



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Summer 2020

Number 142



Message from the Chairman
David Dee Obituary

The Next Generation: Matt Webb
Restoring a Loco in a Field
Bodiam Hopping

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Editor:
Nick Pallant

Assistant Editor:
Jon Edwards

Editorial Assistants:
Bradley Bottomley
Paul Heinink
Hugh Nightingale
Lucy Sayce
Ian Scarlett

Layout & Design:
Jon Elphick

Editorial Office:
Tenterden Town Station
Tenterden
TN30 6HE

E-mail:
terrier@kesr.org.uk

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FRONT COVER
K&ESR No.21 as No.300
Frank S Ross at Rolvenden
on New Year's Eve.

(Claire Sime)

BACK COVER
*Before the lockdown –
maintenance on Tenterden
Home Signal.*

(Ian Legg)

JOURNAL OF THE KENT & EAST SUSSEX RAILWAY



(Luke Belger)

Tenterden Terrier

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Editorial

Other than wishing readers all that one would wish for one's self, it is difficult to know how to begin this issue of the *Tenterden Terrier*. Covid-19 has of course affected everything on the Kent & East Sussex Railway and, rather than comment further on these extraordinary circumstances, I refer you to the Chairman's message on page 4.

Work to distribute the Spring issue of this journal was due to begin on the very day that Lockdown was announced, and the task became impossible.

Thanks to the Internet we were able to arrange for every member for whom we had an e-mail address to access an online copy. Apologies are offered to those members whom we were unable to reach on this way. I am sure I can rely on your understanding in these difficult circumstances. The Spring *Terrier* is now enclosed with the present issue, which we have on this occasion reduced to 24 pages in the interests of making some necessary economies. The photographic content has as a consequence been reduced, and Book Reviews and Part 2 of Sequitur's article about modelling the heritage era K&ESR will be published at a later date.

Nick Pallant

Annual General Meeting 2020 Nominations for Election to the Board and Long Service Awards

The 49th Annual General Meeting will be held on **Saturday 14th November 2020, commencing at 2pm**. It is the current intention to hold the AGM on this date as planned; however, given the current coronavirus situation, the Board is keeping the matter under review. It may be necessary to either change arrangements for the meeting, such as creating a live web feed, or delay the AGM.

Changes to the proposed arrangements will be published on the K&ESR website, and also e-mailed to those currently in receipt of the K&ESR e-Newsletter.

Nominations for election to the Board will close at 2.00pm on 22nd August 2020. If you wish to stand for election to the Board, the necessary nomination forms and requirements can be obtained from the Company Secretary. For ease of communication please supply your e-mail address when applying.

This prompts a further plea to those with e-mail addresses to register with the Membership Secretaries, if they have not already done so, to receive the monthly e-Newsletter and also any other notices and information.

Awards

The Company runs two award schemes – one for 25 years' service as a volunteer and another for 50 years of continuous membership of the Company and its predecessors. The awards are normally presented at the AGM. Over the next couple of months we will be contacting those whom we are able to trace and appear to be eligible, but it will be of great assistance if anyone who thinks they have a claim to either award would write to me at Tenterden Town Station.

Charles Mavor
Company Secretary

FROM THE CHAIRMAN

I am going to start by making two statements of the obvious. First, we have all been living in absolutely unprecedented times when normal existence has been suspended. And second, neither I nor anyone else has a crystal ball.

But as this *Terrier* goes to press in the middle of June I can say that all things being equal we intend to be running some trains again from mid-July. This cannot be guaranteed, however; Government restrictions or other circumstances might conspire to make it impossible.

I won't repeat here what I have been saying in the fortnightly e-Newsletters that many of you will have been receiving (and if you haven't you can subscribe to them by logging on to <https://kesr.org.uk/members-e-newsletters/>). But there are several things that I can and should say in this journal of record.

The Kent & East Sussex Railway and all its people have responded magnificently to the crisis. We took an early decision to suspend services – difficult at the time, but undoubtedly the right one. We took, and are taking to the maximum extent possible, advantage of the government's furlough scheme. We achieved an orderly closedown, while making provision for site security and some infrastructure work, all under the strict government guidance. We took steps to safeguard the financial future of the railway. We are planning for a reopening under new conditions and against a very uncertain background. And we have recognised the importance of keeping our community in touch. All who have been involved in any of this deserve our congratulations, and I thank them now.

So what happens next? Some things are already clear. We are not going to be able to go back to the old days; there simply won't be the money – ours, or our potential customers'. This means that we shall have to choose very carefully how we use our limited resources, and we must concentrate on those activities that have a demonstrable positive effect on the bottom line. Others might have to go. We were in the process of doing some of this anyway, but the Covid-19 crisis has given it much greater importance and urgency.

We are using the current period as an opportunity to reset the business – and this is a challenging prospect. We must start small and



(Alan Crotty)

build back as and when we judge it right. For the greater good of the railway, some difficult and unpopular decisions will need to be made; we won't get everything right, but we must give it a go.

How can we all help? Money is always needed, never more so than now. All donations, however small, are welcome and can now be made through the website. Please spread the word about our railway, using social media or any other means at your disposal. And if you feel able to do so please consider volunteering, or if you are already a volunteer please think about offering your services in another area where there may be a shortage.

The K&ESR has a feisty spirit and we have overcome many challenges since we were established in 1961 and carried our first passengers in 1974. Throughout that time we have had to evolve in response to circumstances. This is one of the most difficult periods any of us can remember, and in the next few years the pace of change is likely to have to be faster than usual. But with the right attitude we shall thrive into the third decade of the 21st century.

My best wishes go to all readers, and to your families and friends.

Simon Marsh

Rolvenden MPD – David Brenchley

We shut down Rolvenden to the best of our ability, trying to ensure all the locos were preserved as best we could. We suffered a small break-in almost immediately; this was probably kids who got into the mess room, but they were scared off by the alarm. When we finally go back there will be a lot that needs to be done, not least repairs to the mess room door and frame.

We are making rolling plans all the time, so as to be ready to get things moving once the lockdown is ended, but it will be a long hard slog before everything is finished. *Knowle* has had its boiler inspection, and passed; however the steam dome was found to be cracked, so we have 'borrowed' one from the *Bluebell*. This loco is very much on the home straight – we await the return of the tanks once the firm doing the repairs and coating reopens. The North Norfolk Railway is shut for the time being, so *Bodiam*'s overhaul is static.

I hope that everyone is keeping safe, and look forward to seeing you all when we reopen.

4253 Locomotive Company – Dave Farnham & Kelvin Williams

Well what can one say regarding progress on 4253 when the whole world and Tenterden are in lockdown? As you can imagine, we are running out of DIY/gardening jobs at home and are all chomping at the bit to get started again!

Charlie Masterson, Dick Dickson and Kelvin Williams have been filling a few hours by doing turns as security patrols around Rolvenden Workshop. Just making sure that no unwelcome guests have broken in or have been collecting bits and pieces to sell on...



The Pannier arrives at Rolvenden.

(Courtenay Forder)

Although we may be in lockdown, other companies have been continuing to operate within social distancing guidelines; so on 10th May we received plate ready for the construction of 5668's water tanks.

When we will be able to get back to Rolvenden to start working again is anyone's guess. The bigger challenge facing 4253 Locomotive Company is the loss of income through steam fairs, country shows etc. that have all been cancelled.

It is only May, but already we are wondering if Tenterden Christmas Market will happen this year. At a time when the boiler is away being worked on by HBSS in Liverpool and money is needed to continue that work, we are not bringing any in.

However, many shareholders have stepped up to the plate and purchased Boiler Shares, and we again send out a plea to our existing shareholders and to everybody else reading this. If you can help us, by buying a boiler share or donating, please go to the how to help page on our website <https://www.4253.co.uk/how-to-help/>

Diesels – Mike Grimwood

DMMU 50971: Work has continued on the overhaul of one of the bogies, and was completed the day before the railway closed for the lockdown. Following the refitting of all the components and the overhaul of the vacuum brake cylinder a series of tests were carried out to ensure that it operated to the standards required to return to service.

A service was also carried out on the second bogie, with all the grease on the axle roller bearings being replaced with new.

The replacement ceiling has been completed on the first compartment from the driver's cab, along with work on the lights, and we are very pleased with the results. We are going to carry out the work on the rest of the coach when circumstances allow.

DMMU 51571: 50% of the B exam has been completed.

Class 14 D9504: Currently out of service for repairs to the vacuum brake pipework.

Class 03 D2023: In service.

D4118/08888 – Mark Stuchbury

The loco has been performing well, and been used frequently during March and early April by the P.Way team. During the Covid-19 shut-down special dispensation was given for the loco to be used on weedkilling duties, covering the whole line from the Tenterden headshunt right the way through to the buffer stops at Junction Road. The ability of the Class 08 to maintain a steady and controlled low speed during spraying made this an ideal loco to use for this duty. Social distancing was maintained at all times.

D4118's first B Exam is anticipated to take place in early summer, when the opportunity will also be taken to correct a fault with the main fuel tank gauge and to inspect/test all the air pressure receivers.



D4118 on weedkilling duty. (Alan Crotty)

BR shed code plates have been cast by Newton Replicas to represent D4118's first allocated shed, 82A Bath Road. Interestingly this was the same first shed as the railway's Class 14, D9504. The plates will be fitted during the B Exam.

ROLLING STOCK

Carriage & Wagon – David Brailsford

Pullman Car *Theodora*: The repaint and re-liverying was completed a week before Mothers' Day. The finish achieved is splendid, and those who worked hard to produce this result are to be congratulated. A small amount of woodwork was replaced on the platform side at the Headcorn end of the coach; the bulge in the match boarding had been caused by corrosion in a framework bracket that had split the upright behind the external hard wood. The department has also replaced the ceiling covering in the glass washing compartment at the same end; the temporary external vestibule door on the non-platform side at the Headcorn end has also been replaced by a new one. One more refurbished marquetry panel has been installed.

Woolwich Coach: Much work has been carried out by staff and volunteers Neil Jackson, Rodney Packham, Ian Scott, Brian Pennel, Ivan Pelling and Andy Hitchings, who have doggedly stripped the external paint from the coach so that the woodwork can be treated with a marine two-pack sealant. In the compartments the paintwork and varnish are being brought up to standard by Mike Hobden, Andy Hopper and John Garner, and minor repair to one of the compartment door pillars is currently being undertaken by Cliff Coggin. Staff have also finished the major bodyside woodwork repairs. To enable this project to be finished the K&ESR Locomotive

Trust has indicated that it is able to finance the remaining work, subject to provision of an estimate of the costs involved.

Cavell Van: The new roof canvas is now firmly in place and application of the numerous coats of paint has started. Removal of the old roof canvas was a filthy job, as it had been glued down with bitumen. Thanks to Paul Tomlinson, Colin Mears, Chris Davis and Andy Roberts for their efforts on this task. The underframe has been cleaned down and painted black by Frank Kent and Merlin Dexter, members of the GWR Railcar gang. All the buffers were removed and bolts replaced. New brake pins have been manufactured in house, and the vacuum cylinder has been overhauled by Peter Blythe. We are unsure whether the proposed excursion in November will take place, and will have to wait and see what effect the current pandemic is going to have.

RU 1987: Work has been progressing on this vehicle during the winter and the lockdown period. As priorities have changed it has been decided that C&W will finish the rebuild that was started at Eastleigh. We estimate that about six months of work are required to complete all tasks. Consequently the coach will return to the railway fully painted externally, but requiring some internal finishing and commissioning of various systems. It will be stored in the Carriage Shed at Rolvenden until space, money and resources become available.

Mk1 Accessible Coach Petros: An 18-month exam has been carried out. Roof ventilators at the Headcorn end have been resealed and repainted as they were letting in water. The cupboard ceiling has been replaced as this too had been damaged by water. Asbestos lagging was discovered during the removal of the old ceiling, so this has had to be taken out by our specialist contractor.

Mk1 SK 63: The seat backs in the second class compartments have been re-upholstered to match the bases that were done before the Santa season. Before they could be reinstated the services of our specialist contractor were required to rid the coach of asbestos. Paul Rand and Andy Roberts removed the seats and their backs in the First Class compartments, and the same problem was found here. The current pandemic has meant that the coach is actually unavailable for commercial use until we can get round to reinstating the seating.

Mk1 CK 86: This vehicle arrived back in the C&W shed at the end of February, and some work has been possible to move the project forward. All external body side window surrounds have been replaced. The floor at the Robertsbridge end is slowly being installed. Martin Hancock has been fitting new electrical cables, as the old ones are life expired. The new roof top hat section has been sourced in three parts from the South Devon Railway. Cleaning down of internal panelling has been carried out by Merlin Dexter, Neil Hilkene and others, and John Wheller has been fitting the wooden door frames to the metal skins. Some items of trim have been taken as homework by volunteers during the lockdown period.

Mk1 RMB 59: A full wheelset replacement is being considered so that we can keep this valuable vehicle in commercial service.

Before the hoped-for restart of operations there are a number of coaches that will require an 18-month examination. They are Pullman Car *Barbara*, Kitchen Car *Diana*, BNO 54, CK 56, the SECR Family Saloon, SECR 3062 and the Metropolitan coach. The exam priorities will be determined by the level of service that the railway decides to offer in these strange times.

Several C&W staff and volunteers, notably Richard Giles, have been involved with Dave Stubbs in the replacement of the signal box balcony at Tenterden.

The Railcar gang have been involved with various tasks in the shed. These have included work on the Woolwich coach and the recovery of Mk1 door parts from five old doors donated to us by Bryan Atkins.

The small first floor store which in the 'good old days' was the department's office has finally been sorted out and cleaned. We have found quite a variety of useful parts, most of which are for our vintage coaches.

We also have a number of items that we can offer for sale. These are:

- A duplex vacuum gauge
- A duplex air gauge
- A box of old gauges (some new) of no use to the department
- Enamelled notice plate for locomotive cab (unused)
- A vast quantity of 24 volt tungsten filament light bulbs
- A Singer electric sewing machine (operational)



*Items for sale in the C&W Department.
(David Brailsford)*

Please phone 01580 765511 and ask for Dave Brailsford if any of the above items are of interest to you.

Finally, a big thank you to all of our volunteers for the effort that has been put in during the closed season. We sincerely hope that you have not been affected by the Covid-19 virus, and we look forward to seeing you back in the shed whenever you feel you are able to. Apologies to those volunteers who are not mentioned in this article – it really is difficult to remember everybody's name.

OPERATING DEPARTMENT

Guards Report – *Graham Williams*

We managed to get our annual meeting in on Sunday 15th March, just before lockdown. We were the last section to get our meeting in this year. The normal Rules, Regulations and Instructions amendments were given out, along with the new HOPS cards. We have one new trainee, Philip Gryntus.

Signalling Department – *Tony Ramsey*

The members of the Signalling Department were – fortunately – able to hold their annual meeting at the beginning of March, just before lockdown commenced. We were treated to a video on 'Passing Signals at Danger', covering both the checks to be made beforehand and the subsequent procedures required. The video featured members of both the Signalling and the Locomotive departments, and had been produced by Joel Pearson, the Signalman Training Officer. We extend our thanks to all who were willing to participate in this project, as well as to Elliott Waters for kindly enabling part of the filming to take place at Sevenoaks station. It is hoped to make the video available on HOPS for wider viewing.

Following the video Clive Norman, the Signalling Inspector, gave his customary review, during which he also signalled his intention to

retire from the role (although, due to the present circumstances, no date for this has yet been fixed). We also received reports of various changes, including the forthcoming amendments to the Rules, Regulations and Instructions; learned of developments within the wider Operating Department; and concluded with an opportunity to ask questions and participate in wider discussion.

Like everyone else we were shocked to hear the news of Dave Dee's sudden death. In addition to his many other roles, Dave had trained as a Rolvenden Crossing Keeper. When staying at the Palace, he would often help out on a Saturday evening by working the gates for the Wealden Pullman and, on occasions when we were short, would also offer to take leave in order to cover the crossing for a Sunday service. We shall not forget him.

We were also sorry to learn of the death on 8th May of John Rigby, as a result of stomach cancer. John first volunteered in 2011, having thoroughly enjoyed a Signal Box Experience Day with Dave Bott. He qualified as a Signalman at Wittersham Road and served there, as well as doing crossing turns at Cranbrook Road and Northiam, until last year. We extend our sympathy to his widow, Christine, and their family.

WAY AND WORKS

Permanent Way – *Paul Jessett*

During the autumn/winter railway shutdown period the opportunity was taken to undertake another re-railing project. The location was from the UWC at Popes Cottage, past Gazedown Wood to Foxborough Wood. These jobs are never straightforward, and need a lot of preparation. During the previous summer several lorry-loads of track panels were delivered to Wittersham Road, and these were broken down into their component parts. The majority of the sleepers were used to re-lay number one siding at Tenterden and to replace the metal sleepers in Orpin's siding.

The rails from the panels were loaded onto our two trusty Sturgeon wagons and craned off with the Road Railer into the four-foot at the work



Clive Fitzjohn and Dave Latham cut rails to length under the watchful eye of Mike Popperwell.

(Paul Jessett)

site. The old rails were de-keyed and rolled to the outside of the sleepers, allowing the new rails to be cut and shut into the existing chairs. This was done with the assistance of Frim Halliwell's Kubota 360. The rails were then welded into 180ft lengths, giving our trains a much smoother ride, and resulting in less joint maintenance to worry about.

The work was undertaken by Inline Track Welding – a small local company which has undertaken jobs for us before. They are a pleasure to work with and very enthusiastic towards our railway. The welding process is very critical, with every step being timed to the second and recorded.

Once the welding process is complete the rails are keyed up into the chairs, and all that is left to do is remove the old rails. This section will have to be tamped to remove the 'joint memory' in the track formation.

The closed period also saw an opportunity to spot re-timber the catch point at Tenterden, and as previously mentioned a re-sleeping exercise was undertaken in Orpin's siding.

During the spring P.Way took delivery of a new tamper. Thanks to Clive Lowe's generosity, 75201 was acquired. It is a points and crossings machine, and is very versatile. The seller had a 'buy one, get one free' offer, so the opportunity was taken to acquire 75202 as well. 75201 will be commissioned over the coming months, and the old P&C machines that are languishing at Wittersham Road will be disposed of.

Then came coronavirus. I am sure we never guessed the devastating effect it would have on our lives. As I write this the railway is closed; the P.Way Department and a few security volunteers are the only ones allowed to do anything. It is vital that we keep the infrastructure weed free, or there would be an increased fire risk when we are allowed to re-open; it is also vital that the tracks are regularly inspected to identify any potential issues.



The Forestry team hard at work. (Steve McMurdo)

Forestry – Steve McMurdo

Sunday morning 15th March saw the Group assembling at Tenterden Station car park for our usual team briefing and discussion of the day's planned tasks before dispersing to various points along the line. Favourable weather conditions meant we could at last burn the unsightly pile of branches, temporarily dumped in the top corner of the car park following the winter storms, without the risk of upsetting our neighbours.

Once that job was completed we proceeded to the main activities of the day, which involved work at Northiam and Bodiam. At Northiam we completed the clearance of undergrowth to enable the access and recovery of old platform edgings, which were then to be taken to Rolvenden and used as foundation bases for storage containers. K&ESR recycling at its best! We then inspected the section of line from Bodiam up to the current limit of operation, carrying out pruning and cutting back as required. The final task there was to complete the removal and burning of branches which had fallen into a field opposite the castle earlier in the year.

Sadly this fairly routine but still enjoyable day would have more significance for us than we could have imagined, as it proved to be the last time for many weeks that the team could be in action. We are looking forward to the day we can return.

GROUPS AND ASSOCIATES

Museum Notes – Brian Janes

On-site activity has necessarily been minimal, though security and equipment checks continue to safeguard the collection. The extensive work on a section of the Museum has been disrupted and is far from complete, though as these notes

are being written we are expecting to recommence this half-finished work. Refurbishment of the outside exhibits was halted by the winter downpours, and it is frustrating not to be able to make use of the prolonged lovely spring weather.

Ambitious plans for the Cavell Van are frozen in

the present uncertainty. It was also a source of real regret, particularly at this time, that we could not carry out a planned celebration with Maidstone Hospital nurses for the international 'Year of the Nurse' to commemorate the work of Edith Cavell, and indeed all nurses, during an epidemic in Maidstone in Victorian times.

Homework is an important part of Museum tasks, which we usually under-record. Much of this is sorting and cataloguing. We have recently added the 4,000th record to our standard museum database, which contains well over 25,000 objects and documents. In addition we have in excess of 7,500 photographs. Currently letters and memos from the K&ESR, East Kent and other railways are being sorted and catalogued in houses from Kent to remotest Scotland. We have even managed to draw up a list from scattered sources of all the employees of the 'old' K&ESR to record the lives of our predecessors (186 so far) whose work gave us our railway.

Further 'O' gauge modelling work is under way with models of a K&ESR (BR) Drewry diesel, Edge Hill's 'Sankey', an O1 and the EKR Adams Radial plus some wagons. These will considerably enhance our displays when we can at last re-open. Planning for improving the building and its approaches, in the light of our longer lease, has started.

We continue to supplement the collection from private sources, and were successful in acquiring a 'Planet' plate like the one carried by the last Ashover locomotive. Other acquisitions over the winter include the donation of a short but very ornate LCDR lamp post (from the original Blackfriars station), which we will marry up with a previously donated platform lamp.

Four nice Festiniog Railway leaflets have been secured for the archive at auction: a 'Grand Circus at Portmadoc', 1927 with 'support the local line' slogans; a 'Flying and Sports Exhibition at Pwllheli', 1911; a Festiniog Railway summer timetable, with the WHR equivalent on the back, 1936; and a 'Festiniog Toy Railway' summer timetable, 1938 (with a narrative on the back, extolling the line's virtues). We hope to display at least one of these.

A particularly interesting and valuable addition has been a voice recording, made by our friend Howard Carey, of memories of the WC&P in the 1930s. This covers both his memories and those of his father, a long serving WC&P guard. It includes an account of a first meeting with Colonel

Stephens. Such eye-witness accounts are very rare.

Needless to say we have zero income at present, and all funds have been frozen against survival needs. Spending is difficult, and there are still essential outgoings like rent. We will be looking to donations to fill the gap, and we have received a generous sum from the Colonel Stephens Society. Whatever happens, sales (we have the largest book stock ever – watch for a sale when we reopen!) and donations will be well down on past years.

Finally we must record in these notes the sad passing of a dear colleague, John Doody. John, an ever-willing museum attendant who bonded with visitors, was a tireless worker in the Museum, redecorating large sections and collecting items for sale without question. Not content with loving and supporting the railway he was a fearless worker against family abuse, and Chairman of a prominent help group to which he devoted endless hours. John became ill, and in a final letter said 'It has been not only a pleasure but an honour to work with you all and in conclusion wish you all the success and very best wishes in the future which is so richly deserved.' A true gentleman.

He died before lockdown, and we were deprived of the opportunity to say goodbye at his funeral – which would have otherwise been overflowing with his family, friends and colleagues.

Tuesday Group – *Graham Hopker*

After Christmas we had a short break and the weather became wet most Tuesdays – we really only got a couple of seats painted, and Dave Brown was doing some electrical work in the Museum. Then came Covid-19. Grass doesn't usually grow under the Tuesday Group's feet but, unfortunately, we have little control during the lockdown. Brian Richards has taken our petrol mower and is attending to both the picnic area and memorial garden grass.

Gardening Group – *Veronica Hopker*

Tenterden Station

In December David Lloyd gave us a number of plant trays which were full of pansies. These were planted around the various gardens to fill in small spaces. We were very pleased to have these, as every contribution helps. The more we can fill in spaces to keep the weeds down the better!

Gardening at the beginning of the year was a problem because of the very wet weather. At

times it was impossible to get on the gardens as the ground would have compacted due to the amount of water in the soil. Then the frost came, and everything froze.

As a start, when we returned, we tidied the little garden by the Children's Playground, and then moved onto 'the Mound' by the station entrance. Everything was growing well, including the weeds. Unfortunately we then had a tree blown down on the top of Mound. Fortunately the Forestry & Conservation team got to work and cleared all the branches. Hopefully the tree trunk will be removed in due course. We were, however, able to tidy the remainder of the garden to allow all the bulbs to put on their spring display.

The *Pyracantha* on the Pullman Dock border was cut back as it was growing across the access service path for the Pullman. We also trimmed the *Buddleia* and pruned the roses. A new obelisk was put in the border for the little clematis at the end.

Two new shrubs were planted on the Mound in March – a *Pittosporum*, which has dark green leaves which turn a burgundy colour as they mature, and a *Choisia*, which has bright yellow leaves and bunches of white flowers in spring/early summer.

The little garden by the Station Master's office was tidied and that, sadly, was the last time we were at Tenterden.

Northiam Station

Liz Brown and Nell Joint managed to spend some time tidying the picnic area, which included weeding, pruning the roses and cutting back all the dead foliage.

Mark Taylor of the Tuesday Group managed to mow most of the grass areas where it had dried enough. Unfortunately the Memorial Garden was partly under water due to all the heavy rain at the beginning of the year, so that had to be left.

We have to hope we can start returning soon to try and salvage as much as possible, and get back to some form of normality.

Bodiam – Malcolm Burgess

Following the series of break-ins and thefts at Bodiam over the winter the railway's management arranged for a temporary CCTV system to be installed, and this was added to just prior to the lockdown. Bruce Sharp completed fitting the alarm to the workshop and garden

store and, to date, there have been no further incidents. Brian Richards kindly arranged the delivery of a 20ft container, which sits against the cattle dock, and the team freshened it up with cream paint to make it look less obtrusive. It will offer secure storage for valuable equipment when we are able to replace the stolen items.

The running-in board was refurbished, with its new post, and is now in pristine condition awaiting visitors. The Cavell Van steps have been dismantled, and wear and tear on the wood made good. They will be reassembled and painted when we can get back on site. Whether the Van itself returns to Bodiam this season remains to be seen.

Bodiam has probably the largest garden area of any of the K&ESR stations and, in the absence of regular attention, with the onset of spring there was the prospect of the undergrowth taking over. Some of us not in the 'at risk' category obtained dispensation from management to visit the site to cut the grass, in order to keep it to a manageable length, and this has been done (with strict observance of the social distancing requirements). The flower garden and the hop garden have sadly been neglected, though there is the prospect of getting the hop poles strung so that the plants can climb. It remains to be seen whether the Hopfest can take place this year.

As with all other departments of the railway, the team is itching to get back to working as normally as possible and returning the station to its usual attractive condition.



Can we run yet? Angus Entwistle and Dan Dickson wait. (Phil Edwards)



Sadly only a memory as we go to press: 32678 approaching Wittersham Road on 9th June 2018.

(John Wickham)

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2020

1st	John Rigby	No. 1088	£100
2nd	Allan Jury	No. 013	£80
3rd	Mrs Kim Chaplin	No. 1001	£70
4th	K S Adlington	No. 374	£60
5th	Michael I Evans	No. 942	£55
6th	Mr & Mrs N Cave	No. 937	£50
7th	Mr B C Paul	No. 471	£45
8th	Michael I Evans	No. 941	£40
9th	Graham Hukins	No. 315	£35
10th	Alan Marshall	No. 631	£25
11th	Pam Barcham	No. 1014	£20
12th	Keith Allen	No. 845	£15
13th	Susan Brackley	No. 756	£10

March 2020

1st	Adrian G Wright	No.1243	£100
2nd	Frim Halliwell	No. 027	£90
3rd	Graham Bessant	No.1144	£80
4th	John Kennett	No.1068	£75
5th	Roger Diamond	No. 082	£70
6th	C Gawen & C Jeffcoate	No.1257	£65
7th	Mrs Pauline Merritt	No. 761	£55
8th	Mr M R Clay	No. 522	£50
9th	Jack Hickey	No. 332	£45
10th	M J Everest	No.1020	£40
11th	Allan Archer	No. 047	£30
12th	Trevor Meadows	No.1016	£25
13th	Simon Furey	No. 093	£20
14th	Tony Mighell	No. 111	£15
15th	Mr E Stockdale	No. 281	£10

February 2020

1st	John M Whitcombe	No. 429	£100
2nd	Lawrence Rideal	No. 778	£80
3rd	Colum McLaughlin	No. 068	£75
4th	Laurie Cooksey	No. 440	£65
5th	Roger Chaplin	No. 1218	£55
6th	Frank Lambert	No. 386	£50
7th	Vic Grigg	No. 320	£45
8th	Peter M Cole	No. 282	£40
9th	P & B Tanton-Brown	No. 1063	£35
10th	Ross Shimmon	No. 221	£25
11th	David A Bennett	No. 1179	£20
12th	Robert Cheeseman	No. 850	£15
13th	Norman Thompson	No. 1124	£10

April 2020

1st	André Freeman	No. 050	£100
2nd	Peter Bolton	No. 267	£80
3rd	John Cowdrey	No. 797	£75
4th	Brian Remnant	No. 245	£65
5th	Michael Brown	No. 001	£55
6th	Mr E Stockdale	No. 115	£50
7th	Ernest C King	No. 167	£45
8th	Colin Avey	No.1081	£40
9th	Chris Longley	No. 841	£35
10th	William Morgan	No. 481	£25
11th	Kieran Wildman	No.1022	£20
12th	Charles Mavor	No. 838	£15
13th	Gillian Freeman	No. 914	£10

To join the K&ESR 300 Club or for more information phone Colin Avey on 01795 539039 or Chris Garman on 01424 441643.

David Dee

David came from an established Rye family which made a significant contribution to the town community as leading lights in The Rye Scout Group and Rye Cricket Club. As a Rye lad, in the late 1970's David went to the local secondary school where he was taught by a very young Bryan Atkins, who still remembers David as a diligent student and also a good all-round sportsman.

“David was a delightful person who was never heard to complain or have a bad word for anyone, and well respected by his peers. Just like his mum and dad, David was one of the nicest young people you could ever wish to know – personal qualities that he retained throughout his life.”

At the time Bryan taught him David never once mentioned that he had another life, as a volunteer at Rolvenden; so it came as a great surprise one Sunday in 2012 when a typically cheerful David Dee wandered into the yard, saying he wanted to resume his railway career following a 30-year absence.

David was given a conducted tour of the recently salvaged parts of 4253, and was easily persuaded by Bryan to help needle-gun the cylinder block – not an activity that most would willingly embrace. Typically for David, his enthusiasm for the 4253 project never waned and he was always to be found at the centre of working party activities; he became an accomplished riveter.

Little known by his colleagues on the railway, David was a renowned member of Rye Cricket Club since the 1970s. He contributed much over the years, both as a prodigiously talented left arm swing bowler in the 1st XI, and subsequently in the 2nd XI.

Known affectionately as ‘Diddlies’, David was an inspirational cricketer, often offering advice to the juniors in the side. He served as Treasurer for ten years, ensuring the Club was always in good financial health, a factor which has done much to contribute to its success. Latterly David held the prestigious post of President of Rye Cricket Club, and will be greatly missed by all its members.

Engineering Manager David Brenchley adds:

Always happy, always willing, turning his hand to anything asked, we will miss Dave a great deal. When Dave asked for a job here I was unaware of his background with the railway, only finding out later that he was around in the 1970s. His ability to get extremely dirty in a short time always amused us, but the yard had never been so clean! So goodbye Dave – music-lover, banker, shepherd (I kid you not) and all-round good guy around the railway.



THE NEXT GENERATION:

Matt Webb

They say blood is thicker than water. Family ties can certainly be very strong, but they can also produce surprises. Take the Webb family for example. Brothers Malcolm and Andy were involved in the K&ESR from its earliest days (amongst other contributions, Malcolm became Guards' Inspector while Andy was closely associated with the restoration of the Railcar) and both of them keenly encouraged Malcolm's son Matt to be involved as well. Yet Matt recalls a third man turn when, coming up the bank on the last train of the day and preparing to pass the tablet to the Tenterden Signalman, he spotted his dad in the signal box. Assuming he would therefore get a lift home, he rang his dad as soon as he had finished, only to discover that his dad had already gone home, leaving him behind!

But let me start at the beginning. As a child Matt was frequently brought to the railway and, the more he saw 'the yard', the more he wanted to be part of it. As soon as he was old enough, therefore, he started volunteering in the workshop, where he gradually acquired a range of skills. When subsequently he started studying Construction, Mechanics and Welding at college, he was able to arrange to do the practical part of his course at Rolvenden (under Adrian Landi's supervision), thus becoming another example of a volunteer who helped the railway while, simultaneously, the railway helped the volunteer.

Matt also started to work on the footplate. Recalling his first turn as a Cleaner, he said: "I was shy and quite apprehensive; but I was soon shown round, and everything was fine. Now I enjoy it more than ever, especially as I know more people and have been involved in more events."

He hopes to progress through the grades and ultimately become a Driver but, while this is his main focus, he does not rule out the possibility of training for another role, such as Guard.

Away from the railway, Matt (who is 20) has already had a variety of jobs. "Growing up in Staplehurst, I loved it when the fair came to visit. I offered to help, initially just for pocket money, but later was able to work full-time with them,

helping to assemble or dismantle the rides, check everything was safe and deal with the public." He then spent some time with an engineering firm in Headcorn, but now works as a labourer in Ashford, where he hopes to acquire further qualifications in order to build a career in construction.

He has already put some of his work-related skills to good use at the K&ESR, having helped with the renewal of the level crossing at Rolvenden as well as putting down the hardcore for the new siding alongside the carriage shed. Matt also has a 4mm scale model railway in his loft ("I go back to it whenever I'm bored") and is keen on cycling. "I once cycled as far as Canterbury, but it was a hot day, so by the end I was totally knackered!"

I ask Matt if he can recall any humorous incidents from his time with us. "I was supposed to be lighting the brazier one morning," he recounts. "I lit a rag in preparation, but then accidentally dropped it into the bucket of rags, so instead of a fire in the brazier I had a fire in the bucket!"

He also describes a Thomas event, when he and Samir were staying in the Palace. They had lit the warming fires in the locos and then decided to cook their pizzas on the brazier. Sam went first, with no problem. Matt then suggested they ought to check the locos. "What about your pizza?" queried Sam. "It'll be okay", breezed Matt. Off they went to check the locos and, when they returned, sure enough Matt's pizza was burned to a charcoal crust. "I told you so!" proffered Sam, unhelpfully.

I invite Matt to sum up his experience as a volunteer. "It's great. Of course, there are some bits you don't like, such as the early starts, but you get used to them. Some things have changed over the years, but that doesn't alter the way I see the railway. We're all friends, and we all help each other. There is a serious side, because we're serving the public, but at the same time it's also a good laugh. It's better than ever now, and it's just great to be part of it."

Tony Ramsey



Every inch a locoman – Matt in the cab of No.25.

(via Matt Webb)

68078: Restoring a Locomotive in a Field

A daunting task, some would say; although others would add that with a bit of resolve and some good luck it is possible. David Brailsford and Richard Stannard recount the saga of 68078's restoration.

LNER No.8078, built in 1946 as a member of Class J94 and absorbed into British Railways as No.68078, is one of only two genuine (as opposed to industrial) J94s to survive into preservation. The engine spent most of its time at Immingham shed, until transferred to Langwith Junction in 1956. Withdrawal from BR service occurred in March 1963. In mid-1999 the then Tenterden Railway Company bought the locomotive from the GWR Preservation Group Ltd at Southall, the railway's locomotive strategy having identified that there would be a need for another Class 5 locomotive by 2010.

Prior to the engine being based in West London it had, between 1963 and 1978, undertaken trip working for an open-cast coal contractor, Derek Crouch Ltd, in the North East at Widdrington, Northumberland and in 1967 it received a major

overhaul at Doncaster Works. In 1978 the boiler was due a ten-yearly exam and the loco was put into store pending a decision on its future. It was offered for sale in 1984. No.68078 was thought to be the last ex-BR steam locomotive in service with British industry.

Now to the field, which was only meant to be a temporary home for the restoration project. In January 2001 the locomotive departed Southall late one evening and, as there was no space at Rolvenden, it was unloaded onto a track panel in the lower field at Birch Estates, Hope Farm, Sellindge. Negotiations with Les Birch and with Southern Locomotives gave the 68078 Association, which had been formed by interested K&ESR members, the use of the field and its somewhat spartan facilities for a nominal rent.



Bunker and cab assembly in the new tent.

(David Brailsford)

Bob Forsythe, as TRC Rolling Stock Director, was in charge of the project and in his usual meticulous way had written down a schedule of work required to get 68078 operational again. Work restarted on stripping down, some work having already been carried out in the shed at Southall before the move, but the weather played an important role in what was achievable. Any parts removed were stored in secure locations in Ashford, Swanley, Rolvenden or Staplehurst, as we had no storage facilities on site.

Not long after arrival at Sellindge the group was informed that TRC intended to sell 68078, as its financial situation was not very rosy. Luckily a group of like-minded individuals managed to raise the money required and the locomotive passed into the ownership of Kent Locomotives Ltd in November 2001. Restoration continued to be progressed by the 68078 Association, with Kent Locomotives responsible for the fund-raising – an arrangement still in existence at the time of writing. Naturally the two groups overlap.

Efforts were concentrated on de-tubing the boiler and taking down motion parts. We found that one of the boiler tubes had failed, and that others were getting thin – a sure sign that the boiler needed a ten-yearly exam. Bob Forsythe always arrived on site with the back of his car full of the tools required for the job in hand. We were lucky to be able to use the gas cutting equipment from the Southern Locomotives site to free the boiler tubes. The first major hurdle was to remove the cab roof, cab front side sheets and saddle tank, as access to the boiler was needed to remove the asbestos lagging. Southern Locomotives came to the rescue once more when they hired in a crane for one of their jobs. Storage of these large items was out in the open, on wooden blocks.

Having obtained a quote from a reputable contractor, the lagging was duly removed from the boiler and the steel cladding sheets were cleaned up in May 2002 at a cost of £2,530. Being in an isolated field out in the open had been of benefit to us on this occasion. The cladding sheets were then transported to a storage container at Rolvenden to await their turn for repair and restoration.

In 2002 a quantity of hardwood sleepers were obtained, and using chainsaws we produced a number of small blocks for jacking. Bob Forsythe then decided it was time to get a 20ft container for our use at Sellindge, so we would at last have somewhere we could put parts, tools and

equipment. Soon a 25 tonne load of crushed concrete was delivered and our working days were spent barrowing it to the right area so as to level the site. A Sellindge-based rail contracting company wanted a training exercise, so arrangements were made for them to add an extra 45ft of track to the existing panel, and this then had to be levelled to provide a working area.

During all this infrastructure work we managed to jack the boiler clear of the frames, release the bunker from the back of the footplate and take the pistons and rods out of the cylinders, using a block and tackle attached to the smokebox door. Our aim had always been to get everything stripped down to the point where a road crane could lift the frames, wheels, boiler and bunker, and re-arrange the site. All this was dependent on the ground being sufficiently dry to safely support the 50 tonne capacity crane. We settled on a date in July 2003 – which just happened to be the hottest day of that year up to then. The boiler came off easily and was placed on timbers on the site. Before it could be repaired the contractor would need to visit and provide us with an estimate of the costs involved.

The bunker was placed on the ground, and then we tackled the frames and wheels. The leading and driving pairs came out without any problem, but the trailing set was another story. After a lot of effort by us and the crane driver we finally got the axle to drop. It had been held in place by a build-up of rust between the horns and the axlebox cheeks. We felt a great sense of achievement when we had placed the frames on their hardwood sleepers on the new track panel, with the wheels stored on the original panel in front. The journals and crank pins were covered in Denso tape and greased up as well – that way we hoped to avoid any corrosion setting in. The whole lot then had to be sheeted over and all the parts, axleboxes, springs pins etc. stored away.

In 2004 John Collard used his old Fire Brigade contacts to enable us to wash out the boiler prior to it being sent for repairs. We had a vintage fire engine on site blasting the scale out from the firebox sides and the boiler barrel. We estimate that some ¾ of a ton of scale has been shifted from our boiler over the time we have owned it. The boiler finally arrived at Chatham Steam's premises in Lower Higham, Kent, in August 2004. However it did not return to Sellindge until November 2013, as we needed time to raise the funds needed for the repairs.



Changing tents in 2018. Mike Whittingstall is on the far left.

(David Brailsford)

Covered accommodation was now important to us if we were to make any progress on the overhaul, and Richard Stannard provided the necessary in the form of a number of polytunnel hoops. These were secured to scaffolding poles which had been driven into the ground at the required spacing. Tarpaulins were then secured to the framework, and they in turn were fixed to the ground by sleepers. The tarpaulins were a bit lightweight, and the whole assembly required regular attention to ensure that it did not get ripped to pieces during storms; but at long last we were under cover, even if it was a bit of a wind tunnel. We even put tarpaulin ends on the tunnel, but disaster struck in the spring of 2009 when a fierce storm demolished and deformed our tent structure. We had to take the whole lot down, repair it and sheet the frames over.

By August of that year we had a brand new substantial one-piece sheet in place, which would also allow us to raise the height of the structure as the loco was put back together. Some work was possible on the loco during this period, but much effort was put into infrastructure maintenance. During the winter months we managed to keep warm with the aid of an oil drum brazier kept alight with scrap wood that we had collected during the summer months. Hot water for washing hands was either obtained by boiling a saucepan next to the brazier or using the electric kettle. Seating for our tea breaks was in the form of plastic patio chairs – one of which

got a bit too warm next to the brazier. Bob Forsythe also found out how unstable they were on one occasion when he slowly subsided onto the grass of the field.

We managed to work on the loco with snow on the ground, thanks to the tent and the brazier, but we had to make sure that the snow did not build up too much on the tent's structure. During the winter of 2003/04 we managed to equip our container with some substantial shelving, built from discarded timber found on the site.

Initially our power supply came from two portable generators provided by Joe Hockey, and this enabled us to get on with cleaning down the frames and various other parts with rotary wire brushes. Then we were allowed to run a cable down the field to our site from the Southern Locomotives premises. All this equipment had to be laid out and cleared away each time we were on site. To enable us to carry out welding on site a second-hand diesel-powered welder generator was bought – a single-cylinder Lister engined machine which had to be started using a handle. It never once failed to run, but it was a pig to get going in the cold. Later more modern technology was acquired to improve the quality of the welding that we needed.

During the growing season we had to keep the area round our site clear of grass and brambles. This necessitated a massive session just before we started on the restoration of the saddle tank.

Brambles had taken over the area where it was stored, and we needed a bit more space – particularly as the tank needed turning right way up when it was finished. Toilet facilities were provided by Southern Locomotives; initially a second-hand primary school unit was available, but this was well past its sell-by date so when the ex-Rolvenden unit arrived things really looked up. This toilet block was itself second-hand when the railway obtained it free from the Thames Barrier construction site many years ago, thanks to the efforts of former volunteer Bob Gilbert.

We were able to use the small array of machine tools that Southern Locomotives had assembled on the site, but in the main we preferred to employ Mike Whittingstall for all our machining needs until his untimely and sad demise in early 2019. Now we have to shop around to get the best deal for whatever we need to get done.

Painting was, and still is, only possible when the atmospheric conditions permitted. There are days when the metal surfaces run with moisture due to the differences in temperature. Some days it is just too hot and the paint dries so quickly that we cannot get a good finish. This was particularly important when we were painting the finished tank out in the open. We hoped for a decent autumn, and luckily we got one. One pair of wheels was cleaned down in the field prior to painting, the other two were done at the premises of the tyre turning contractor. Their premises were spotless – that is until, with their permission, we removed all the muck and old paint onto the floor. Clearing up took some time!

Once we had finished trueing up the axleboxes and frames we needed to jack them up so that we could get the wheelsets under with their newly refurbished springs, axleboxes, links and pins. To facilitate this task we had to cast four concrete pads, one at each corner of the front and rear buffer beams. We must have got our sums right as the pads worked really well with our hydalite jacks when we completed the re-wheeling of the frames in October 2012.

2014 saw us cleaning down and repainting our boiler out in the open. We had to choose our moments for this job. At the same time, following the repairs, we prepared the boiler for its insurance hydraulic test. A garden hose was run from Southern Locomotives' site and then we pressurised the boiler using a high-pressure water cleaner. Our insurance surveyor passed the boiler, allowing us to move on to the next stage.

In 2016 and 2017 we concentrated on the boiler cladding sheets and the associated frame that they sit on. New sections had to be rolled and mig welded into some of the barrel sheets while the firebox sheets were renewed. Fitting them was carried out in the open on some very warm summer days. We now have a fully painted set of cladding sheets etc. in store, ready for when the boiler goes back in the frames.

2018 saw a few changes take place. Our landlord, now the Sellindge Locomotive Group, offered us the opportunity to move into their larger, better-equipped tent at the top of the site. They wanted to extend a siding, which would mean moving our existing restoration base at a very reasonable cost.

The movement of 68078 and our equipment was delayed until April due to wet ground. The final item to be removed and packed away was our tent and the hoops, after which the crushed concrete was reused in the siding formation. We now have a permanent electricity supply to our container and there is power and lighting available in the big tent, and our compressor is easily accessible. The boiler and the tank still sit outside, but in close proximity to the frames.

A new ashpan was manufactured to our drawings by Sciss Ltd and Hop Engineering, and we equipped it with its damper doors and operating mechanisms. In 2019 we had to suspend restoration for two weeks in order to allow Bulleid Pacific *General Steam Navigation* to leave the site for a new home on the Swindon & Cricklade Railway. The loco was on the same track as 68078, but behind it, so we had to move our frames and boiler (at no cost to ourselves) to allow 'GSN' to get out.

We took advantage of the crane that was on site to assist with the move to install bunker and cab parts on our loco; the bunker assembly is now complete and bolted firmly to the frames. 68078 is equipped with a LNER 3-ton bunker very much in keeping with this class of locomotive.

Since then we have fitted steam heat and vacuum pipework to the frames and overhauled the cab windows, which now fit properly. We still have quite a number of jobs to do on 68078, but the list was shortening nicely until a thing called coronavirus cropped up. 2020 is going to be a difficult year, but when you look at what we have overcome so far we are confident that we will get there – wherever that is.

Bodiam Station in Hopping Days

Our railway is well known for crossing a countryside rich in hop gardens. For many years the K&ESR passed regiments of stout poles interlaced with wires and twine to support the growing hop bines; there were oast houses for drying the hops – distinctive features of the Kent landscape – at every farm. However the heart of the industry on the railway was in fact in East Sussex at Bodiam, as Brian Janes describes.

Bodiam's prominence came about almost solely because in 1905 Guinness decided to start hop growing in the area, with an extremely modest 15 acres. Acreage grew slowly until after the Great War, then grew rapidly in the 1930s before eventually totalling 750 acres – reputedly the largest hop garden in the world – with over 100 employees and up to 4,000 seasonal pickers.

Guinness's activity gave the railway much business throughout the year, but the peak came in September. For at least three weeks the strain on Bodiam and the adjacent Junction Road halt and their staff was acute. To cope with the influx of seasonal workers and their luggage and impedimenta two trains of up to ten vehicles came from London Bridge for the season's opening day. Departures were at 1am and 2.15am, the unfashionable early hours being an attempt to fit in with the K&ESR's limited line capacity.

After trundling through the early hours the trains arrived at Robertsbridge, reversing in the down mainline platform, and the K&ESR took over with the customary front and rear locomotive arrangement for passage to Bodiam. No.3 *Bodiam* and the saddleback No.4 were reportedly the favourite locomotives in the 1930s. With the arrival of the second train the front engine was released to travel to Rolvenden to start daily services, while the other loco returned the empty stock to the main line.

On Saturdays there were 'friends' specials', with a return on Sunday



Cyril Packham and Harry Bateup.

(CSRM)



Bodiam arrivals.

(CSRM)

afternoons. Also after closure to passengers there were three special local shuttles to and from Robertsbridge, with run-round at Northiam, to provide for shopping and onward connections.

W.R. Moore (later Major Moore) lived near Bodiam as a boy and young man, and went picking with his mother and grandmother in the hop gardens; he later worked for Guinness in an executive capacity. He left notes on the farming activities, and recorded his memories.

Moore was particularly admiring of 'the splendid Harry Bateup', Bodiam's Station agent for many years, covering ticket office, parcels office, signalman and shunter *et al.* Moore recounted how for much of the year Bateup was incredibly active. He particularly instanced how he would mount his bicycle and depart, via a private Guinness farm road which followed the rail line to Junction Road Halt, to await the arrival of mixed trains from Robertsbridge. The necessary wagons would be shunted off [by cable shunt], and he would then would join the train, with his 'steed', to Bodiam. Upon arrival he would open up the station, set the signal for Northiam, hand over the [single line] staff and resume his normal duties!

The weeks preceding the commencement of hop-picking saw not only Harry Bateup's parcels store but also Bodiam's waiting room crammed to the ceiling with items for collection by Guinness farm vehicles for transport to the pickers' huts. This was the result of use of 'passengers' luggage in advance', often consisting of old tea chests containing dry foodstuffs and portable paraffin cookers etc.

On the great arrival day Bodiam station was an great hive of activity as pickers were dispersed to sites around the surrounding fields. Guinness Farms organised lorries and transport, and in periods of petrol rationing used their shires and carthorses, with traditional Sussex hop farm wagons, to transport much of this luggage.

Moore recollected a most splendid character named Cyril [Packham], who was the guard on many of the trains to from the early 1930's, to the closure of the line. His cheerfulness and imperturbability were a by-word, and not forgotten by the hop-pickers. They were only too aware of the mammoth task that he and Harry Bateup had with the movement of the large trains on the short Bodiam platform to



Hop-pickers awaiting their return train at Junction Road.

(CSRM)

accommodate all, and their luggage, with safety. Moore recalled that upon arrivals and departures at Bodiam – and Junction Road Halt – the trains had to block the level crossings for periods of up to 45 minutes. Imagine that today!

At the end of the picking season the flow reversed and trains returned to London. Moore recalled how, on joining their trains, the hop-pickers ('delightful people') did not forget the K&ESR staff. The 'redoubtable' Harry Bateup, whose brother Arthur was a Guinness supervisor (measurer), received 'not only cheerful thanks, but a flow of tips'. Cyril Packham was also given a collection of tips to be shared with the four footplatemen of the returning train, which was gratefully acknowledged.

Moore concluded his Bodiam reminiscence by recounting one of Cyril Packham's activities. If an adult could be spared from picking they went on shopping trips to obtain fresh meat from Robertsbridge, particularly on Saturday mornings. The mid-morning train from Robertsbridge to Bodiam, which Moore used on many occasions, was invariably late in leaving Robertsbridge. The pickers who had taken the train for a quick shop in Robertsbridge village (quite an achievement in the 35 minutes scheduled) came to rely on an extra 10 minutes delay while Cyril was seeing to the serious

business of the morning – a sandwich and a glass of beer in the bar of the 'Ostrich'.

The order of the day, therefore, was to put a head round the door and, if he was there, buy him another glass, and have a quick one himself, before joining the train! Then, when the train was under way – and notwithstanding the beer – Cyril would protect the company revenue by adopting the still usual practice and emerge from his guards' van and proceed along the running board of the non-corridor stock. To the utter consternation of passengers, particularly strangers, the door of the compartment would open from the outside, and Cyril would enter with his ticket rack clenched between his teeth! He would then take off with great cheerfulness along the train to the next compartment. Moore praised 'a splendid and remarkable character'.

All this colourful activity dissipated in the 1950s. Hop-picking machines had swept in by the late 1950s, and although regular hopping specials survived the withdrawal of the regular passenger service the hop-pickers themselves were disappearing; the last special ran from Bodiam on 14th September 1958. The landscape too altered rapidly; disease in the hop gardens and changing market conditions led to decline from the early 1960s, and the last of the brewing firm's gardens disappeared in 1976.

Notes for contributors

Our printers are set up to receive largely digital text, and this is an advantage to us as it keeps the cost down. This is increasingly important, so please try to follow the guidelines set out below.

Content

The *Tenterden Terrier* majors on K&ESR news, features on the railway past and present, and historical articles on other railways, particularly in the South East.

There is only one criterion here: any written or photographic contribution must be interesting to the reader, not just to the writer. It should only exceed 2,500 words if you trust the Editor to do his worst to shorten it – or put in a special plea for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Word is best). No need to worry about the typeface or size, but please keep it simple and do not include page numbers. Sending by e-mail attachment is the simplest method, but you can send by CD, if carefully packed.

Typewritten copy can be scanned to extract the words for printing, so can be accepted; but the Editor's task will be easier if you ask a friend to turn it into digital form. Please do not embed photos within text – submit photos separately.

Photos

Prints, negatives and transparencies can always be accepted, but generally speaking negatives and transparencies need to be of particular interest or quality to justify the necessary work.

For news and current events digital is preferred, especially if the picture is as least as good as more traditional formats. Unless used to accompany an article, a low-resolution jpeg copy of the original is initially requested. Typically the longest dimension should be no greater than 900 pixels, or resized as a copy for the web. We will request a full-size image if for possible future use, but please bear in mind that the image/file needs to be typically suitable for cropping to a minimum of 1,800 pixels (longest dimension) for A6/half a page or 2,700 pixels for A5/full page.

We can also accept pictures saved to DVD, CD or USB memory stick.

Our request for a full-sized image does not guarantee inclusion in the next or any future edition of the *Tenterden Terrier*.

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Registered Office:

Tenterden Town Station, Tenterden, Kent TN30 6HE

Telephone: 01580 765155 E-mail: enquiries@kesr.org.uk

Website: www.kesr.org.uk

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Graham Bessant

Forestry & Conservation Manager

Martin Keable

Volunteer Recruitment Manager

Jim Williams

Health & Safety

Neil Sime

Membership Secretaries

Chris Garman, Carol Mitchell

