addition to the helicopter carrying Suzy and the camera crew, there is a second Communications helicopter flying high overhead to relay the radio signals. As Suzy lands in the car park at Tenterden and runs towards the level crossing she must have good communication in her ear both from the contestants, and Dermot. In return they must hear her radio mike clearly in the studio at Broome Park, 35 miles away. The producer on the ground at the railway must be able to listen to the helicopter as it approaches and have communication to base. The TV Director in the OB Control Van at Broome Park must be able to break into Suzy's earpiece to issue instructions if it all goes wrong. The engineers at Broome Park and overhead in the second helicopter need to have separate radio channels to solve any technical hiccoughs.

Tenterden presented a particular problem as, even flying at 2000ft, the South Downs

shielded the helicopter signals from Broome Park. So a BBC Communications van had to park on one of Kent's highest points, Bluebell Hill near Chatham, to get good helicopter reception. All the signals were relayed from there to Crystal Palace mast by microwave link, then by BBC fibre optic to Television Centre, then back to the OB van in the Broome Park car park by British Telecom ISDN with the termination nailed to a tree. Just like that!

The programme is recorded 'as live' in just over the 45 minutes it takes to watch, with only two short breaks of less than 2 or 3 minutes to let Suzy return to the helicopter and get her breath back. And no, she doesn't know the answers, and neither does Dermot! For safety reasons the pilot, Keith Thompson, has previously checked out the landing sites at each location – but otherwise acts dumb. With five programmes to record across Kent, in each of which the helicopter lands at five locations, it's a labour intensive and hectic

affair!

David Parker and Neil Gregory, who both work as Curators of Architectural Drawings at the Royal Commission on the Ancient and Historical Monuments of Scotland, were the contestants faced with the cryptic clue. Suzy had just taken off from the previous location, Biddenden Vineyards.

End of the line for KES?

They spotted the dismantled line through Biddenden on the OS Map, and sent Suzy southwards, then found 'Rails to Tenterden' and 'Villages of Kent' on the bookshelf. There followed some confusion as they directed Suzy towards Rolvenden, but from the air she spotted the Wealden Belle with Austerity No 25 at the head just above Cranbrook Road crossing. There were some great aerial shots of the train ascending Tenterden bank, with even the whistle picked up on Suzy's mic in the helicopter! They decided to follow it to Tenterden Town where Suzy landed in the car park, ran towards the station, but found her way barred by the level crossing gates.

Ask Harry for Queen Vic's Windsor.

This had the contestants puzzled, and they were looking mainly for historical connections to the real Queen Victoria. But they did work out that the loco name could be part of the clue and asked Suzy to read out names as the train passed over the crossing.

"Loco is Rolvenden, Pullman No 73, Pullman No 349, Pullman No 69, Pullman car Barbara."

Got it! Queen Vic – EastEnders – Barbara Windsor. But who is Harry?

By now Wilf Watters had opened the gates and Suzy was running to the platform with the camera crew. And who should she bump into on the platform but our very own Harry Hickmott, Chief Ticket Collector, who invited her to board Pullman car Barbara.

Better not be triskaidekaphobic.

Amazingly this was the bit of the clue the contestants had no trouble with. Neil knew it meant fear of the number 13! Moving through Barbara, which looked really

impressive with diners finishing the soup course, Suzy found Seat 13 with the next clue hidden under Debbie Greaves' napkin.

They're well-bred by the church in the wood. When the family Suidae are racing, I'd root for Geri!

Instantly Suzy was on the run again, pausing only to plant a smacker on the lips of a surprised Harry!

There were some excellent shots of Tenterden Town station as the helicopter circled and headed to a rare breeds centre at Woodchurch where a ginger pig called Geri was racing through a tunnel. The final location was the Ellen Terry Museum at Smallhythe where Suzy successfully found a death mask of Ellen Terry, and located John Gielgud's chair in the theatre with the help of actor Donald Sinden, so winning David and Neil £2000. That's television for you!

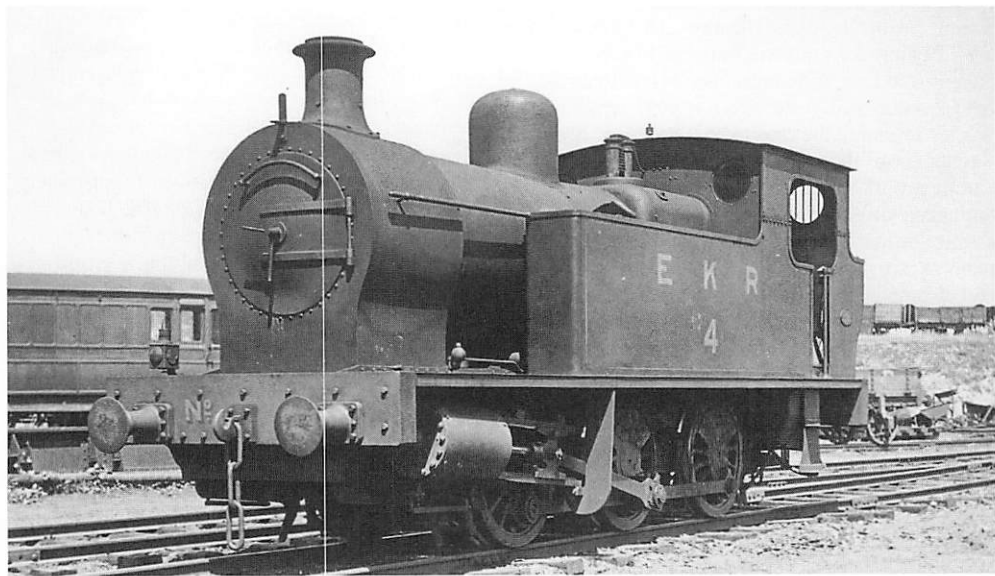
At Broome Park I could hear everything that was going on at Tenterden in my earphones, but there is no incoming video link, so I only see the pictures when we review the tapes when the helicopter returns. It was most frustrating to know exactly which leaflets the contestants should be consulting, and knowing where they should be instructing Suzy to run next.

At Tenterden General Manager David Lloyd and Marketing manager Nicola Ashmore did a great job accommodating the bizarre requests of the TV team. Keeping a landing area clear for the helicopter, filling a train with members and their friends, providing staff on the platform and in the Pullman to satisfy Suzy's every request, and staying cheerful every time the date changed. The Production Team told me that the Kent & East Sussex was the most helpful and friendly location of all the 25 they visited in Kent.

And if you saw the programme you may have wondered how the train arrived at exactly the right time for Suzy to meet it at the level crossing. Driver Howard Wallace-Sims waited just above Cranbrook Road crossing and as the helicopter appeared from the north, pilot Keith Thompson judged when he was just the right distance away, flashed his landing lights, and the train set off. So it's not magic after all!

Locomotives of the East Kent Railway~ Part 2

Brian Janes continues his examination in the second of a three-part description of this fascinating line's locomotives.



No 4 waits for the next duty turn at Tilmanstone, 18th July 1936

(H.C.Casserley)

The Collier

A hefty engine well suited to colliery work arrived from Richborough in October 1919 to replace Hecate and she came to be regarded as the best loco on the line. No 4 was second (works No 3067) of a batch of 10 0-6-0Ts built in 1917 by Kerr Stuart as its 'Victory' class for the Inland Waterways and Docks Department (Royal Engineers) where she was numbered 11. The engine was a well-constructed load shifter weighing a hefty 50 tons. All the class ended up short hauling coal, including 3 in South Wales that came into the GWR's net in 1923.

The cost of £3050 was too much for the impecunious EKR so although Stephens selected the loco she was actually purchased by the East Kent Colliery and the Guilford and Waldershare Colliery jointly, and bore a plate to that effect. The plate is in Tenterden Museum. At first known by her IW&D number and apparently working on the EKR for free, an arrangement was formalised in November 1920 and a hire purchase agreement signed

backdated to the 22 April. Monthly payments of £79 12s 7d were due over the ensuing four years but the railway defaulted in 1921. Payments were rescheduled to be completed on 1st August 1927. However events, not least the General Strike and its associated prolonged coal strike and the receivership of both colliery companies, intervened. The engine seems only to have been finally paid for in 1929 when for a terminal payment of one shilling the engine became EKR property.

Due to her weight No 4 was always restricted to the Shepherdswell to Tilmanstone run. She soldiered on, ever steady and reliable. Her steel firebox was replaced with a copper one and her smokebox and chimney rebuilt in South Eastern and Chatham style during an overhaul by the Southern in late 1932/33, re-entering traffic on 23 June 1933. Despite a prolonged period out of traffic from April 1943 till May 1945 she kept shuttling coal from Tilmanstone and came into BR stock in 1948. Two of her sisters, BR Nos 666 and 667, were still hard at work on BR

in South Wales and the other seven were still hard at work in the Coalfields. However the Southern Region had no time for what they saw as a one-off and scrapped her in 1949 before she could be re-numbered 30948, the first of her class to go (the last went in 1969).

The Radial

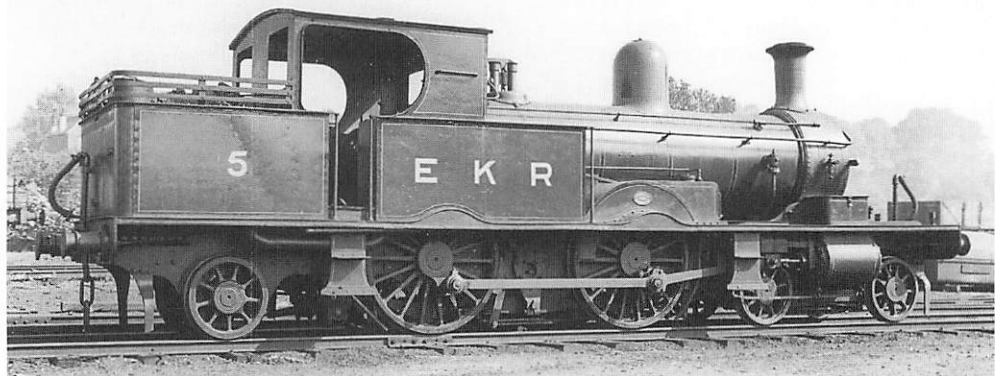
No 5 was a very odd choice for a rural light railway with pretensions to be a major coal hauler but miraculously she is still with us. She was one of the famous Adams Radial tank engines, LSWR No 0488, a 4-4-2T built for suburban traffic in 1886 by Neilson and Co. Made redundant like virtually all her sisters in 1916 by the effects of electrification she was the second of the class to be withdrawn. She was bought by the Government in September 1917 and then worked at Ridham dock near Sittingbourne either as a rather unsuitable dock shunter or more likely on staff trains. Reported by many to have arrived on the EKR in April 1919 at a cost of £800 both presumptions seem wrong. Dick Bradley has pointed out that she was still advertised for sale in August 1920 and the EKR Loco Register records that she was purchased from the Ministry of Munitions Disposal and Liquidation Commission in March 1923 and delivered at Shepherdswell on April 13 1923. Charles Klapper, who knew Stephens well, reported the price as £360. The author always considered this low price as probably right, as the Commission was abolished that month, there was a very limited market for the engine and Stephens knew the system. Very recently accounts have been discovered in the Museum Archive that show that the price paid was actually £375.

Seemingly little suited to the East Kent's needs the new addition was a pure passenger engine whose

only likely role might have been on the abortive Canterbury extension finally authorised in 1920. Dick Cash, a long-time EKR employee, reported that she rarely went further up the line than Eythorne as she had a tendency to derail on the sharp curve out of Eastry (an odd fact that in view of her later use on the ferocious curves at Lyme Regis). She was only used when absolutely necessary and then largely on coal trains taking 14 wagons (No 4 took 18) on the Tilmanstone shuttle. In truth her axle load of some 15 tons was far too heavy for the EKR beyond Tilmanstone and she would probably have spread the track whenever she ventured that far. Nevertheless she was repainted and probably overhauled at least twice during her time at Shepherdswell, the last time in 1935 when amongst other bits she seems to have received a replacement chimney provided by the SR for £1 10s. Reputedly worn out by 1939, she was in fact used thereafter, with Walton Park, as a regular substitute for the colliery shuttle engines and seems to have worked about once a month. She was last used on 29 May 1943 but was then somewhat mysteriously kept on throughout the war years until in March 1946 the Southern Railway purchased her for £120. They were desperate for another engine for the Lyme Regis branch where two of her sisters had kept services going for over 20 years. After extensive overhaul she went into service there and, charmed engine that she was, she survived long enough for the Bluebell Railway to save her. Perhaps one day she might run again as a guest on the EKR or the K&ESR.

Beattie Saddle Tank

No 7 was a 'Beattie' saddle tank built in 1882 to a Beyer Peacock standard design that was a near



No 5 following overhaul and repainting, 20th June 1936. This locomotive is now preserved on the Bluebell Railway. (R.G.Jervis)

relative of the Ilfracombe goods. They were the earliest standard LSWR Shunters and were obsolete by the 1920s. Newly overhauled at Eastleigh ex LSWR No 0127 left for its new railway on 9 January 1926 and after a day or two on the K&ESR en route arrived at Shepherdswell on 15 January. Initially she seems to have been stored and a rough sketch in the archives of her fitted with a shorter chimney suggests some doubt about clearances. This must have been resolved fairly quickly and she was soon at work on mixed and passenger trains, seeming to supplant No 3. She was reported initially as working coal trains but did so very infrequently through most of her life. During a heavy repair at Shepherdswell in 1936/7 her worn out sloping front smokebox was replaced by a new smokebox with the later chimney from the by then dismantled No 1. She re-entered service in a smart green livery but was worn out by the middle of the war. Used for 3 months from October 1943 she saw only 2 days further service until there was some sort of locomotive crisis in September 1944. This brought No 7 out of disuse for a final heroic fling. For 12 days she worked the mixed trains but so dire was her state that on her last day, 28 September, she seems to have been relieved in mid shift by hired help. She never worked again. Disappearing from the register at the end of 1945 she was scrapped at Ashford on 23 March 1946.

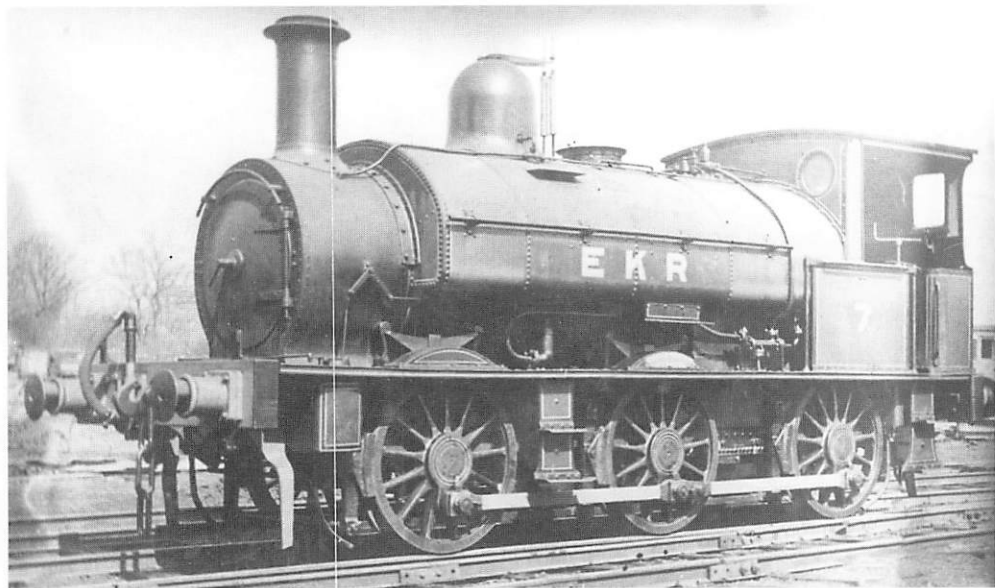
Going straight into traffic on arrival the hired help was a great rarity, a T class 0-6-0T No 1604. This neat little engine was built for the LCDR at Longhedge in 1891 to an 1879 design and was one of a class of 10 that worked around Victoria and other London yards on empty stock and goods workings. Withdrawn in 1939 she was reinstated when war broke out. Probably officially too heavy for the EKR this engine, unobserved by scarce wartime enthusiasts, stayed on until 13 January 1945.
(*To be continued.*)

Addenda to Part 1

Since writing part 1 trawling through accounts and tax papers in the Archive have revealed some additional facts on the early locomotives.

Loco No 3 was not paid for by the government but was the subject of a hire purchase deal with the LSWR. In practice the EKR defaulted on payments at a very early date and the bill remained unpaid until the general settlement in 1926 with the Southern Railway when the outstanding sum was written off. The engine itself was reported on 24 April 1934 as sold for scrap for £45.

Hire charges were paid for Northiam certainly from 1924 to 1930 inclusive but payments were erratic and the taxman was told that the charge was £312 per year; the official accounts were suitably obscured.



No 7 following an overhaul, circa 1937. This included a new smokebox, chimney and repainting.

(Colonel Stephens Historical Archive)

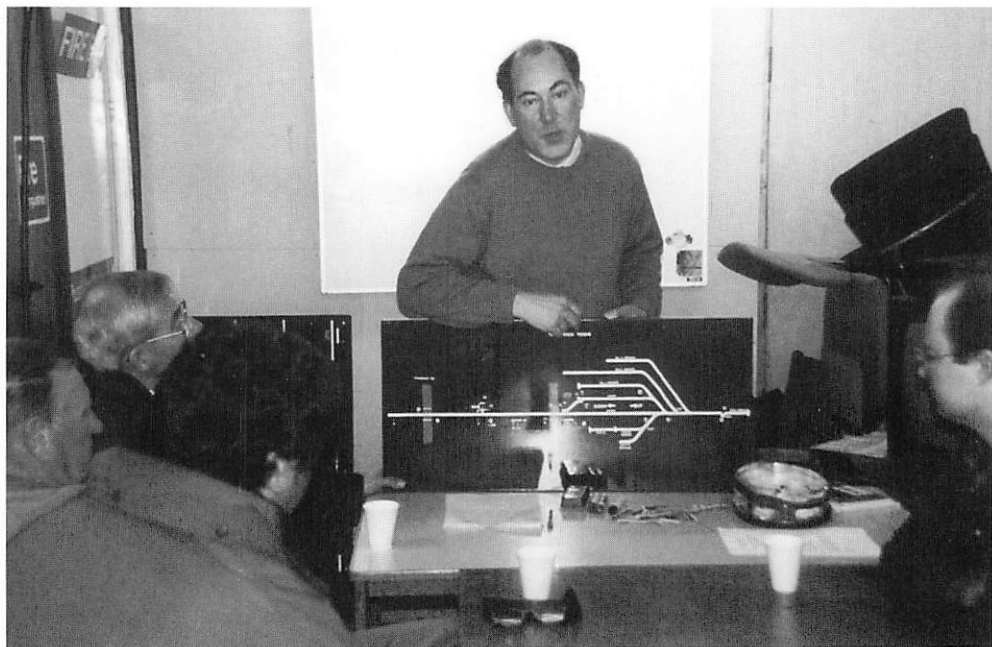
For Our Mutual Improvement

Tom White invites members to participate in classes designed to broaden skills and expand in a vast range of safety and operating procedures

I guess that most people visit the K&ESR to live the dream of a bygone age. There was a time when you were hauled by a panting steam locomotive in a beautifully restored carriage between smart country stations, each adorned with semaphore signals worked from signal boxes full of burnished levers and mysterious polished brass instruments. Above all, there were cheery staff who took a pride in their railway. From the feedback I have had when chatting to passengers, we successfully deliver this dream to the many people who visit us every year. It is interesting to reflect that, to achieve this dreamworld, the K&ESR also has to recreate many other aspects of Victorian railway culture; perhaps a facet of our railway that may not be obvious to today's visitor. In any case, visitors' observations may be masked by common aspects of 21st Century culture, for example modern mobile phones, which overlie more traditional activities.

It is often said that a company's most valuable asset is its people and their skills, and this is particularly true when operating a heritage railway like ours. Our volunteers come to us with a rich variety of backgrounds and experience, although most lack the appropriate railway expertise and so require training before they can take on positions of responsibility. Even professional railway staff, perhaps working for Network Rail or a Train Operating Company, must find their everyday job worlds away from life on the K&ESR where 'modern traction' takes the form of a 1950s vintage 'Heritage' DMU or a visiting BR standard steam locomotive.

In the mid 1800s, it was quite common for groups of people to get together to form a Mutual Improvement group, often being part of a local church or chapel or an educational group. This approach to self-development was widely adopted within the railway industry, particularly to provide training to prepare



Clive Norman on signalling, 13th January 2002

(Tom White)

footplate staff for the examinations necessary to progress from cleaner to fireman and then from fireman to driver. In today's culture, the mantra of continuous development is widely used, but it would appear that these Victorians had already grasped its importance and acted together to improve their lot in life. Perhaps another parallel with today's culture is that the railway companies did not provide this training as part of the job and the employees organised the training in their own time, using their own resources. Railway companies do not appear to have provided much support for these initiatives but might provide a meeting venue, perhaps a grounded coach body at the loco depot, as at Bath Green Park shed. A few meeting places were much grander, perhaps the most famous being the Mechanics' Institute at Swindon, built to an I K Brunel design and opened in 1855. However, even this was not built through the largesse of the GWR but by a separate company and its running costs were covered by subscriptions paid by GWR employees. To reflect the self-help nature of these training classes most were quaintly known as Mutual Improvement Classes, or MICs for short, and in keeping with tradition this is how they are known today.

In the preservation era, many heritage railways have introduced their own MICs and the K&ESR ran well-attended classes for many years until they faded away in the late 1990s, possibly because so much effort was diverted into the rebuilding and reopening of the Bodiam extension. However, in 2000 the then Deputy Operating Manager, Pete Salmon, launched an initiative to restart them and sought a volunteer to act as organiser for 21st century MICs. At that time, the number of operating days per year was significantly increased which created a pressing need to improve volunteer training so that an adequate pool of qualified volunteers could be created to make this possible. I offered my services and on 10 February 2001 I chaired the first meeting of the MIC steering group, which comprised Operating Manager Simon Long, Pete Salmon, Peter Lamont and Dave Slack. We agreed that the objectives of the MIC should be:-

To encourage the continuous development of K&ESR staff by promoting opportunities that will improve and broaden their skills and experience to achieve professional excellence and best practice in railway safety and

operating procedures.

The MIC programme was aimed at all grades in the Operating Department and, as in Victorian times, most classes would be presented by a K&ESR staff member with depth of knowledge of the particular topic being addressed. A brainstorming session identified a list of topics and, perhaps more importantly, a list of potential presenters that I could approach. After the meeting I set about arranging a programme of monthly meetings and approached suitable candidates to ask them to lead one or more sessions. There was a good response and the programme was publicised in the Mess Rooms at Tenterden and Rolvenden and on the K&ESR Ops website. Monthly reminders are also sent to members by e-mail.

The 2001 season started with a talk about combustion by Chris McNaughton. He had explored the topic in considerable detail and had made a clear Perspex model of a firebox especially for the class. The firebox contained a grate and small chippings to represent the coals in the fire. By connecting a vacuum cleaner, Chris was able to demonstrate the effect that steam exhausting through the blastpipe has on thin or uneven fires. Later in the year, Chris also made a presentation on braking systems.

Others have been very supportive and presented more than one session. Locomotive Manager Lawrence Donaldson made a classroom presentation on the important topic of locomotive lubrication and later held a practical session on boiler washouts. Adrian Landi, Lawrence's colleague at Rolvenden Works, has also made two presentations to cover the Stephenson's link motion, the most common type used on K&ESR locomotives. Adrian is an expert on this valve gear and the first session covered the valve events in detail, using a model he had specially prepared for the MIC. For the second session the North York Moors Railway kindly loaned a historic demonstration model of Stephenson's valve gear made in 1901 by the North Eastern Railway for their MIC classes. We returned to the locomotive lubrication topic in 2003, this time presented by our first female speaker, Driver Heidi Mowforth.

Signalling Inspector Clive Norman has delivered two sessions on signalling, the first giving a general background on its development of signalling and the second describing the



Adrian Landi on Stephenson's valve gear, 13th October 2002

(Tom White)

evolution of signalling on the K&ESR since preservation. The latter session ended with a visit to Tenterden Signal Box to examine the token instrument and the lever frame, including the opportunity to see the under floor locking mechanism at first hand. Both sessions attracted members who work on the railway as loco crew, signallers and guards and led to lively discussions on the finer points of operating our railway as seen from these different viewpoints. For example, it helped loco crews understand why their train might be held outside a station because the infrastructure did not give the signaller clear information about the location of another train approaching from the opposite direction.

In 2001, we were privileged that Clive Groome of the Bluebell Railway, who also runs the Footplate Days and Ways footplate courses, gave an evening presentation entitled the Art of Firing in the convivial atmosphere of the Tenterden Buffet. In 2002, Mike Harman gave a presentation on firing from a K&ESR viewpoint. Taking a broader look at steam preservation, I gave a talk on the issues surrounding new construction in the 21st Century. A small number of new steam locomotives are still being

built and, although most are for the narrow gauge, standard gauge construction is being pioneered by the A1 Pacific Trust. A question for steam railways is whether, from a long term financial viewpoint, new construction might be more cost effective than an expensive rebuild from Barry condition.

We all understand that running a railway is potentially dangerous and Mark Stuchbury drew on his personal experiences as a professional railwayman involved in the aftermath of the tragic head on collision at a remote spot near Cowden on October 15 1994. In this accident five people were killed and 13 people injured in a head-on collision between trains and Mark described how the emergency services are organised and interface with railway staff when such a major incident occurs.

Although most MICs have been held in a classroom environment at Tenterden, in 2001 Duncan Buchanan led a practical session on shunting in Tenterden yard. Last November we had a route-learning trip down the line in the DMU led by Operating Manager, Pete Salmon. This was very well supported and again provided a useful opportunity for members with different

job roles to discuss issues of mutual interest. The trip allowed participants the opportunity to try for themselves the new 'A Block' arrangements for token exchange and level crossing gate operation which is used when Northiam signal box is unmanned.

We have also had two visits of railway interest, both organised by Glenn Rooftoof. Each had electrical themes, the first being a visit to the Croydon Tramlink depot at Therapia Lane, followed by the opportunity to ride this impressive system. The second was a visit in spring 2002 to the steam turbine powered London Transport power station at Lot's Road, Chelsea that was scheduled for closure in autumn 2002. This visit was very well attended and was so popular that a repeat visit was held shortly before closure.

We are now into the 3rd season of the

rejuvenated K&ESR MIC classes. The reduction in the number of paid staff means that the need for volunteer training is probably more important to the continuing operation of the railway than it was in 2001. This is not only true of our line, we have also hosted volunteers from our friends at the Sittingbourne & Kemsley Light Railway at some of our classes. MICs are open to all K&ESR members and I would urge anyone who wants to develop their expertise for operating our railway to come along. They are run on an informal basis and also provide a good opportunity to meet other volunteers and discuss issues with them. They are normally held on the second weekend of the month, except for the busy operating months of July, August and December when all hands are needed to run the trains. A warm welcome awaits and I look forward to seeing any interested member at future MICs.

THE K&ESR 300 CLUB PRIZE WINNERS

HAVE YOU JOINED THE 300 CLUB YET?

September 2002 Wealden Pullman

1st	Mr & Mrs F Turner	(065)	£80.00
2nd	T J Heaslip	(485)	£70.00
3rd	Miss J H F Green	(242)	£60.00
4th	Mr J Green	(448)	£40.00
5th	Lynn Thorogood	(226)	£30.00
6th	Mr P A Hobbs	(043)	£20.00
7th	Tony Pearson	(001)	£10.00
8th	Angela Clark-Monks	(084)	£5.00

November 2002 Rolvenden Mess

1st	G Coombs	(219)	£60.00
2nd	N Brice	(223)	£45.00
3rd	Mrs M Colwell	(489)	£35.00
4th	D L K Morgan	(099)	£25.00
5th	P R Kynaston	(453)	£20.00
6th	Amy Read	(465)	£10.00
7th	Mrs C R Moorman	(394)	£5.00

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

October 2002 Wealden Pullman

1st	Mr R Draper	(353)	£60.00
2nd	Carol Read	(060)	£40.00
3rd	Peter Hubbard	(254)	£30.00
4th	Mr P Haskell	(018)	£25.00
5th	Mr P S Bradford	(483)	£20.00
6th	Laura Lowsley	(135)	£10.00
7th	Carol Mitchell	(075)	£5.00

December 2002 C&W Dept

1st	A C Thatcher	(119)	£100.00
2nd	R Lukehurst	(217)	£100.00
3rd	Andre Freeman	(051)	£100.00
4th	L A Scott	(087)	£100.00
5th	B Goldie	(557)	£85.00
6th	Laurie Read	(321)	£75.00
7th	Dave Strivens	(137)	£65.00
8th	Gillian Howie	(188)	£55.00
9th	Bob Clifford	(211)	£45.00
10th	Ken Wenden	(193)	£35.00
11th	P J Parascandolo	(179)	£25.00
12th	Ken George	(133)	£10.00
13th	Ross Shimmon	(088)	£5.00

Letters to the Editor

The origin of Knowle

Sir – Being associated for over 30 years with Bodiam may I respond to H. Atkinson's query re the Knowle connection?

In the 14th Century, Sir Robert Knollys was a captain under King Richard II. When threat of invasion by the French to south England was imminent, Knollys campaigned under Edward III in France. He plundered the spoils of the campaigns and was well set up!

Sir Edward Dalyngrigge, a follower of Knollys, also went to France and from his gained wealth, also from plundering, he built Bodiam castle to 'keep the French out!' In respect for Sir Robert Knollys, Sir Edward had Sir Robert's coat of arms carved in the stone work over the Postern Gate at Bodiam castle. The name Knowle is a derivation from the centuries of Knollys.

Knowle Hill at Bodiam, is the hill that rises opposite Bodiam station on the north side of the River Rother.

At the top of Knowle Hill opposite the junction with Sandhurst Road there is a terrace of three Victorian cottages, called Knowle Cottages. Further west on the old New House Farm Estate there are 3 pairs of 1920s - 1930s cottages called Knowle Hill Cottages. They can be seen from Bodiam Station.

Knowle Hill maybe a small place compared to Sutton, but such has been Bodiam's wish to keep names with local connections perpetuated that the old timers of Bodiam used the word Knowle to identify that small area of Bodiam. Subsequently the name got attached to the cottages.

Northiam, East Sussex

D.M. Churcher

Sir – I believe I can shed light on the questions from readers in the last *Terrier*. The locomotive Knowle was named after a hamlet near Cranleigh, Surrey. The place is marked as a farm on the first OS map, but later maps show it as having a private park. I do not know if the owner is connected with the LBSCR, but the house overlooks the Guildford-Christ's Hospital

line, which I believe to be LSWR – they had lines to both Guildford & Horsham.

Of the photos on page 41, the top one looks like the lower end of Boorman's cutting at the limit of the view from Tenterden platform. This area has more recently been known as 'Harper's Bizarre' after the contractor who laid the town sewer under the line at this point and didn't fill it in as he might. The lower picture has a clue in the cattle grid, just visible at the bottom of the picture – it is Cranbrook road level crossing looking towards Tenterden – a view I know well from many days spent manning the gates.

Tenterden, Kent

A. Pritchett

Photo curiosity

Sir – On page 41 of the Winter Edition of the *Terrier*, David Gould asks where are the two photos taken?

The difference in foliage over the last 65 or so years does alter appearances considerably but as a suggestion at least, I reckon they are both on Tenterden bank.

The top photograph could be about 200 yards above Cranbrook Road level crossing and the lower photograph is as the train is virtually on the crossing – the clue being the cattle grid and hedge covered fence in the bottom right hand corner of the photograph.

I can't think of any other location where a train would be going down hill, with a right and left hand bend in quick succession assuming the two photographs are of the same train on the same day at virtually the same time.

St Michaels, Tenterden

Chris Wood

(Mr H.J.Edwards has also written to suggest that the lower photograph was taken at Cranbrook Road)

Narrow gauge in Kent and Wales

Sir – there are some interesting links between the two narrow gauge railways featured in the Winter 2002 *Terrier* despite the difference of gauge and location.

The four wheeled diesel-mechanical loco sold by the Chattenden & Upnor Railway (C&UR) to the Welshpool & Llanfair Railway (WLLR) which they named Upnor Castle is now acting as a works loco on the Welsh Highland Railway. It was sold by the WLLR to the Festiniog Railway in 1968 and replaced by another C&UR loco, a

six-coupled diesel which they named Chattenden, which continues to give good service at Llanfair.

Upnor Castle was regauged to work on the Festiniog and was transferred to the WHR in 1997 where it has continued to provide motive power for works trains.

The first passenger stock to run on the reopened WLLR was from C&UR which conveniently shared the unusual 2' 6" gauge. It included four toastracks and the Combination Car which in usual railway parlance would be described as a Brake Composite. The toastracks were sold to the Sittingbourne and Kemsley railway.

The Combination Car, without its bogies, was sold to the South Tynedale railway in 1989. It was later sold to the WHR who mounted it onto two foot gauge bogies and used it as a mess coach for the construction teams. This has led to Upnor Castle and the Combination Car running together on a third railway.

The Combination Car has now been passed to work as a brake van on passenger services so there is again an opportunity to travel in this unusual coach.

C&UR was not the only 2' 6" gauge military railway and the WLLR, in addition to the nine freight wagons from the C&UR, has obtained eight from other military railways.

Another C&UR loco, Chevallier a 0-6-2 Manning Wardle tank engine, now works on the Great Whipsnade Railway pulling trains through the white rhino compound. This loco visited WLLR in 1991.

The WLLR has direct connections with the K&ESR as it was established under the powers of the Light Railways Act 1896. As a railway set up to serve a lightly populated agricultural area it is very much a narrow gauge equivalent of the K&ESR.

Warwick

P. Davison

Sir - It was very nice to see Norman Johnson's interesting article on The Chattenden & Upnor in the last *Terrier*.

I am glad to say that Norman severely understated the amount of surviving rolling stock from this Railway. When the railway closed not only did the Planet 4 wheeler go to the Welshpool & Llanfair but it was accompanied by

five coaches and nine wagons. The seven bogie wagons, breakdown and Guards vans remain in use with some modifications on that line today. Four of the Coaches were semi-open toastracks built in 1941 and in the early days I remember vividly getting out of one of these with others to help push a slipping engine up one of the Welshpool's formidable banks - it worked! In 1978 being unsuitable for vacuum brake conversion they were sold back to Kent and now run on the Sittingbourne and Kemsley. The Fifth Coach, the so called combination car a more luxurious, if ugly, brake coach, designated "officers and NCOs for the use of", lasted on the Welshpool until 1989. It was then sold on via the South Tyneside Railway to the new Welsh Highland Railway who regauged it as a p-way carriage.

The Planet 4w became Upnor Castle on the Welshpool and subsequently went on to many years hard work on the Festiniog and the new Welsh Highland. It had been replaced on the Welshpool by another Upnor Engine, an 0-6-0 diesel by Baguley, somewhat prosaically called Yard No 107 at Upnor, which arrived in 1968 after spending the intervening years at other naval armaments depots. As the Welshpool's No 7 Chattenden it has been that lines principal diesel loco ever since.

Perhaps, of most interest of all, is the survival of Manning Wardle 0-6-2T Chevalier. Sold to Bowater's railway at Sittingbourne it lasted to the end of industrial working there and was then sold to the Whipsnade Zoo railway where it still remains, although I think for sale, recently.

Incidentally, the choice of the 2' 6" gauge is not as unusual for the railway as Norman suggests. Much advocated by the light Railway theorists this gauge had by the late 19th century become the government's narrow gauge of choice and stocks of equipment were kept for war use as well as in service establishments. It was also, as Norman says, the sub-metric gauge of choice for government railways in India for instance. Its replacement by the lighter 2ft (actually 60 cm) gauge during the First World War was solely dictated by the need to inter-work with the 60 cm French Military railways. They had been sold the narrower gauge by the firm of Decauville Aine who copied the gauge from the our own Festiniog.

Sissinghurst, Kent

Brian Janes

