

Tenterden Terrier



Number 99

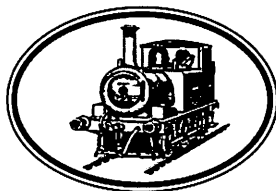
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Tenterden Terrier



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FRONT COVER
32678, Knowle, at Cranbrook Road, 20th August 2005 (Ian Scarlett)

INSIDE FRONT COVER
No 19, Norwegian, on last day of service 27th October 2005 (John Liddell)

BACK COVER
No 753 parades with the newly restored Woolwich coach at Orpin's on 7th February 2006. (John Liddell)

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Editorial

Last year we achieved a substantial reduction in printing costs for the Tenterden Terrier, by changing printers. This year, our new printers have agreed to us increasing the number of pages from 44 to 48 without altering their rates and also to increase the number of photographs that can be reproduced in full colour. This is all very good news. As we have to confine colour reproduction to certain pages in order to work within the existing budget, Lineside News, which contains the majority of our colour photography, has been moved toward to the centre, rather than its traditional position at the front. We hope that readers will find this a worthwhile improvement. The Railway can look back on 2005 with some degree of satisfaction. The number of passengers carried, which showed signs of faltering in the early months of the year, had recovered strongly by the autumn and as a result, we ended more or less even with 2004. Although the financial results for the year are still subject to audit and therefore amendment, provisional figures show that Turnover was up by 11% to £1.46m and

profits were in excess of £100,000- a much better result than 2004. Crucially, our level of net debt, which had been at around £1.5m five years ago, fell from £862,000 to £722,000. One of the key ratios that we use to measure our efficiency is that of the cost of salaries to net turnover. This was 25% in 2005- down on 2004 and lower than that of some other heritage railways. Of course, if we did not have a significant volunteer workforce, it would be much higher. Our charitable status is of immense benefit to us. We earned some £50,000 in gift aid last year, the majority of which came from gift aid on fares. This will continue in 2006.

Our debt reduction has not been achieved by cutting back on project investment. For example, the buffet extension, which is almost complete, will give us much needed improvements at Tenterden. The toilet block there is also having a complete refurbishment. So we enter, the new year with much achieved and with much still to do. We already have a successful Thomas event in February 2006 under our belt, with our well developed internet booking system making it easier for passengers to buy their tickets, irrespective of whether the telephone lines were all in use. We look forward to Easter and 2006 generally with plenty of optimism.

FIVE TERRIERS WILL BE RUNNING AROUND AT TENTERDEN!

On 6th and 7th May, three terriers from other lines will be joining our two resident terriers, "Bodiam" and "Knowle" on the Kent & East Sussex Railway. These will include "Stepney" and "Fenchurch" from the Bluebell Railway and "Martello" from the Bressingham Museum.

Bodiam will be newly out-shopped, after a long and extensive overhaul, in Rother Valley Railway blue livery. There will be an opportunity to see, in action, double headed trains and trains headed and banked with a terrier. Our "P" class locomotive will also be in steam. Come and see us and experience this unique event.

If you or your partner is more interested in terriers with four legs than six wheels, we shall be hosting a dog show at Tenterden Town Station over the same weekend

Thomas – More than just a Revenue Stream

General manager, Graham Baldwin, makes some interesting observations on what have become the most important events in the Railway's calendar

It is hard to believe that in just 12 days each year, we take over 22% of our total turnover. Last year each Thomas operating day produced a new record, whether it was the highest shop takings day in February (that record shattered the previous one), or the highest amount of cash taken in the buffet in a single day, or some other fantastic statistical performance.

Last year the introduction of on-line trading gave us a new tool, and on the run up to the 2006 February event we were constantly amazed at how much money was taken on-line with advanced bookings. This, at the potentially worst time of year for tourism and events, with bank accounts still empty after the January Christmas bills. Over 50% of advance bookings came via the internet enabling us to get the cash in the bank when we need it most. Ticket sales flew past the £70k for the event, creating another record.

Everybody works so hard to maximise our income that perhaps we fail to think a little deeper about the Thomas stories, and the experiences of our youngest visitors. I have given some thought about our social responsibilities on these occasions, and discussed this last year with the editor of Steam Railway (Tony Streeter) when he visited us.

As a relative newcomer to railway preservation, and certainly not hitherto a railway enthusiast, I look on Thomas as an essential ingredient within our range of products. But it goes a little deeper than this.

I have a vague recollection of being told the Thomas stories as a youngster. I certainly enjoyed watching Thomas videos, narrated by Ringo Starr, with my daughters when they were very young. What a pity that Quainton Road (not very far away from where we lived then) did

not have Days Out With Thomas events.

What I failed to grasp was that there were so many different types of real steam engines, each carefully represented by the characters in the stories. There was even a character for a J94! There were main lines, branch lines, loops, spads, brake vans, trucks (those noisy bumpy troublesome villains of the piece). There were heroes – is that why we are so fond of Thomas? – and villains like the 08.

When we re-enact the scenario of a loco breaking down, is there a hidden message that steam engines are not always reliable, and that with humans in charge mistakes will be made?

I thought of Thomas as a mischievous little boy, who tried his best, enjoyed the praise of his adopted father (The Fat Controller) when he did well, but certainly got a good telling off when he was disobedient. I did not see him as a particular make or type of engine, confined to a branch line because he was not strong enough or fast enough for the main line, or that his frame was ideal for hauling a couple of small carriages round the tighter bends of the Isle of Sodor branch line. When we review the stories with our knowledge of working railways, we see what a skilled writer the Rev. Awdry was.

And so as parents, through Thomas, we introduce our children, and our grandchildren to the delights of steam, and to railways in general. If preserved railways get it right those children will fall in love with steam engines, and demand of their parents repeated visits to see their favourite engines and carriages. So with that comes quite a responsibility doesn't it?

Yes, if we offer the right experience the children fall in love with steam engines. Get it wrong and they are out of love with Thomas, and he is consigned to the box in



Jim Thomas, as the Fat Controller with Graham Baldwin, at Tenterden (John Liddell)

the loft along with Postman Pat and Buzz Lightyear.

It is interesting to note how many young children are frightened by a full size Thomas. It isn't quite the same as that little chap they see on "the haunted fish tank". By the time they've been for a ride, however, and the tears have been washed away by the purchase of a suitably expensive souvenir from the gift shop, they realise it is their Thomas who has rescued the broken down Duck or Wilbert, it is their Thomas who made that naughty diesel take the trucks out of the platform, because trucks belong in the loop as they are not for passengers, and it is their Thomas who keeps the troublesome trucks under control.

I was surprised to find the target age range for "Thomas" is 1 to 6 years. I asked my next-door-but-one neighbour's little boy and he confirmed this by telling me that it was "not cool for him" aged 7, "to take a Thomas lunch box to school". His father told me that this did not prevent him from watching his Thomas DVDs when he got home! So our window of opportunity to hook children into steam engines is in practice quite restricted. Not every boy or girl will want to grow up to be an engine driver, there are so many other

jobs to choose from, like Formula One Car Driver, Space Shuttle Pilot, or IT consultant.

From just a handful of those children who cross our threshold will come the railway preservationists of the future. Look at each of those young children as a potential volunteer long after we've departed from life's platform.

I know that some railway preservationists loathe Thomas, and the commercialism attached to the events. Some refuse to participate at all, hating the hustle and bustle and wall of noise. Others reluctantly come to play along, knowing that the income from a couple of busy days will see their railway in funds for a couple of months. I would like to change their mindset.

I believe that "Days Out With Thomas" events are our time to take the responsibility to introduce steam engines, and to educate as well as entertain. Oh yes, and to have a bit of fun, try some shunting manoeuvres that just don't happen on a normal running day, and of course to take as much money as we can off mum and dad, to ensure that our railway is still here to tell their children and their children's children about those marvellous iron horses.

A Tale of Two Visits

We have recently had the pleasure of another round of organised visits involving KESR and CFBS staff. The first took place in November 2005 over a four day period when our French colleagues came to Tenterden in force. KESR staff returned to St Valery over the weekend of 3rd, 4th, 5th and 6th of February 2006.

These working visits are an essential part of the Interreg scheme and have helped forge close ties between the two railways and amongst the many members who participate. The idea is to enable the other railway to complete tasks that would otherwise not be achievable with the current level of available workforce. Similarly there is an element of fun and discovery in all that is carried out. What has been achieved is a credit to all who have taken part in these exchange visits.

We were very lucky to have had favourable weather conditions for both visits. The KESR visit was very much colder than that of our CFBS colleagues. However, we all managed to keep nicely warm by working hard in the workshops and by frequent trips to the various clearance group fires that were started alongside the line to Le Crotoy on the outskirts of Noyelles station.

CFBS staff carried out a variety of tasks over the weekend of 11th to 14th November 2005. These included the sealing and painting of the wooden partition in the carriage and wagon shed. With the recently installed lighting in the woodwork machine area the working environment is greatly improved. A very impressive start was made on installing panels on the Birdcage coach. Before all the panels could be installed a liberal dosing of anti woodworm product was applied. By the end of the weekend one side of the carriage had been repanelled, apart from the doors and a start was made on the other side. Saturday saw the CFBS group increase to 24 in number. A large group went off to carry out some clearance work on Cysters Curve under the watchful eye of Peter Thorogood and Keith Brown. The aim of the exercise was to improve visibility in the area of the outer home signal coming from the Wittersham Road direction. A great deal of undergrowth was removed resulting in the removal of the speed restriction in this area. All staff had a packed lunch and arrived back at

the carriage shed well satisfied with the days work. In the evening everybody adjourned to The Restaurant in Coombe Lane for a well deserved meal. Sunday started with a round trip to Bodiam using the 108 Railcar. Sylvain Rebillard was given the opportunity to drive from Rolvenden to Bodiam under the watchful eye of Howard Wallace Simms. Many comments were made about the way the railway closely follows the contours of the countryside. Similarly they were amazed by the number of pheasants on the line, none with permission and not a single Hi Vi vest amongst them!. After lunch it was back to work on the various projects in the C+W shed and the chance to discover the GWR railcar. Most CFBS staff left on the Sunday evening although a small handful remained during Monday and managed to complete the painting of the partition. Reports received from CFBS indicate that they really enjoyed their visit and are looking forward to the next one.

Much was achieved by the group of 16 KESR staff that attended St Valery during early February. Friday's tasks involved assisting with the clear up operation after a large number of mature trees were felled near to the Depot. Large piles of logs were created and eventually loaded onto farm trailers for transport to the firewood merchant. Dick Beckett, Bill Morgan and Pete Hubbard then went on to assist with an engine change on their BA 12, 0-6-0 diesel shunter. The old engine had thrown a piston through one of the liners and required major surgery. This task turned out to be fraught with problems as it was discovered that the clutch had worn out and then the fuel pump on the second hand lorry engine refused to work. Bits were hastily transferred from one engine to the other. The new 8 cylinder engine was installed on its mountings by close of play on Sunday. With much scratching of heads and coaxing the engine finally coughed into life on Monday afternoon amidst much smoke and applause. The team of CFBS staff will be putting the finishing touches to it so that it can take up its operational role as soon as possible.

Another team incorporating Carol Mitchell, Carol Dyce, Veronica Hopker and John Weller were asked to rub down and apply 2 coats of varnish to one of the Somme coaches.



Luncheon in the paint shop at St. Valery, 4th February 2006 (John Liddell)

This task took the whole of the weekend and is a credit to their efforts.

John Liddell, Mike Bunn and Norman Brice started painting a 1905 hand operated rail mounted crane. This will eventually form part of a demonstration freight train. Monday saw the painting team increased to a sizeable number in order to apply the top coat. Apart from a small amount of touching up in a number of difficult areas the job was almost done by the evening.

Out on the track at Noyelles a vast amount of tree clearance was required alongside the line to Le Crotoy. Graham Hopker, Robin Dyce, David Brailsford, Richard Smith, Chris Garman, Mark Taylor and Pete Hubbard went out to the numerous worksites over the weekend to achieve the required result. Most of the cutting was done by chainsaw wielding CFBS staff. Large fires were lit and big piles of logs were collected by the track. CFBS staff will later remove the logs for their own use. The line in the area cleared is much more open and will allow much greater visibility for photographers and train crew. On Sunday afternoon a mixed CFBS / KESR group cleared up a lot of the debris from the tree felling exercise at the Depot. This was essential to clear twigs etc from within the complicated sets of points. A derailment would not be a good idea considering the amount of work needed between now and the Fete de la Vapeur in April.

Saturday night saw everybody enjoying a marvellous meal in a restaurant at Le Hourdel,

right on the tip of the Somme estuary, not far from Cayeux. On Sunday morning we had our own special train that took us to the start of the track relay worksite about 2km from Noyelles. All the sleepers are being replaced over a 1.5km stretch. New standard gauge rail is being installed and the metre gauge line will be re-laid using the old standard gauge track, then the whole lot will be freshly ballasted and tamped. All this has to be completed by early March when services commence.

At St Valery the line is also cut in order to allow the installation of a new rail / road bridge over the Somme Canal. It has to be operational by March 15th. From what we could see it is going to be a very tight deadline to meet.

An Interreg steering group committee meeting took place on Monday afternoon in the Somme saloon. Representatives from Departmental and Regional authorities assisted and were then shown the results of the working weekend. From the comments made they appeared to be suitably impressed. We will have to have a joint brainstorming session on the possible projects but it is highly likely that there will be an Interreg 4 scheme.

It would be wrong not to thank all who have taken part in these exchanges. We have benefited from some marvellous hospitality and cultural enrichment and trust that the two railways will continue to prosper from this sort of cross border co-operation.

David Brailsford

Tickets Please!

An analysis of Passengers carried in 2005

	2004				2005			
	days	trains	pass	Av/train	days	trains	pass	Av/train
January	-	-	-	-	-	-	-	-
February	11	76	7324	96	11	78	8300	106
March	2	10	377	38	8	40	2639	66
April	20	122	6252	51	15	77	4436	58
May	24	139	7928	57	24	120	6660	56
June	23	131	11185	85	23	131	11720	89
July	26	136	9487	70	24	128	8543	67
August	31	167	15408	92	31	155	14534	94
September	23	132	10877	82	22	126	11536	92
October	18	83	3994	48	15	89	4240	48
November	2	12	453	38	-	-	-	-
December	10	75	13090	175	15	96	13357	139
	190	1083	86375	80	188	1040	85965	83
Pullmans		35	1926	55		32	1497	47
Charters		11	834	76		26	1053	41
Sunday Lunches		23	1280	56		24	1505	63
Fish & Chip Suppers			-			6	361	60
Total paying passengers			90415				90381	
Privileges			2488				1846	
Total passengers			92903				92227	
Bookings from								
Tenterden			36105				36438	
Northiam			4237				4356	
Bodiam			4239				4490	
On-Train			1621				1910	
Pre-booked			40173				38771	
			86375				85965	

We ended 2005 with the number of paying passengers being within a whisker of those carried in 2004. As a result of timetable changes, we ran 43 fewer trains during the year. We did not run trains at all in the month of November, because in the past, this has resulted in a negligible amount of traffic. Note: Easter was in March 2005 and April 2004, which has affected comparisons within these months

Colonel Stephens' Terriers

With the coming terrier event in May on the Railway, Brian Janes recounts the long association of this class with the railways built or managed by Colonel Stephens.

No	Name	Built	Rebuilt A1X	Sold	Railway	No	Name	Withdrawal/Scrap
70	Poplar	12/1872	4/1943	5/1901	Rother Valley	3	Bodiam*	Still running on K&ESR
71	Wapping	9/1872	-	1/1905	K&ESR	5	Rolvenden	1932
73	Deptford	10/1872	4/1919	4/1919	EHLR	1	-	4/1946
74	Shadwell	10/1872	-	1/1920	EHLR	2	-	5/1946
81	Beaulah	7/1880	-	1/1918(a)	SMR	7	Hecate	1930
38	Millwall	6/1878	-	1/1918(b)	SMR	8	Dido	1931
83	Earleswood	9/1880	-	1/1918(b)	SMR	9	Daphne	1/1939(c)
43	Gypsyhill	6/1877	9/1914	1925	WCPR	2	Portishead	3/1954(d)
53	Ashted	12/1875	5/1912	4/1937	WCPR	4	-	1/1948(d)
54	Waddon	2/1876	-	9/1904	Sheppey	751	-	6/1962(e)

*Name not carried 1932- 1963. (a) Sold to Admiralty, resold SMR 7/1921. (b) Sold to Admiralty, resold SMR 11/1923. (c) Resold to Southern Railway. Scr 4/1949. (d) Transferred to GWR 6/1940 as Nos 5 and 6 and to British Railways. (e) Last working at Lancing as DS 680. Preserved in Canada by Canadian Historical Association

Of all the locomotives on Colonel Stephens' lines, one type fixes in the memories of enthusiasts: the small ex London Brighton and South Coast Railway 0-6-0Ts known as Terriers. These extremely pretty, lightweight and competent locomotives became associated with Stephens' lines, and particularly the Kent & East Sussex Railway, almost continuously from their inception to the present day. In all, Stephens and his successors purchased eight Terriers, hired several more and were probably instrumental in the purchase of one other.

The Terrier had its origins in the need to save costs at a time of great economic depression; when William Stroudley on the London Brighton & South Coast Railway introduced one of the earliest locomotive standardisation policies in 1870, which followed a regime of chaotic individualism pursued by his predecessor, John Chester Craven. The primary motive power requirement was to serve the great surge in the expansion of London, as commuting and the suburban railway developed. The light track of the



Martello as 662 at Langstone, on the Hayling Island Branch, in the late 1920's (Rail Archive Stephenson)

recently opened South London and East London lines called for a special, light locomotive with matching featherweight coaches.

Drawing partly on his earlier design for an engine constructed for his previous employers, the Highland Railway, Stroudley produced a robust and well-constructed locomotive classified appropriately the A (later A1). This made a strong initial impact on both the travelling public, footplate staff and the technical press and gave a sparkling performance with considerable savings in fuel and maintenance.

Their distinctively snub and friendly appearance based on neat design, particularly of chimney and cab, was a great credit to their designer. Almost immediately the press was reporting that these engines had been christened "The Terriers" although to Victorian enginemen, "Rooters" was the more common expression. With their bright yellow Stroudley livery they continued to dominate the lines for which they were built, enlivening both the murky working class depths of the tunnels of the East London line and the then middle class suburbs of Peckham, Brixton and Clapham with their snap and sparkle.

By 1880 fifty engines had been built, but by 1898 the London Brighton & South Coast had decided that these engines were too small, so they sold 15 and scrapped 11. However, with the success of the rail motor concept of

light supplementary trains of one Terrier-powered coach, from 1905 onwards their numbers stabilised. The general utility of the engines caused Douglas Earle Marsh to produce a modernised boiler with a drumhead smokebox that changed the appearance of the front end of the locomotives considerably. The resultant engine, reclassified A1X, was if anything an even better looking locomotive than before.

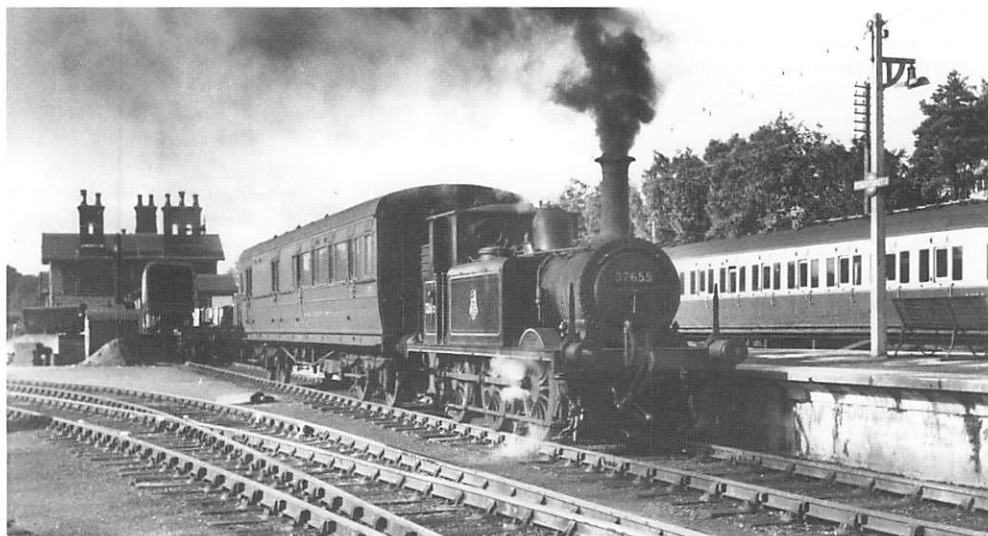
Those engines laid aside were found to be of great utility to light railways and contractors, and Stephens was in the queue. Rother Valley Railway (later K&ESR) No 3, Bodiam, was his first purchase and eight more were to follow. No doubt there would have been more, but with limited availability because of its success on motor trains till they were discontinued in WW1 service cutbacks, Stephens had to pick up his Terriers as and when he could. Their history is quite complex.

KENT & EAST SUSSEX LIGHT RAILWAY (originally Rother Valley Railway)

The K&ESR owned two Terriers, the first bought in May 1901 and the second in February 1905, becoming No 3 Bodiam and No 5 Rolvenden respectively. Both were from the original batch of six engines, four of which eventually came to Stephens' railways. Rolvenden, the former LB&SCR No 71, had the honour of being the first Terrier built. Bodiam, although having the first number of



Poplar as 32670 crosses Langston Bridge with the 4.35pm Havant – Hayling Island train on the last day of service, 2nd November 1963 (Brian Stephenson)



Stepney as 32655 waiting to leave Robertsbridge for Tenterden Town (Lens of Sutton Collection)

the batch as LB&SCR 70, was actually the last, having bequeathed her cylinders to 71, when a faulty casting had delayed her introduction into service (strange how these sisters were twinned from birth).

Both engines were painted in Stephens' favourite blue livery with red lining, but without a polished dome. With regular overhauls, including that of Bodiam at Eastleigh in 1919 and Rolvenden at Brighton in 1917, they gave excellent service until the depression years. They were as alike as two peas for much of their lives together even to the near simultaneous acquisition of three rail coal bunker extensions (the LB&SCR extensions had four); the only later difference being a long-strapped AIX type door carried by Rolvenden, probably acquired at Brighton. Although the two Ilfracombe goods engines acquired in 1910 and 1914 became the favoured engines, the Terriers were the mainstay of the line in the Edwardian era, and much used thereafter.

Both engines seem to have received their last partial re-tube in late 1928, with Bodiam falling into disuse around the time of the railways receivership in 1931 (There is photographic evidence of her apparently in steam questionably dated as 12th September in that year). Rolvenden seems to have lasted a little longer. They were then dumped in the works yard but Bodiam was resurrected in 1933 and repaired over the next two years,

mainly by a Southern Railway fitter at weekends. Although much reported, there is little evidence, apart from anecdotal, to suggest that she incorporated many major parts from her sister, except possibly her tanks.

However some Terrier parts most certainly came from the Shropshire & Montgomeryshire Terriers mentioned below. In the process Bodiam acquired her enlarged and distinctive bunker. Re-entering service on 27th December 1934, she was repainted in a bright apple green with yellow lining and, according to Austen's usual practice, lost her name becoming simply No. 3, with the company's initials appearing on the tank side above the number. Officially withdrawn in 1937 the hulk of Rolvenden was finally disposed of by T W Ward in October 1938.

Bodiam was replaced by a hired Terrier when its boiler gave out in September 1940. She was out of use until repaired in February 1943 with an AIX pattern boiler and smokebox. She may have also been fitted at this time with the S&MR's Dido's tanks acquired in 1941 (see below). Re-boilering was a difficult job for Rolvenden Works, so two K&ESR fitters undertook the work at St Leonards Shed under wartime's cooperative arrangements. Finished in April 1943 the engine became to all intents and purposes an AIX, whilst retaining the sandboxes on the front splasher like some earlier Isle of Wight

rebuilt. Some reports suggest she did not return home until 7th March 1944 but this cannot now be verified. Further repairs were undertaken at Brighton Works in September 1947 when she was repainted a darker green. After Nationalisation, the engine was taken into British Railways' stock and further repaired at Ashford in the second half of 1949; remarkably being repainted again in apple green with yellow lining but as British Railways No 32670. From then on she worked on the K&ESR until dieselisation; then working at Newhaven and elsewhere with occasional returns including the last day special. She returned in 1964, to preservation- a true living embodiment of the continuity of the K&ESR- on whose metals she has been present for all but 9 of its 105 years of operation.

EDGE HILL LIGHT RAILWAY

This short mineral line split into two by an inclined plane, acquired two Terriers for its lower section. The first, No 1, came from the London Brighton & South Coast Railway (via the Longmoor Military Railway, where it had been on loan for war service) in May 1919 and No 2 followed in July 1920. No 1 was an AIX but No 2 was still an A1. According to Tonks they were repainted green with black edges, in the Brighton style, with white lining and lettering. On arrival they were used for the construction of the railway. However, because the railway never became fully operational, no shed was ever available: washing out, repairs etc were carried out at the Stratford-on-Avon shed of the Stratford on Avon and Midland Junction Railway (who were closely associated with the Edge Hill), where one of the locomotives was generally kept spare. The railway was built very slowly over the next 4 years and one of the Terriers was involved in a collision with some runaway wagons at the bottom of the incline in 1924. It appears to have been repaired, but the railway closed for ever on 27 January 1925 and the engines were then stored at the foot of the incline, under steadily decaying canvas sheets, for the next 21 years. The Southern Railway are reported to have inspected them for possible purchase in 1938 but their condition ensured that the idea was abandoned. The lower part of the EHLR was requisitioned by the government during the Second World War for a munitions depot known as C A D Kineton, and this isolated the locomotives. Perhaps, as a consequence, they escaped wartime scrap

drives and remained untouched until they finally fell to the scrapman in April and May 1946.

SHROPSHIRE & MONTGOMERYSHIRE LIGHT RAILWAY

In early 1918, during the First World War, and probably as a consequence of the laying of a massive sea mines barrage in the North Sea, the Admiralty had acquired several Terriers using them at Invergordon and Inverness, very close to their progenitor's birthplace. At the war's end they appear to have been used individually, presumably on hire, at Dalmuir Distillery, which was near a war surplus disposal depot. Stephens seemed unable to resist the bargains on offer and swept three of his favourite engines into the net, all unrebuilt A1s: one came in 1921 and two in 1923. They became No 7 Hecate, No 8 Dido and No 9 Daphne. In the early days the locos seem to have retained their existing liveries and Hecate was certainly in Marsh Umber for a time, with Dido in the black livery she had carried on the LB&SCR. Later they were painted in a plainer style, probably sage green.

Although some commentators seem to think these engines were little used, there is no real evidence to support this contention. All seem to have given moderately useful service on the railway but were handicapped by their relative smallness. Although they were rapidly supplanted on some passenger services by the petrol railcar set, they seem to have found a niche for a few years in the 1920s. Tom Rolt records that by the late twenties they were less popular than the Ilfracombe Goods, because they were hardly equal to the morning mixed train to Shrewsbury with its heavy load of roadstone from the Criggion Quarries. As original A1s they carried no injectors but were dependent on a Stroudley's axle-driven pump, which was outdated even when they were built, to feed water to their boilers. Rolt notes that overloaded on the climb from the Severn to Ford and Crossgates, speed fell so low that the pump was unable to deliver enough feed water. The Terrier would then have to be detached from its train to run up and down and pump enough water into the boiler until the journey could be resumed.

In July 1930 it was reported to the S&MR Directors that Terrier No 8 Dido had been reconditioned with No 7 Hecate's boiler, and



Whitechapel as 32650 leaving Havant for Hayling Island on 2nd November 1963 (Brian Stephenson)

that No 7's remains had been scrapped. Her wheels were then sent to Rolvenden in lieu of debt, where they may still be extant under Bodiam. Dido was withdrawn in July 1931 (her reconditioning the previous year was thus of very limited use) and in November she was in the process of being broken up. By January she was reported as gone, but Austen later reported, on 17 October 1933, the sale of the boilers of 7 and 8, together with two others, to G R Jackson of Wednesbury for £100. Her tanks lingered on until September 1941 when they were sold to the K&ESR for £1/10/- (£1.50) each, presumably for use on Bodiam.

With two Terriers now withdrawn, the last, No 9 Daphne, although officially withdrawn in 1932, lingered on, well kept and intact in Kinnerley paint shop, until bought in January 1939 by the Southern, and initially at least, stored in the paint shop at Eastleigh. Often reported as purchased for spares it does not seem to have been touched until scrapped in 1947. Daphne was an A1 in original condition and for some reason had been well preserved by the S&MR. Was it kept by the, usually unsentimental, Austen as a keepsake and intended for the Southern's Eastleigh museum collection, only for that collection to be abandoned in 1940 when it and its possible fellow relics (including Stephens' K&ESR Royal Saloon acquired earlier) were put out, in some cases literally, to grass? This is a

surmise at least as probable as the spares story. Boxhill later became the officially preserved Terrier.

WESTON, CLEVEDON & PORTISHEAD RAILWAY

During one of the WC&P's intermittent locomotive crises, Stephens turned in 1925 to the Southern Railway, as Brighton's successor, for a Terrier. He selected No 643, which had been rebuilt as an A1X as recently as September 1919.

The engine was reputedly painted unlined black over her umber LB&SCR livery before sale, but this must have been a poor job because her original livery showed through clearly only 4 years later. As No 2 Portishead she did much to improve the timekeeping and image of the line. Her driver claimed to have pulled as many as 30 quarry wagons with her. Her axle broke in 1933 and was repaired with a set from the Shropshire & Montgomeryshire Railway. She was virtually in continuous use, except for lengthy boiler repairs, until the line closed.

The WC&P's motive power situation reached another crisis in 1936 and Austen obtained a further Terrier. She became No 4 and was painted in Austen's customary livery of green lined with yellow but, as by now usual, did not receive a name. She arrived in time to allow her sister to be set aside for boiler



Brighton as 2640 shunting at Headcorn (Lens of Sutton Collection)

repairs. For the last couple of years the Terriers worked most trains until No 4 hauled the last public train on 18 May 1940. After some rather dubious ownership proceedings arising from the WC&P's uncertain legal status, both engines then became the property of the Great Western Railway on 22 June, No 4 working around Bristol for a few years before being condemned in 1948. Portishead was overhauled and worked around Bristol until 1948, when she moved on to Bridgwater Docks, before going into store at Swindon. Unsuccessful attempts were made to persuade Weston-super-Mare Council to preserve her but, after a period of storage, she went for scrap in 1954.

SHEPPEY LIGHT RAILWAY

During the construction of this railway, under the supervision of Stephens as an engineer the contractor, W Rigby, hired LB&SCR No 671 Wapping, the engine that ultimately became K&ESR's No 5 Rolvenden, to help with the work. Stephens' affection for these engines probably effected both this hire, and the subsequent purchase in 1904, by the South Eastern & Chatham Railway of a Terrier for use on this railway. The railway had opened using conventional locomotives, but in order to economise the SE&CR had, after flirtation with internal combustion railcars, decided to employ steam railcars on the line. To cope with the goods work they purchased No 654 Waddon, which became SE&CR No 751. It was also used on passenger trains at peak periods when the railcars were overloaded.

Unfortunately, water supplies on the Sheppey Light were inadequate for a small tank, and by 1910 the Terrier had been moved away. Finally, carrying an AIX boiler but retaining an A1s appearance, she followed an even more peripatetic career than her fellows, including, numbered DS680, hauling a special on the K&ESR. She crowned this by ending up preserved at the Canadian National Railway Museum, near Montreal, where she has recently been repainted.

EAST KENT RAILWAY

A strange case, even by Stephens' railway standards, is of the East Kent Terrier that never was. Terrier 642 was withdrawn in May 1925 at a time when Stephens' was inspecting others for the WC&P. Her boiler was retained and bought by Stephens for the EKR in 1926 and is recorded as having been transported to Shepherdswell. Although it was never observed there it is recorded as remaining there until sold back to the Southern in 1936. The Southern then used it as a replacement for that on No 2653 which the next year returned to the Stephens fold as WC&P No4. A Stephen' Terrier in spirit if not substance.

HIRINGS AND BRITISH RAILWAYS WORKINGS

So far as is known, no other Terriers appeared on Stephens' lines in his lifetime, but the need for stringent economies on the K&ESR during the 1930s led W H Austen to use the good relations he and Stephens had established with the Southern Railway to initiate a sequence of engine hirings which lasted until the end of the K&ESR's independent existence.

No	Name	Built	K&ESR Association	Notes
55	Stepney	12/1875	Hired 1938 worked 1953-61	extant on Bluebell Railway
78	Knowle	7/1880	Hired 1940> left 1958 returned 1988	extant on K&ESR
40	Brighton	3/1878	Worked 7/1948-3/1951	extant on IOW as W11 Newport
44	Fulham	6/1877	Worked 4/1949-4/1951	scrapped 4/1951
72	Fenchurch	9/1872	Worked 1954-1958? As 32636	extant on Bluebell Railway
50	Whitechapel	12/1876	In Preservation 1964-2006 as Sutton	At Tunbridge Wells
59	Cheam	10/1875	Worked 9/1949-8/1953	to Lancing as DS681 Scr 6/1963
62	Martello	10/1875	Worked at least one train	Preserved at Bressingham

P Class No 1556 (our present 753) was the first hiring, but in mid-1938 the first Terrier arrived as a substitute. This was No 2655 none other than the Bluebell's Stepney. She was replaced after a year by 2678 Knowle, recently returned from the Isle of Wight, where she had been W14 Bembridge. She was destined to stay on the K&ESR for 18 years and later returned still to be seen working on the railway today. In the early war years, from 1939 to 1942, 2659 Cheam was also hired. These Terriers, with Bodiam, were the mainstays of the line until the arrival later in the war of 01 tender engines on the Headcorn section. Even then Bodiam, as 32670, and the faithful 32678, continued to share the working of the Tenterden-Robertsbridge section; Bodiam even remained in K&ESR green until 1954. During these early British Railway years they were joined at various times by some of their sisters. Stepney returned briefly in 1953, as did 2659 for 3 years in the early 1950s, before disappearing to Lancing Carriage Works as DS681. 2640 Brighton appeared in the late forties and 32644 worked for 2 years prior to scrapping in 1951. Stepney and Knowle shared the honours on the last day of passenger services.

With the retrenchment to freight services on the Tenterden-Robertsbridge section, Terriers reigned supreme. Rolvenden Shed had closed so they worked from St Leonards. Stepney left for Newhaven in a swap for 32636 Fenchurch, which had been at the harbour for over 50 years. 32662 Martello was stationed at St Leonards for a whole two weeks in September 1958 and is known to have worked one train. In June 1958 dieselisation finally arrived, and 32678 Knowle severed her long connection with the K&ESR and departed for the Hayling Island Branch, not returning to steam on her former home until 41 years later. Bodiam too slackened her hold on the K&ESR although like other Terriers she continued to return until final closure of the line.

With preservation, a total newcomer appeared on the scene, 32650 Whitechapel. After spending the early 1930s on the Isle of Wight as W9 Fishbourne, she then spent 20 years at Lancing Carriage Works as DS515, finally working from 1953 onwards as a Hayling Island engine. Purchased by Sutton & Cheam Council for exhibition, changed plans found it diverted to accompany Bodiam on the resurrected K&ESR in 1964. Active on the Railway for 32 of the next 40 years and withdrawn with worn cylinders, she was moved by her owners to the Spa Valley railway in 2004 where she still languishes.

32678 had been exiled to Butlin's Holiday Camp for 15 years after withdrawal and then made her way via the West Somerset Railway and Resco Ltd, to her old stamping ground of 22 years duration. Generally referred to by the name Knowle, that she had not carried since about 1907, she has been appropriately renamed Tenterden with a somewhat over-elaborate, if attractive, nameplate. Together with Bodiam these two long-term companions make up the duo of resident Terriers. Great living memorials to Colonel Stephens on the preserved K&ESR.

Note: No 46 Newington, built in 1876, is now preserved on the Isle of Wight steam railway. As far as is known, this locomotive never ran on a Colonel Stephens line

Sources

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Colonel Stephens Archive

General Manager's Notes

Another record breaking Santa event

There is no doubt that the addition of Santa's reindeer added considerable interest to Santa 2005. We plan to have the reindeer for three years. Phil Wood, Graham Sivyer and Yasmin Logronio put in a lot of work to create an excellent Christmas Wonderland. It was great to see staff regularly popping into the grotto to check the reindeer's state of health! Following this success is an interesting challenge.

February 2006 Thomas

You will read elsewhere of the success of on-line booking. More records broken as we exceeded the ticket sales budget by 15%. The weather was dreadful – it rained for 3 out of the 4 days, against last year when we had no rain for the 12 days of Thomas (sounds like the title of a festive song!). Customers were delighted with the event, and ignored the rain. We do have to address the problems our car park causes,

as visitors will be influenced by their first and last impressions. Brian Webb and his friends did an excellent job dealing with the car parking, and lack of it. Henry Edwards was a great help too in letting us use part of his land for parking. Yet again the scripting worked well and thanks are due to Graham Hukins for his efforts.

Terrier Club

Unfortunately we are still at base with this project as we need a club leader. This is hugely important to the future of the railway. Can you help?

Education project

We are working with a KCC education consultant to develop our education offering allied with Victorian week. There is a significant commercial opportunity to be gained here, as well as satisfying our educational aims. On the same subject, orders have been placed for bi-lingual



Santa with his pixies at Tenterden Town Station. (John Liddell)



Thomas at Tenterden Town Station (John Liddell)

learning boards for Tenterden Station. These are being funded through Inter-Reg.

K&ESR on the road

We are planning to have display stands for the Kent Show (14-16 July) and Eastbourne's fantastic Airborne Event (17-20 Aug). If you can help please contact Graham Siver.

Website

Keith Johnson has spent a lot of time on improving the look of the website (Thank You Keith). It is well worth visiting regularly.

TV

We will be featuring on the future BBC2 series "The Peoples Museums", and we are currently scheduled for May 8th. There is a knock out competition as part of this show, so make sure you vote for Gazelle as a National Treasure!

BBC gave excellent news coverage to the new proposed Safety Levy, and we received about 15 minutes of time on BBC1. Shame it wasn't in June!

There are other potential TV opportunities in the pot at the time of writing, which should have an impact on our profile this year if we are lucky enough to win the programmes.

"Scrapyard Challenge" is one of those shows, for which we are competing with The Bluebell for the opportunity. By the time "The Terrier" goes to press we will know who has won.

The Vine

I am pleased to report that Shepherd Neame, owners of The Vine Inn at the top of Station Road, Tenterden, have adopted K&ESR as one of their 2 local charities to support when the Vine re-opens. We are in discussion to try to obtain some membership benefits and I will report on these in the next edition. The Vine re-opens on 23rd May, after completion of a very extensive internal refit which will completely alter the Vine from those days when it formed an alternative mess room for railway volunteers.

Commercial

Catering

The 2005 season ended very positively for the catering team: figures show an increase in spend per head of 43% on the BBQ operated for Thomas and Santas, 14% at Tenterden Buffet and 37% at Northiam Tea Rooms. This success continued at the February Thomas, with the BBQ showing a 53% increase on the first Saturday. Poor weather for the second weekend slowed turnover, but the outturn is still ahead of budget.

Although to many the railway appears to return to a peaceful sleep during the closed season, the reality is somewhat different. Tuesday 21st February saw Tenterden buzzing with activity: the toilet block refurbishment was noisily underway, the Tuesday group were busy carrying out enabling work for the Pullman dock relay whilst others moved the Tram in order that the adjacent buffer stop could be rebuilt. The catering team were similarly fully engaged: a charter Wealden Pullman run in January had entailed delaying the planned buffet alterations until after the February "Thomas©" event. This rescheduling has left precious little margin for error: only three weeks are available between close of business and the Open Day/Volunteer Recruitment weekend. However within 24 hours of the last "Thomas©" customer leaving, the buffet kitchen structure had been dismantled and converted into loco lighting fuel. The Catering Manager was surprised to discover some "graffiti" he had left inside a wall partition during its construction 20 years previously. Whilst much had been completed in January, considerable work remains. Both the plumbing and electrical systems require reconfiguration; partial re-plastering and full redecoration of the seating area are required. Although the work is physically demanding, team spirits have been boosted by the universally positive comments bestowed by visiting staff. Now if we could just offer you a tin of paint & brush with your purchase.

Wealden Pullman

A charter in December brought benefits beyond those normally expected, as the customer kindly provided new carpeting in

Car 'Diana' at no cost to the railway. This has considerably improved the ambiance, as the previous floor covering was 25 years thin. 2005 season saw income ahead by some £40k on 2004 despite prices being held at previous levels.

The success of online sales of event tickets has resulted in Wealden Pullman bookings being far ahead of expectations so early in the season: whilst Pullman tickets are not yet available via our website, it is far easier to get through on the 'phone to book. This also extends into the charter market, where we already have confirmed bookings for 2007.

As always, new volunteers are of course welcome: contact Meg Gooch at Tenterden Town Station or email Meg@kesr.org.uk

Shop

Martin Easdown took over from Brian Janes as Shop Manager in late November 2005. He is no stranger to the railway, having worked as a volunteer in the 1980s. Martin trained as a storekeeper in the Ministry of Defence before spending 22 years undertaking various duties in the National Health Service. Aside from railways, his interests include writing books on local and seaside history, and as Archivist of the National Piers Society he is widely recognised as a leading authority on the history of the seaside pleasure pier. Martin oversaw a successful December for the shop, which saw takings rise 10% on the corresponding 2004 figure. This capped an excellent year for the shop that saw a rise of nearly 17% in revenue compared to 2004. Many thanks are due to Brian Janes, Matthew Stubbs, Ken Lee and all the shop volunteers for their sterling work throughout 2005.

The appointment of a full-time paid Shop Manager has led to the shop being opened on some non-running days during this quiet period of the year, with Saturday openings in particular proving to be a success. Visitors to the shop will now find an extended range of DVD titles and a re-organised book section; and for those with a sweet tooth there is a special offer on boiled sweets and toffee until the end of April.

The railway's online store now boasts a wider range of items to purchase, including badges,



Santa's reindeer. (John Liddell)

DVDs, more books, metal signs, OO gauge wagons and greetings cards. The new K&ESR DVD 'Down the Line with the K&ESR' is available, priced £9.99, and a new title on Terriers is due in time for the Terrier weekend in May. A Hornby issue of Terrier 32678 is expected in June and three more Dapol K&ESR wagons will be issued in 2006.

In spite of the monsoon-like conditions on three of the four days, February's Thomas and Children's Fun Week saw only a 4% drop in takings compared to the previous year's excellent figures. The shop staff coped admirably with the soggy conditions and large crowds and special thanks are due to

Lesley Collins, John Cobb, John Miller, Brian Janes, Ken Lee and Mark Yonge for all their help over the two weekends.

Online Shop

If asked to choose a significant date for the K&ESR in 2005 it would have to be Tuesday, November 8th. From a commercial perspective this day heralded a new and exciting chapter in the way our business is conducted. No longer were the telephones, emails, faxes, post and personal visits between the hours of 9:00 and 5:00 the only way we could take bookings and trade, the Railway is now open for business 24 hours a day, seven days a week, 365 days a year.



From an idea spawned a year or so previously our e-commerce site went 'live' at 11:00 am on the 8th November. It was the culmination of many months of hard work by our volunteer webmaster, Keith Johnson that turned the idea into a reality. He may not be known to many of the members but rest assured he's at home in Greatstone tweaking and updating

Christine and Dave Tibbatts suitably attired on Halloween day, 27th October 2005 (John Liddell)

the site on an almost daily basis, certainly he and I communicate several times a week in order to provide a professional, accurate and up-to-date website and now, online store too.

There are many statistics, fancy graphs and comparison tables available to us online from our hosting company at the click of a button to illustrate traffic and site usage but the one most people are interested in is the number of individual visits. At the time of writing this, the month of February is incomplete so taking January 2006 as a recent example we had 31,787 visits resulting in 1,380,320 individual page views, a figure many businesses let alone heritage railways would envy. To gauge the scale of this interest a Thomas day photograph has been viewed 2019 times in our gallery, if you have a moment please take a look at <http://kesr.photobook.org.uk/p20494466.html> and at the many others including our

regularly updated "Tuesday Gang" pages.

Enough of the website in general except to say that if you have a P.C. pay our site a visit as recently Keith has updated it visually and in the way the navigation works using XHTML. The primary benefit is that XHTML is more widely accepted in non "computer" devices like cell phones, palm devices and other scaled down browsers. This is commonly known as portability between devices. Cascading Style Sheets are also employed to format the pages. (CSS is a simple mechanism for adding style (e.g. fonts, colours, spacing) to Web documents. We will endeavour to write more specifically about the website and the ways in which we use it in a future edition.

The graph alongside shows the weekly revenue since November 8th. We were always confident that the online shop would be successful and would provide an additional income stream. What we didn't know was just how successful it would become in such a short time. The peaks of course correspond with the lead up to our Santa Specials and the February Thomas event.

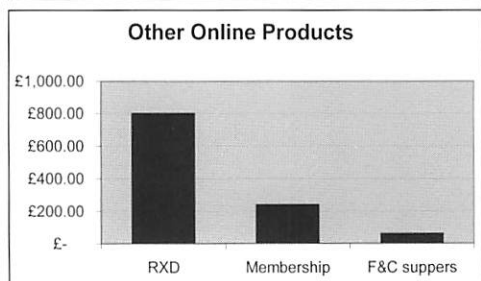
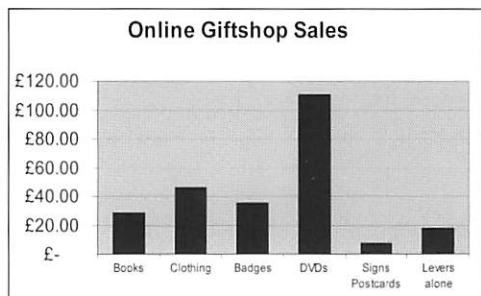
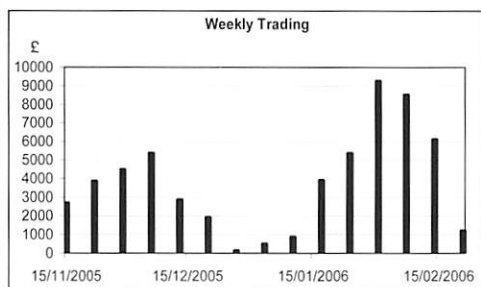
The data supplied herein is taken from the first 102 days trading.

- 6092 items ordered; 2856 transactions;
Total Revenue £56,913.59 or £557.97 per day

When interpreting the trend bear in mind the site was not launched until early November and the first advertising that carried reference to booking online was not available until the third week of that month. Despite this £22,291 was taken in advance bookings for Santa Specials or 13.7% of the total fare income.

All the 'Day Out With Thomas' advertising carried the 'book online' message and resulted in £33,264 worth of bookings or 46% of the total fare income. It's anyone's guess what the OLS will generate for the June Thomas event, I would like to think 60% is achievable.

One frequently asked question is, 'How much commercial office workload has this alleviated?' The brief answer is that it hasn't really as the OLS orders still have to be processed. However, they can be processed at a time of day that suits the already heavily burdened staff who now only have to explain



what 'A Day Out With Thomas' is all about on a fraction of the occasions during a working day. But what it has significantly achieved is that on the lead up to one of our major events the incoming phone lines are available so customers can enquire about and book other offers, for example Pullman seats and group visits.

Naturally the title 'Online Shop' would lead people to think in terms of the gift shop at Tenterden. Items from here are featured on the site but as one would expect are swamped by customers wanting to book event tickets. Since Martin Easdown, the new Shop Manager has been in post the range of products on offer has increased significantly from the initial five items and will continue to grow as further items suitable for online sales are identified. The graph shows the income received from gift shop sales for the same period of 102 days.

Other miscellaneous items such as driving courses, membership and the recently added Fish & Chip Supper tickets are shown below.

The next part of this project to introduce is

EPDQ. This will enable credit and debit card transactions to be processed within a secure site before the order is received by us. It is with the introduction of EPDQ that we will see the real time-saving benefit for the office staff both for online sales and for real-time telephone bookings as the payment taking feature is to be integrated into our computerised booking system. Although the PDQ machine will remain for manual input the efficiency of any booking / ordering process will be significant.

So, looking to the future. The range of products to offer on our OLS is only limited by our imagination and the time we can afford to design the strategy with which they're displayed and offered. Ideas being considered currently are All-Day Breakfasts, Wealden Pullman seats, A K&ESR Member's area, more shop products, Travel Tickets, Cream Teas & Ploughman's Lunches, The range of Railway Experiences, Donations, Event Tickets - e.g. TerrierFest and Lineside photography passes.

Watch this space

<http://www.kesr.org.uk/acatalog/>

Motive Power

Steam Locomotives

No 3 'Bodiam' (32670): Rebuild continues. A fire was lit in it on Friday 17th Feb and as pressure built up it became clear that there was a serious leak through the regulator. Examination actually revealed a broken internal joint that needs removal. A new component is being made now to rectify the problem. The loco is scheduled into the C&W shed on 6th March for painting.

No 8 'Knowle' (32678): In service. Frost damage to the blowdown valve necessitated manufacture of a new one.

No 11 'P Class': In service.

No 12 'Marcia': The main activity since the last report has been in relation to the installation of the vacuum brake. The fabrication, painting and installation, including all clips and brackets, of the train pipe from the drivers brake valve, under the running plates, and through the buffer beams has been completed, including fitting of the vacuum end hoses. The copper

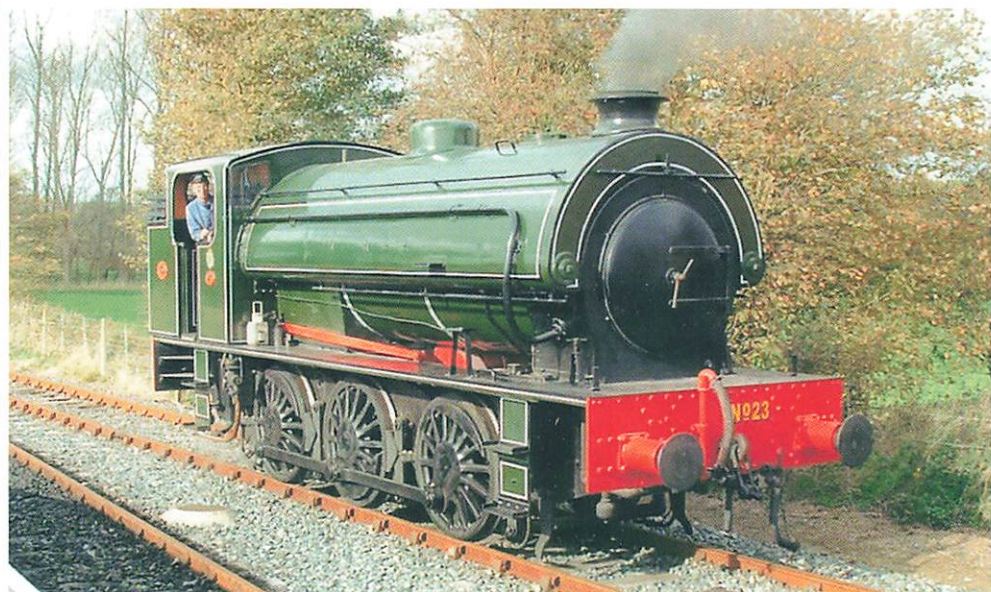
steam feed pipe to the ejector and the ejector exhaust pipe to the smokebox have been formed and installed by Dave Brailsford. He has also machined the end fittings; the provision of which we are grateful to Bob Forsyth.

Terry Harvey has been busy with fabrication of mounting brackets for the vacuum reservoir which are now complete and being painted in preparation for their installation.

Mac Macintosh is fabricating mounting brackets for oil boxes and pipes for the axlebox lubrication system. Other general work has included replacement of the handbrake column and platework necessary for access to pipework.

No 14 'Charwelton': Overhaul progressing. Boiler has been repaired as directed by insurers, retubed and now awaits steam test.

No 19 'Norwegian' (376): Stored. Work will commence on overhaul on production of a detailed plan. We are also waiting for



Tom Featherstone with no 23 at Bodiam, 14th September 2005 (John Liddell)

room to get the loco in the yard to commence work.

No 21 'Wainwright' (DS238): Stored pending overhaul planning.

No 22 'Maunsell' (65): Boiler successfully steam tested. Now awaiting replacement into frames, which have been shunted outside the shed to permit lift. Annealing of pipework underway. A great deal of work has been put into cladding the boiler fully- which was not done in the past- in an attempt to reduce cab temperature in the summer for the benefit of crews.

No 23 'Holman F Stephens': In service.

No 24 'Rolvenden': In service. Poor steaming and performance during Santa services resulted in the loco being tested. A blockage of the blower steam supply was discovered and remedied. The loco performed well during the February Thomas weekends.

No 25 'Northiam': Awaiting the return of the wheelsets after re-tyring. This is scheduled to be completed by 28/2. The driving axleboxes have been machined ready for fitting when the wheels return.

No 30 GWR Pannier (1638): Work on replacing the crown stays progressing. We have encountered delays due to problems

in producing the special tool required to cut the stay hole threads. The tool needs to be hardened by the application of heat, and as soon as this is done it distorts due to the length of it- a headache for our supplier!

Diesel Locomotives

No. 20 (GWR Railcar): The restoration of the Railcar continues to progress well, with the first of the steel body panels for the Robertsbridge-end driving-cab being profile cut to their required sizes, in readiness for final fitting later in the year. In addition, replacement roof panels have now been taken into stock, along with a quantity of lower body side panels. The roof panels have been supplied in two halves, as all attempts to find galvanised sheet steel of the correct size for these items to be produced as one-piece panels had proved futile. A jig has therefore been constructed to ensure that the two panel halves form an accurate join at the roof apex when they are subsequently welded together.

No 40 'Ford' (BTH): Available for service. Modifications to the fuel system have been made to minimise the oil dilution that has been a problem.

No 41 (Ruston): in service.

No 44 'Dover Castle' (Class 08): This loco has been in service consistently for the last 2 years, with very few problems. We have recently re-instated the charging socket on the loco, to allow battery charging to be carried out properly, when required. However, it is looking a little sorry now, and it is planned that once D2023 re-enters traffic this locomotive will be withdrawn from traffic for a period of extensive restoration and repair. If anyone would be interested in assisting with the works planned on this loco, please contact Jamie Douglas or Mike Grimwood, via the Carriage and Wagon Shed at Tenterden.

No 46 (Class 03) D2023: Has just received a full exterior repaint, to smarten up the tatty appearance gained by many years of use. Extensive work has also been done on the engine, including fitting of a new water pump drive shaft, as the old one had sheared. Also a new timing chain had to be fitted. There are a number of snagging jobs prior to re-entry into traffic, including changing of the engine & transmission oils, and re-setting of the engine valve clearances. Also, the fuel injection equipment requires inspection/servicing.

The opportunity is also being taken to review and update the maintenance plan, and driver's instructions for this vehicle,

as all drivers will require a 'refresher' on this loco as it has been out of traffic for some while now.

No 47 (Class 03) D2024: Ownership of this loco has recently passed to the Tenterden Railway Equipment & Traction Company. Planning is currently underway to cosmetically restore the locomotive, with a number of appearances under consideration.

Class 33 D6570 'Ashford': The loco was lucky to be given space in the carriage works during November for some much needed body work repairs. The Headcorn cab was completely stripped and the level of work required was far greater than expected. The cab has had much new metal work added to the windows and the door frames. A number of sources of water ingress were rectified which has been causing the metal decay. Thanks to the many people that have assisted through the work.

Localised painting has been carried out. Further repairs and repainting are planned for 2006. We are in the final stages reassembly and the loco will be returning to service shortly after a successful air receiver exam. The D6570 'Ashford' group is always looking for new shareholders and people to help keep the 33 running. Please contact Richard



32678, Knowle, at Bodiam with the Vintage train, 27th August 2005 (Ian Scarlett)

Halliwell or Chris McNaughton if you can assist.

Class 108 DMMU: Works undertaken on this vehicle during the busy winter shutdown period have included some interior work on the Robertsbridge end unit, with the replacement of much of the old BR fitted Formica wall coverings. This work has been undertaken in more-often-than-not extremely cold conditions, which made the job of gluing the new Formica onto the wall particularly difficult, as the

glue didn't want to set in the cold! Also, by the time you read this, we will (all being well!) have changed one of the engines on the Robertsbridge end unit, as the engine currently fitted is in need of overhaul. This will hopefully see the DMU through the 2006 season without trouble.

Cranes

No 133 (10T Taylor-Hubbard): In service.
No 145 (10T Grafton): Stored out of use.
No 151 (36T brakedown): . In service.

Rolling Stock

Working Week

Two Working Weeks are planned for 2006, the first sometime in May and the second during September. Exact dates remain to be decided at the time of writing but details will be available from Carriage & Wagon department in due course.

Coaches

Mark 1's

Since the last issue of this journal much effort has been concentrated on SK No. 63. Although it was our original intention not to renovate the interior, such was the enthusiasm that built up for this project that complete redecoration (paint and varnish) was been undertaken as well. The toilets and fittings have been completely overhauled and now present a much brighter appearance than hitherto, and four of the eight compartments have been reupholstered by a contractor. The remaining four are judged to be serviceable a while longer but will also receive new moquette in due course. No. 63 no longer has that familiar musty smell which, back in one's youth, seemed nostalgic in old coaches but in Mark 1's only conjures up (negative) images of commuter trains. Overall the vehicle now has a much more cheerful presentation. To top the job off it is has been finished externally as No. S25446 in an appropriate shade of green.

Petros (K&ESR No. 75) was the first of the fleet into the shed at the commencement of the winter work programme. In addition to a routine bogie lift, oiling-up and checking

round, the opportunity was taken to deal with various areas of 'tin-worm' round the window corners, the Tenterden station platform side being repainted at the same time. All this was accomplished in just over three weeks

Vintage Coaches

The overhaul of the GER Brake (K&ESR No. 81) has come on apace over the winter, volunteer Ken Lee continuing to lead on this project. Ken has been largely responsible for the manufacture of replacement mouldings and doors on one side. These have now been fitted and the vehicle moved out of the short bay in the shed and on to the location successively vacated by No. 63 and Petros. At we write the paint has been purchased and the necessary preparation work is in hand. The coach is to be returned to the GER maroon livery it carried when first restored. The contract for reupholstering the two former first class compartments has yet to be placed.

The restoration of SE&CR Birdcage No.1100 (K&ESR 61) received a boost during the November visit of volunteers from the CFBS, our French friends fitting a substantial portion of the new exterior panelling. Bill Morgan and John Millward have continued with this since and filler and primer applied. All the old interior paintwork has finally been removed and the ceilings painted (thank you Phil Wood). Ron Nuttman and Colin Shenton have continued with the bogie overhaul and this aspect is rapidly approaching completion.

Overhaul of the 'Headcorn end' buffers is complete. The new roof canvas has been purchased but not yet fitted.

As anticipated, the remetalling of the axle bearings on the L&NWR balcony saloon (K&ESR No.82) was completed on time and the coach returned to service for the Santa Specials.

Vans

During February C&W stores PMV No. 1145 (K&ESR No. 79) replaced the GER brake in the short bay for attention to roof

leaks and for repainting.

Assistance to Other Groups

Gaps in the work programme and spare space behind the GER brake have allowed us to help other groups needing covered accommodation. The class 33 Crompton was present on two occasions for bodywork repairs and partial repainting. TREATS have been able to continue the repainting of the class 03 shunter which began in 2005. The GWR Railcar is expected in the shed for a week during March.

Infrastructure

Company Secretary's Notes

A further reminder that this year's AGM will be held in Tenterden Town Hall during the afternoon of Saturday 16th September. Hopefully we will on this occasion get the requested use of the public address system! Nominations for election to the Board will

close on 24th June 2006. The necessary nomination forms can be obtained from the Company Secretary at Tenterden Town Station.

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

Following my erroneous pronouncement in the last issue of the Terrier, I have been 'gently' reminded (by my ever observant predecessor) that the second Saturday in October - when we would normally have held the AGM - will in fact not be the date of the Tenterden Folk Festival. It's being held on the 7th & 8th of that month and is well worth attending if you have a liking for this aspect of heritage. My slip up had, however, no bearing on the final decision to hold the AGM a little earlier.

Forestry And Conservation

During the first 2 weeks in December 2005 two members of the group, carried out nuisance clearing (bramble etc) work at Rolvenden Station and Wittersham Station areas.

The main bulk of our work is continuing between Hexden and Rother Bridges.

Progress has been slow mainly due to the amount of Bramble and Scrub requiring removal, plus some of the ditches have a lot of water laying in them especially at this time of year. The group also had an extra visit on Wednesday 15 February to Cysters Curve, this was to add to the excellent work done by our French colleagues during autumn last year.



Hi-Kent technician installing the speech transfer system at Tenterden in February 2006 (Ken Dow)

We were planning to visit Willow Curve to clear scrub etc on railway land on the landowners side, to improve sighting of the Rolvenden up outer home signal. This work will be carried out later in the year possibly November, we would appreciate any extra help so this would ensure that as much

clearance that is required will be completed. This will be of great benefit to the drivers and so many others that use the railway.

If you can spare any time to join our group please ring Peter Thorogood on telephone number 0208 859 5082 any evening.

Operating

The old oil store at Rolvenden had got into a poor state with oil leaks in the tanks only one of many problems. A completely new store has been installed and is operational. Work to complete the electrical connections, so that the light works, remains along with appropriate signage.

Demolition of the old fuelling point at Rolvenden and installation of a new fuel point has been progressed over the winter. The old concrete in the area was broken up and re-laid and the new tanks positioned. The opportunity was taken to install a larger manhole and renew all the valves for the disposal pit water supply. Many of the electrical supplies in the area have been tidied up and all the wiring and conduit for the old pit lights in the big pit has been removed. Thanks to Keith Brown, Pete Hubbard, Kevin Jones, Mike and George Harman and Jamie Douglas for their help with this project.

The K&ESR Guard's Inspector, Malcolm Webb, has decided to resign from the post of Guard's Inspector for personal reasons. We are very sorry to lose Malcolm from the post that he has held for many years, during which time he has worked extremely hard to ensure that the K&ESR Guards work to a very high standard. Graham Williams has been appointed as his successor, though it should be noted that Graham was in fact guard on the opening day in 1974 so he has some experience of the railway!

Gerald Beck and Peter Parascondolo have been appointed to the new posts of Assistant Signalling Inspectors with immediate effect. Gerald and Peter will be primarily assisting Signalling Inspector Clive E Norman with the competence assessments and supervision of Signalmen. Congratulations to both of these gentlemen on their promotion.



The new mileposts at Bodiam (John Liddell)

Groups

Ashford Area Group

Thanks to the generosity of our committee and many of our speakers during the year, the cost of running our Group has remained low.

In addition to the generous donations our indoor programme contributed an appreciable gain in our funds reserved for the restoration of the 'Ashford' coaches etc.

Our meetings, which are open to all, are at 7.30pm on the third Wednesday of each month except August at the Ashford Rail Staff Club, Beaver Road, Ashford TN23 7RR. There is on site parking and it is all on the level. The bar is open to visitors.

Our presenters show slides, film, video or digital images to illustrate their talks.

The programme continues as follows:

Wednesday 19th April 'Eric Graves Memorial Members Slide Evening'. Such evenings were a pleasure to Eric. In future we dedicate this annual event to the memory of him.

Saturday 22nd April. We leave Ashford

Station at 7.30am for a day trip to the CFBS Steam Fête in a double decked luxury coach. Sorry, FULLY BOOKED!

Wednesday 17th May 'Revival of The Vintage Train' by Gerald Siviour.

Wednesday 21st June 'Railways of the Isle of Man - Then and Now' by Tom Burnham.

Wednesday 19th July 'The Lynton and Barnstable Railway' by Paul Gower.

We have been attracting very good attendances but more visitors would be very welcome, all we ask is a donation to cover costs.

Further details from Ted Micklam 01 233 503999

Maidstone Area Group

The Group represented the shop at the Broadstairs Model Railway Exhibition at the end of November and took £442.58. This was a reduction of over £200 in the previous year due in part to fewer people attending. The Group also attended the



Robin Dyce and Alan Goss repairing the Hawhurst crane at Tenterden, 19th February 2006 (John Liddell)

Dartford Model Railway Exhibition at the end of January and took £308.59 which was down slightly compared with the previous year. In addition the Group raised £197.40 for its own funds by selling second hand videos and other videos and DVDs supplied by Online Videos which the Group was very grateful for. In addition many Thomas Leaflets and 2006 timetables were handed out.

The Group still has the recycling paper scheme at the Station but the arrangement for receiving the paper has changed. The original recycling Company SCA which was used for many years has been dropped in favour of Aylesford Newsprint. The previous arrangement where the old newspaper etc was placed in an old container before being transferred, after sorting, into the paper skip by a member of the Group has now ceased. Would you please place all your old newspaper, magazines and junk mail, but not yellow pages due to the ink causing problems with the company's equipment, direct into the letter boxes in the container which is still situated behind the main office buildings. Most of you will already be familiar with the container as it is the same type that is supplied to the various Supermarkets which operate a recycling scheme. The Railway still receives recycling credits which at present total £44 per tonne so please continue to bring as much paper for recycling as possible.

The dates for the open evenings which are held at the Tovil Working Mens club commencing at 19.30 is as follows:

31st May Australian Trams and Trains in the 70's and 80' by Glenn Roofthoofi

28th June Midland & Great Northern Railway Scenes by Bob Poole

27th Sept Steam in the 50's and 60's part 2 by David Kelso

25th Oct Selsey Tramway by Ray Puddy

29th Nov LCGB, a Selection from the Ken Nunn Collection by Graham Stacey

The Group will be holding it's Silver Jubilee Model Railway Exhibition on the 21st and 22nd October 2006 at the usual venue at New Line Learning Senacre formally

Senacre Technology College Sutton Road Maidstone ME15 9DT, next to Morrisons supermarket.

Kent and East Sussex Locomotive Trust

The continuing restoration of the Trust's Birdcage coach in C&W means that our fund raising efforts in aid of this coach have not ceased. It is obviously vital to complete the last few tasks and any monies required must be found. Any contributions towards the coach will continue to be welcomed by the Treasurer, Boris Perkins, at Tenterden Station. Any additional monies raised will be used on the many other projects that the trust has lined up both for coaches and engines.

Rother Valley Railway – by David Felton

I am pleased to report that the RVR has a new patron. Greg Barker MP has kindly agreed to become a patron and we are sure that he will continue to be a valuable ally and supporter.

I am also pleased to report that Rother District Council recently granted us the full planning permission that we thought, until last year, we already possessed. There are the usual conditions attached to the permission and this time we are determined to ensure that we comply fully and on time.

The Inspector appointed to hold a Public Enquiry into representations to the Rother District Local Plan eventually published his report in December. The part of this report appertaining to Policy EM8, which is the part of the Plan concerning the Rother Valley Railway, is somewhat lengthy just by itself but essentially we are highly delighted that he recommends retention of the Policy in the Local Plan. He "considers that the proposal has significant potential economical benefits but that there are substantial technical and other issues to be resolved". This didn't tell us anything that we didn't already know! If anyone is interested in the complete text of the Inspector's report, it may be found on the RDC website or for a copy of just that part appertaining to Policy EM8, you can apply to me c/o Robertsbridge.

On the work front, as well as carrying out essential and continuing maintenance to

plant and equipment, the revised trackwork and the run-round loop at Robertsbridge have now been completed subject to final ballasting and levelling. We are now looking forward to being able to make some substantial progress during the rest of 2006.

Bodiam

All the mile posts for the 10½ miles of line have now been repaired and painted – 38 in all. These are replicas of those installed by W.H.Austen in the mid-1930s. Each concrete post weighs 73½ lb or 36 Kg.

The 3½ mile post by Bodiam crossing gate is in its original position (measured from Robertsbridge) and the remaining posts have to be placed at quarter-mile intervals. The 'Tuesday gang' has expressed an interest in installing the posts during the coming autumn. Over the winter the small maintenance team has continued working on 'station furniture'. A seventh platform bench seat has been renovated and three more platform trollies have been rebuilt.

When the weather is suitable, we hope to continue repainting the station building.

Work has started on planning the next 'Hoppers Weekend' on 9th and 10th September, now under the chairmanship of Robin Dyce.

The couple who originally ran the horse-bus service to Bodiam Castle and the station catering coach have given up. In fact the horse bus did not run last year and the catering had spasmodic opening. Alternative ways of selling basic items are being explored.

Gardening

Throughout the winter maximum time has been spent at Northiam trying to clear as many perennial weeds as possible before the Spring.

At Northiam the Lawson Cypress planted 2 years ago are now growing well and by the end of this year the proposed screening effect will become obvious.

At the end of November the Tuesday Group helped with the planting of 45 mixed native trees including Ash, Blackthorn, Bird Cherry, Wild Crabapple, Hazel, Hornbeam, Field Maple, Oak and

Quickthorn. These were planted at the request of Ashford Borough Council as the forerunner to the granting of planning permission for various works to be carried out to improve Rolvenden Works.

We are extremely grateful to Hopes Grove Nurseries at Smallhythe who have again come up trumps and let the Railway purchase the trees at half the wholesale price! A very generous gesture which is very much appreciated.

An additional oak tree has been given to the Railway by a Mr and Mrs Robinson of Bury, Lancashire, in memory of Mrs Robinson's brother who was a railway enthusiast and a regular visitor to K&ESR. This has also been planted in Rolvenden field and to quote a comment made by a K&ESR member "a noble tree, so typical of the countryside through which we run, enhancing an otherwise routine compliance with a planning permission".

Sadly Tony and Gar Pearson have decided it is time for them to hang up their volunteer gardening gloves but I hope to continue to keep the tubs at Rolvenden planted. However, I hope that someone at Rolvenden will occasionally tip a bucket of water over the tubs to keep them alive.

Tony and Gar Pearson have kindly given a Ginko shrub and a large number of lavenders for planting around the Railway gardens. All of which have been given a home.

Some of the trees at Tenterden have been trimmed and further work has been agreed with Ashford Borough Council.

It is hoped to complete the work to the garden next to the signal box at Tenterden during February and March. Phil Wood has worked extremely hard moving the sleepers to stop the garden from slipping onto the track. Phil, with the help of youngsters in Social Services care, cleared the garden following the work carried out to the track and improving the signalling system.

At Tenterden Phil has tidied the bank by the paper recycling container and planted a host of daffodils which should give a good show during late February and into March.

The gardens are slowly bursting into life

with the bulbs pushing up well again this year. More perennials are being planted around the various gardens and, hopefully, the care of the gardens will become easier in the future.

Tuesday Group

The Northiam Station building is still receiving most of our attention as far more rotten wood has been discovered than we first envisaged. At the time of writing all the tedious burning off has been completed on the main station building and top coating has started. Two of the three sash windows on the south side are being replaced. These have been ordered and we await delivery.

The Toilet Block building is a lot newer and, hopefully, will require a great deal less work to smarten up. The roof of this has already been painted black.

In November we assisted the gardener with the planting of 45 various 4 to 5 year old trees in the field at Rolvenden.

In November last year we welcomed a new member to the Tuesday Group - Richard Fenn Smith joined us and like so many volunteers Richard had no background in railways at all having been previously a musician and in recent years Manager of the BBC Symphony Orchestra. Richard has also now started his training as a Signaller.

We are intending to form a new group of volunteers to work at our Tenterden site on Mondays as a general maintenance group. All that is required is some general DIY skills and enthusiasm. Anyone interested is asked to contact Stan Kemp the Volunteer Support Officer on 01233 632042.

Museum

On Monday 13th February filming took place in the Museum for a new BBC2 series to be screened between 29th April and 4th June. Eighty museums are to be visited for 20 one-hour programmes. Each programme will feature four 'hidden treasures' and viewers will be asked to vote for their favourite at the end of each programme. The working title for the series is "The People's Museum" and the 20 winners will be featured in a permanent

website under the same title.

Our hidden treasure is "Gazelle" and as yet we do not know in which of the 20 programmes it will be featured. Hopefully members will support our "treasure" with their votes.

The Northiam waiting room clock (mentioned in the last edition) is now installed and working, though it still needs some adjustment to make it keep good time.

Other recent acquisitions include three examples of aluminium free passes first issued by Colonel Stephens about 1920. These passes could be attached to a watch chain and were issued for four railways: K&ESR, East Kent Railway, Shropshire & Montgomeryshire Railway, Weston, Clevedon & Portishead Railway. The passes were serial numbered 1 to 50 for each line and naturally, Stephens had number one in each case.

In the event our three were never issued. Two, numbers 30 for both the K&ESR and EKR were intended for Edward Watkin, General Manager of the Hull & Barnsley Railway, but his surname was mis-spelt as Watkins, with an 'S'. Two of the replacement passes with the correct spelling are already on display in the Museum.

The third pass was intended for Russell Willmott, General Manager of the Isle of Wight Central Railway, and son of Harry Willmott, Chairman of the Stratford-upon-Avon & Midland Junction Railway and of the Edge Hill Light Railway. The pass is No 26 for the K&ESR but the unfortunate Russell Willmott died aged 39 part-way through its manufacture and it was never finished nor issued.

We also have on long-term loan, six hand bills for the Shropshire & Montgomeryshire Railway issued between 1920 and 1931.

We have also acquired a selection of documents relating to the Shropshire Railways. This company was active in the 1880's and '90's and took over some of the assets of the defunct Potteries, Shrewsbury & North Wales Railway, but it never succeeded in re-opening anything until Stephens organised the re-opening of most of the line in 1911 as the Shropshire & Montgomeryshire Railway.

The Museum reopens on the 18th March and thereafter on the days when the railway is operating.

CFBS News – Philip Pucey

In 2005 the CFBS once again broke all previous records with a final total of 123, 942 passenger journeys. It is good that such wonderful news coincides with the 10th anniversary of association between the CFBS and the K&ESR, an anniversary which will of course be celebrated at the forthcoming Fête de la Vapeur on 22nd and 23rd April. For this year's steam festival, a special Web site has been set up at www.fetevapeur.fr, and some of the text has been translated into English by Geoffrey

Nickson, whom some of you have met. Geoffrey was present on the November weekend when a working party from the CFBS visited the K. & E.S. R., and as I write, on 4th February, K. & E.S.R. are hard at work (or more probably, enjoying a 'pause' for an ample lunch) on the CFBS. I wish I could be there too.

During this winter, work on the track has been undertaken between St Valéry and Noyelles, and on the line to Le Crotoy. In addition, automatic barriers have been installed on the Cayeux line, one on the point of departure from St Valéry Gare, and one at Lanchères.

The temporary railway bridge where the

Timetable 2006							
Cayeux			11.45		15.00		16.45
St Valéry			12.30		15.45		17.30
St Valéry	10.45*	14.30	15.00	15.30*	16.15	16.30	17.30
Noyelles	11.15*	15.00	15.30	16.00*	16.45	17.00	18.00
Le Crotoy	11.45*	15.30	16.00	16.30*	17.15	17.30	18.30
Le Crotoy	12.00*	14.30	15.00	15.30*	16.15	16.30	17.30
Noyelles	12.30*	15.00	15.30	16.00*	16.45	17.00	18.00
St Valéry	13.00*	15.30	16.00	16.30*	17.15	17.30	18.30
St Valéry	14.00		16.05		17.45		
Cayeux	14.45		16.45		18.30		

Bold* : operates on all running days: April 1, 2, 5, 8, 9, 11-13, 17-20, 25-27, 29; May 1-4, 6, 8, 10, 13, 14, 17, 20, 21, 24, 28, 30-31; June 1, 3, 5-8, 10, 11, 13-15, 17, 18, 20-22, 24, 25, 27-29; July 1-30; August 1-31; September 2, 3, 5-7, 9, 10, 12-14, 16, 17, 20, 23-24, 27-30; October 1, 8, 15, 22, 28, 29, 31; November 1, 2, 4, 5

Bold: all Sundays in October; October 28 and 31; November 1, 2, 4, 5

*Italic**: April 1, 2, 5, 8-9, 11-13, 15, 17-20, 25-27; 29; May 1-4, 6, 8, 10, 13-14, 17, 20-21, 24, 28, 30-31; June 1, 3, 5-8, 10-11, 13-15, 17-18, 20-22, 24, 25, 27-29; July 1, 3-8; August 28-31; September 2, 5-7, 9-10, 12-14, 16, 17, 20, 23, 24, 27, 30; October 1

Regular type: every day 2 July – 27 August

Italic: diesel-hauled; Tuesdays, Wednesdays, Thursdays, Sats & Suns, 2 July - 27 August; also Friday 14 July and Monday 14 August

All dates are inclusive.

The more complicated the timetable becomes the harder it is to render it in black and white. This version is offered in good faith, but intending visitors are advised to check dates and times on the CFBS Web site or on the 2006 leaflet, both of which make excellent use of colour.



The visit of the CFBS to Tenterden, on 13th November 2005. (John Liddell)



Kent & East Sussex volunteers with our French friends at St Valery, 5th February 2006. (John Liddell)

'barrage' is being rebuilt at St Valery was removed in December. A permanent bridge is due to be installed before the end of March.

Work has been or soon will be undertaken on several building projects. A coaling stage and 'huilerie' is being constructed at Le Crotoy. At Noyelles, the section of the station building which was once a buffet is being made into a museum displaying the history of railways in the region. It will be officially opened at the steam festival. And within the depot, a paint shop has been constructed, long enough to accommodate carriages, by partitioning off the area at the back with rail access from outside.

Events towards the end of 2005 included the traditional 'Train de Fin de Saison', an excuse for a get-together which on this occasion also marked the 50th birthday of Jean-Marc Page, the CFBS's president. He and his wife were presented with tickets for a ride on the Glacier Express. The Père Noël trains in December were once again very popular; following removal of the temporary bridge, they started and finished at St Valery Canal. Events in 2006, apart from the steam festival, will include the Transbaie walk on May 21st, and the Fête de la Gare de Cayeux on 9th July, another chance to see steam on the Cayeux line.

CFBS.- Steam Festival 2006

- Dave Brailsford

Approximately every 3 years, the Chemin de Fer de la Baie de Somme (CFBS) organises an event, unique in France, where metre and standard gauge steam locomotives (ex SNCF, preserved British steam, K&ESR P Class and Woolwich coach, and modern day replicas such as the Marc Séguin) come together on the old " Bains de Mer " network. It is an opportunity to enjoy many railway based attractions such as motorised platelayers trollies, live steam models and steam powered curios of yesteryear, eg: steam tractors and wood sawing. Many associations contribute to the success of the show by bringing their equipment along. Steam hauled specials on the national network run to the Baie de Somme and numerous CFBS trains run between Noyelles, Le Crotoy, Saint Valery and Cayeux.

In 2003, when the last Festival was held, 11 steam locomotives were admired by over 5000 visitors, enthusiasts, those seeking bygone nostalgia and those who were just curious. The 7th Fête de la Vapeur will take place on April 22nd and 23rd in the Baie de Somme region with at least 10 operational steam locomotives. As well as offering many steam hauled services on the CFBS network, a large model engineering exhibition and a gathering of societies and railway professionals, CFBS will be celebrating the centenary and return to traffic of its 2-6-0 Corpet Louvet (built 1906).

The locomotive came from the Aisne Transport Authority.

An 0-4-0 + 0-4-0 Henschel articulated metre gauge loco from Switzerland will be pulling trains over this extraordinary weekend.

An SNCF / Picardy Region high capacity diesel multiple unit (AGC) type X76500 will also be named at Noyelles.

Mainline steam hauled specials will also be arriving from Paris using Pacific 4-6-2 , K8, and from Rouen behind Pacific 4-6-2 G 558. Motive power will be changed at Amiens. AJECTA's 2-8-2 TB tank number 414 will take charge of the train to Noyelles.

These specials may well be added to or curtailed subject to demand and locomotive availability.

A Picasso X3800 railcar will arrive from the Bourgogne region and will terminate at St Valery Canal. An occasion not to be missed.

Ten years of twinning between the Kent and East Sussex Railway and CFBS will also be celebrated. The programme is filling out, with some nice surprises on the horizon. Make good note of these dates, 22nd and 23rd April 2006. The Fete de la Vapeur is in the Baie de Somme.

One and two day passes will be available for all trains, with reductions for children. Group passes are only available for the organised trips. At the stations most attractions will be accessible with the day pass. For more information please consult the Festival web site on www.fetevapeur.fr.

Enthusiasts visit the Kent & East Sussex Line in 1949



LSWR 0-6-0, 0395 class, still numbered 3440, at Headcorn Station, 26th April 1947 (H.C. Casserley)

Ralph Gillam recalls the Norbury & South London Transport Club's excursion on 9th April 1949

Leaving Victoria on a dull April day behind Schools class No 30908 Westminster on our way to Tonbridge, heads turned to view the engines outside Hither Green depot, surprisingly a G6 0-6-0 tank no 259 rested among assorted WD 2-8-0s along with Z class 0-8-0 tank No 950. Tonbridge brought a change of trains and we left behind No 34080, this Battle of Britain class engine being just eight months old in marked contrast to our next item of motive power that awaited us at Headcorn. Here with it's injectors gently singing sat a surprising sight, freshly overhauled and given a new identity stood the former LSWR 0-6-0 0395 class No 3440, now bearing the number 30576! The cloth capped fireman, an old K&ESR stalwart, kicked the floor level water lever and the singing injector abruptly ceased its tune, at the

same time eyeing our group of about eight enthusiasts he was obviously not used to seeing strangers in such numbers. The guard busied himself seeing us aboard a dark green coach that had a light green patch that had been hastily applied to cover the letters Kent & East Sussex Railway, the contours of the lettering defiantly showing through this layer of paint. A handful of regulars had already taken their seats when the guard, with a final look around signalled to the driver he was ready to leave, a sharp blast of the whistle and our 66 year old veteran with it's A12 Jubilee class tender and two ex K&ESR coaches pulled away. The lengthy curved platform receded behind us but there was one more surprise, in a siding amid two foot high grass sat row upon row of wheels! Then we realised, these were remains of the less fortunate items of rolling stock taken over by British Railways the year before and burnt down to the axles the previous summer by apprentices sent up from Ashford Works.

The stock being deemed not fit to run on the main line. As we passed through pretty countryside still not yet awakened fully to the call of spring it was clear that efforts had been made by the former administration at Tonbridge to smarten up the line in readiness for its takeover by the numerous managers from Waterloo who had descended on the line the previous April. I don't think they were fooled by the newly painted handrails at wayside stations or the stretches of fresh concrete posts and wire fencing that could be seen on sections of the route. Frittenden Road saw a little lightening of the grey clouds as the timeless everyday scene of a rural railway was played out. A parcel left, a passenger gained, the time of day passed with a bystander. Then a whistle for the crossing and we slowly passed on our way through fields with distant views of farm cottages and cattle who had seen it all before many times and took scant interest in our progress. No 30576 had been "on loan" since 1941 and fresh from its

Ashford overhaul was destined soon to sever its connection with the K&ESR, returning in the following January to more familiar territory only to be condemned in December 1950. But here a final fling on passenger workings gave her a chance to amble through the Kentish countryside as we in turn enjoyed a journey of Arcadian delights. Continuing amid budding hedgerows our progress slowed as prolonged whistling heralded the road crossing at Biddenden station, here housewives left and joined the train, a few moments passed before we were on our way again. Unbeknown to me at the time the old K&ESR station ledgers rested secure in the station loft, rescued after closure they turned up at a Norbury Club auction some twenty years later and I secured them for a nominal sum, they were packed with waybills, correspondence and other interesting ephemera illustrating the life and times of a Col Stephens railway station. More whistling for level and occupational crossings punctuated the



34080, 74 Squadron, just beyond Sandling junction with an up boat train, 1st August 1957 (Rail Archive Stephenson)



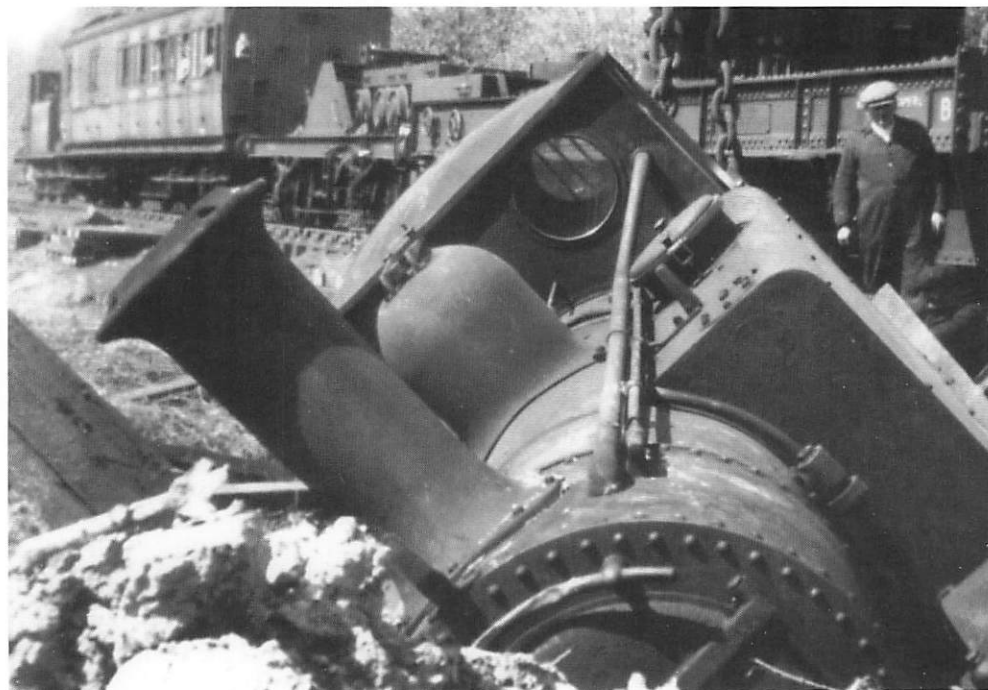
Schools Class 30908, Westminster, approaches Hildenborough with the 3.20pm Hastings to Charing Cross train, 22nd April 1956 (Rail Archive Stephenson)

journey as the old coaches bounced and swayed along the light rails of the ash ballasted track bed as we came to High Halden Road. The tall double sided signal post guarding the open level crossing at the platform end stood surveying our train with lofty disdain as once again the business of the day was leisurely transacted before allowing us on our way. Gently curving track brought the train into a cutting that culminated in a short tunnel that the engine acknowledged with a shorter blast of its whistle, then out again and on towards the crumbling platform of Tenterden St. Michaels Halt. No one wanted to leave or join the train and speed was picked up again along the short tree lined curve into Tenterden Town Station. The bustle of a busy Saturday was much more in evidence as parcels and passengers were unloaded, the little railway was serving its community as it had done for some 45 years, according to the Railway Press of the time the Southern Region had hinted that the future was bright for the former K&ESR. Talk was of

upgrading and through route usage but I suspect that reality was beginning to already cast doubts upon these seeds of optimism. During our wait the unusual presence of a group of enthusiasts, they usually visited only in ones or twos, was acknowledged and we were shown "the Office". Here many redundant K&ESR items lay about on shelves and in drawers, wagon labels, pre-addressed postcards to head office in Tonbridge dated 191-, and the greatest prize of all a porters cap with the embroidered lettering K&ESR! All these items were freely handed out to members of our party, I didn't get the cap but was pleased with the items I did get. A sharp blast of the old engines whistle brought us back to the train and we were soon off down the steep gradient to Rolvenden where we detrained. Here more surprises awaited us, we were given the run of the yard where the fading blue enamel sign nailed to a signal post still proclaimed that it was the Rother Valley Railway's property, Trespassers Will Be Prosecuted, by order of H.F. Stephenson

General Manager! In conversations with the station staff we learned about his visits, dressed in a frock coat or on wet days in a cape, shouting at any schoolboys he found hanging on "his" railway's fences! The shed housed the Terrier No 3 still in full lined green K&ESR livery, unfortunately not in steam but nevertheless a pleasing sight as was No 2640 another Terrier in Southern wartime black and in steam. Then in the gloom of the shed interior hanging on a wall, I saw two curved plates that had been used to disguise the identity of No 3 during the filming of *The Loves of Joanna Godden* in 1946, they were lettered SE&CR. In the workshop a "lean to" attached to the shed, a huge bellows stood just inside the door. This together with various pieces of machinery and work benches was the fitters domain before all major work was taken over by Ashford. Out in the yard a few original K&ESR wagons of Brighton origin labelled for internal use only still served their purpose as did the old carriage shed, a long narrow building just long enough to house one coach. The station platform extended at some time on a different level still with

it's building in situ and a seat allowed us to eat our sandwiches as we waited for our next train to move into the platform. This was to be formed of the Terrier No 2640 Brighton of 1878 and the proud winner of a Gold Medal in Paris in that year. Now to be our humble servant on a mixed train of one coach with a few assorted wagons and a brake van, seventy one years after it's triumph on the continent and still with an unimaginable future ahead of it! When all was ready our truly mixed train ambled off and passed the water meadows on it's way to Wittersham Road. Arriving at Wittersham Road further wagons were added to our train by some ingenious rope shunting work before we left for Northiam. By now all heads were at carriage windows on the left side of the train as we approached the sight of the spectacular derailment of Terrier No 32678 and it's coach S5317. A gentle cautious slowing of our train as it approached the unhappy looking engine, detached from it's coach and laying at an acute angle in a sea of muddy clay. The coach itself had one end sheeted by a tarpaulin and had remained upright and



Terrier No 32678 in the ditch, 24th April 1949 (Colonel Stephens Historical Archive)

was well clear of the running track. Rumours abounded at the time as to what was to become of the Terrier, for if it could not be recovered it would have to be cut up on the spot, luckily with some strengthening of the shingle ballasted track brakedown cranes from Brighton and Bricklayers Arms could be brought in from each direction and a successful recovery made a fortnight later. The compliment of regular passengers chatted among themselves as the meadows rolled by and Northiam was reached and one or two left the train as others joined. The new bus routes serving all the local villages that had been introduced the previous year had taken their toll of the lines passenger figures. Bodiam Castle watched the little train stroll along the Rother Valley towards the corrugated iron clad station. "Were going to do a little shunting" the guard called out to us "So don't try and get out!" Then with a smart charge and stop past the end of the platform with a few shouts of

command from the guard acting as shunter, the train with its passengers were propelled roughly back into the sidings to collect a couple of wagons. More jolting as we crossed out again on to the tracks before stopping to allow the guard to lock the points and join the train! The regulars never blinked an eyelid during all this as we steadily made our way through the tree lined fields and on over the road past Junction Road and later Salehurst Halts in the gathering gloom of an early April afternoon. The final climb up and over the short bridges and on round the sharp curve into Robertsbridge brought us alongside the K&ESR branch bay platform, leaving to climb over the footbridge. I took one last look back at the mixed train that had given our party an insight into the way the Colonel's Railways served their community. A few minutes later Schools class 30935 Sevenoaks arrived to take our group back into the austere but safe world of an April evening in 1949.

THE K&ES 300 CLUB PRIZE WINNERS

September 2005 - Drawn - Pullman

1st	G A Aldridge	No. 147	£80.00
2nd	Keith Howell	No. 533	£60.00
3rd	Colin Avey	No. 118	£50.00
4th	Wilf Watters	No. 604	£30.00
5th	Claire Stuchbury	No. 026	£20.00
6th	Mrs S Nuttman	No. 369	£15.00
7th	Joyce Davies	No. 369	£10.00

November 2005 - Drawn - Pullman

1st	Chris McNaughton	No. 286	£60.00
2nd	Frim Halliwell	No. 051	£40.00
3rd	R F Collins	No. 243	£30.00
4th	Tom White	No. 032	£25.00
5th	B P Germain	No. 159	£20.00
6th	Mrs M P Ascott	No. 153	£10.00

October 2005 - Drawn - Pullman

1st	Keith Brown	No. 177	£60.00
2nd	Mrs M P Ascott	No. 153	£40.00
3rd	Miss M Vuilleumier	No. 499	£30.00
4th	A J York	No. 185	£25.00
5th	Faye Spratling	No. 111	£20.00
6th	Alec B Carter	No. 371	£10.00

December 2005 - Drawn - Pullman

1st	Bridget Bennett	No. 195	£100.00
2nd	Richard Stannard	No. 041	£100.00
3rd	D Fisher	No. 556	£100.00
4th	Jack Atfield	No. 115	£100.00
5th	D A S Vear	No. 090	£80.00
6th	Nigel Thomas	No. 363	£70.00
7th	Keith Brown	No. 177	£60.00
8th	Dave Felton	No. 311	£50.00
9th	John Cobb	No. 382	£40.00
10th	L F Bailey	No. 419	£30.00
11th	Frank Lambert	No. 385	£20.00
12th	Nigel Thomas	No. 558	£10.00

To join the 300 Club Phone Brian Heyes on 01622 744509 or Chris Garman 01424 441645 for an application form.

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The curious affair of the Colonel's will

The month of January 1931 was to be a watershed in the history of the Light Railway offices at Salford Terrace, Tonbridge. Sir Percival Horton Smith-Hartley, Colonel Stephens' senior physician broke the news to Arthur Iggulden that his physical condition was hopeless and that he would not recover from his debilitating illness. He advised drawing up a Power of Attorney in order that the administration of his affairs could be adequately dealt with and the creation of a will. The document granted Iggulden, as Attorney, the power "To act as my representative in connection with the light railways of which I am manager or managing director" and was irrevocable for a period of six months. It was sealed and delivered on 17th January 1931 in the presence of Stephens' solicitor and his two medical advisers, with Stephens making a mark, as he was incapable of providing a signature. It may be that this was done without Austen's knowledge, for he certainly registered his disapproval and on-going dislike of Iggulden. Two days later, Colonel Stephens initialled his will, in a shaky hand, in the presence of the same people, leaving his entire residual estate to four members of his staff.

What Stephens intentions might have been with regard to his estate had he drawn up a will earlier in life is very difficult to determine. He appears to have had little or no contact with any family members beyond his parents. He corresponded regularly with his father and mother, who died in 1907 and 1915 respectively. His only remaining close relative was his half sister, Clara Adelaide Charles, or "Lottie" as she was known. Born in 1856 to Rebecca Clara Dalton, Lottie was illegitimate and never knew her father, William Charles. Rebecca Dalton was still a spinster when she married F.G.Stephens in 1866, amidst some secrecy, and their only child Holman was born in



Possibly the last photograph of Colonel Stephens, c1929, distributed to the press with obituary details in 1931 (Railway Gazette)

1868. Lottie was accepted into the family and enjoyed an idyllic childhood with her little half brother "Holly", but subsequently incurred the wrath of F.G.Stephens by announcing her engagement without informing him or her mother. Her husband to be was Robert Jenkins, a Scottish solicitor and the wedding took place in her home parish of Hammersmith in 1882, although it appears that neither her mother nor stepfather attended. Pre-Raphaelite artist Holman Hunt was a witness to the marriage certificate. Hunt, who was also Holly' godfather, had at one time been a very close friend and confidant of Fred Stephens, but by the time of Lottie's marriage, they had drifted apart.

Following the premature death of her husband in 1894, Lottie was left with a large family to support and virtually no money. Letters written to her mother and stepfather in an attempt to meet them and for financial assistance were ignored and attempts to contact Holly in 1900, by then

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THIS IS THE LAST WILL of me LIEUTENANT COLONEL HOLMAN
FRED STEPHENS of Tonbridge Kent

- (1) I REVOKE all previous Wills and Testamentary Dispositions and DECLARE this to be my last Will
- (2) I GIVE to the Nation all or any pictures ^{or drawings} now on loan at the Tate Gallery Millbank London S.W.
- (3) I APPOINT as my EXECUTORS JAMES ARTHUR IGGULDEN WILLIAM HENRY AUSTEN ALFRED WILLARD and GEORGE HENRY WILLARD and I DEVISE AND BEQUEATH the whole of my real and personal estate wheresoever or whatsoever to my said Executors or such of them as shall survive me absolutely and if more than one equally between them

IN WITNESS whereof I the said Holman Fred Stephens have hereunto set my hand this nineteenth day of January One thousand nine hundred and thirty one

SIGNED by the above named Testator with his mark as his last Will after the same had first been read over to him in our presence and had appeared to be perfectly understood and approved by him in the presence of us both all present at the same time who in his presence at his request and in the presence of each other have hereunto subscribed our names as witnesses

Handwritten signature: H.F.S.

James E. Smith
44 Grosvenor Lane
London W.C.

Robert Hudson Smith Bartley
17 Dromedary Court
Portland Place
London W.C.
Cyril Hinds
45 Harley St.
London W.C.

Commissioner

Executors

W. H. Barker

AFFIDAVIT OF DUE EXECUTION
FILED.

Handwritten signature

W. H. Barker

W. H. Barker

W. H. Barker

W. H. Barker

W. H. Barker

living and working in Tonbridge, were almost certainly unsuccessful. Lottie moved from the matrimonial home in Inverness to Falmouth in 1902, where she lived for many years, before moving to Hemel Hempstead to live with her son Walter, where she died in 1941. Walter subsequently moved to Bovingdon and died there in 1973. Recent attempts to trace descendants of the family have been unsuccessful.

The four beneficiaries under the will were W.H.Austen, J.A.Iggulden, A Willard and G.H.Willard each of whom inherited a quarter share in the residual estate. The family pictures, all from the Pre-Raphaelite period, and then on loan to the Tate Gallery, were left to the Nation. The choice of two of the beneficiaries was curious; for William Austen and Arthur Iggulden to be included was understandable, as they were the most senior employees. The choice of the Willard brothers was surprising, particularly Alfred, who was no more than a stores superintendent in the organisation. Tommy Edwards, who had been on the clerical staff since 1912 recalled the events leading up to the signing of the will in an interview with the writer in November 1974. " They (the beneficiaries) were locked away in the Colonel's office arguing amongst themselves as to how the money should be divided up. Most of us, who had given years of service, got nothing."

In fact, Stephens was asked to signify his wishes at a meeting during which the names of the Salford Terrace staff were read out to him. As he was unable to communicate either verbally or in writing, he was asked to give a nod or a shake of the head as each person's name was mentioned. His legal and medical advisers signed a statement to the effect that they were perfectly satisfied that he understood and fully appreciated what he did. Whether everybody's name was read out for his consideration, we shall never know. Nine months later he was dead.

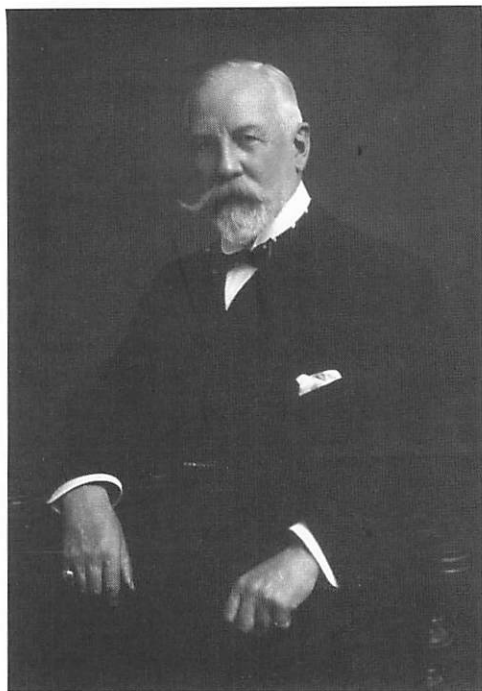
The probate value of the total estate was £30,197 of which £19,105 was represented by land and property. This included his parents' house in Hammersmith, a house

that he lived in himself in Priory Road, Tonbridge, the Salford Terrace offices and K & ESR staff bungalows at Rolvenden and Ewhurst. The remaining £11,092 reflected the values attributed his personal estate, including his father's pictures (probably quite small at that time) and shares and debentures in the railway companies that he managed. There appears to have been little else worth mentioning apart from some items of rolling stock, notably the Sheffield cars on the Selsey Tramway.

It is sometimes assumed that Stephens owned the 15 or so light railways with which he is usually associated and he certainly referred to them as "my lines."

The Snailbeach District Railways Company was his personal property, having acquired the shares and debentures in 1923. He also virtually owned the Selsey Tramway, having purchased most of the ordinary shares from the estate of Henry Montague Bates in 1929. Bates was a long standing crony, fellow member and leading light in the Eccentric Club. Stephens had appointed him to the Board of the Kent & East Sussex in 1920 and he subsequently became a director of the Snailbeach and also Chairman the North Devon & Cornwall Junction Light Railway.

The background to the Selsey acquisition is interesting, given that Stephens had actually built the line in 1895 and had continued to manage it. In November 1919, the Directors of Selsey Tramways Company, mindful of the fact that the line was sorely in need of new capital for investment, asked Stephens if he would be prepared to acquire the line or alternatively resign from his position as engineer, as he appeared to be taking little interest in it. Whilst Stephens was considering his position, a Mr Thornton indicated that he would make an offer for the shares, provided that the London, Brighton & South Coast Railway could be persuaded to work it. This spurred Stephens into action. With ambitious plans to re-constitute the company and re-construct and extend the line, he persuaded Montague Bates to mount a higher counter bid for the ordinary shares. Bates ended up with over 80% of the



*H. Montague Bates – he bought the Selsey Tramway
(Courtesy, Guildhall Library)*

shares, he and Stephens joined the Board in December 1920 and the status quo with Salford Terrace was maintained. Needless to say, Stephens' ambitious plans for the line never materialised and the Tramway continued to moulder away. At the time of Bates's death in 1928, the shares were worth very little. When the line finally closed in 1935 they were worth nothing, as there was not even enough money to repay the debentures, most of which were also owned by Stephens' estate.

Stephens' other shareholdings at the date of his death, included 1048 shares in the Kent & East Sussex out of a total of 17,500; 9400 shares in the East Kent out of a total of 469,923 and a nominal holding in the North Devon & Cornwall Junction Light. He also had holdings in the debentures of these companies. He owned 60 out of a total of 100 shares in the Shropshire & Montgomeryshire Light Railway Company, which was set up to obtain the light railway order to re-build, equip and manage the line in 1909, but not to own it. Ownership remained with

the Shropshire Railways Company, which had been set up in 1890 to take over and run the line from an even earlier company. However, it became bankrupt before ever running a train. In a rather complicated arrangement, Shropshire Railways issued £37,000 of new debentures between 1911 and 1919 to finance the reconstruction of the line, to which Stephens was a major subscriber. He had no financial investment in the Weston, Clevedon & Portishead Light Railway, a line that had been managed from Salford Terrace since 1907, but which was always in the hands of a receiver.

Most of the assets from the estate were turned into cash in order to satisfy the entitlements of the beneficiaries. The share and debenture holdings of the K&ESR, EKR and SMR were retained until nationalisation in 1948, but proved to be worth very little when compensation was received. However, Austen retained the Salford Terrace offices as part of his share and Iggulden took the shares in the Snailbeach District Railways Company, which had a valuable contract with a quarry company. The Company has remained in the Iggulden family ever since.

It was the management of the six key lines which provided the bread and butter for Stephens' engineering practice. He also drew out £25 each month from each line for his own remuneration and the organisation also paid his not inconsiderable hotel bills, which gave him a comfortable life style. He also earned significant fees from his advisory work, including planning such schemes as the Southern Heights Light Railway. His estate, worth at least 40 times the then probate value at current prices, was that of a comparatively rich man, but reflecting more the value in real estate than that in the shares of light railways. Then, as now, these were never very profitable.

Philip Shaw.

The author would like to acknowledge the help given to him by Brian Janes and Tom Burnham during the preparation of this article.

The Return of the Cavell Van

Our historic van was also used not only to convey the remains of Edith Cavell but also those of war hero, Captain Fryatt in 1919 and the Unknown Warrior in 1920. Tom Burnham tells the story.

Part One: Edith Cavell's Funeral, 15th May 1919

An article in the Tenterden Terrier No. 59 (Winter 1992), outlined the history of the "Cavell van", the South Eastern & Chatham Railway prototype luggage van of 1919, as far as it was then known. Since 1992, much more information has come to light about the van's historical significance, and there have been significant developments regarding its preservation, so a further article seems timely.

The SE&CR had a variety of four- and six-wheeled vans, with and without brake compartments, of similar constructional style to the carriage stock of the period. In addition, some obsolete carriages were stripped of seats and used for fruit traffic, while during the First World War a number of old carriages were converted to aeroplane vans by gutting the interiors and providing end doors.

With the end of hostilities, the decision was evidently taken to develop a modern vehicle to replace these, and its design was no doubt the responsibility of Lionel Lynes, who had come from Swindon to the SE&CR as chief carriage and wagon draughtsman in 1914. The first of the new luggage vans (No. 132 in the SE&CR passenger van list) entered service from Ashford Works in 1919 and was indeed a dramatic change from what had gone before. It had a body 32 feet long, with styling more like a goods van than a traditional carriage, with horizontal wooden planking inside a light steel framework. Each side had two sets of double doors and four windows, with vertical bars inside to protect the glass. Below two of the windows on each side were panels for chalking destination instructions. There was an angled steel ventilator cover at the top centre of each end. The roof was of elliptical

section, like the more recent SE&CR carriages, and was canvas covered, with four torpedo ventilators. The 4-wheeled underframe had a long wheelbase of 21 feet and so the SE&CR rule prohibiting marshalling 4-wheeled vans between bogie vehicles did not apply to No. 132. The tare weight was 12 tons, and the load was 10 tons. Sides and ends were probably painted in the last SE&CR carriage livery of dark umber brown with yellow block lettering (although Malcolm Parker suggests the earlier crimson lake may have been used). The roof was lead grey.

As the SE&CR's most modern van, and as one able to run with all types of passenger stock, it is not surprising that a few weeks after its completion, No. 132 was used to convey the body of Nurse Edith Cavell on its return from Belgium, giving rise to the name of "Cavells" by which vans of this type were known to the older generation of railwaymen.

Edith Cavell was born in 1865 as the oldest of four children of a Norfolk vicar. After leaving school she worked as a governess, including six years in Brussels. At the age of thirty she began to train as a nurse at the London Hospital, in Whitechapel, and while a probationer worked in Maidstone during the typhoid outbreak of 1897. In 1906 she returned to Belgium, having been recommended to Dr. Antoine Depage, who was organising a training school for nurses on British lines. In 1910 she was appointed matron of the newly-built Saint-Gilles hospital in Brussels.

With the outbreak of the Great War in 1914, the German High Command put into effect a plan to invade France through Belgium, and the German army entered Brussels on 20 August. Most British nurses working in Belgium were repatriated, but Edith Cavell and a few of her colleagues were allowed to remain at Saint-Gilles, which had become a Red Cross hospital, treating wounded soldiers. Edith Cavell became involved in undercover resistance as early as September



The Cavell Van at Tenterden Town Station, 12th September 1992 (Philip Shaw)

1914, when two escaping British soldiers were hidden at the school of nursing, before being passed on to another safe house. She was soon playing an important part in organising the escape network, especially after early 1915, when the Germans took over the Saint-Gilles hospital and brought in their own nurses.

However, Miss Cavell was unwilling to undertake the deception necessary for successful undercover work, and the suspicions of the German secret police were aroused. On 5 August 1915 she was arrested and with twenty-six other defendants she was brought before a German military court on 7 October 1915. The verdict of guilty was inevitable; she and four others considered to be leaders of the escape network were sentenced to death the following day. Despite efforts by the United States and Spanish legations to secure a delay, she was executed by firing squad at the Tir National in the early hours of 12 October.

Shortly before, she had been visited by the chaplain of Christ Church, Brussels, who brought away her last messages, including a letter to her nurses and her famous words, "I have no fear or shrinking. I have seen death so often that it is not fearful or strange to me, and this I would say, standing as I do in view of God and Eternity, I realise that patriotism is not enough. I must have no

hatred or bitterness against anyone."

Philippe Baucq, a Belgian architect, was also executed; the other three condemned to death were reprieved. While the Germans represented Edith Cavell as a spy whose actions had led to the deaths of German soldiers, public opinion in Allied and neutral countries was outraged, and Allied propaganda depicted her as having been martyred in another German atrocity. It has even been suggested that two events of 1915, the sinking of the liner "Lusitania" (in which, coincidentally, Dr. Depage's wife died) and the execution of Nurse Edith Cavell were instrumental in preparing the American public for a declaration of war on Germany in 1917.

With the end of the war, it was decided that Edith Cavell's body should be returned for burial at Norwich Cathedral, with a memorial service at Westminster Abbey. Her body, which had been buried at the execution ground in Brussels, was exhumed on 17 March 1919, the site having been visited by King Albert of Belgium and King George V and Queen Mary. A post-mortem disproved the rumour (extensively illustrated in British propaganda) that she had been shot by a German officer with a revolver.

In May 1919, she was returned to England with military honours at each stage of the journey. Her coffin was escorted through Brussels to the Gare du Nord and carried by

train to Ostend on 13 May. It remained on the quay, guarded by Belgian and British troops until the following day, and was then brought aboard the destroyer H.M.S. "Rowena". Accompanied by a sister ship, H.M.S. "Rigorous", the "Rowena" steamed across the Channel and entered Dover Harbour at 5.45 pm on a cloudless day, whose sunshine was belied by a cold east wind. The ensigns of warships in the harbour were lowered to half-mast. The dockyard tug "Adder" and a lighter brought the flag-draped coffin to the Naval Pier, together with many wreaths and the party of relatives accompanying the body. Six sailors carried the coffin to the upper level of the pier, where it was met by the naval and military commanders and their staffs, placed on a wheeled bier and covered with a Red Cross flag. At the pierhead, the coffin was put on a hearse accompanied by sixteen pall bearers from the women's nursing and other services. With a military guard of the Connaught Rangers, the procession moved along the sea front. The Mayor and Corporation met it at the Indian War Memorial Obelisk, and it proceeded up Snargate Street to the Admiralty Pier, while the band of the Royal Marines played and church bells rang a peal of grandsire triples with muffled bells. At the recently-completed Marine station, van No. 132 was waiting, suitably prepared with a catafalque, and the coffin and wreaths were placed in it and hung with drapes. It stood there overnight, with a guard provided by the Buffs.

On the following morning, 15 May, a fine spring day, the van was attached to the 7.30 am train, together with a special saloon carrying the funeral party, which included Edith Cavell's sisters, Miss Florence Cavell and Mrs Lilian Wainwright. The train ran via Faversham and Chatham (as the line through Folkestone Warren had not yet been reopened after the great landslide of 1915). The Times recorded that "at almost every station along the line and at windows near the railway and by the bridges there were crowds of children quietly and reverently watching the passing. Schoolboys and schoolgirls in bright summer clothes had been brought by their teachers to the railside and stood in long lines three and four deep on the platforms. The boys saluted, the girls stood silently gazing." The

biggest crowd, perhaps of two thousand, was at Sittingbourne, where Florence Cavell had at one time been matron of the hospital.

The van and saloon were detached from the train at Herne Hill and taken on separately to Victoria, where they arrived shortly after 11.30 am. Here the train was met by a small party including nurses, and the coffin was placed on a gun carriage drawn by six horses and covered with a Union Jack. A wreath of a cross of red carnations on a white ground was placed on it. Escorted by a detachment of the Coldstream Guards, and with the bands of the Coldstream and Welsh Guards playing a funeral march, the procession made its way along Victoria Street to Westminster Abbey, watched by a silent crowd that filled the pavements on both sides.

After the service at the Abbey, where the congregation included Queen Alexandra, foreign ambassadors and representatives of many hospital and nursing organisations, the coffin was taken from the Abbey and replaced on the gun carriage. The procession moved on to Liverpool Street station through Westminster and the City, again with large crowds on the pavements to pay their respects. At Liverpool Street, it was met by the chairman of the Great Eastern Railway, Lord Claud Hamilton and other directors, and the coffin was placed in the GER hearse carriage, No. 512, a six-wheeled vehicle that had been converted from a carriage originally built in 1892, but had lately been repainted in the then new GER crimson lake livery. The special train carrying the coffin left at 2.30 pm for Norwich, where it arrived at about 5 pm. The coffin was placed on a gun carriage and taken through the streets of Norwich, escorted by soldiers from the Norfolk Regiment, to the Cathedral. The Bishop presided at the burial service, performing the last rites by Edith Cavell's grave in Life's Green, which is now marked by a modest cross.

A large monument to Edith Cavell was erected in St Martin's Place, London in 1920 to a design by Sir George Frampton, and every year on the anniversary of her death a wreath is laid there by two nursing sisters in the traditional London Hospital uniform.

(To be continued)

