



Mick's day out or Bionic man gets up steam

The mission if Mick chooses to accept it

INTRODUCTION TO DRIVING

Join us for a day during which you will learn some of the basic skills required to drive a steam locomotive. Under the eye of an experienced instructor you will take the controls and learn how to move off and stop smoothly. As the day progresses you will have several opportunities to develop your skills, culminating in gently 'buffering up' your engine to a 25-ton brake van.

ITINERARY

The day starts at 09:00 at Rolvenden Station where participants meet for a Breakfast Bap and a cup of tea during which there's a short safety briefing. Your engine for the day waits in the platform already in full steam to commence the 'hands-on' part of the day. Careful and patient tuition is given to each participant by a knowledgeable instructor under whose guidance your confidence will grow throughout the day. Lunch is of course provided at Rolvenden and is included in the price of your course. At the end of the day you are presented with a certificate of achievement together with a souvenir Tee Shirt and Mug. Usual end time is around 17:00hrs.

Also included is a visit to the Signal Box and a tour of the locomotive yard and repair shed.

Find the bionic man



Waiting at Rolvenden for our turn

There were eight of us including one girl and we paired off into four groups. The lad I was with Dave came from Sandy in Bedfordshire. After breakfast and a talk on the operation of the locomotive and being told what's hot and what's not. We took it in turns to drive the engine (see below) which is older than me and the brake van (also see below) which also was older than me, honest! Bodiam (we quickly got on first name terms) is stiff in her joints, or rather her regulator (throttle to the rest of you) which caused some very quick starts when it finally moved, likewise the reversing leaver would fly forward and smash your fingers against the cab front, but you needed one foot on the quadrant bracket to pull into reverse, well I did anyway.



So we trundled back and forth tooting the whistle learning to stop at a given point. Second time out we needed water which involved going into a siding and pulling up along side the water crane. As with all movements we had to obey the signals and as I left the platform the signal man dropped the signal just as we reached it and I had to do an emergency stop, he was showing some of the others how the signals work and returned the lever in the frame without observing my movement. With the Fireman going to the signal box to ensure we were ok to proceed off we went up the line past the points, signal changes, forward through the points to pull up along side the water crane just making (only nail bitingly just) to the right point (chuffed bionic man for getting it right). Finally at the end of the afternoon the ultimate test. To buffer up to the brake van! Unfortunately not all did well, and some stopped a couple of feet short or gave the poor old brake van a very hefty thump. Then came the last pair, Dave of Sandy against Bionic Man, the crowd on the platform stood transfixed, who of these titans would prevail? Dave of Sandy took the regulator and backed down the platform, with a toot on the whistle he moved forward, stopped as we had been taught, cracked and shut the regulator, released the brake. But to no avail, best so far but is it good enough? He tried again, the same result. Forward strode our hero, Bionic to the fore, taking the regulator he backed down the platform, with a purposeful toot on the whistle he moved forward, stopped as we had been taught, cracked and shut the regulator, released the brake. Oh no! Only the equal of Dave of Sandy, gritting his teeth and with a steely look in his eye once more Bionic Man backed down the platform, with a defiant toot on the whistle he moved forward, stopped as we had been taught, cracked and shut the regulator, released the brake.

The moment of truth



Bodiam moved forward, is she too fast? Will she reach? **A kiss!** Bionic Man triumphant. He sets the brake, hark what is that? Applause, he puts the reversing gear in mid position, opens the cylinder cocks, checks the water gauge and strides to the cab opening.



One very pleased with himself would be locomotive driver.

Kent & East Sussex Railway

Tenterden Kent



This certificate is awarded to
Michael Field
who successfully completed
An introductory
Steam Locomotive Driving
Course

On Wednesday 23rd April 2008

A handwritten signature in black ink, appearing to read 'Michael Field', with the word 'Instructor' written in a smaller font below it.
Instructor

The Locomotive and Goods Brake Van Mick used

LB&SCR AIX CLASS 0-6-0T THE BRIGHTON TERRIERS

The K&ESR has two of the ten still surviving members of this class of 50 small six coupled tank locomotives built by the London Brighton and South Coast Railway between 1872 and 1880. Known to generations of the general public as 'Terriers' they were known to railwaymen as 'Rooters'. The former name is the one which has stuck and is thought to have originated from their reputation for outstanding work on the South London line and in the tunnels of the East London line to Shoreditch. They had a capacity for hard work far in excess of their diminutive size. Designed by the Brighton Company's Locomotive Engineer, William Stroudley, they were introduced as class A (later A1). Between 1911 and 1947 nearly half the class was rebuilt with improved boilers and longer smoke boxes and were re-designated as class A1X.



No. 3 Bodiam (LB&SCR No. 70; BR No. 32670)

Built as No. 70 **Poplar**, this locomotive entered revenue earning service on 4 December 1872. For nearly 30 years it worked suburban trains in the London area. By the turn of the century the Terriers were becoming too small for the many duties they had handled so well, and the LB&SCR decided to reduce their numbers by scrapping. It was quickly discovered, however, that they had a considerable potential on the second hand market. Thus No. 70 was sold to the Rother Valley Railway (later the K&ESR) in May 1901, for £650 and with 664,108 miles to its credit. Brighton Works repainted the locomotive in the blue livery of its new owners and fitted vacuum brakes. As No. 3 **Bodiam** it well served the K&ESR until 1931 when it was withdrawn together with the lines second Terrier, No. 5 **Rolvenden** (ex-LB & SCR No 671 **Wapping**) which had been purchased in 1905. The pair languished rusting on a grassy siding at Rolvenden until, in 1932/33, Rolvenden was cannibalised and various parts used to reconstruct **Bodiam** and restore it to working order. The name plates were removed at this stage but fortunately survived. In February 1943 its boiler was condemned and one of the A1X pattern, bought from the Southern Railway for £725, was fitted at the Southern Railway's St. Leonards Depot. After nationalisation **Bodiam** was taken into BR Southern Region stock as No. 32670, although it continued to work the K&ESR, first remaining at Rolvenden and then at St. Leonards. Later, it moved westwards to work the Hayling Island branch. No. 32670 was withdrawn after that branch's closure in November 1963. Once again the locomotive was saved from the scrapheap. It

was purchased privately for use on the preserved K&ESR and ran under its own steam from Eastleigh to Robertsbridge, arriving on 10 April 1964.

Following its return to the K&ESR it was steamed occasionally in the 60's and early 70's. It re-entered revenue earning service on Easter Monday 1974 and for two years was the regular Saturday engine, hauling two coach trains. In September 1977 it was withdrawn because of a wasted tube plate, having been spare engine for some time. It remained on static display until early 1983 when it was stripped down and the boiler removed for repairs. After extensive work it re-entered service in mid-1984 sporting BR 1950s-style lined black livery and carrying its old running number of 32670. Previously it had relied on its vacuum and hand brakes, but a steam brake, fitted during overhaul and with the cylinder unobtrusively placed beneath the cab much improved its stopping power.

The boiler was removed in January 1986 for the foundation ring rivets to be renewed but its condition was found to be worse than anticipated, and the locomotive was again withdrawn from service. After **Bodiam** had been stored for some years, the Terrier Trust was established in the 1990's with the aim of raising funds to purchase No. 3 from its then owners (who none the less donated generously to the Trust) and enable a new boiler to be obtained. An order for two Terrier boilers was jointly placed by the K&ESR and the Isle of Wight Steam Railway with Israel Newton Ltd of Bradford. **Bodiam** returned to service in 2006 in a version of its Rother Valley Railway blue livery.

TECHNICAL DATA

Class AIX

Weight 28 tons 5 cwt

Tractive effort 7,650 lbs

Cylinders (2) 13 in. dia x 20 in. stroke

Boiler Pressure 150 lbs.

Tank capacity 500 gallons

Wheels 4 feet 0 ins. diameter.



No. 103 25Ton Brake Van

The design that became the standard Southern Railway brake van was introduced in 1928 and was known by staff as 'Pillboxes'. The design was soon modified to diagram 1579 and detailed changes were made in later batches, notably the use of distinctive '2+2' planking. No. 103 was built by the Southern Railway at Lancing in 1941 to for the Ministry of Supply for Army use with the further modification of external brake cylinders mounted on a veranda end. Of the first batch 16 went to the Middle East and the 103 is one of the four to remain in the UK. A further 20 were built, two of which served on Colonel Stephens' Shropshire and Montgomeryshire Railway and came into BR ownership.