

The Tenterden Terrier



Number 92

Winter 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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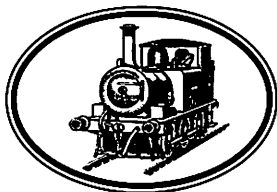
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FRONT COVER

K&ESR driver, David Slack, looks out as Terrier 32678 leaves Arley with a train for Highley on the Severn Valley Railway, 20th September 2003
(Gerald Siviour)

FRONTISPIECE

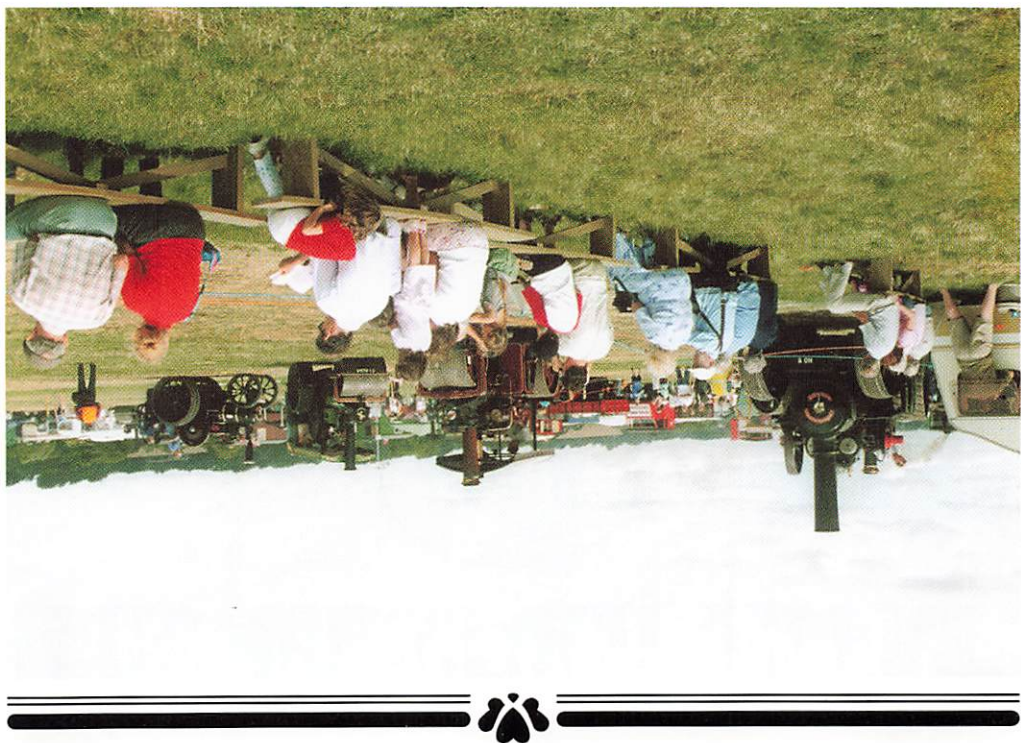
The last Steam & Country Fair? Photographed at Northiam by John Liddell on 19th July 2003

BACK COVER

Hopping weekend; Alec Carter (L) and Ron Sparrow at Bodiam (Rye and Battle Observer)

Contents

- 3 Editorial
- 3 Lineside News
- 3 Commercial
- 5 Motive Power
- 8 Rolling Stock
- 10 Infrastructure
- 12 S&T Engineering
- 14 Permanent Way
- 15 People
- 17 Groups
- 20 1638 on the Dart Valley railway
- 22 The Best Light Locomotive of All?
- 25 AGM Report – 11 October 2003
- 27 Virtual Preservation and Re-creation
- 30 The TRC Interreg Project
- 31 Letters to the Editor
- 33 Book Reviews
- 34 The Station
- 37 Twilight Years of the Camber Tram



Editorial

Links with Europe

The recent Interreg grant of £78,284 is a good example of how the K&ESR is benefiting from its close links with the Chemin de Fer de Baie de Somme in France. The scheme, which aims to develop trans frontier economic and cultural

links within Europe, has already contributed to the costs of extending to Bodiam; now, further funds are being made available, with the French railway receiving a parallel grant. Despite the K&ESR's proximity to the Tunnel and Channel Ports, visitors for the continent and notably France have never been a large part of our business. These new funding initiatives, which will be used on both infrastructure projects and developing bi-lingual literature for visitors. An opportunity for growth which we must not miss.

Lineside News

Compiled by Duncan Buchanan

Commercial

Due to changes in personnel and staff illness some parts of the commercial news have been held over to the next edition.

Shop

Well, it was an interesting summer. The heat, and longer days resulting from late trains caused by lineside fires, really took it out on volunteers. We should be most grateful for the way they stuck it out. There were considerable fears that we would not be able to staff the shop and would close on some days but again we managed, just, to keep open.

Alas virtue was not entirely rewarded. Up to August the shop had produced a 13% sales increase on last year, ahead of passenger increases. But pride comes before a fall; we

could not sustain this increase and by the end of September we were just 5% ahead.

Much of August was good but the bank holiday weekend figures were poor. Perhaps it was the heat. Anyway as a result we dropped 8% on the month. The opening of Bodiam shop over the Hoppers weekend was very pleasant. It is nice to man another outlet and to operate at two ends of our railway. The passengers appreciate it too. Our recent passenger survey is showing that although the shop scores a very high rating our passengers rate an improved shopping experience as a high priority amongst desired railway improvements. A shop with railway attached seems to be a wish of many. Very curious...



Shire horses at the Steam & Country Fair, 19th July 2003

(Alan Cooke)



Trug making at the Steam & Country fair, 19th July

(John Liddell)

We have come to expect much from Thomas days and we were certainly busy over both weekends. It is perhaps an indication of our expectations that we experienced a slight disappointment at sales of only (!) £16,000 over the four days some £2,500 short of last year's total sales when the Autumn Thomas broke all known records. By all historic standards it was however very, very successful. Perhaps even more satisfying it was done without undue strain on individual volunteers. The usual few had pulled out all the stops and came when they could, even for a few hours. We managed.

So we are into the final stretch for this year with Santas. Our book range continues to expand and of course our very own Christmas cards are in at £3.50 for 5. This year it is a mirror image of last year's Tenterden Centenary card with contemporary Bodiam with 'modern' horse bus. To try and broaden our Christmas trading we have decided to experiment with opening the shop at November weekends when trains are not running. It will have limited core opening hours of 11-4 and has been so advertised. For all the enthusiasts there will be a book sale during the month and the first week of December. Remember too that we can usually get railway books for you to pick up at the shop given a

week or two's notice. E-mail orders to 'Sales@kesr.org.uk' or by more traditional means. On the model front we are again out of K&ESR wagons but the Rother Valley Brewery Van is again available together with very limited supplies of the Huxford wagon. Difficulties at Dapol have further held up the planned 'A. Taunt, Tenterden' wagon which is now expected next February. Arthur Taunt was one-time station agent at Tenterden.

All this should help improve even further the 5% increase in total sales we are still achieving this year. More customers and helpers always welcome. Please come if you can.

'Hoppers' Weekend

This year's event followed much the same pattern as last year's (see *Tenterden Terrier* No 89), with much the same result. The main benefit to the K&ESR was that passenger figures were double what would normally be expected for that time of year, earning an extra £4,000. At Bodiam, the home made cakes were very popular and added to the bar takings produced a new profit of over £2,000.

We were blessed with exceptionally good weather, though attendances were slightly down on last year. The Weeding family again

appeared as the 'Pearlies' on both days.

Author Hillary Heffernan, set up tent and gave illustrated talks on hop-picking life. She has already written several books on hop-picking and is planning another based on East Sussex 'hopping'. Hillary talked to many of the former hop-pickers who returned to the event on a nostalgic visit and will include their memories in her book.

For the Saturday evening party, a piano was loaned from Tenterden Scouts and the day-time fireman on the 'Norwegian' engine re-appeared (unrecognised) in dinner jacket at 7.30pm as our pianist. A cottage pie and apple crumble supper was served and the camp fire was the centre of attraction. In fact, it was still smouldering on Sunday morning and with little effort, burst back into life for the second day – as did our helpers!

Motive Power

The regular week long annual visit of Interfleet Students came about for the fifth year in September. Various work is identified below while additional paperwork is carried out by more experienced students such as safety plans and review of Risk Assessments.

Ben Swan has completed and passed his B Tec National Engineering course that he has been studying since completion of his apprenticeship. James Taylor, who has started a Locomotive Engineering Apprenticeship with us in July has started an NVQ 2 course at South Kent College, Ashford.

Nick James and Mathew Orpin did a two week work experience at Rolvenden Loco works from Homewood School Tenterden.

Steam Locomotives

No 3 'Bodiam' (32670): The overhaul continues with mostly volunteer effort. The main steam pipe and lubrication fittings have been offered up by John Arlett. Nick Young has been making pipe sections for the motion lubrication and oil pots. Meanwhile Tony Pearson has painted the boiler and areas where the tank will cover. Once the second tank is completed it can be coated internally prior to fitting.

No 8 'Knowle' (32678): Departed from the railway on 12th September for a tour of the North.

Despite competing attractions such as rebuilt 'West Country' Pacific No 34027 'Taw Valley' and LMS 'Princess Royal' No 6201 'Princess Elizabeth', nobody who visited the Severn Valley's autumn gala can have failed to notice that the starring role belonged to the Terrier Trust's A1X 0-6-0T, on loan from Rolvenden.

Looking immaculate in its BR lined black livery, No 32678 was used on Friday 19th September

on short goods trains between Kidderminster and Highley and on a passenger train consisting of two well filled coaches and a PMV van between the same destinations on Saturday and Sunday. On the fairly level grades the Terrier, in the hands of a SVR crew and K&ESR Dave Slack, chirruped along in great style, surprising everyone with its turn of speed, while many comments were made about its diminutive size. Possibly nothing so small has been seen on passenger trains in this part of the world since Terriers worked on the Shropshire & Montgomeryshire Railway in the 1930s.

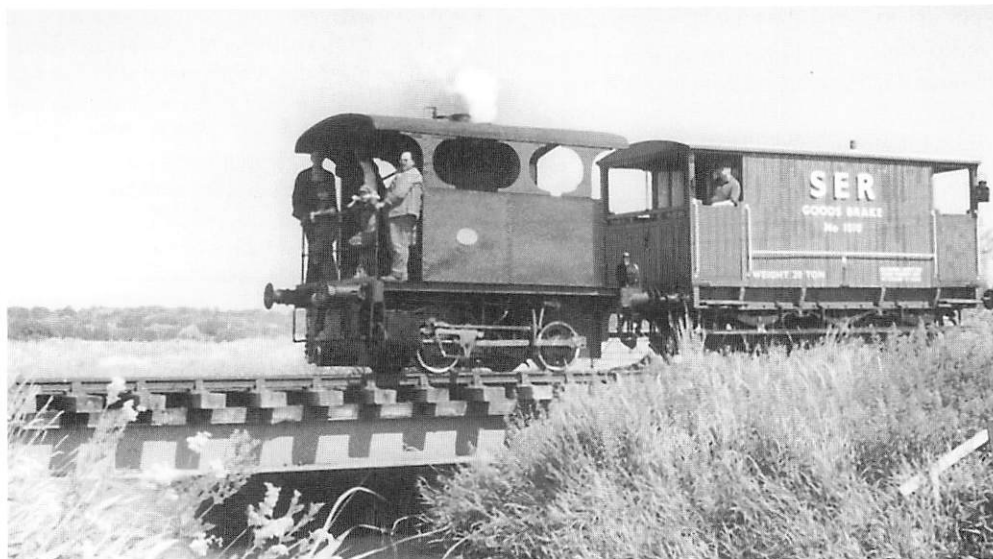
After this visit No 32678 moved on to appear at the North Yorkshire Moors Railway, the most northerly point reached by a Terrier since the five were sold to the Admiralty and used in Scotland around 1918 and No 32662 (now under overhaul at Bressingham in Norfolk) was a static exhibit at Butlins Holiday Camp at Ayr between 1864 and 1971.

This has given our railway some useful publicity. It has had a routine boiler inspection prior to leaving. A working examination has been conducted following its return on 30th October. Some deferred boiler repairs are necessary in the closed season.

No 11 'P Class': This loco has performed well over the summer on Railway Experience days and the off peak summer Vintage train services. Currently it is out of service due to vacuum brake repairs which should be completed soon.

No 12 'Marcia': All eccentric straps are now fitted to their respective sheaves. Final painting of all axles has been completed. Dick Beckett has been scraping in the axle boxes with a view to placing the axles under the locomotive to create a bit of space.

A large amount of painting has been completed



*Visiting Cockerill 0-4-0 locomotive from the CFBS at Hexden Bridge with the SECR brakevan,
19th July 2003 (Ian Scarlett)*

on all the cladding sheets. These will now be stored in a container until final assembly has been completed. We have at last received the brass bezel for the smokebox end of the boiler.

The next tasks will involve riveting of various angle iron and radiused components to the new cab parts. The locomotive's partially complete tanks are in the shed and will soon be offered up to the running plates.

Dave Brailsford is very grateful to the people who have given freely of their spare time to this project recently and apologises for his enforced absence.

No 14 'Charwelton': In store but has been moved to the Sewage Works siding for improved security.

No 19 'Norwegian' (376): In service and performing well.

No 21 'Wainwright' (DS238): In service. New ashpan hopper doors are on order due to the existing doors sticking open, shut or half way open, due to distortion of the doors over time.

No 22 'Maunsell' (65): The firebox replacement fund has raised over £18,000 to date. The fund remains open for donations – please contact the K&ES Locomotive Trust at the station. The boiler is with Israel Newton Co. for this overhaul. The loco ashpan has been drawn up

in readiness to have a new one made cross referencing from the alterations we have had to make to loco 21.

No 23 'Holman F Stephens': Following on from the relagging of the boiler by Interfleet Technology Student trainees, under the supervision of Richard Crumpling, we have used this project as a useful fill in work for volunteers. Luckily we have been able to continue re-assembly at low cost steadily thanks to the regular attendance of Graham Clifford, Archie Smith and Tom Featherstone. Such parts as sanding pipes, steam pipes in the smokebox, blowdown valve and reverser mechanism have now been assembled.

We are grateful to Richard Crumpling and Bill Eggleton who have carried out considerable painting preparation to enable the tank to be refitted in due course.

No 24 'Rolvenden': Has recently had a routine boiler inspection and deferred maintenance carried out because her condition had become run down with the demands of the summer service.

No 25 'Northiam': Has been in use a lot although we have tried to keep this loco as relief due to tyre wear limits approaching. The flange lubricators fitted some while ago appears to have helped to reduce this problem but it is not easy

to measure quantitatively.

Due for an annual boiler inspection this autumn.

No 30 GWR Pannier (1638): Finally entered service this August following various problems associated with the brake valve and the motion crosshead slidebars running hot. We allowed the loco to run-in on lighter trains with the drivers oiling the crossheads during the day. Eventually the crossheads have run-in and operate cooler now. All this work has been important and necessary even though it was frustrating not being able to use the loco when we needed it most. Currently the rear coupling is receiving specialist attention by welding a worn link to approved procedures.

Diesel Locomotives

No 20 (GWR Railcar): Since the last report, all the major structural work on No 20's roof framework has been completed, a situation helped by an intense working week during late September, when the vehicle was moved into the C&W shed. This period saw the task of fitting the replacement cant-rail sections successfully concluded, while the opportunity was taken to remove, clean, paint, and refit a number of the metal roof reinforcing hoops, as well as the

substantial metal reinforcing framework located above the entrance vestibule area. More of these hoops have been renovated since that week, and it is expected that this task, along with some very minor repairs to the roof framework, will have been completed shortly.

For the record, the following areas of the Railcar's main structure have been completed:

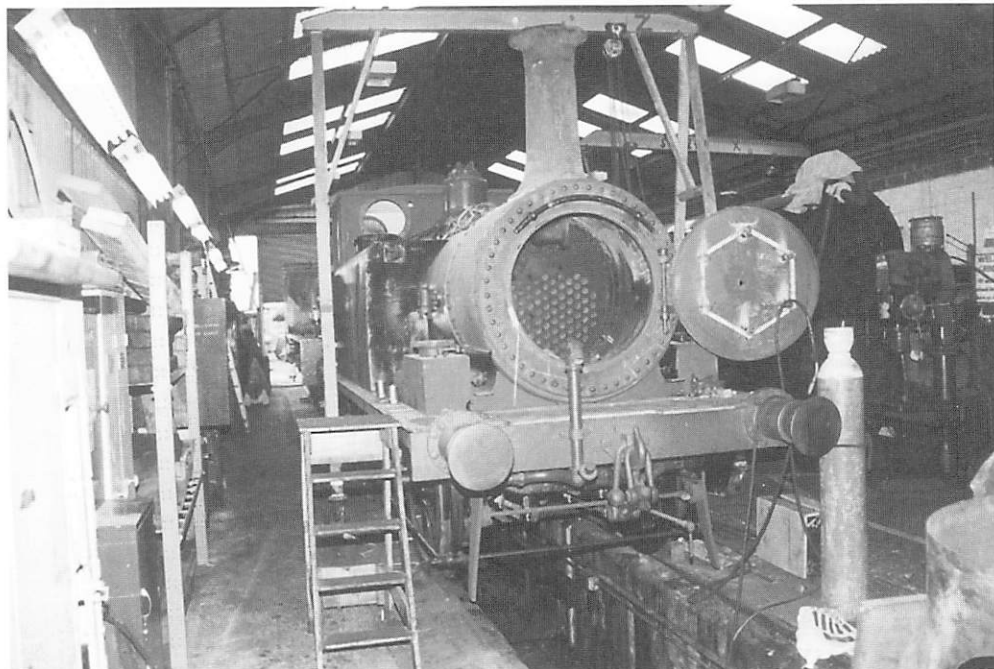
Robertsbridge-end driving-cab; both body-sides; all floor-joists. Still outstanding: Headcorn-end driving-cab.

This cab will remain untouched for the moment, as it will be required as a guide for the re-assembly and fitting out of the Robertsbridge-end driving-cab.

Finally, 2004 will see the start of re-panelling the exterior of the Railcar.

No 40 'Ford' (BTH): The pressure gauges have recently returned from re-calibration. Work continues on the production of operating and maintenance documentations. It is hoped that a concerted effort with the staff involved and others could finally enable this loco to return to regular service as soon as possible.

No 41 (Ruston): Continues in service as yard



No 3 approaching completion at Rokvenden, 22nd September 2003

(John Liddell)

shunter at Rolvenden.

No 44 'Dover Castle' (Class 08): A spate of problems with the battery charging circuitry still need to be resolved. This apart, the engine has run as Devious for the Thomas weekends and acts as station pilot for the seemingly never ending shunts for C&W.

No 46 (Class 03): Has received a recent 'A exam' and is now released for service. This loco has now been placed under the custodianship of TREATS to carry out the maintenance and repairs.

Class 33 'Ashford': In service and used for the many quick shunts and engineering moves around the railway. It has also been used a few times to haul passenger services when either

steam engines, or on one occasion the DMMU, failed.

Class 108 DMMU: In service and has been used regularly during the off-peak season.

Cranes

36 ton: The brakedown crane has had the jib ropes replaced and a routine inspection on the lifting element carried out satisfactorily. Opportunities to continue scaling and painting are taken dependant on when volunteers are available, the crane is in the yard and the weather is fine. It has been in regular use carrying out odd lifts as required. The boiler was washed out and examined in September. The Interfleet students did this work as their second project at Rolvenden.

Rolling Stock

Construction of the new mess room continues, but has been beaten to completion by the new C&W office! This was commissioned during October and both the Manager and Admin Officer (who is also the Company Secretary) report much improved working conditions. It's certainly a great improvement on the 'hutch in the roof' previously used for the same purpose. In particular, the long climb up a steep flight of stairs and unacceptable summer temperatures

will not be missed. Hopefully, the workforce will soon also have improved accommodation, the 'Waggoners Rest' demolished and the space used to extend the machine shop.

Maunsell NBO No 54

Returned to the shed for a second time during the summer, on this occasion for a new roof canvas, new gutter strips and the replacement of cracked glass to several sliding top lights.



The GWR Railcar in the carriage shed on 21st September 2003

(John Liddell)



Driver Heidi Mowforth and Fireman John Clark on the footplate of No 24, 21st June 2003

(Ian Scarlett)

Maunsell Nos 53, 54 and 56 are all now in regular service.

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

This has progressed at a rapid pace and full repainting – once again in early LMS livery – was completed two weeks ahead of schedule. This popular vehicle once again looks splendid; let's hope the twelve coats of varnish on the balcony equipment boxes successfully stand up to the public posterior. No 82 became available for traffic in mid-October.

SE&CR No 2947 (K&ESR No 88)

Four coats of paint have been applied to the roof of this vehicle which, together with new wooden bases to the ventilators, should cure the previously reported leak. The bodywork has also been partially repainted and topped of with two coats of varnish. The coach was also completed ahead of schedule and re-entered traffic at the same time as the balcony saloon.

SE&CR Family Saloon No 177 (K&ESR No 84)

This has entered the shed for a thorough overhaul, inside and out. The MDF mouldings, tried as an experiment during the last repaint several years ago, have failed (the same applies to the GER brake coach) and will be replaced in wood. The existing paintwork is being

thoroughly stripped back ready for the first coats of primer. The tapestry material used as upholstery during the original 1993-94 restoration is finally time expired although it has lasted longer than we thought it would. The replacement material will be the more traditional moquette.

Woolwich Coach (K&ESR No 67)

Work to the underframe wheels and running gear is now substantially complete and the replacement build rails and floor have been constructed and fitted. The remains of the body were retrieved from the far side of the yard by steam crane on 20th October and placed on the new floor. The task of reconstructing the main body structure now remains. We are pleased to report that negotiations with the Millennium Commission for a grant to finance further work on the Woolwich Coach have been successful. At the time of writing only the formalities remain to be completed and we can state with reasonable certainty that No 67 will be ready for traffic during 2004. The same grant will be used to enhance the bequest left us by the late Alan Merrells for the restoration of Pullman Car Theodora (K&ESR No 51). This project is scheduled to overlap the work on the Woolwich coach with a completion date of late 2004. After

discussions with the Catering Department, Theodora is to be restored as a parlour car. The framing of the window partially blocked in when the kitchen area was installed by the Pullman Car Company is still in position and will be returned to its original purpose during restoration.

People

Paul Sayce has now fully taken over as Carriage & Wagon Manager. A farewell dinner for retiring Manager John Brice was held at the 'Bonny Cravat', Woodchurch, on the evening of 10th October. Around 30 colleagues attended this very pleasant social occasion. John, together with his wife Pat and steam roller Veronica are moving to Norfolk during November and we wish them well for the future.

Welcome to new paid-staff member Julian Coppins who has been recruited to work on the Woolwich and Theodora project. Julian has various woodworking and mechanical skills which should make him a great asset in C&W. He has had a varied career including service in the Royal Marines which has added to a

somewhat nautical atmosphere in C&W. The aforementioned project also brought us another half time post which went to Phil Wood. Phil has been around the Railway for some time, firstly as a volunteer and during this summer as seasonal cleaner. Phil would probably not be offended to be described as one of life's 'characters', his long history of employment in the building trade making him very suitable for his new job. The rapid progress on the balcony saloon and No 2947 was substantially down to his efforts. We are very pleased to report that in recognition of this, as well as for much other work on the Railway, Phil received one of the annual achievement awards presented at the AGM.

Welcome also to volunteer Jon Taylor, ex Sittingbourne & Kemsley C&W, ex Eurostar conductor and Network Rail employee who seems to have established himself with us. Welcome to you all, but if there is anyone else out there – from whatever background or skill level – who wants to come and try life in the carriage shed you we will be more than pleased to see you.

Infrastructure

General Manager

Once again we reach the end of a hard season in which everyone excelled. I feel that I should explain why certain decisions were made this year that were not popular, mainly the cancellation of the Steam and Country Fair for 2004.

Financing of the Steam and Country Fair was handed over to the TRC this year because the stand alone committee running the event could not accept that any losses should be their responsibility.

The event was much larger than in previous years and cost £26,445 against an allocated budget of £18,000. Total income only reached £26,720 which gave us a modest profit of £275.

An event of this size is a huge risk to the Company as bad weather would have resulted in a large loss. It must be understood that big events such as 'Thomas' and 'Santa' give us substantial profits and guarantee income because of pre-booking. The S&CF attendance produced a total of £16,110 at the gate the remainder being from other sources.

Another factor to consider is that the farmer from whom we rented the field, requires it for other uses next year. With this in mind and given the marginal profitability of the event, even in good weather, it was decided that the TRC could not risk funds in the future. I know that this decision is a big disappointment to the many who made the event a success but, the Company intends to remain financially strong and money on potentially loss making events cannot be considered.

We made some changes to the Marketing and Commercial Office which has enhanced the business needs of the Company. With the departure of Nicola Ashmore who had done a fantastic job as our Marketing Manager we appointed Jane Armstrong who only wished to have a part time position. This gave us an opportunity to advertise and appoint a Publicity and Sales Manager to work for the Marketing Manager and also take responsibility for the Commercial Office. Graham Sivyver, who has worked in the sales office for a number of years, was the successful applicant and his position in the Commercial Office has been filled by Diana Taylor.

This has all been achieved without increasing our total salaries budget.

This year's awards for achievement were presented at the AGM to those members nominated by members. Whilst we acknowledge that all active members contribute so much to the railway some, perform something special that deserves recognition. It was with great pleasure that I presented these awards and my thanks goes to those who nominate staff for this special occasion.

With 'Thomas' behind us this year and 'Santa' fast approaching I often stand in awe looking at the way in which our staff and volunteers go about the positions they cover. The facts are that the efficiency of our staff and volunteers highlights the dedication that is reflected in the number of letters of commendation received on a regular basis. The number of complaints directed at staff or our service can be counted in single numbers which is testimony to the fact that we have got things right, we can always do better, but our standard is high.

Around the Stations are noticeable improvements especially where the Station Agents and Tuesday Group are active. We are currently looking at signage which needs replacing especially at Wittersham Road. There is still a lot to be done and new members to join groups are always welcome. If you have any ideas please share them, we will always listen.

My grateful thanks go to all for the effort they have put in once again, dare I say, can you do the same next year please.

Gardening Group

With the winter season upon us the Gardening Group now have a couple of major projects in hand. The first is the clearing and tidying up of Northiam station. Work has already started, with the help of the Tuesday group, on clearing the area in front of the breakers yard. A row of conifers will be planted along the fence to screen off the wrecked cars.

A hedge is to be planted along the platform in front of the fence and this will be carried out after the soil has been changed. At present the growing area is full of stones and ballast, etc. this will be dug out and replaced with topsoil. It is planned to plant the hedge in early November.

The small garden area will then be worked on,

although it would appear a badger has taken a liking to digging in the soft earth so thought will have to be given to just how much planting is done.

The second project is the clearing of the weeds and undergrowth at Wittersham Road. More trees and shrubs will be planted to screen off the yard.

After the above two projects have been completed it is intended to work on the gardens at Tenterden, notably replacing plants and generally restocking. Also the main flower bed is to be cut back to enable the platform to be widened for passenger safety. A small flower bed will be retained on completion of the clearance work.

A big thank you must be given to the Stevens sisters who planted up the barrels for the summer at Tenterden and for keeping Bodiam looking so good. Phil Wood has been a tremendous help at Tenterden by watering the gardens and barrels throughout the hot summer and assisting with many other jobs.

Tuesday gang

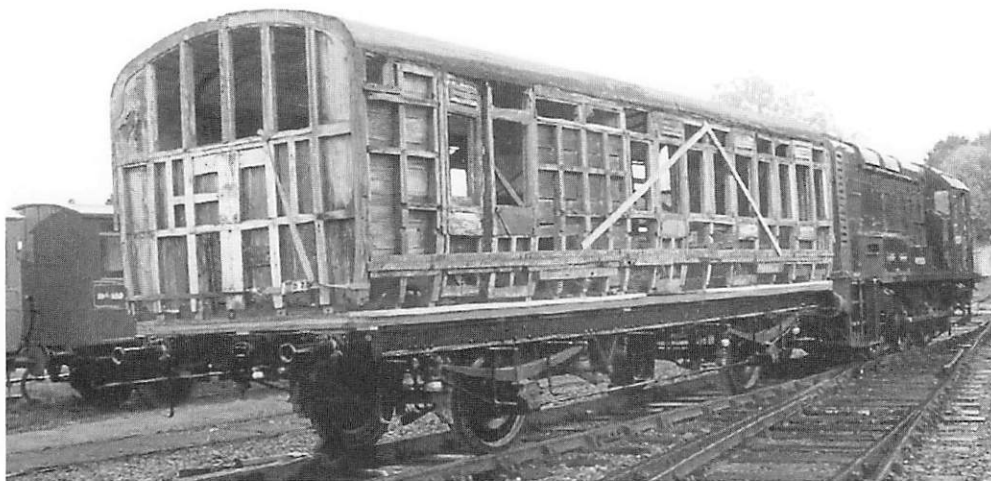
Since our last report in July we have spent most of the time at Northiam where all the fences (both four rail and picket) have been painted with black tar paint. This has taken a considerable amount of both paint and time as there is a lot of fence! We have cleared all the weeds from the 111 yards of garden strip between the back of No 1 platform and the fence. We shall be helping the gardening group to dig out the poor soil in this narrow strip, replace with topsoil and plant some 330 bare root privet hedge plants.

We spent one Tuesday helping the C&W department sheeting up four rather derelict coaches at Wittersham Road Station. Hopefully this action will save them from further decay until they can be restored.

The latest project we are involved with is to repair and repaint a very rotten No 1 cottage at Northiam. Before we could start we needed to hire a skip and clear out what seemed to be some years of collected junk.

Phil Wood has been doing some very useful work painting and clearing up at the Tenterden Site.

As usual additional volunteers would be very welcome.



Woolwich coach briefly reunited with its underframe at Tenterden, 20th October 2003 (John Liddell)

Bodiam

During the summer, steps have been constructed to give access for staff to the PMV pantry van and for the public to the MK1 coach, which will be used as a seating area. It was noted that it became extremely hot inside the coach during the heat-wave, so some outside seating will also be required. Before it may be brought into use, the services of electricity, water and drainage will have to be connected.

The broken inspection cover outside the toilets has been replaced and all except one of the covers has now been strengthened with strong concrete collars. Hopefully, these four covers will now withstand the occasional vehicle backing over them.

A start has been made on repainting the station building, beginning with the yard side. The door to the waiting room has been stripped to bare wood to find a way of stopping the resin

bubbling through the surface. Unfortunately, the wood becomes very hot in full sun and even the very old window frames don't seem to run out of the goo! We have tried knotting and aluminium primer as a treatment – but does anyone know of a better cure?

The dwarf wall, on which the frame of the building rests, has been damaged for some time. All the loose material has now been prised off and the damaged areas re-rendered in cement and repainted.

On the yard side, we think the window sills are oak, so plan to attach oak extensions to the front edges to make the sills deep enough for rain strips. This should stop rain-water seeping behind the corrugated iron below the windows.

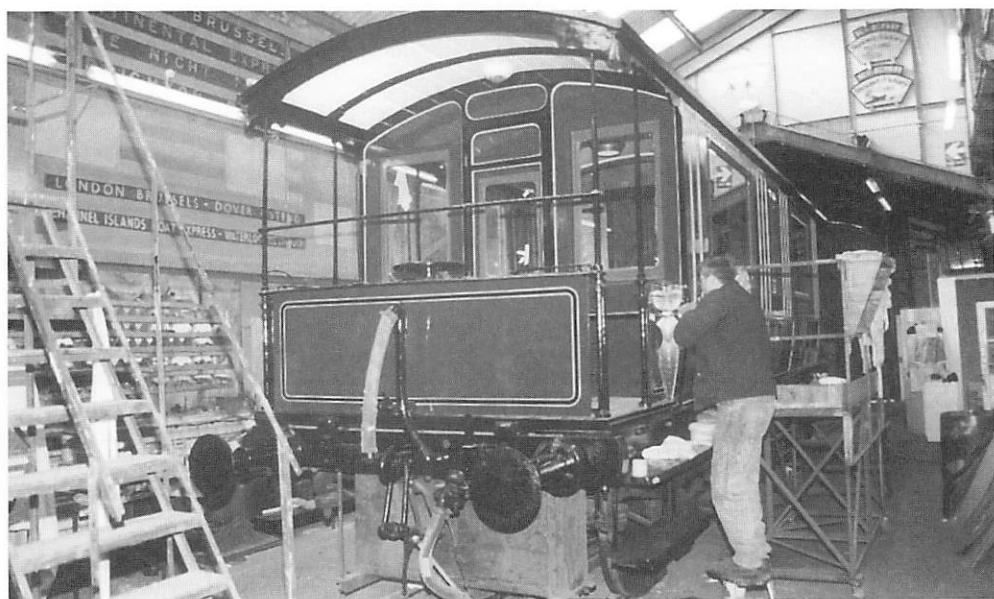
The maintenance team will be working at Bodiam on Mondays and some Thursdays during the coming winter.

S&T Engineering

The last year has seen completion of the majority of the outstanding detail in respect of the 'A' block installation at Northiam, some of which only became apparent once trial operation under supervision was carried out. Two Principal Inspectors for the Health & Safety Executive, (who regulate the safe operation of railways in Britain, be they Network Rail or ourselves) spent a day in mid June both inspecting the level crossings at Northiam & Bodiam, the signalling

installation at Northiam, and operation of the 'A' block equipment itself. This now paves the way for the training of operating staff and allowing Northiam box to be switched out, when not required for trains to pass at Northiam.

A short resume of the history of 'A' block would not go amiss at this point. 'A' block was first conceived by my predecessor, Pete Lawrence, back around the early 1980s. An installation was



Alan Brice lining out the L&NWR saloon on 10th October 2003

(John Liddell)

built, and demonstrated to the (then) Department of Transport Railways Inspectorate, who accepted the idea in principle. The trial installation was moved to Rolvenden at its commissioning in 1989 and service trials carried out. These were not entirely successful and Rolvenden lay dormant thereafter. When Wittersham Road was rewired in the early 90s, this too was provided with a slightly updated version, using lessons learnt. This has now been some 60% in use since that time, but to avoid delaying trains, by the need to exchange tokens, full commissioning was again deferred.

In around 1998, when the principles of Northiam were being set out, it was agreed that this would be an 'A' block installation, and it was equipped accordingly. Basically, the objective is to enable a single line box to clear its signals in both directions, and link the two block sections, one either side of it electrically as one combined section, and only permit one train to be in this lengthened section at one time. The same tokens are used as when the box is open, but the traincrew exchange them themselves, in this case using a set of auxiliary instruments located on the platform, to avoid the need to visit the box itself.

It also enables the signalboxes to open and close in any order, thus achieving full flexibility in the

operation of differing service levels on the railway. It was subsequently realised that the practicalities of closing Rolvenden were simply not worth the potential savings, and the majority of this equipment was recovered in stages between the mid 90s and this Spring. A few detail items remain to be fitted and this will then allow us to reap the rewards of this remarkable piece of innovation and foresight.

For some years, the interlocking of Tenterden lever frame had come under increased inspection, as significant wear had been discovered. During the closed season, all the moving parts of the frame were removed, and refurbished as necessary; in many cases this being by the fitting of oversize pins or by rebushing. Some work was carried out in house, some by contractors, but special mention must be made of Peter Bagg, a volunteer from Bexhill, who spent many hours manufacturing pins at home on his lathe. Sadly, Peter has had to call it a day, due to ill health, but we extend our gratitude and thanks to him. There remains only the completion of the remaining six spare levers at the left hand end of the frame, a full repaint of the levers and overhaul of the electric lever locks. Considering that this frame is now 109 years old (of which 23 years service has been in our hands at Tenterden), it is now in excellent shape to face the future.

Attention is now focussed on how much work we need to do on Rolvenden and Wittersham Road frames over the coming years, as they too are showing their age.

Also during the closed season, the opportunity was taken to overhaul several pulleys, along with some signal fittings of the Up Advanced Starter at Wittersham Road. This work is typically unseen and is being progressed as and when resources are available. It must be born in mind that all of this equipment has been recovered from the mainstream railway, usually at little cost, but with a good proportion of its serviceable

life already long used. Service exchange and refurbishment, the majority in house, addresses this problem.

A long outstanding item is at Rother Bridge where, in May 2002 high winds brought down a further tree, and the overhead lines with it.

Temporary reinstatement of the lines were carried out on the ground by, where they remain, as the remaining trees are badly decayed and are gradually being removed by our Forestry colleagues as resources and weather permits.

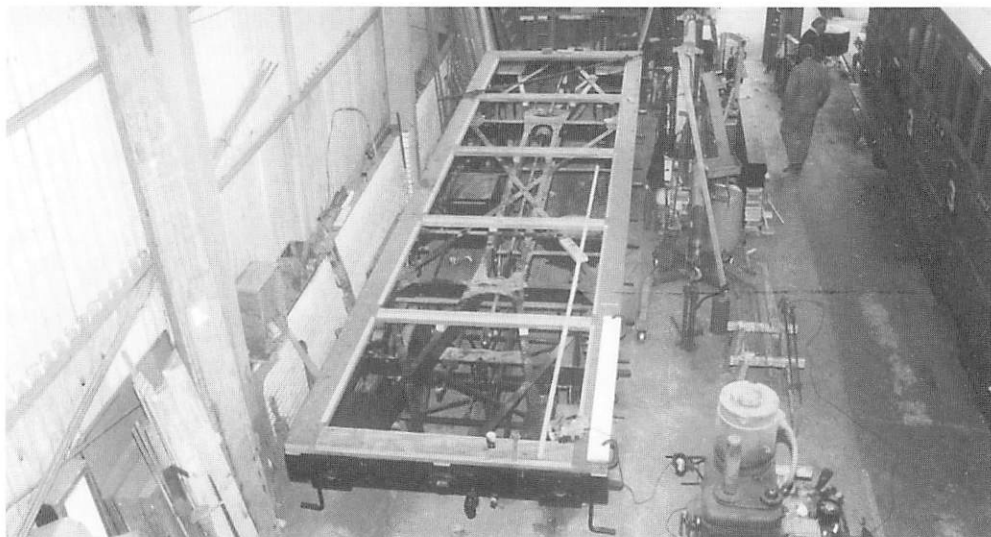
Permanent Way

As we approach the end of another year, the department can look back on another 12 months hard work which has provided everyone with a safe ride. We are not complacent however and patrol the line each month from end to end. Ultrasonic rail testing equipment is beyond our means at present, so we have to use our eyes, ears and common sense when checking each rail, joint and chair. The removal of the 10mph section at Lammings slip has brought us closer to the P.Way goal of 25mph running from Tenterden to Bodiam, bridges and stations excepted. The final obstacle remains the bank at Tenterden which we hope to have cured by the start of the running season in 2004. It would have been done by now but for the woeful

performance of the Mowlem's Tamper which tamped 100 yards in 6 weeks and then disappeared into the night.

Balfour Beatty have offered us a Tamper (and some Ballast to go with it). They would like to have the use of the line in the closed season to train their staff away from the main line. The machine they wish to bring in should arrive in November and it is already tried and tested, unlike the Mowlems unit.

In the last issue of Lineside news, we reported the temporary loss of Pete Hemsley to the department. We are very pleased to be able to say that he has made a remarkable recovery and is back with us, where he belongs.



Underframes of the Woolwich Coach in the carriage shed, 10th October 2003

(John Liddell)



The Pearly Kings and Queen at the hoppers weekend, 14th September 2003

(John Liddell)

People

John Baker

Every year not only takes us further from the steam railway age but, in the sad but natural course of events, sees the passing of great characters. It is with this thought in mind that we have to report the death of veteran locomotive driver John Baker at 74 years of age.

John was born in 1929. During World War 2 he lived for a time with relatives at 'The Old Eight Bells' public house at Salehurst, and it was from there was able to observe the nearby Kent & East Sussex Railway. His interest in railway matters led him to join the Southern Railway as a cleaner at St Leonards shed in 1946. Much of his early service was spent on loan to Tonbridge where he gained experience of preparation and disposal and other duties such as the Paddock Wood pilot and firing elderly 4-4-0s sent to assist ailing main line locomotives. Back at St Leonards John was able to experience firing turns on such varied types as D3 0-4-4Ts, 01 class 0-6-0s, and the now preserved D class 4-4-0 No 737. Tonbridge provided the opportunity of turns on King Arthur's and the WD 2-8-0s which the Southern had up to 1950. All this culminated in a passing out turn on a rebuilt Bulleid light Pacific, John

later recalling that management's choice of such a large locomotive came as a challenging surprise! The Schools class 4-4-0s were among John's favourites and he much regretted their later undignified relegation to pick up goods duties. He also had a high regard for the H class 0-4-4Ts and the ex-LB&SCR K class 2-6-0s.

Lighter moments were provided by the morning goods on the post-1954 K&ESR (a St Leonards duty) where the leisurely schedule allowed opportunities to stop for mushroom picking! He drove one of the Terriers on the October 1958 special on the Kent & East Sussex and, following the train's return to Hastings, took over an 01 for the run to Newhaven. In later years, he recalled his fireman having had a fit of the giggles as the accompanying Inspector had to ram his hat over his ears to prevent loosening it on the exposed coastal section beyond Cooden.

The growing pace of modernisation led to John attending a demu training course at Ashford. His subsequent career centred around the Hastings diesels and he drove on the first day of the modernised service. Further training on Drewry 0-6-0 shunters also saw John driving the



The station site at Bodiam decorated with hops and displays, hoppers weekend, 13th September 2003

(John Liddell)

Tenterden goods during the final phase before the K&ESR was closed by BR. He was however, and together with his wife Molly, to join the preservation project. He trained many of the early loco crews and frequently drove on the Railway following reopening in 1974. In 1986, at the time of electrification of the Tonbridge - Hastings route, John was the driver of a memorable farewell diesel special between Hastings and Charing Cross on Sunday 11 May. This event featured a remarkable time recovery which people talk about to this day. The highlight of his last years of railway service was driving the Standard Class 4 which ran between Hastings and Ashford as part of the 1993 Ashford 150 celebrations.

During the 1990s, John played a major part in setting up and helping to run Mutual Improvement Classes for K&ESR footplate staff. John was always willing to pass on his wealth of railway knowledge to a rising generation of volunteers. Many of today's Drivers and Firemen owe a debt of gratitude to John for the help and encouragement he gave them. Although John was the K&ESR's most senior Driver, he was always willing to help out wherever he could and he considered nothing too menial.

Failing health meant an end to his main line work and John was given the option of permanent Ashford - Hastings turns or shunting and transfer duties at St Leonards. John chose the latter for the run up to his retirement. Similar considerations led to his final footplate turns on the K&ESR being as driver of the Class 03 Tenterden pilot. These years were saddened by the death of his beloved Molly although he remained active and travelled to Israel to visit friends. His regular get-togethers with former St Leonards' colleagues as well as volunteering on the K&ESR also appeared to mean much to him. In recent years John was diagnosed with Parkinson's disease and suffered a heart attack several weeks before his death at Southdowns Nursing Home on 31st July 2003. It was typical of his sense of humour that, when he realised he was dying, he is reported to have commented "Oh well, that's one journey I won't have to pack for!" John's funeral took place at Hastings Crematorium on 8th August, representatives of the former Southern Region and the K&ESR being present. There was a minute's silence at Tenterden Town station at the same time and the 'A' set locomotive carried a memorial headboard during the day. NP

Thanks are due to Peter Carey, Pete Salmon and Neil Rose for their help in producing this item.

Groups

Membership

A thank you to Sheila and Pamela Stevens for all the help and support they have given on the change over to the new membership secretary.

It is important that members do advise the membership secretary of any change of address as the Post Office now charge us £1 plus postage to return any envelopes marked 'Gone Away'.

As at 21st October we have 210 new members so far this year. Giving us a total of 2183 members.

Museum

As reported last time, visitor numbers began very well but 'collapsed' during the long heat-wave in August. Compared with the same period last year, about 300 people were less willing to chance the heat inside the Museum. One lunch-time, the temperature was recorded as 30°C at the entrance, and it was hotter inside!

With just a few days to go before the Museum closes for the winter, estimated admission income will be about £5,200 before VAT, as against £5,441 for 2002. The Museum was open on 155 days this year (one day was lost when the rostered attendant was taken ill) as against 140 days in 2002.

The attendant roster has worked very well with (eventually) just 17 participants. The 'prize' for the most duties goes to Peter Southgate with 20 days, closely followed by Brian Hayward with 18. The wooden spoon goes to Philip Shaw with one attendance!

The heat-wave also played havoc with the displays, with glues melting and fine fishing line, used to support some suspended items, snapping. On several occasions displays had to be dismantled and remounted – one of the problems of an uninsulated building.

New acquisitions this year include: some Rye and Camber Tram tickets; a Bere Alston - Calstock token (16½ inches long with a double-sided brass disc at one end) donated by Dick Beckett; a Biddenden Station train register for 1913/14; and two cream churns, one brass and one copper finish.

Lastly, if anyone has wondered what became of the small 'gentleman' sign that adorned the entrance to the gents urinal at Tenterden Town –

that is now on display, suitably restored, in the Museum.

Maidstone Area Group

The Maidstone Area Group held its 22nd Model Railway Exhibition on the 18th and 19th October at Senacre Technology College Maidstone. Although the number through the door was down slightly from last year, due to lower expenses and an increase in the income from the tombola stall and catering the surplus, at the time of writing this report, appears to be slightly higher at approximately £1,000.

Since the appeal early this year in *The Terrier* the amount of paper that has been left at Tenterden for recycling has increased, but more paper is still required so please help the Group by collecting old newspaper from friends and neighbours and leaving them in the container situated behind the main Office at Tenterden. At present the Group receives in excess of £35 per tonne for waste paper, with the proceedings going towards funding items that are required by the Railway.

The Group still holds open meetings on the last Wednesday in most months where there are slide or film shows on railways or other transport modes. The meetings are held at the Tovil Working Mens Club, Tovil Road, Maidstone (B2010) and all the meetings commence at 7.30pm. The venue is suitable for people in wheelchairs.

The programme for the first part of 2004 is listed below:

- | | |
|---------------|---|
| 28th January | 'Austrian Steam to the End' by John Fuller |
| 25th February | 'Trains to Hastings' by Graham Smith |
| 31st March | 'Slides of Steam in the 1960s' by Andy Webb |
| 28th April | 'More Fascinating Slides of Railways' by Brian Stephenson |
| 26th May | 'The Land of the Garrett's and The Railways of Zimbabwe' by Nigel Menzies |

Ashford Area Group

Ashford group as had another successful year (its 27th) which will finish on a seasonal note on Wednesday 17th December with an evening by

Tim Lawrence on Scandinavian Railways entitled 'Hunting the Elks'.

The summer evening visit to the Leigh Pemberton 9" gauge Torry Hill Light Railway was enjoyed by about 70 visitors with all three locomotives running and a frequent service over the 2½ mile line. Proceeds of £138 from this evening have been put towards our fund to restore the second 'Ashford' 4-wheel Chatham carriage. The railway bookstall at the Steam and Country Fair raised £173 and this, and other fund raising has increased the restoration fund to over £4,500.

We meet at BR Social Club, Beaver Road at 7.30pm on the third Wednesday in the month and our 2004 programme is:-

- | | |
|---------------|---|
| 21st January | Preservation in Ireland
by Leslie McAllister |
| 18th February | Kings Cross redevelopment – an
update by Fred Garner |
| 17th March | 'A Tour de France' by train by
Michael Bunn |

Complete 2004 programme available from Eric Graves (Tel: 01233 623687) email: eric@gravesfamily.co.uk. Come and join us at our meetings, you'll get a warm welcome.

News from Rother Valley Railway (East Sussex) Ltd – David Felton

Since the last report in Spring 2001, there has been steady but very significant progress at the Robertsbridge end.

The initial length of platform has been completed and a viewing and picnic area opened for visitors. The whole of the present length of track has been levelled and ballasted with drainage installed and is now ready for the HMRI inspection.

'Titan' has been repaired, serviced and repainted and the locomotive is providing sterling service. At last, restoration of some rolling stock is being undertaken. An office and a workshop, constructed ingeniously from steel shipping containers, have been donated, installed and have been fully equipped. Security of the station site has been improved by the completion of fencing and the installation of an alarm system and CCTV cameras.

At Northbridge Street, the area has been cleared, display boards erected and a level crossing gate installed. The condition of the bridges on this section are being reassessed and plans prepared

to restore these to RA3 specification. Fund raising, including the successful Sponsored Walk which was held between Robertsbridge and Bodiam on the September Hoppers weekend, is in progress to acquire sufficient track materials to extend and relay the line to Northbridge Street.

Constitutionally, the Railway is now a Charitable Trust, owned by the Rother Valley Heritage Trust. The Trust has acquired the shares of the Rother Valley Railway (East Sussex) Ltd, which will be the Operating Company. The Rother Valley Railway Supporters Association has a licence to manage the site at Robertsbridge.

Very recently, the new Rother District Local Plan has been adopted by the RDC. Under the title of The Kent & East Sussex Steam Railway, the Plan includes a policy to safeguard a route from Bodiam to Robertsbridge, although it notes that there are strong objections to the railway traversing the A21 Robertsbridge bypass. Thanks to all parties, especially those TRC members who provided support and secured this important safeguard. The Plan will now be published and there will be a six week consultation period. Plans are being prepared and endorsements are being sought to rally support to ensure that the remaining hurdles are overcome. The Railway would welcome the help of any member or supporter that can assist in securing the line back to Robertsbridge or that can lobby their local MP, MEP, County or District Councillor or other organisation of influence in East Sussex. Letters of support or comments on the Local Plan should be sent to:-
Frank Rallings FRTP1,
Head of Planning,
Rother DC,
Town Hall,
Bexhill on Sea,
East Sussex TN39 3JX.

For further information, please contact Gardner Crawley at gardner.crawley@dalsterling.com or myself at felton2@supanet.com.

News from the CFBS – Philip Pacey

No doubt thanks to the glorious summer, the CFBS has recorded more visitors than ever before, passing 100,000 for the first time well before the end of the season. Records for a single day were broken on Sunday 8th June, with a total of some 1,600 visitors (of which 300 came in organised parties). Through July and August, an average of between 600 and 800

passengers were carried daily, with weekday trains being as busy as, if not busier than, those of the weekends. Even on the hottest days, when it might have been expected that holiday-makers would choose to laze on the beach, trains were full – and the engine crews were roasted alive! The evening dinner trains were all fully booked, and an additional one was scheduled for September.

Visitor numbers on the less used Cayeux line were encouraging, with significant numbers opting to travel on the entire railway (from Le Crotoy to Cayeux and back) in a single day. A 'Fête de la Gare' at Cayeux took place on 5th July.

After it had performed well at the steam festival in April, the newly-restored Cail developed some 'teething troubles'. The regulator, with its original valve described to me as 'all or nothing', made it hard to drive, and on one occasion refused to close; it is likely to be replaced during the winter. The injectors have also been troublesome. However, and presumably following remedial action, the Cail is said to have performed well through the second half of the season.

On 26th July, the CFBS recovered one of the carriages built by Manage for the SE Somme in 1921, No 10305. Sold to a private individual by the CFTA in the 1960s, it was used as a 'maison de campagne' (a weekend cottage) at Raineville, near Amiens, until last year. The owner sold it to the CFBS for one Euro. The body is in poor condition. Meanwhile work proceeds slowly on

'Somme 10302' which it is expected will be ready for next season.

There have been some changes to the surroundings at St Valery Canal, including the removal of the wooden shelter (which I was rather fond of). Two new sets of points have been obtained from Czechoslovakia for installation here. New automatic level crossing barriers on the Cayeux line have been installed.

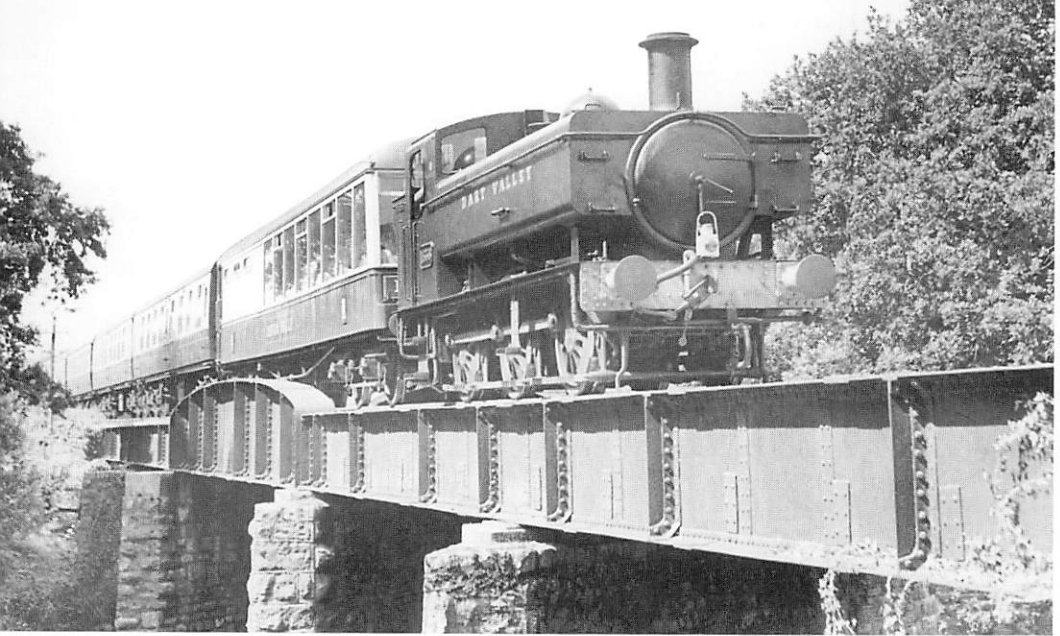
Following the untimely death of Guy Lenne, editor of the CFBS's newsletter for many years, the newsletter was relaunched in July under the editorship of Patrice Candillon. Now with a very slightly different title, 'Ch'tio Train', the July issue, which happens to be No 50, consists primarily of a report of the Fête de la Vapeur, with lots of photographs, including one of the K&ESR steam roller and another of No 753 with David Brailsford in command. I understand that the CFBS was represented at the K&ESR's 'Steam and Country Fair' on 19th-20th July.

As if to crown the marvellous season, on 1st September the CFBS was honoured by a visit from the Prime Minister, Jean-Pierre Raffarin. He, together with a number of local members of Parliament, had been invited by Alain Gest, a Deputy and President of the Conseil général de la Somme. The party travelled in the 'voiture salon' of 1889, hauled by the Haine St Pierre, from St Valery to Noyelles, on the return trip stopping on the embankment to dine whilst enjoying the spectacle of the sun setting beyond the bay.

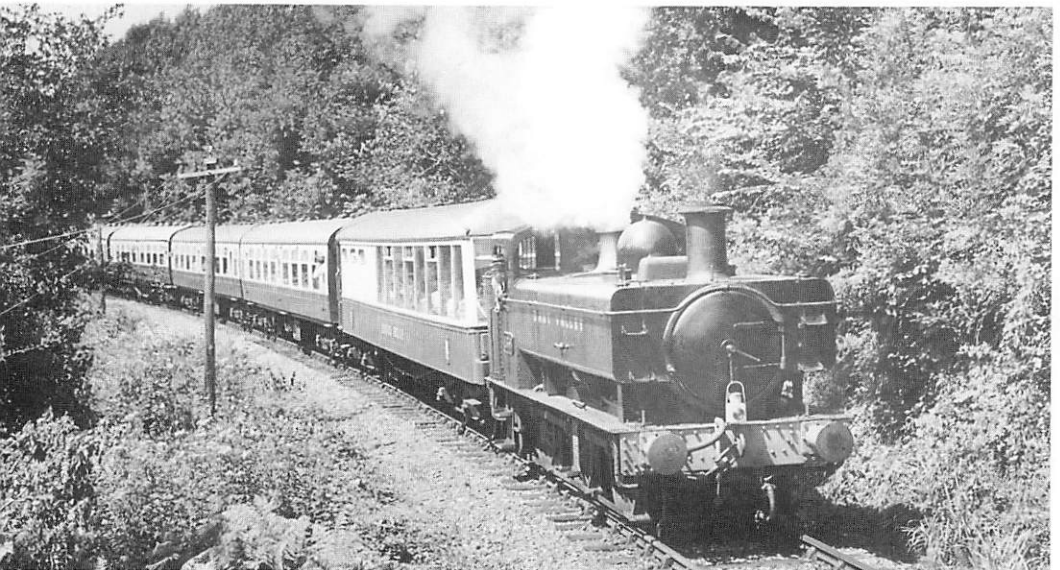


A view across Bodiam station towards the Castle, hoppers weekend, 14th September 2003 (John Liddell)

1638 on the Dart Valley Railway



*With a Buckfastleigh – Totnes train coming to Nurserypool Bridge, 5th August 1971
(D.M.C.Hepburne-Scott/Rail Archive Stephenson)*



*Beside the River Dart with a Buckfastleigh - Totnes train 5th August 1971
(D.M.C.Hepburne-Scott/Rail Archive Stephenson)*



Between Buckfastleigh and Staverton

(M.J.Fox/Rail Archive Stephenson)



At Buckfastleigh in August 1977

(Patrick Russell/Rail Archive Stephenson)

The Best Light Railway Locomotive of All?

Brian Janes welcomes the return to service of the pannier 1638 – an interesting and useful Locomotive.

The Great Western was a curious railway in many ways. After its flamboyant Broad Gauge beginnings it became conservative whilst making occasional technical and managerial leaps then lapsing again. One of the most interesting manifestations of this behaviour can be found in its 0-6-0 tank engine development. Over the best part of a century engine development appeared nearly static. However unlike some contemporary railways periodic technical and materials developments transformed the beast

The concentration on Standard ('narrow' in 19th Century GWR speak) gauge in the northern part of the system meant that in the mid-19th Century Wolverhampton works was as influential as Swindon. In the early 1870s this works was producing, to the design of George Armstrong, small saddle tanks classified '850'. Standardisation of components came early in GWR design practice and successive classes, most importantly the 2021

class, were very similar. Even smaller one off tanks like the Manning Wardle Ringing Rock (see *Tenterden Terrier* No 87) came to be drastically changed in this way. Soon these small tanks became indispensable and nearly 300 of them had been built by 1905. They swarmed all over the system being used for passenger, goods and shunting work. The standard RCTS GWR locomotive history says of them that they might well be termed the 'Terriers' of the GWR in their ubiquity made possible by their lightness. Indeed they were contemporaneous with the Stroudley locomotives and may in part have been inspired by them. Where the two designs differ however is that over the next 80 years the Wolverhampton locomotives were modified and finally replaced by virtual clones, one of which has passed to us as 1638.

On the way the most notable and noticeable change was the introduction of Belpaire boilers from 1910 onwards. The intrusion of the



At Northiam, probably in 1992

(Freddie Smith)



Newly restored at Bodiam on 28th July 2003

(John Liddell)

square firebox top made the internal profile of the saddle tank overcomplicated and prompted the introduction of the side slung pannier tanks that became synonymous with the GWR. The great George Jackson Churchward who revolutionised GWR Boiler practice instigated this development. He would no doubt have replaced these tanks by a more modern 2-6-2T design (the 45xx Prairies) for many duties. With such an idea he was probably too far ahead of the operating department of his time and so the Wolverhampton engines were simply progressively updated.

Churchward's successor Collett was much more conservative and when he received ample building funds in the 1920s and 30s he simply set about progressively replacing 0-6-0 tanks with new engines to effectively the same design. He first tackled the larger tanks (the 57xx) then turned to the smaller and lighter engines. To replace those used on passenger work he placed them on 5'2" wheels (the 54xx class), for mixed traffic there were 4'7" wheels (the 64xx and 74xx classes). Finally, two years after nationalisation and the end of the GWR, a reversion to the four foot wheels of 1872

produced the 16xx class. Seventy of these were built before a change of policy stopped further production in 1955.

Our Pannier 1638 appeared from Swindon works in British Railways Black livery in March 1951 and was drafted to the Burry Port and Gwendraeth Valley Railway that Colonel Stephens had forty years earlier rebuilt to take passengers. There it replaced the standard Hudswell Clarke tanks that had been ordered in the Colonel's time. Arriving just before the passenger service was withdrawn during 1953 1638 then hauled coal until replaced by cut down 08 class diesels. It then drifted elsewhere until the inevitable withdrawal from service at Croes Newydd (Wrexham) in August 1966, working in the same areas and on the same duties as its distant progenitors

1638 was purchased for preservation for £1300 and arrived at the Dart Valley Railway on 25 November 1967. The locomotive was acquired for the K&ESR in 1992 and arrived on 1 July. Small and compact it proved a useful addition to the fleet and, although smaller, appears to be the equal of the Austerities. A return from a thorough and comprehensive overhaul will result in a really useful and reliable engine that



On arrival at Wittersham Road on 2nd July 1992

(Colonel Stephens Historical Archive)

will be at home on all our trains from vintage carriages to acting as Duck on the heavy Thomas specials.

To return to the opening question: Is it "The Best Light Railway Locomotive of All"? Well,

nearly. When Collett dropped the ball in the 1930s the LMS picked up Churchward's forward thinking, updated his design with better materials and outside valve gear and produced the Ivatt 2MT 2-6-2T. That would get my vote.

THE K&ESR 300 CLUB PRIZE WINNERS

July 2003 Wealden Pullman

1st	L F Bailey	(053)	£60.00
2nd	Janet Sinclair	(437)	£45.00
3rd	Mrs M L Bates	(330)	£35.00
4th	Alan Dawes	(010)	£25.00
5th	Tom White	(032)	£20.00
6th	P B D Crick	(360)	£10.00
7th	Tony Gulliford	(267)	£5.00

August 2003 Wealden Pullman

1st	Colin Roe	(408)	£60.00
2nd	Peter Glen	(240)	£45.00
3rd	Maggie Palk	(124)	£35.00
4th	D W Edwards	(174)	£25.00
5th	Max Read	(209)	£20.00
6th	Mr & Mrs F Turner	(066)	£10.00
7th	Frank Kent	(022)	£5.00

HAVE YOU JOINED THE 300 CLUB YET?

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

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

AGM Report

11 October 2003

Summary

All of the resolutions contained in the notice of meeting were duly passed. For the benefit of members who were unable to attend we are reproducing the text of the Chairman's Statement to members, the outcome of the voting on the election of directors and the names of those members who featured in the awards after completion of the formal business.

Chairman's Statement – Norman Brice

I am again pleased to welcome all members present to the Annual General Meeting of the Tenterden Railway Company – shortly to be renamed the Kent & East Sussex Railway Ltd.

For those of you who have read the minutes of the 2002 AGM, much of my speech today may be familiar: partly because some of it is a statutory obligation and partly because not a great deal changes. Though if you accept the theory that the longer the speech, the worse the problem, today should be a mercifully quick release as, within reason, we are doing well.

As well as reporting on the 2002 Accounts, I will follow custom by giving you an update on 2003 so far.

The key facts are set out in the Chairman's Report in the 2002 Accounts. In outline, the cost reductions introduced in 2001 – difficult though they were – proved well justified, as did the policy of a better balance between services offered and passenger demand. As I said at last year's AGM, we had fewer passengers but have traded more profitably. The headline figures for 2002 are a surplus (being a charity we don't make a profit) a surplus of close to £76,000, coupled with a reduction in borrowings of £203,000. This is a very creditable performance and reflects the commendable efforts of all of us.

I am pleased to confirm that we continue to benefit financially from our charitable status – Gift Aid on tickets and donations was almost £40,000.

And our track record in delivering the Bodiam extension on time and virtually to budget has given donors the confidence to offer us further grants. I am delighted to inform the Meeting that, in the face of stiff competition, I have been able to negotiate a grant from the Millennium Commission of £49,000, being 50% of the costs of restoring the carriages Theodora and the Woolwich coach. And we have also been awarded a grant of £78,000 from the European Regional Development Fund under the InterReg III

programme. This will fund a series of exchanges with our French twin, station enhancements and new multilingual promotional literature. I am confident we will justify the donors' confidence by completing these projects to high standards, on time and within budget.

There is another exciting project I would like to tell you about, which presents its own opportunities. We are in the advanced stages of serious and constructive negotiations with the London Borough of Sutton over the future of their Terrier locomotive, Sutton. We have offered to return Sutton to service in 2007 in return for a long extension to the Hiring Agreement. And the lucky opportunity that everybody in the hall and outside has is to pay for the restoration! As you sat down, you will have seen a sheet of paper on your chairs. Pick it up off the floor and look at it please – it is a standing order form incorporating a gift aid statement. Just think that if everybody in the hall each paid £10 per month, we would get £20,000 a year, including gift aid. So would the stewards please lock the doors and not let anybody out until they have signed.

But how are we doing in 2003? At the end of August 2003, our cash position was £125,000 better than August 2002. What this means in terms of profit – sorry, surplus – is not so easy to assess as it depends on depreciation levels and how we capitalise some of the major investment works. But I am assured that profit should be broadly in line with 2002. That is plus or minus £75,000. And we will be setting some £50,000 of that aside for the Northiam bond redemption fund.

Now a cautionary note. However sound our financial performance, and however generous our donors, we must guard against being over-confident and complacent. I make no apology for saying again what I say at almost every forum such as this: we as members cannot possibly afford to pay unaided for our hobby of playing with trains – unless we had golf club levels of membership fees of course. It is the visitor who pays for our pleasure and we must match and exceed the increasingly strong competition for the leisure pound. Some improvements require investment, of course, but much can be done with what we have. Simple improvements to the display and labelling of items would create more interest – after all, we are an educational charity and should be making more effort to tell people about railways and the history of what they are looking at. And everybody has a role to play in being actors on the stage of the train set. Just take a moment to smile at visitors and talk to them – yes, smile! Try to get across your undoubted enthusiasm. The enthusiasm that makes people do hard work in difficult circumstances during unsocial hours. If that enthusiasm is infectious, we will reap rewards.

There are risks ahead: will the consumer expenditure bubble burst; will the attraction of Thomas wane? You could name your own list. But if I had to single out the one risk which troubles me more than any other, it is not money, important though that is. No, the biggest risk is the lack of adequate volunteer manpower. Again we just about staggered through the summer peak operating season and well done to everybody who contributed so much time and effort. But the more we put impose on people, the greater the risk of losing them. Creating yet more work for those remaining. A vicious circle. At the same time, we are still losing valuable revenue. Some services could be expanded if only we had the staff – twice as many Pullmans could be sold. More ticket inspectors and booking clerks means more income. More craftsmen in workshops means a better quality of product. Again, I would ask somebody to look at the Volunteer Liaison post – now split into three to make the work-load more reasonable. Any takers?

What of 2004? As ever, producing a budget is a complex juggling act. I have no doubt that lurid stories are circulating about rows, resignations, splits, schisms and blood on the carpet of smoke filled rooms. The truth, as ever, is more prosaic.

We must start from forecasts of income and then adjust expenditure to match. And our scope for flexibility is actually quite limited. We have broadly three categories of expenditure: fixed – which we incur whether we run a single train or not; variable – which reflect the number of trains we run and passengers we receive; and what is left is discretionary. And there is precious little enough of that third category. As I have said before, the day-to-day business of running trains is not profitable and it is only the charitable income which balances the books. So we start off with the projected income, deduct the fixed and variable costs and then divide up the discretionary expenditure between the competing demands. And it is no surprise that demand exceeds supply. 'Twas ever thus, in business and individual homes: TRC is no different.

Each Manager has a series of imaginative, exciting and expensive projects to improve the performance or output of his or her own Department. And I would be disappointed if they did not. But there is never enough money to go round, so hard choices have to be made by the Finance Committee and the Board. Money must be earned before it is spent. Where we are today is that the Finance Committee has met and the pruning has been completed. The Board – with Managers present and participating fully – will meet on 9 November to agree a budget to be followed for 2004. The Finance Committee is also recommending improved monitoring and reporting systems so that we can avoid over-spending. Paradoxically, though, the more accurate our budgets

and the more controlled our expenditure, the more anomalies that are identified. It has to be an evolutionary not revolutionary progress.

To conclude, 2002 was a good year and 2003 shows signs of being the same and possibly better. Our set piece events of Thomas, Santa and the Pullman continue to perform strongly. With continued support from our volunteers and staff – and hopefully more of these as well – we can go forward with a degree of confidence. And let us continue to make it enjoyable for our visitors and, above all, for ourselves.

Election of Directors

All candidates standing for the board at the AGM were elected or re-elected. The number of votes cast were as follows:

	For	Against
Derek Dunlavy	181	72
Daniel Jenner	189	55
Carol Mitchell	230	23
Bill Morgan	246	11
John Weller	245	10

There were sufficient vacant places on the board for all candidates, but to be elected a candidate also needed more for votes than against votes.

Awards to members

The General Manager's award for achievement went to the following members:- Richard (Frim) Halliwell (volunteer of the year), Ken Dow, Peter Landon, John Liddell, Tony Pratt, Pam Stevens and Sheila Stevens.

Long Service certificates were awarded to John Arlett, Bob Clifford, Stan Collier, Jerry Combes, Richard Crumpling, Robin Dyce, John Emmott, David Goodwin, Brian Heyes, Norman Johnson, Peter Lawrence, Ian Legg, Charlie Masterson, Alan Sampson, David Stratton, David Swan and Alan Tebboth.

Whilst long service awards were being handed out at the AGM, down at Tenterden Town station a stately lady continued her unacknowledged long service. Jemima, the station cat, now in her late teens (one never discusses a lady's precise age) continues her daily duties. Fortified by the attention of her courtiers, particularly the faithful Will Watters with his bike cheerfully hooting a greeting each day, she thrives on, amongst other things, snippets of Pullman cuisine. Between trains she seeks out the sunny spots for a nap and this autumn in particular has taken to the glorious piles of dry leaves. Occasionally driven by passengers over solicitous attentions to a comfortable and warm, if stony, spot by the Pullman dock she is still mistress of all she surveys. Long may she reign.

Virtual Preservation and Re-creation

Have you ever wondered what it would have been like to drive one of Colonel Stephens little 2-4-0s from Headcorn Junction, all the way to Robertsbridge? I did, and hopefully, by the time this is published, I will have done it.

When Microsoft Train Simulator (MSTS henceforth) was released two years ago, it was fun for a short while. I imagine a lot of people just put it away once they got bored with the Flying Scotsman speeding through sparsely populated countryside. However, Microsoft had discovered with their Flight Simulator products that allowing people to build their own aircraft boosted the product popularity. MSTS was constructed in a similar way and very soon tools appeared to

enable new models to be added and new 'routes' (equivalent of a model railway layout) to be built.

A small band of dedicated UK enthusiasts got together via an internet website to set about improving what Microsoft had given us. To date, the website contains over 4,000 files (6,800 Megabytes) of models, routes, tutorials and other information. This is all available free, although the free downloads are restricted and for a small fee, which helps keep the site running, the restrictions are removed. Steam locos tend to be about 1Mb files (there are about 400 available) as well as a large selection of rolling stock. Routes tend to be a bit too large for downloading so they are normally supplied



by mail order on a CD for about £4.50. The quality of these routes in the last six months is vastly superior to the routes that you get out of the box, although with their extra complexity, you tend to need a more modern PC to run them.

On to the K&ESR – My interest in the line probably stems from some vague memories I have of walking round Rolvenden yard in the late 1960s (aged 3 or 4). When MSTs was released, I intended to start with the K&ESR, but got involved with making models for a friend's project of a GWR branch line near Swindon. For a bit of variety (something that was not GWR green) and the practice, I built K&ESR No 25 'Northiam' and since that model I have added many more of the older K&ESR, SR and WD locos that worked on the line before 1945.

When I talk about 'building', the process is somewhat similar to scratch building an OO scale model – indeed, I usually work from OO scale plans. The difference is that there is no glue, paint or electric motors – and the scale we use is 1:1. Once the 3D modelling program has been started, the parts of the model are built from basic shapes (cube, cylinder, etc), scaled to the correct size and positioned on the model. The tool also provides a series of operations that can be applied to all or part of the objects, so that you end up with something like the correct shape for the part. A 'texture' is then applied to the faces of the model to give some colour and to add lettering etc and to help give the effect of more detail. Detail is a bit of an issue, as the more detail you add to the model, the more computer power you need to run it, so a bit of a balancing act is needed. Painting on details like rivets and use of transparency in textures helps reduce the complexity of the model. All 3D computer models are made up of a series of triangles. I try to keep my steam locos at about 3000-5000 triangles. Within MSTs, these models are displayed at about 20 to 30 frames per second, so the computer is drawing an awful lot of triangles in a second. In place of the motors we have to animate the wheels and rods. A fairly simple process for inside cylinder locos, but quite a bit more

complex for full outside Walschaerts.

Before a model can be run within MSTs, its performance parameters need to be set. This helps make the models more realistic

Working only occasional evenings each week, it usually takes me about a month to produce a loco. I have made about 20 to date and I'm still learning and improving my techniques, it takes a lot of practice. These days there are several tutorials available on the internet to assist the new modeller.

Of the original 10 K&ESR locos, so far I have completed :

- No 1 'Tenterden' – Post 1920's style
- No 2 'Northiam' – Original condition
- No 4 'Hecate' – Original and SR 949 livery versions
- No 6 Steam Railcar
- No 8 'Hesperus'

Other pre-1945 locos that worked on the line:

- SR 1556 P class
- WD 196 Dean Goods in Black.

A version of No 3 'Bodiam' was produced some time ago, but for completeness I shall be producing my own version for No 3 and No 5. I have also built the model for No 7 and 9; I just need to convert it from its original LSWR livery. An ex-SECR O1 is also in the pipeline.

Some of these models listed are already available for free on several internet websites. I shall be adding the rest when I get organised enough to set up my 'Virtual K&ESR' web site.

Having all these locos is fine if you want to run them from Settle to Carlisle. They still require something to pull and somewhere to pull them! Coaches and wagons are planned soon and I have made a start on building the route itself.

Again, this process is similar to building a model layout; you start with a flat base, approximately 2.5km both sides of the track and work from there. The main difference is that there is no real restriction in size – a



good thing too, as again we are working on a scale of 1:1. Hills are added using another tool that allows you to trace contours on digitised maps. This is a very laborious job when you have to cover 150 square kilometres. Thankfully there are not too many hills between St Michaels and Headcorn.

The next job is track laying. These come as fixed pieces that 'snap' together, though a flexible piece is available for more complex shapes. Unfortunately the track supplied with MSTs is just not the right shape to build prototypical UK layouts (though there are additional add-ons to do this). My version of Rolvenden yard has the right number of points and the layout looks about right, but the dimensions are about 30% too large. Next comes the additional scenery. Models of trees, hedges, agriculture, livestock and roads help to give the impression of the countryside, then models of the stations, sheds, people and other railway paraphernalia go to finish it off. Finally speed posts, signals and various

markers for stations and sidings are added to enable activities to be written for the route.

Personally, I find the experience just as satisfying as building a model layout. It takes almost as long to get the detail right, but is much less messy and doesn't require as much space. You also have the opportunity to share your creations with people from all around the globe. I hope I have provided a glimpse of what is possible with this software today. With newer computers and MSTs2 due to be released some time in 2004, the accuracy, detail and running of these models can only improve.

Paul Gausden

¹ UKTrainSim – www.uktrainsim.com

² The GWR Highworth Branch – www.highworth.freeuk.com

³ The tool I use is called 3D Canvas from www.amabilis.com. There are a couple of other options available – TSM from Abacus www.abacus.com and gMax from Discreet (www.discreet.com).

⁴ To see more pictures of my completed models as well as some 'work in progress', visit www.31.brinkster.com/decapod

The TRC Interreg Project

Mike Grant, project leader for Interreg (Inter-Regional cross border projects) explains the background to the company's successful application for funds.

Members may have seen in the railway press that The K&ESR has had its application for European Union (EU) Interreg Funding approved for a Tourism project working with our twin railway The Chemin de Fer de Baie de Somme (CFBS) at St Valery. This is worth £78,284 and will be received by stage payments up until 2005.

The basis of EU Interreg Grant aided projects is in improving co-operation between border communities throughout the EU. There has to be a minimum of two partners, one on each side of the English Channel. The project is naturally based on Tourism and a programme of activities and events have been drawn up to provide the members of each railway the opportunity to work together. There are also opportunities for non-members to join events organized by each railway.

Grants of 40% are provided by the European Regional Development Fund. Partners prepare their own budget costs and applications on an agreed basis.

The overall cost of the project consists of the direct costs of labour and materials, contributions in kind, being the agreed value of voluntary input and donations.

A programme of activities includes:-

- Staff, Volunteer and Locomotive exchanges between KESR and CFBS.
- Visits and exchanges by non-working members and others.
- Events in both communities.
- Promotional Literature.
- Upgrading facilities on each railway for the visitor.

Outputs that must be achieved include a

multi lingual promotional leaflet; work exchanges each year, locomotive exchanges and displays in each country. Three initiatives to be pursued concern opportunities for social inclusion of disadvantaged groups, the use of green transport (less use of the car), and to increase French tourists to Tenterden. These initiatives are not vital to obtain the grant.

A TRC Interreg Committee has been formed to administer the project at Tenterden. There will be a similar committee at CFBS. Each committee has appointed a Project Leader who is responsible to see the project correctly carried out and for all dealings with the Government Office for the Southeast (GOSE) who administer on the English side. A joint committee will be formed to arrange crossborder activities, exchanges, and visits. They will also research further opportunities for funding more restoration, covered accommodation and other essential development on each railway.

It is important that those taking part in project activities which have been agreed by the Interreg Committee, keep records as directed on the timesheets provided. Grant cannot be claimed if this is not carried out.

If it is found that a certain event or activity in the timetable cannot be carried out it is possible for it to be changed as long as it is agreed with GOSE beforehand. The project officially commenced in February 2003 to be completed within two years.

As TRC and CFBS are largely volunteer run, the grants obtained on the value of time put in by the volunteer will provide a very valuable resource to fund further development. I am sure it will be fully supported.

Letters to the Editor

Rolling stock numbers

Sir – It would seem that it has been policy in the *Terrier* to refer to rolling stock news initially by description and to support the former by giving in brackets the K&ESR stock number.

From time to time some ancient piece of bodywork is referred to as being at Wittersham Road and the rolling stock number is indicated. I wonder how many members have the slightest clue of the stock list both current and historical? Likewise whether these are in fact Company owned or privately owned vehicles.

Having been a member now for some ten years or so I cannot recollect ever having seen details of the rolling stock list published. There must have been many interesting skeletons hidden away between Bodiam and Tenterden Town over the years that sadly had to 'fall off the tree' of preservation. Doubtless they too would have had a rolling stock reference number.

Publication of the list, possibly within the *Terrier* or as a separate item available through the shop at Tenterden Town Station would surely bring enlightenment to the system of bracketing the stock number and contents.

Croydon

Rowena Forbes

Lively Livery

Sir – I see that a leading railway magazine has recently reported on the return to traffic of 1638.

In doing so it has a bit of a pop at the K&ESR for not getting things quite right. The article refers to the 1951 built engine being turned out in non authentic GWR green, with copper capped chimney and Ashford (74A) BR shedcode.

While the majority of paying visitors will view 1638 as a most attractive locomotive, the purist photo charter type of punter may adopt a negative view of our railway.

Should we be concerned? What do other readers think?

St Leonards on Sea

Humphrey Atkinson

Sir – Railways that pretend that their East European shunters are yankee tanks or that Hunslet Austerities are J94s receive sarcastic

comments. Now the K&ESR has joined those desperately trying to have that which they do not possess.

No 1638 was built four years after nationalisation and had a plain black livery. We have turned this locomotive out in GWR green complete with a copper capped chimney. This crime has been compounded by the failure to remove the fake BR shedcode plate from the smokebox door.

Was this done at the owner's suggestion or cold commercial greed to have our very own 'Duck'? I would dearly like to know what our heritage and image groups think of this poor bastardised locomotive. Also what, if any, control the board exercises in these matters? Probably not enough in this particular case.

St Michaels, Tenterden, Kent

C. Mitchell

Locomotives of the East Kent Railway

Sir – Unfortunately the concluding part of my article on the East Kent Railway locomotives (*Terrier* No 91) had an appended table, not drawn up by me, that contained several errors. As my purpose in writing these articles was, to the best of my ability, to correct such errors this was unfortunate. The errors were:- No 1 was scrapped in 1935 not 1938. My deduction of this disposal date was recently confirmed in Maurice Lawson-Finch and Stephen Garrett's excellent new book on the East Kent, as No 1 was reported to the board in July 1935 as sold to Cohen's for scrap. No 3 was withdrawn in 1930, not 1929, and despite several attempts to dispose of it for a high price earlier sold for £45 as scrap in 1934, not 1933 as stated.

Sissinghurst, Kent

B Janes

Pride of Sussex

Sir – On becoming a volunteer member in September I received my first *Tenterden Terrier* No 88. The article 'Bodiam Returns' struck a cord with me when reference was made to Bodiam finding shunting work at a Robertsbridge flour mill. I recalled I had two photographs of an engine at Robertsbridge and after a short excursion into my roof I found the enclosed prints. On the reverse of them the developers date appears as March 1969 but they must have been before this date probably the summer of 1968. You will see the trees still have foliage and my ex-girlfriend is only wearing a mini dress.

I often used to see this engine when I drove through Robertsbridge past the Pride of Sussex



Pride of Sussex at Robertsbridge Mill, Summer 1968

(M. Wakefield)

Flour Mill. I never saw it in steam and it always looked so forlorn. Clearly it is not Bodiam and its appearance does not resemble any of the engines I have seen steaming at Tenterden.

Please are you able to identify the engine and

advise its whereabouts?

Sevenoaks, Kent

M. Wakefield

The engine in question is our P class (No 14) which is privately owned and currently in serviceable state. It is normally either in traffic or visible at Rotvenden – Ed



P class in SECR livery at Rotvenden, 2003

(Alan Cooke)

Book Reviews

The East Kent Railway. Volume one: The History of the Independent Railway, by M. Lawson Finch & S.R. Garrett, published by Oakwood Press price £14.95. 230 pages in A5 format, soft laminated covers. ISBN 0-85361-608-6.

"I don't make a lot of money out of my railways but I do have a lot of fun." This was reputedly said by Colonel Stephens to Fred Carnell, the Station Agent on the East Kent Railway. However, investors in the Kent Coal Field, for which the Railway was built to serve, would have not had much to laugh about. The key figure in the scenario is, for once, not H.F. Stephens, but Arthur Burr, a several-times bankrupt financier and fraudster who persuaded a gullible public to invest in the coalfield through a pyramid of companies, which fed off one another but without any cohesive development plan. The end result – financial disaster. By 16th October 1916, when the rump of the railway line was actually opened, the game was up. Burr and his son Malcolm had been relieved of their positions as joint managing directors of most of the companies. However, Tilmanstone Colliery at least was open and grandiose plans were still in place to open other collieries in the area. Stephens remained in charge of the railway construction and operation and the line retained its independence under the supervision of his office up until nationalisation in 1948.

Volume one of this fascinating study, covers the period of operation as an independent concern. Volume two, which has also been published, covers the post nationalisation period, methods of operation and lists locomotives and rolling stock. Pages are numbered consecutively through the two books with a combined index at the end of volume two.

The East Kent has not been the subject of comprehensive research before and the authors are to be congratulated on a study, which will long remain the definitive work on the subject. Stephens was introduced to Burr, who was looking for a railway engineer, by James Mathew of Hawthorn Leslie, the locomotive engineers who had supplied Stephens with

most of the new locomotives for his various lines. Applications for a series of light railway orders began around 1910, to link proposed collieries to the national system and during the lifetime of the East Kent, no less than 40 schemes were put forward, involving over 50 miles of railway. Of this, around 20 miles were constructed, with the short section between Tilmanstone Colliery and Shepherdswell providing the mainstay of traffic. General passenger services between Shepherdswell and Wingham, although provided, were always something of an irrelevance. In a last gasp for expansion, the line finally reached Richborough Port from Sandwich Road in 1928, but although some coal traffic from Snowdown Colliery to the Continent was routed through the port via the East Kent, this was when Richborough itself was in terminal decline. In fact, the history of the East Kent encapsulates a story of not only what it was, but what it might have been.

It would be churlish to fault this scholarly study in any way. However, the inclusion of a comprehensive map of all the proposed lines would have enabled the reader to grasp the complexity of the subject more readily. Finally, it must be asked why the publishers failed to grasp the opportunity to publish such an important book in hard back, within a single volume. Perhaps this could be considered for any second edition. **PDS**
(Part 2 will be reviewed in our next issue.)

Railway operation for the Modeller by Bob Essery, published by Midland Publishing price £14.99. 94 pages A4 format, soft laminated covers. ISBN 1-85780-168-7

This book has been written by a modeller with considerable experience of working practices from the steam age, which are entirely absent from today's railways. Joining the LMS at Saltley motive power depot in 1947, he worked for the railways until 1955. After this he changed his job to sales, which still left time to pursue his main interest of railways as a hobby and he travelled extensively visiting motive power depots, with a view to making notes and modelling what he saw. His first article on modelling appeared in 1962. The author believes that whilst many modellers have quite effectively replicated the age of steam in the quality of rolling stock and scenery, less attention has been paid to the manner in which layouts should be operated. Accordingly, the

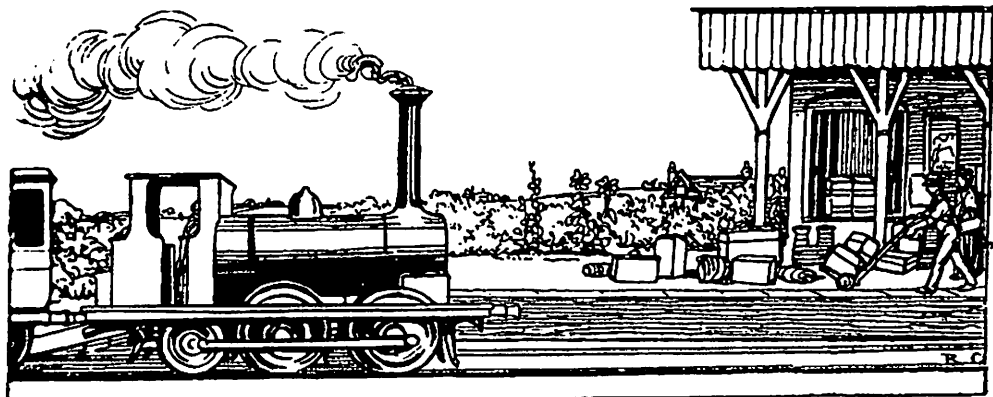
book sets out to put the record straight, with chapters on authentic track formations, signalling and train make up amongst others. The book is liberally illustrated with photographs and diagrams- there is one picture of the K&ESR, with a mixed train at Rolvenden

in July 1952, and the light railway scene generally is well covered. Primarily for modellers but also for anyone with an interest in the basic working practices of (pre-preservation, pre-orange jacket) steam railways.

PDS

The Station - Tenterden Town in the 1920s

From 'A Parcel of Kent' by F.J. Harvey Darton, with biographical details of the author researched by Tom Burnham.



For this evocative word-portrait of Tenterden Town station and the Kent & East Sussex Railway in the early 1920s, we must thank F.J. Harvey Darton (see panel on page 36). Although Dorset was Darton's chosen county, he also had a deep knowledge of and affection for the Weald of Kent, and this is celebrated in his book *A Parcel of Kent*, published by Nesbit & Co. in 1924. The chapters in the book are essays on various aspects of life in and around Tenterden, although Darton is careful not to name the town and indeed gives himself licence to combine features from different places for literary effect. In Tenterden, Darton stayed at the Woolpack inn, and his description of it forms another memorable chapter.

Darton was one of the first writers on the countryside to regard the railway as a quaint survival rather than a modern intrusion; a reviewer of one of his later books comments that "it is pleasing to find that the railway has now become romantic by age. It is a literary convention to hurl epithets at new machines, but Mr. Darton hurls them at the motor-car."

We should note that the station that Darton regarded with the eye of the antiquary had been open for barely twenty years, and that Colonel Stephens was still actively promoting rural light railways when *A Parcel of Kent* was published. Although the K&ESR was clearly still playing an important role in the trade of the town of Tenterden in the early 1920s, Darton perhaps foreshadows the modern era, when it has become a destination for travel rather than a means of travel.

Darton was well served by his illustrators, and Miss B. Cobb was responsible for the sketch reproduced here, which served as a chapter heading for *The Station*. Again, some liberties were taken with reality for artistic effect, but she conveys a sense of timelessness, interrupted by brief periods of fuss and bustle when one of the infrequent trains arrives.

The Station is the place which links the Old World and the New. It is a scene of daily miracles. Fish appear there wonderfully from

some distant sea outside our orbit. Newspapers are found at intervals, purveyed by the ever-widening service of the descendants of Old Morality (W.H. Smith). Famous steamship companies, devotees of the great god Publicity, tell you all about South America and the kingdoms that lie east of the sun and west of the moon, and ask you to go there – as if you could leave a station which is a flower-garden. Dead swine, swathed, protrude trotters like a baby's blood-stained hand as they lie on the platform among the flies. You are adjured to buy 'Bakeoma' or some such marvellous device for making that beastly fabric, a batter pudding. An immense number of bees sing in an immense number of hollyhocks and sweet-williams.

As by law commanded, the planter of those and other good plain English flowers has to exhibit his name on a board as 'toll-collector'. The toll-collector is much more interested in his flowers than in his tickets, which indeed are very difficult to obtain. If you have not got one, the guard climbs along the footboard as the train is moving at the dangerous pace of ten miles an hour, and gives you one. He is like the Guard in Alice. You get a ticket sooner or later, but you never know when nor where: nor even how.

My Station is peculiar, because it has two platforms, and its name in large letters on each. Most of the others are more modest, and have only one platform (with a shed-attachment) and a nameplate concealed as well as possible. You must know the line, to be sure of getting out at the right station, especially after dark (but there is only one train after dark), because the lighting arrangements are simple to the verge of non-existence.

The toll-collector finds bindweed a great nuisance; though its beautiful large bells add lustre to his pretty garden. That indefatigable weed will climb over the derelict train in the siding. We have two sidings, and this old dead train lives in one of them. However, Mr. Q— is angrier about his garden than about this train; for no one will ever use that train again. I suppose the poor forlorn ghost will fall to pieces in due time, and the rails rust away, and the eternal life of green things master it all. It is a grey shadow, once a train, splendid and admirable to all beholders. The roof-line of the carriages already sags: the cushions (not many

nor fat: our fathers were of harder stock than George M. Pullman) are full of holes; their entrails protrude. Some day a new Schliemann or Evans will discourse upon the vestiges.

Neither the siding nor the platform adjoining it seems to be used. It is a kindly thought to let the old train sink quietly into its coma of death. The real train, the living one, uses a single line all the way, except when (as so often) it shunts to pick up goods wagons. Half an hour at one station is almost normal, because this is a rich farming district, and if you cannot always get your goods from outside, you want to send your own away.

The Train makes an incredible noise. The engine is small and low, and has a funnel contemporaneous with (and, inverted, not unlike) the square bowler hat of thirty years ago. It also has what so few trains now have – one of those large, highly-polished brass excrescences in its middle, like the dome of St. Paul's: but we do not polish much here; we have no time. The Train clanks and pants and fusses. Its best fuss is its whistle. It whistles for two or three minutes continuously before approaching a level crossing, the gates of which (if there are any, and there are not always) have been carefully shut by hand a long five minutes before its arrival. There is a level crossing about every four hundred yards. I leave it to mathematicians to compute from these data (a) the mean speed of the train; (b) the total duration of noise in a journey of twenty miles.

At every station the Staff – THE Staff, all of it – pulls a gaily-painted red or blue lever. He has usually to cross the perilous track to do it, but he dares and does it; and a signal five yards away falls dutifully. The crossing gates are laboriously closed, and the motorists (thank God!) held up. About a quarter of an hour later the prodigious screech of the engine is heard, some distance off; and, at last, emerges from its lovely narrow avenue of trees – the Train. A mysterious loop of metal has to be given to the Staff, who in return goes into a privy den and finds an enormous mace, which must have cost pounds and pounds of gold when there was gold (our railway is as old as that). It is a sort of blacksmith's hammer, with a noble head, on which are cut in brass the words, "GO ON TO BOTHENDEN". At that the enchanter who had cast a spell upon the train to make it stop at my Station is dismayed,

and vanishes in a cloud of smoke. So does the train, after shunting as much as possible. Of course the engine-driver has to have a long conversation with the stationmaster and the Staff; but then we all do that ourselves. And limp fish have to be flumped on to the platform, and the intolerable music of milk-cans ventilated.

We have also a water cistern – a large pot-bellied thing on a tall post, with a trunk like an elephant's. I have not seen it in use: our engines (who all have local place-names) seem to have gone dry. But its inert, heavy shape hints at a dreadful activity if water is really wanted. It might come hopping or striding after you with its twenty-foot trunk stretching out silyly...

It is a singular thing, this toy railway, with its forgotten and dying devices. There is no station on it but has a lost thought in it: a shed, a truck, a lump of metal that once meant

something and now means nothing. It may continue: it has escaped amalgamation and control, and I hope prospers. You cannot book through to it from London. But as I go from the station into my rustling green avenue, and see nothing but greenness, and smell sweet scents of hops or hay, or wet earth, and (if I am in the Ford train) look ahead on the track covered with grass and flowers, I wonder. Which will win?

Yet we are all driven to this station, sooner or later. Perpetual motion urges us, Heaven knows why, in this self-sufficing parcel of Kent, this island within an island. And so driven, we are bidden to "book through, so as to save time". We are told, in largest letters, who are "the greatest grocers in the world". We see that "Pure India Tea – Broken Pekoe" can be procured of a certain agent. And here on the platform, waiting for an owner, is a wireless outfit. My little station broadcasts the world.

Frederick Joseph Harvey Darton was born in 1878 to a Quaker family which still ran the publishing house founded by his ancestor, William Darton the elder, in 1788. He was educated from 1892 at Sutton Valence School, where he was Head of School and Captain of Rugby in 1896, and Captain of Cricket in the summer of 1897. He won an Open Classical Scholarship to St John's College, Oxford, where he continued to show great promise as an athlete and sportsman, only to have that part of his career cut short by injury. However, he continued to be interested in all forms of sport, from shove-halfpenny to cricket and fox hunting. At Oxford he came under the influence of a Christian Socialist don, Sidney Bell, and it was Bell's vacation reading parties in Bridport that laid the foundations of Darton's love of the Dorset countryside.

He came down from Oxford in 1899 with a second in Mods and for a dozen years was part of the London literary scene. He was a diligent reviewer, began to edit and write books, and was even for a while editor of the children's weekly *Chatterbox*, which was published by his family firm.

He moved to Dorset shortly before the Great

War, although he retained a connection with the publishing business until it was sold in 1928. In 1922 he published his first book on country matters, *The Marches of Wessex*, which was followed by *A Parcel of Kent* in 1924.

Harvey Darton was a considerable figure in the study of children's literature, which his family firm had been pioneers in publishing. His personal collection, which included scrapbooks of proof copies of engravings and original illustrations for Darton books, was sold to an American collector, Charles Pforzheimer, in the 1920s, and is now at Columbia University. His best known work in the field, *Children's books in England: five centuries of social life*, is still in print in its third edition (1982) and the biennial Harvey Darton Award is still given by the Children's Books History Society for publications which contribute fresh and detailed knowledge to the history of British children's books.

F.J. Harvey Darton died in July 1936 at the early age of 57, a few days before the publication of his last book, *Alibi pilgrimage*. He is buried at Cerne Abbas in his adopted county of Dorset.

The author would like to thank Colin Shaw, archivist of Sutton Valence School, for information on F.J.H. Darton's school career.

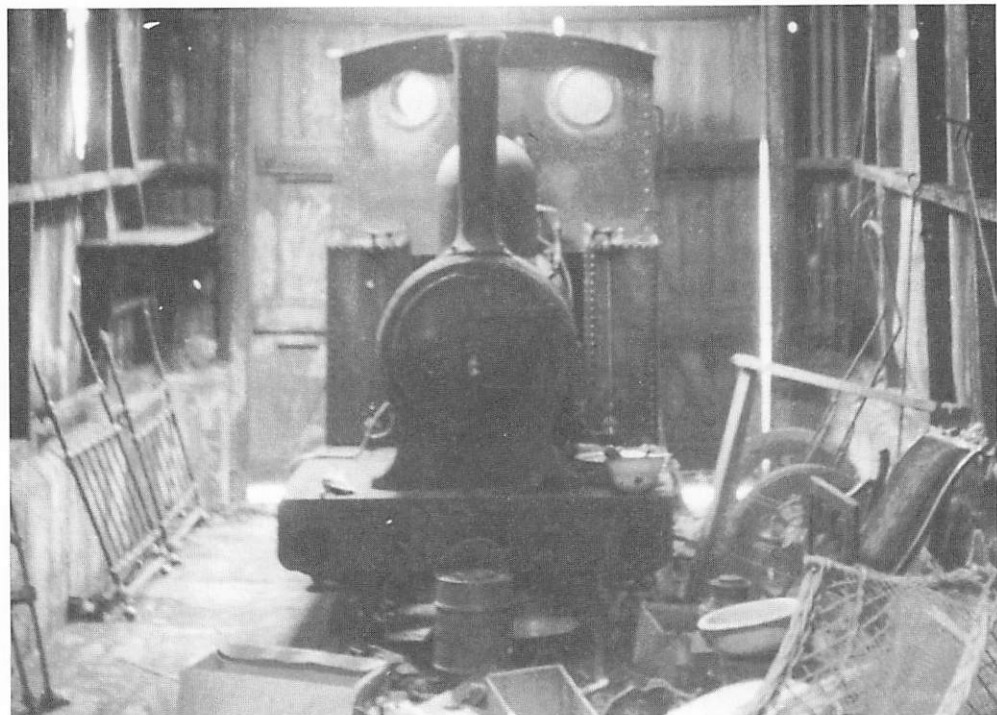
The Twilight Years of the Camber Tram

Recent research in correspondence and papers, particularly those from Vidler and Co, the tramway company's land agents, left to the Colonel Stephens Archive by the late Ken Clark has helped fill in one of the rare gaps in Laurie Cooksey's excellent history of the Rye and Camber Tramway.

Deserted for the motor car by the golfers it was built for and severely hit by bus competition the Rye and Camber nevertheless continued to convey many thousands of holiday makers to the delights of Camber sands every summer throughout the 1930s. The railway was even diverted and slightly extended with some financial assistance from the Rye Golf Club during the winter of 1938/39. Eric Tonks and his brother Henry had visited the Railway in August and reported things as normal with the petrol tractor working traffic with the two enclosed

coaches and the remaining Bagnall 2-4-0T Camber in its shed 'surrounded by junk'. From the photograph taken at the time it is clear she had not been moved since at least 1937.¹

With the declaration of the Second World War on 3rd September 1939 the summer season came to an abrupt end. The Tramway carried its last paying passengers on the next day, a Sunday, and went to sleep during the 'Phoney War' period. However with the retreat from Dunkirk the coastal area became the front line and public access was restricted. The army



Camber in its shed surrounded by junk, August 1939

(Henry Tonks/CSRA collection)

moved in on 31 October 1940 requisitioning the main station building at Rye and on 31 January 1941 they also took over Golf Links station and the 'nearby Black Hut'. This was the waiting shelter of the old Camber Sands station abandoned after the deviation of 1939.

Defence activity in the area with anti-aircraft sites and minefields came to surround the line at Camber. Kenneth Cantlie, a Crewe trained railwayman and the army officer responsible for railway based coastal Defence had converted the Romney, Hythe and Dymchurch Railway for defence purposes. He actively considered extending that railway to run to Camber and then over the Tramway's trackbed. With the lessening of the invasion threat such matters became academic. The public was allowed back to the area from early 1942 and on the 3 June the army handed back Rye station which appears to have been used for offices by, amongst others the 2nd Battalion Royal Sussex Regiment and the Royal Engineers. They retained the Camber buildings for another few months officially surrendering them on 23 March 1943.

By this time the invasion of the continent was well into the planning stage. The Navy wanted to improve Rye harbour for use by Motor Torpedo Boats (MTBs) and landing craft, and works for the top secret PLUTO project for building a fuel pipeline under the channel were planned at Camber. Access to the east bank of the Rother was difficult so they cast an eye on the tramway itself immediately after the army left. They took over the whole of the buildings and railway itself (notwithstanding that the Army were still technically in possession of the Camber buildings) on 7 December and started to operate the railway on 12 December. There was a bureaucratic mix up, as they did not requisition the chattels (i.e. the rolling stock) but they had conducted a full survey and inventory of equipment by 2 January 1943. This showed that matters remained much as they were in 1939 including the steam engine Camber in 'defective order'. Indeed the only item thought to be missing since 1939 was the 'rowboat' permanent way trolley. Everything was duly requisitioned on 12 January excepted the steam engine.

Interestingly this first inventory, and all subsequent ones, lists the Petrol Locomotive (Kent Construction Ltd probable works Number 1364 /1924) as having Dorman engine No 21248. The locomotive had been built with engine No 17239 supplied new to Kent Construction in July 1924 whereas the engine listed as fitted in 1943 was supplied in December 1927 to rival builders Simplex. An engine exchange had clearly taken place, but where and when? One of the Camber's little mysteries.

The Tramway was initially handed over by the Navy to Mears Brothers (Contractors) Ltd who when interviewed in December 1965 confirmed their activities. They constructed a Jetty, slipways and walkways for MTBs and dredged the harbour. A trailing siding to the river from Golf Links loop was constructed perhaps using materials from the Sands end of the main line where 550 yards of track were missing at wars end. They used the railway principally to convey workmen and said when interviewed that they had imported their own Simplex locomotive to help work the traffic. One of the last jobs Mears did was to construct a concrete road straddling the Tramway from Halfway House to Golf links so stores lorries could reach the river. They left in November 1943

On 25th February 1943 an enthusiast, S H Pearce Higgins (who later wrote the definitive history of the Wantage Tramway) managed a visit. He was able to take some photographs – a risky undertaking in wartime. He met the Secretary G A Gafford and then toured the line, his notes recording

"At Rye all the buildings were standing. Inside the carriage (new) shed were the rusted 2.4.OT (said to be 'Camber') with no chimney, front buffer-beam missing and painted a dull red livery, the larger bogie carriage 'jacked up', with bogies removed, and three bodies of the open carriages, with the seats taken out. The seats were strewn about the shed, and the carriage bodies had been stripped of their wheels and were lying at various unconventional angles, presenting a scene of utter confusion.

The line is at present operating (for Admiralty



Rye Station awaiting the arrival of the Navy contractor's train, 25th February 1943

(S.H.P.Higgins/CSRA collection)

contractors, I gather) as far as the Golf Links. The bogies off the larger carriage, and possibly the wheels off the 'opens', are being used to carry timber, stores, etc. in the golf course area (Mears later said this was for maintenance only at this time – ed). Between one and two o'clock the Petrol engine and small carriage came up — apparently to take workmen back. There were two passengers, to which I made a third. The train ran to the edge of the Golf Course, where we stopped owing to an obstruction – loading stores I think. I walked back.”

(The driver of the petrol engine was not ex-Rye and Camber, and was evidently a contractor's man.)

This report confirms the method of operation of the railway by Mears. Also that stock had been cleared out of the old engine shed which became an engineering workshop during the Navy's occupation. Camber, after its long sojourn in the engine shed, had been moved to the new shed. This involved considerable and somewhat crude surgery to this building

as the road on which it stood had previously only had a half height door, adequate for the low height petrol tractor and open carriages customarily kept there but too low for Camber. The corrugated iron at the end was simply cut out to a height suitable for her and no door seems to have been provided. The indignity of Camber's chimney removal was also probably for clearance reasons,

The railway was of course a minor part of the activity in the area but was an integral part of a camp called HMS Haig which sprung up around Rye station with Nissen huts and the requisitioned Rye Senior school housing hundreds of Naval personnel. The railway now became, as it had always been, a convenient form of passenger transport to Camber side of the river Rother. The Navy set up a passenger service manned by their own ratings, one of whom, George Rainford was traced by Ken Clark. He reported that he drove for several months in 1944 using the tractor and the two bogie carriages conveying personnel backwards and forwards to Golf Links station. Also one wagon was in use to

transport gravel for use to make concrete pathways in the camp. Although he handed over to another rating he said that traffic had severely fallen off by the time he left. This would have been about the time that the Normandy landings had proved successful and naval activities in the Channel would have lessened. The Tramways usefulness therefore finally came to an end at some time in 1944 nearly 50 years after it had first opened.

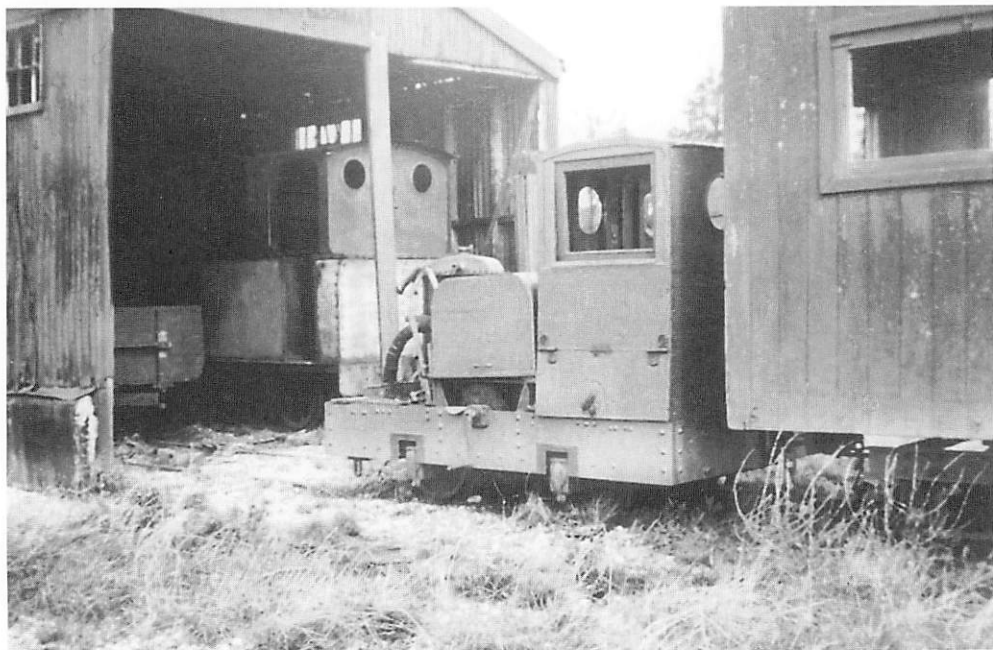
The Navy ultimately de-requisitioned the Tramway on 18 May 1945 but failed to hand over the final set of keys until 27 June as the Works buildings in Rye station were still in use by the civil engineers from Chatham. An inventory showed considerable wear and tear, not least missing track. The Camber terminal could not be surveyed as it was in the middle of a minefield and as Mr Daniels, Vidler's surveyor, remarked 'Land mines were rather a hazard thereabouts as the unfortunate fellow who was in charge of laying the minefield trod on a mine with the chart in his hand'.

Compensation was due and duly awarded in October 1945 at £ 1309 with a further £236/7/- for rolling stock. £404/10/11 was duly

passed to the Rye Golf Club, the landowners, to pay for the removal of the concrete road, which incidentally they never did. For a tramway company that lost money throughout the 1930s these payments on top of rental charges must have seemed manna from heaven

Enthusiasts now trickled back to see what was left and a report in the *Railway Observer* for June 1946 reported a static situation with only the final ¼ mile to Sands lifted. Another visit on 21 September² found all the stock present. Behind the scenes the Company had decided not to reopen and had by 10 September instructed their accountants and appointed Mr Daniels to act as their agent to set about disposal and dismantling.

Early in 1946 George W Bungey Ltd a machinery dealer of Hayes Middlesex had made an offer to buy the stock and track. The company now took up the offer and Bungey visited on 11 September agreeing to buy track and rolling stock (but not Camber) for £235. His offer was accepted on 9 October and by the end of the week his men or agents had moved in. A chance visit on Saturday 13



Stock dumped at the new shed after the Navy left, 21st September 1946

(Eric Tonks/CSRA collection)

October by a young enthusiast John Davis found a workman overhauling the petrol engine and that the top of the Rother Ironworks coach had been sawn off to provide a flat wagon for the lifted rails. Lifting work was due to start on Monday. According to another 1960s interview with Mr K P S Attwater who was in charge of the work, they lifted the track towards Camber which, having very limited road access produced some problems with final track and stock removal. Some lengths of track remained; notably those that were embedded in the concrete road and others, probably those in the minefield, some of which were retrieved in the 1980s and are now at the Colonel Stephens Railway Museum. The Bagnall coach was sold for a hen coop at nearby East Guldeford and was reportedly hauled down the main road on its own wheels, much to the ire of the road authority who did not appreciate the resultant grooves.

The buildings, land and the solitary remains of Camber remained. The land had been leased from Rye Golf Club and Rye Council and these leases were relinquished on 27 March 1947 and November respectively. The delay to the council lease was due to their requirement that the site be cleared. On 7th December 1946 the company contracted with a Mr Whatman of Green Rabbit, Camber to clear Rye station buildings and platforms for £25. He also made a start on dismantling locomotive Camber, for a visit on 27th December found it with its tanks gone, its boiler hanging right off the frame and the cab removed. By the time of a visit on 23rd March, reported in *The Railway Observer*, the Rye buildings had gone but the platform and concrete building foundations remained. Camber was obviously proving a handful and its partially dismantled remains were still present. The chassis was on bare ground with the boiler and firebox nearby and the cab in pieces several yards away. The remains appear to have gone shortly after and photographs taken a month later confirm this. Whatman then lapsed into inaction so in June Mr Daniels had to threaten him with bringing in another contractor, the Rother Valley Construction Demolition and Excavation Co, to complete his contract. He then seems to

have finished the clearing for he was paid his £25 on 8 August and everything was cleared by the time of a Council inspection on 29 August.

All that remained was for the Company to declare itself solvent and wind itself up. This was achieved at an EGM on 7 October. An unhappy event but at least the company had served its passengers and country well and was, unlike so many railway companies, solvent at the end.

So after a prolonged twilight the tramway was finally gone. Well not quite. The parts of the Bagnall coach at East Guldeford were retrieved in 1965 – the body was later scrapped but the underframe and bogies now reside at Amberly Museum – the biggest single survivor of Colonel Stephens' first railway. Then, a tantalising might-have-been. In 1967 Ken Clark received a letter (he lived in London) reporting that engine parts most notably a cab of a tramway engine, had been found in a Ernest Suttons scrap yard at Wind Beach, Rye having been recently moved from 'Gassons old warehouse in Wish Ward'. However before rescue could be effected the parts had been cut up on 18 January and sent to Spain. Such is life. **Brian Jones**

1) This casts doubt on the timing of the engine's reported move to Rotuenden for possible overhaul which Austen's son Bill thought was 'shortly before the War'. Perhaps the engine moved was Victoria, the other steam engine, for she seems to have disappeared without trace in 1937.

2) On this visit Eric Tonks in his usual meticulous way recorded '1 4w wagon, red, with open carriers. Two lettered 'HARTY FACTORY', one lettered

M M

CC20/20

This is clear confirmation that the two open carriages, and a probably unused example, which still carried its lot number, came from the Ministry of Munitions Harty Ferry Powder Factory near Faversham. That factory was served by the short lived metre gauged Davington Light Railway. Probably the 'new' shed, which was second hand, and in which the wagons were customarily housed, also came from there.

