



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Winter 2020

Number 143



**£300k Grant for K&ESR –
See Chairman's Report**

Geoff Crouch describes 'An Unusual Year'

K&ESR Modelling with Sequitur

Return to the Footplate

The Summer of '75

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FRONT COVER

*No.25 climbs Tenterden Bank
on 18th July with the first train
since lockdown.*

(Alan Crotty)

BACK COVER

*The Sunday Lunch Pullman at
Wittersham Road at 2.07pm on
27th September.*

(Phil Edwards)

JOURNAL OF THE KENT & EAST SUSSEX RAILWAY



*During their lunch break socially distanced C&W volunteers watch
No.1638 arriving at Tenterden Town on 23rd September. (Angela Pallant)*

Tenterden Terrier

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Editorial

Always Look on the Bright Side...

As I write in mid-October media pundits are speculating on all manner of Covid-19 scenarios, and the situation seems so unpredictable that whatever one writes may appear wholly inappropriate by the time this is published. At the risk of flippantly quoting Monty Python, Looking on the Bright Side does seem to be the best approach; and on the Kent & East Sussex Railway there are indeed Reasons to be Cheerful (yes, I know that's a different song).

To begin with there has been much evidence of the *esprit de corps* which has seen our railway through 60 years of, at times, very difficult history. Our people have kept going and, thanks to the internet, kept in touch (although we of course realise that 'the web' doesn't reach everyone). There has been the fortnightly on-line Newsletter, the HOPS system for working members, and 'Workers Playtime', the volunteers' Facebook Page. And we must not forget those members who continued with essential maintenance work

at the railway or have undertaken security patrols during Lockdown.

Like many other organisations in heritage and tourism, the season didn't start until mid-July, and then on a reduced timetable. Nonetheless the service has been appreciated by the public, trains have often run a socially distanced full, and extra services have had to be provided. We have also been graced with visiting Large Prairie Tank No.4144 from the Great Western Society. Inevitably government regulations and advice have led to a shortage of volunteers in some areas, and considerable thanks are due to everyone who has in some way been able to help run the railway.

All this plus generous donations have put money in the bank, but the crowning achievement in keeping the K&ESR solvent has been the award of a £301,500 grant from the Culture Recovery Fund. We must thank and congratulate those whose outstanding efforts ensured that our application was successful.

We draw readers' attention to the Chairman's report on page 4 and the Finance Director's overview of the year thus far on page 27.

Nick Pallant



No.1638 arrives at Tenterden Town prior to working the Pullman ECS to Northiam for the Sunday Lunch service on 27th September.

(Jon Edwards)

FROM THE CHAIRMAN

I said in the last *Terrier* that we were living in unprecedented times, and that crystal balls were in short supply. What has happened since then, and what can we expect for the future?

We have tried to keep everyone in touch through the e-Newsletter, so I shall just pick out the highlights here.

The railway did re-open on the promised limited basis in the middle of July, and we ran throughout the late summer and into the autumn. This was successful: we generated some much-needed profit; we kept everyone safe and had some good reviews; and we learned a lot of lessons for the future. The average number of passengers carried per operating day was over 270 for two (occasionally three) trains, which compares well with the five-train days of the past. The shorter shifts were welcomed by many, not least during the very hot days! Most importantly, online booking (although it is fair to say that there were some glitches, which we hope will be addressed in the thorough overhaul of our IT system which is just starting) enabled us better to match supply with demand and this is clearly the way forward.

Our Pullman services restarted as planned on 6th September, and with some extra dates added for November we have made a start in clearing existing bookings and even taking new money.

Our reduced 2020 Santa season has now gone on sale, and tickets are being snapped up at an unprecedented rate. What we need now are volunteers to make it happen – please help if you can.

All this is good, and thanks are due to many. But as I write in early October the national situation seems to have taken a turn for the worse, and we cannot predict whether we will be able to continue.

Much has been happening away from the trains as we reset the operation to cope with the new normal – continuing restrictions and reduced customer demand – as well as the loss of most of our 2020 income, and it is to this that I would like to turn now.

The organisational restructuring is well under way. It will make us more efficient, and the wages bill was unsupportable going forward, but sadly we have had to say goodbye to some loyal

servants in several areas. No-one regrets the need for a redundancy programme more than me, and it was one of the hardest things to have had to carry out, but it was absolutely necessary as one of a range of measures to safeguard our future. It's small consolation I know, but our thanks and best wishes go to all those who have left us, and I hope that they will feel able to remain part of our wider family.

We continue to work up the detail of our 2021 offer and how we market it. This, as I have said before, will focus on activities that a) are affordable and b) beneficially affect our bottom line so we have more to invest in our heritage.

Which brings me onto money. The big, and very welcome, news of the autumn was the grant of no less than £301,500 from the Culture Recovery Fund. This means that, taken together with external finance received from other sources – including £30k from well-wishers for which we shall always be grateful, and our actions to reduce our expenditure – we can now be confident that we have enough in the bank to cover our reduced running costs through the winter and until the start of the 2021 season. Not only that, but the grant will enable us further to improve our IT, including our website – see above for why this is more important than ever.

There is one further point worth mentioning about money. Apart from a government bounce-back loan secured in the early weeks of the shutdown we have succeeded in not increasing our indebtedness, and this puts us in a stronger position to weather any future storms.

Huge thanks are due to all those who have made it possible, and I'd like to single out Trustees Geoff Crouch and David Nibloe, and General Manager Shaun Dewey in particular.

But this of course is the heritage railway world. We cannot rest on our laurels, and there will always be challenges to face. We still need further external funding – especially for capital investment which is not covered by this grant, nor realistically by our operating income – and for further improvement to our daily activities.

So the work of the Fundraising Working Party will remain vital and will increase in tempo, and the campaigns to raise funds to complete the Kitchen Car and Terrier 150 projects must continue. The



In the present rapidly changing situation the latest information about Covid-19 and the K&ESR can be found in the members' fortnightly e-Newsletters. You can subscribe to them by logging on to <https://kesr.org.uk/members-e-newsletters>

Time to light the fires again.

(Kev Goodsell)

Kitchen Car is of course essential to the future of our Pullman and other on-train catering operations, and we need these to flourish if we are to deliver on our 2021 business plan. Please help us to get both these campaigns over the line. You can donate via the Company website.

It is not quite time for a full retrospective of 2020, but for me it has been a year of contrasts. On the one hand far fewer trains and less visible action than usual, but on the other hand more concentrated and often high-pressure activity behind the scenes to safeguard and secure our

future, including the work necessary to secure the £300k.

Next year will mark the 60th (yes, 60th) anniversary of our preservation movement. If we can all work together for the common good and continue to adapt to the new normal I am confident we will see it through.

Stay safe, spread the word about our railway, and with Christmas approaching have as good a festive season as possible in the circumstances.

Simon Marsh

For those of you who knew him, we must sadly let you know that Bob Lewis has died after a long fight against cancer. He will be remembered as a loyal and competent member of the TTI team.

Brian Thompson has spoken to his widow and expressed our regret at her loss. We hope to carry a full obituary in the next edition of the *Tenterden Terrier*.

MOTIVE POWER

Rolvenden MPD – David Brenchley

September began well, with most of the paid staff back off furlough and hard at work.

It was a good start, but it soon went downhill.

1638 had a test run to check the front bearings and weight distribution. All fine there... but the combination brake started to develop odd and erratic faults. After several attempts to correct these, and going back to the drawing board a few



Steel, steam and sparks.

(Liam Head)

times, we hope that the problems have been eradicated.

300 has developed a leaking stay in the firebox so is out of service until we can have the area tested, and then we will need to take advice from the boiler inspector.

So here we are at the middle of the month and rapidly running out of locos as **25** needs a washout...

On the positive side we are dusting off **4144** and that engine will be in service by the time you read this report.

Another bright point is *Knowle*, which is really coming along. The paintwork by Richard Stone looks good. The tanks are now back on, though the job took three days work instead of one because of a rogue stud. As a result of this problem it may not be ready for 1st November, but everyone is doing their best.

I had a jolly up to Norfolk at the end of last month, and can recommend the fish & chips train on the NNR, but the main purpose was a visit to Weybourne to look at *Bodiam*. Apart from massive jealousy of the facilities I can say that things are coming along nicely with no real surprises. The boiler work has not yet been started. The chimney is paper thin, so the spare one at Rolvenden will be sent up.

The frame stretcher is cracked, so a new one is being machined, and should be riveted into place soon. One crank journal is suffering from water damage, which is probably due to how the loco was stored at Rolvenden. The repair has been discussed, and a decision made to correct this by hand filing. The big end brasses are in scrap condition, so these will need to be replaced. The side rods will be returned to Rolvenden for measuring before new ones are sought via our friends in the 4253 Group.

4253 Locomotive Company

– Kelvin Williams

The Bunko Booth is finally up and running with a full complement of eager workers on Sundays, Tuesdays and Fridays, in line with current (as we go to print) social distancing requirements. Fortunately the good weather has provided several work areas outside the booth, allowing for good separation.

The tank building for 5668 has continued; and while the rear ends of both tanks look like

Meccano kits, we are just awaiting the arrival of the sheet metal for the front ends so that we can begin full construction. 5668's coal bunker and cab roof have been removed and stripped down to recover as much as possible of the fittings, angles etc.

4253's boiler is proceeding well at HBSS in Liverpool, with both side sheets being cut and shaped to fit the firebox.

As mentioned in our previous report, the bigger challenge facing 4253 Locomotive Company is the loss of income through steam fairs, country shows etc. that have all been cancelled. We now know that the Tenterden Christmas Market has also been cancelled.

On a lighter note it appears that the Santa Specials are set to take place in December, and we will be providing our tombola, mulled wine and hot chestnut stand. At a time when the boiler is away being worked on and money is needed to pay for it, this will be the only event we can attend to raise funds.

However many shareholders have already stepped up to the plate and purchased Boiler Shares, and we again send out a plea to our existing shareholders and to non-shareholders reading this. If you can help us, by buying a Boiler Share or supporting our new Stay With Us appeal (see over), please see our website www.4253.co.uk

While talking about 'how-to-help', and not to miss an opportunity, good quality washable 4253 face masks are now available via the website. If you prefer something stylish rather than the pale blue surgical-type masks, this is a small but practical way you can help out!



Proof that an AA man will tow you! Kevin Jones gives Colin Edwards a ride. (Charles Masterson)



Inside of firebox, showing stay holes



Backhead and side wrapper plate trial fitted



Upper backhead doubling plate temporarily bolted in position



Throatplate and side wrapper plate prior to stay hole drilling

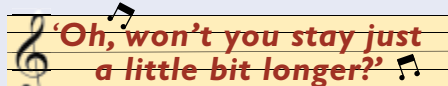


Trimming wrapper plate to size



Palm stays ready for riveting

All work being carried out in the above photos is by our boilermasters HBSS of Liverpool.



Mission Statement

4253, when restored, is intended as an addition to the Kent & East Sussex Railway's heritage locomotive fleet, to support the future planned extension to Robertsbridge.

After nearly 50 years deteriorating in the sea air at Barry Docks and exposed to the elements in the Brecon Hills awaiting restoration, work is now proceeding rapidly.

You are welcome to visit us and see for yourself the progress by pre-booking a date and time via our website. We operate Covid-19 guidelines in line with government advice.

Your Chance to Help Finish the Boiler

2019 saw major inroads into our boiler restoration. However, as the year progressed we realised that we had an opportunity to accelerate the refurbishment work on our locomotive to an earlier conclusion than originally envisaged.

So, with the blessing of our shareholders present at the January 2020 AGM, we immediately arranged for our boiler to be dispatched to Heritage Boiler Steam Services of Liverpool, where work has been progressing steadily ever since.

At that time we had the financial resilience, the confidence in our own decision-making ability, projects in the pipeline, and the reasonable certainty that our team could cope with and close the funding gap that then existed. Unfortunately, Covid-19 arrived almost immediately thereafter and, as a result, we have been unable to undertake any of our usual fundraising activities. Therefore, we now need as much financial help as possible to keep 4253 on schedule and, accordingly, have launched this sponsorship scheme.

Your support for the 'Stay With Us' appeal will enable us to plan for 4253 to return to steam during 2021.



Steam collector and old crown stays prior to removal

4253
Locomotive Company Limited

Stay With Us!

A compelling opportunity to help bring to fruition the nation's most exciting locomotive restoration project, specifically to complete our boiler!

We are pleased to invite you to sponsor

CROWN STAYS
RIGID STEEL STAYS
COPPER STAYS

www.4253.co.uk



4253 · THE NEXT STAGE - FITTING OF THE BOILER STAYS · 4253



The Layman's Guide to Boiler Stays

Of all the components found in the construct of a locomotive boiler, the humble stay is probably the most important.

The thrust of our 'Stay With Us!' campaign is aimed at those encompassing the burning heart of any steam locomotive - the firebox.

A seemingly innocuous piece of engineering, boiler stays are generally composed of a steel or copper rod, threaded at each end and depending on location, vary approximately between 6" & 16" in length.

In keeping with Swindon practice 4253's Firebox area has a copper inner and steel outer wrapper, with a water space between them - in front of, behind, above (the crown) and on the sides.

The stays are braced between the two in all these areas, strategically providing rigidity and flexibility to what is essentially a massive pressure vessel.

The material used (copper or steel) is in accordance with the relevant stress design criteria. They are basically screwed into position and riveted over to finish and seal.

Outwardly they have a neat and innocent looking domed appearance - inwardly they present a structural forest.

About 70% of the 4253 firebox stays are to be renewed and installed by our contractors at HBSS, Liverpool - all we have to do is supply them!

That's where you come in!



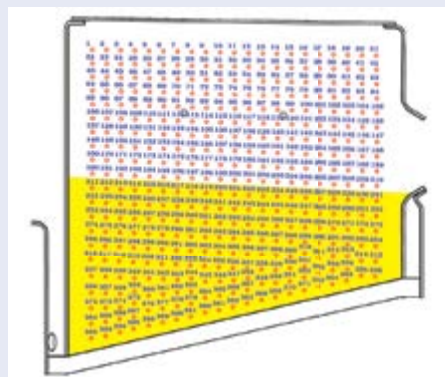
How You Can Help

You can sponsor a set of 3 stays for £99. Each set comprises 1 crown stay and 2 nuts, 1 copper stay and 1 rigid steel stay. 2 or more sets can be sponsored by standing order, spread over 6 months. Alternatively, you can sponsor individual stays.

	Per Stay	Per Set of Stays	Total No. of Stays
Rigid Steel Stay	£17.50	£99.00	412
Copper Stay	£35.00		288
Crown Stay & Nuts	£50.00		174

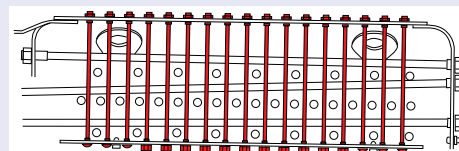
By sponsoring any of the above you will receive a personalised certificate and be entered into a draw for a footplate ride on 4253 on the earliest available date after launch into service.

Please visit www.4253.co.uk for further information and sponsoring details or fill in the enclosed form.



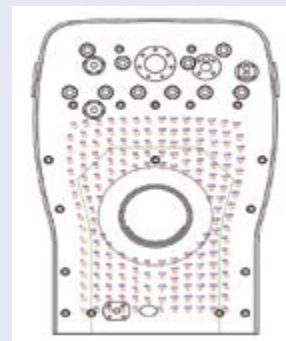
Firebox wrappers

A combination of copper and rigid steel stays. We are renewing all throatplate stays, backhead stays, crown stays and a percentage of the side wrapper plate stays. The stays within the yellow shaded area require replacing.

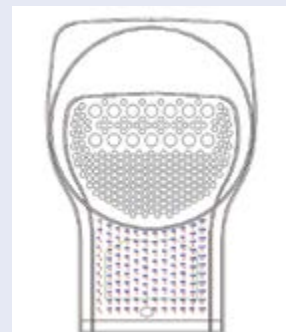


Cross section of firebox

Side view showing crown stays and nuts (in red). 174 stays are required to complete the task.



View of the backhead



View of the throatplate

GWR Railcar W20W – Neil Edwards & Chris Mileman

Now we wouldn't want you thinking that the Railcar team have hung up their work boots for the duration just because we didn't appear in the last *Terrier* and a few recent Newsletters. Far from it!

As soon as lockdown permitted some of our number returned to Carriage and Wagon to assist on the Woolwich coach restoration and other essential work. In addition the Project Manager obtained permission for up to six of the team to visit the Railcar (in the Carriage Shed at Rolvenden) to undertake essential remedial work, in order to prevent any further deterioration of the vehicle while it is stored away from C&W. Since the lockdown relaxation working parties have attended on a weekly basis.

The first job was to clean mildew, which had appeared over the winter, from some areas of the inside woodwork – possibly caused by condensation build-up inside the vehicle. Following this urgent task the team's attention turned to underneath and outside the vehicle.

We are limited in what we can achieve outside of C&W but work has focused on connecting the engine's cooling system, in readiness for a test run of the engines. This activity will be undertaken with the supervision and assistance of the original contractor, and will take place as soon as it is practicable.

The other main focus of the project is to attempt to achieve a fully watertight body for the vehicle, to reduce the risk of water damage should it prove necessary to move the vehicle around during bad weather. To that end we have been



Faint echoes of Swindon – W20W and 6619 together.
(Chris Mileman)

working on sealing and permanently fixing the body panels. We have now completed all of the waist panels and window panels as far as the cab ends, where we still require the cab fronts to be fitted before the sides can be finished. Great progress has been made, and it makes a lot of difference to the look of the vehicle.

Unfortunately it became obvious that the choice of primer for the galvanised steel body panels was not ideal, as further paint-lifting was observed. This has now been rubbed back and a better-suited primer applied.

We are still awaiting the necessary inspection of the vehicle, and are currently negotiating with the Engineering team to fix a time to suit. Once completed a plan will be developed so that we can arrange a slot for the return of the railcar to C&W, to enable the continuation of the renovations and maintain the momentum and enthusiasm for the project.

Initially it is planned that the work will focus on a final fit and the sealing of the roof sheets and guttering, as well as acquiring and fitting any outstanding side and cab sheets, utilising funds already available. All this will help towards achieving the objective of weatherproofing the vehicle – just leaving the glazing to complete that goal.

It is very heartening to say that, following a Workers Playtime Facebook post by Railcar Team stalwart Dave Stubbs, the project has received a much-welcomed injection of funds towards the acquisition and installation of the required window glass. Very many thanks from all of us in the project team to all those who have so generously donated to this cause. It has certainly boosted our drive to glaze the vehicle, in pursuit of achieving our initial goal of making it weatherproof. This demonstration of support has further strengthened our resolve to see the project through to the end.



The first of the Railcar windows. (Dave Stubbs)

Further donations towards the Railcar project would be very gratefully received, and may be pledged through the official K&ESR website on the Railcar donation page, where Gift Aid benefit may be added if appropriate.

More focused appeals for the benefit of specific Railcar restoration objectives are likely to follow this one: please watch this space for further opportunities to further the cause. Thank you all so much.

ROLLING STOCK

Carriage & Wagon – *David Brailsford*

Staff were allowed back into the shed on 22nd June to prepare vehicles for the resumption of limited services in mid-July. The shed was initially prepared to allow staff to work in a socially distanced manner; the opportunity was taken to clear out and re-paint the messroom, as this was to become a temporary signing-in point. Efforts were then concentrated on a mixture of vehicles to provide a modified A set.

Much work was carried out to get the stock up to scratch, internally and externally, and at long last the bodies and windows on the non-platform side have received the deep clean that they desperately needed. Many thanks to all staff who have assisted with this task. All the vehicles to be used received a two-monthly brake exam and SECR 3062, the Metropolitan coach and the GE six-wheeler have received an 18-month exam. Work held over from before the lockdown period also had to be completed on *Petros* and Mk1 68 before they could be run commercially.

18-month exams have been carried out on NBO 54, Pullman car *Barbara* (which has also received a new water pump), Kitchen car *Diana* and Mk1 CK 63. The first Sunday lunch service ran on 6th September, followed by the first Saturday Pullman on the 12th. Perspex screens have been installed in most of the seating areas of the Pullman set to keep customers socially distanced. There has been some limited progress on the restoration projects in the shed where funding has been available.

Cavell Van: Andy Roberts has virtually single handedly painted the new roof canvas with lots of coats of white paint. The roof vents now need to be installed. Work has been progressing on the running gear, and a wheelset swap has taken place – freeing up a set for the District coach, which is currently stopped because of flats on one end. The paintwork on the body sides has been expertly refreshed by our resident painters.

Woolwich coach: All the woodwork repairs are now complete: many thanks to Richard Giles

and Rodney Packham for their efforts. Cliff Coggin and Andrew Hitchings are to be congratulated for their efforts in stripping off a lot of the old paint and preparing the coach for the two-pack resin treatment. The roof sheets are being prepared for installation, and some work has been completed in the compartments.

Mk1 63: All the seating has been replaced in this vehicle, and some minor repairs have been carried out to make it available for use.

Mk1 CK 86: The coach framework is now complete and only the roof sheet section at the Headcorn end requires material. This work will have to wait until money becomes available. Some of the new doors have been hung.

RU 1987: Due to lack of funding and the lockdown this project has not seen any progress. Arlington have advised the team that the earliest they will be able to re-start work is November. A full set of drawings is currently being produced for the new generator set installation.

Staff have recently carried out an inspection on a Bogie Bolster wagon so that it can be passed fit for use on the RVR. Movement of this vehicle from Wittersham Road to Robertsbridge will take place in September. The components parts of their recently acquired turntable (ex-Hither Green Depot) will be placed on it while the groundworks for its installation take place.

The SR 20 ton brake van has taken up residence at the end of the Pullman siding with a view to raising funds for its restoration. A new axlebox is required for this vehicle, amongst other repairs.

The department's ability to progress projects is limited by the budget being available and people being willing to commit time to the vehicles concerned. Since both money and labour are in short supply as a result of the current pandemic, it is obvious that C&W's output will not be what it has been in the past. However, many thanks to those staff who have stepped up to the plate to help, and those organisations which have committed funds to enable work to continue.



An unusual view of Northiam.

(Ben Goodsell)

OPERATING DEPARTMENT

Operating Department – Pete Salmon

Andy Hardy, the Service Delivery Manager, has left K&ESR employment to take up a new opportunity elsewhere. Thank you, Andy, for your efforts on behalf of the railway, and best of luck with your new role. I'm pleased to say that Andy will continue to be seen around the K&ESR as a volunteer.

Sadly we have to announce that Patrick Judson, a popular former member of the footplate staff, passed away on 30th August after a nine-year fight with cancer. Our condolences go to Patrick's family and friends. Patrick's wife Elizabeth wrote the following in her e-mail to us: *"Patrick loved his time with you and used to leave home with his overalls and cap, complete with his tuck, wearing a big grin; eventually arriving home very tired and very, very dirty, but he had a great time, and that was all that mattered. Thank you for giving him the opportunity to fulfil his dream of working on your*

preserved steam railway." I think these words sum up what the K&ESR meant to him, and what it means to so many of our volunteers.

On a happier note, services have run well throughout August with trains selling well. We added an extra trip on a few days towards the end of the month to cope with the demand. Many thanks to everyone who has played a part in getting the railway up and running safely. Pullmans have also re-started; on Sundays, with two locos in steam, this really makes the railway feel alive again.

Congratulations to Paul Davies who passed his steam raising exam on 6th September under the watchful eyes of Dan Dickson.

Guard Neil Intrall has retired from the department, as he is moving further away from the railway. Neil has been a member of the Guards Department since 2004. We wish him well and thank him for his service.

With the Covid-19 restrictions in place we have had to look at alternative ways of training staff. Social distancing has meant that it's not always possible for trainees to participate in all the practical aspects of railway work, but the various groups within the department have been running training events using Zoom and Skype. Our current challenge is to keep trainees progressing so that we can still fully staff our trains when the Covid restrictions are finally eased. We are currently in need of more Guards in particular and, thanks to the size and nature of the brake vans we are using, it is possible for trainees to participate in almost all training activities. So now is a good time to consider joining us and learning something new!

Our volunteers have been amazing since we re-opened, and we thank all of those who have helped us to make re-opening a success. We appreciate that some volunteers are not able to attend because of shielding or health concerns – we are missing you, and looking forward to your return when you are ready.

Guards Report – Graham Williams

Services resumed on 18th July, after a Covid shakedown train on Wednesday 15th, with the Covid rules in place. One Shunter and two Guards have completed four-yearly assessments. 12 Guards have had ride-outs since 18th July. Congratulations go to Jack Marlow who was passed out by Pete Spratling on 1st August, after completing part two of his exam. He had to wait five months after completing part one on 17th March, just a few days before lockdown.

John Holland joins the role of assessor guard, signing off elements of the trainees log books.

We have a new trainee, Kyle Siwek, who has already done his BRS.

Signalling Department – Tony Ramsey

Despite the fact that several members of the Department have needed to continue shielding, we have been able to cover all the turns required since the railway re-opened. Our thanks go to all those who have been able to volunteer to enable this to happen.

During lockdown many members of the Department took the opportunity to keep their signalling skills up to date by answering various questions around a scenario described as 'the turn from hell'. We thank ASI Martyn Butler

for devising such horrendous situations!

We are sorry to announce that Dennis Astridge (Wittersham Road Signalman and Northiam Crossing Keeper) and John Gabbe (Cranbrook Road and Rolvenden Crossing Keeper) have decided to retire from our Department, although happily both will continue their work within the S&T Department, surveying our crossings.

We are also sorry to announce that Granville Davies (Cranbrook Road Crossing Keeper) has decided to retire. We thank all three for the contribution they have made.

Under Joel Pearson's expert guidance, we have been able to continue with this year's Signalman Training Course on Skype, albeit at a slower pace than usual, due to practical learning turns not being possible in the current circumstances. One consequence of this arrangement is that it will not be feasible to start a new training course in 2021.

Finally, on a much happier note, we have to congratulate Crossing Keeper Becky Brookes and Fireman Ben Goodsell on their marriage on 4th September, and wish them every happiness in the future. Crossing Keeper Hugo Baxter was their joint Best Man.



An autumn sky over Wittersham bank.

(Col McLaughlin)

WAY AND WORKS

Permanent Way – Paul Jessett

In my last report we had just completed the winter re-railing jobs at Gazedown, and were looking forward to the new running season... Wrong! With the lockdown, things on the P.Way looked grim. A number of the team were in the shielding bracket, and the instruction was to batten down the hatches. It became clear, however, that the railway fell into the area where certain safety critical tasks would need to be undertaken.

Along with Brian Richards I set about working up some safe systems of working to enable some of us to carry out basic tasks, such as patrolling and weed spraying, to ensure that when able to re-open we would be on the front foot. We were also able to carry on with the works in the container park at the rear of the carriage shed. The plant guys used the time to undertake some commissioning of the new tamper.

The area at the back of the carriage shed was surveyed and levelled, and the bases for the containers were set out. The key to getting containers into this area was to move a couple of the ones that were on the roadway from Rolvenden station, behind the back of the signal box, down to the carriage shed. Thanks to Mike Grimwood we were able to move the offending items, and get a Hiab lorry onto site to unload containers that were delivered to Wittersham Road and transported to Rolvenden



The new Tamper on No.5 siding at Rolvenden.
(Paul Jessett)



The Class 14 at Rother Bridge. (Paul Jessett)

by train. No.5 siding was lined and tamped, and has now been commissioned.

As things slowly started to get to the 'new normal', and with the railway still being closed, we decided to bite the bullet and re-paint Rother Bridge. This job was postponed from last year because a supplier let us down at the last minute, and we ran out of fair weather. With the necessary plans agreed we set about getting the team together – all socially distanced of course!

In order not pollute the river we decided to jet wash the bridge rather than grit blast it. The moveable gantry system was re-commissioned and had to be boarded out, as it had suffered corrosion. The gantry was covered in plastic sheeting in order to catch any debris. We used a petrol jet washer, running off a large water storage cube (which had to be refilled every day when we returned to Rolvenden). Once the grime was removed the team set about some of the bad areas of corrosion with needle guns (good job we were in the middle of nowhere!)

The process of painting the bridge while socially distancing was fairly painless, as the gantry allows for people to work on the outside of the bridge while some were under it and others topside. The weather was absolutely scorching, and each day we were joined by local people enjoying the river. Even the paddleboarders had to mind the wet paint.

This was a massive undertaking by the railway, and shows what can be done when we all pull together. We used somewhere in the region of

180 litres of paint, and that's without the thinners! Thanks must go to Alan and Cathy Crotty, Bryan Atkins, Ian Legg and Kelvin Williams who helped the P.Way team complete this project.

Following on from the success of the jet washer, Frim decided to try jetting out the flangeways on the level crossing at Bodiam.

Forestry – Steve McMurdo

The long-awaited news that we could finally recommence our volunteering activities was received in late May. However we would be returning to a very different workplace, having to observe strict compliance with the railway's Covid-19 risk assessments and requirements, and without our team-mates aged 70 and over for the first few tentative weeks.

It was agreed with the management team that the way to achieve a safe working environment, and particularly the social distancing requirement, would be to split the group into several smaller teams of no more than six people, sharing skills and qualifications as evenly as possible. In practice this has worked well, and has the added advantage that we are now normally out on the line twice a week and able to respond to problems quickly.

The first priorities were to attend to obstructed sight-lines at road, private user and foot crossings, and dealing with any obviously dangerous trees and branches. Good relationships have now been established with a number of our neighbouring landowners and farmers, which means we are now permitted to drive across their properties to access the line at a number of remote locations which were previously only accessible by a works train or by taking a long and generally unpopular walk.

Plans were meanwhile proceeding for the resumption of some form of public service. After running some test trains it was found that there were numerous spots where branches were brushing against rolling stock, presenting a potential injury hazard to those leaning out of train windows, as well as causing damage to the trains themselves. The DMMU was accordingly made available to us for a day and the whole line was traversed, stopping on numerous occasions, so we could dismount and cut back vegetation wherever necessary.

Once these catch-up tasks were completed we were finally in a position to commence two major

projects. The first was at Mill Ditch near Bodiam, where there are two user-worked crossings regularly used by a farmer. The appropriate regulations now require the sighting distance to be increased to some 300m in each direction. We removed and shredded the willow growth using Paul Davies' recently acquired self-propelled chipper, and our agricultural contractor took the boundary hedge down to fence height using a tractor-attached cutter. Finally, Clive Lowe from P.Way visited with his rail-mounted flail to deal with the remaining brambles.

The second project resulted from the farmer owning the fields between Rother and Hexden bridges notifying the railway of his concern that



A view of the borrow pit, looking towards Wittersham. (Steve McMurdo)

poor drainage and overhanging trees were seriously affecting his arable yield. Inspection confirmed that the K&ESR borrow pit, which runs along the boundary between fields and railway for around 1200m, was in need of vegetation clearance to address the drainage issue. To compound matters our fencing was in poor condition and even non-existent in some places.

After productive negotiations, led by Paul Rand of P.Way, agreement was reached that the Forestry team would take responsibility for the



A big ditch, and a beautiful view. (Steve McMurdo)

clearance of all undergrowth and obstructing trees, and the landowner would then arrange and fund the clearance of our borrow pit as well as

removing the remnants of our fence. Once completed, the railway's fencing contractor could proceed with replacement. Our involvement in this major project necessitated many days' work at this remote location, dealing with the clearance work supported by a tracked 360 excavator and a telehandler when required, to retrieve debris from the ditch area into the fields for disposal.

A high percentage of the felled trees were willow, which is regarded as unsuitable for domestic use, so these were burnt or shredded on site along with any other timber not usable for logs.

Wherever possible standard trees such as oak and ash were retained unless found to be rotten. When this big job is finally complete there will be a mutually beneficial improvement to drainage, a secure fence, minimal forestry maintenance required for the future, and a much better view for our passengers!

GROUPS AND ASSOCIATES

Museum Notes – Brian Janes

Well, we are largely back in the public world and operating successfully as we come up the 25th anniversary of opening our present Museum.

When lockdown descended to prevent any on-site activity a large part of the Museum resembled a building site as our planned winter/spring large scale reconstruction, the 'Colonel's Tent' site, ground to a halt. With the easing of the brakes in June a small group of us, particularly Dave and Matt Stubbs and Dave Brown, recommenced rebuilding and redecorating work and showcases came together fairly rapidly.

With the announcement of recommencing limited train services in late June a frantic effort was required. This culminated in the removal of the huge exhibition cabinet that we acquired from Tunbridge Wells being removed by three hefty gents from Groves – our friendly removers and former neighbours – to its new home on the station side of the Museum, where a tribute to the preserved K&ESR is planned by other hands.

The work so far has given us more display space and a far more attractive area than the previous rather dark and mysterious exhibit. However lack of time left two cabinets empty, but with a promise of new exhibits; so these have had to be added to next winter's work programme.



The LCDR lamp post.

(Brian Janes)

Preparation for the protection of visitors and custodians also called for some short-notice hard work. The front desk has been equipped with a screen that not only meets the need but looks very attractive. A card payment terminal had to be wired into the telephone line, as cash was then expected to become a comparative rarity, given dire warnings about its use. Then the one-way system with spacing lines had to be marked out; however a socially distanced area for the carriage compartment and the video area proved impossible to arrange, so these are now 'Out of Bounds'. Passage to the video area is now blocked off rather crudely by the very impressive and beautifully restored LC&DR barley twist lamppost. This will find a permanent home on a plinth which we hope to build at the far end when we can open the area again.

Events since reopening have proved interesting. With the minimal train service planned we decided to open in the middle of the day for three hours only. We thought this would cope with very limited, perhaps nominal, numbers expected to linger on site. The enthusiasm of passengers to extend their railway experience proved us very wrong, however, and we had to open from 11am to 4 pm. With full bookings on the trains our average attendance has been more than 50 in August, and in September we had a good number of days with over 100!

Since the Museum re-opened on 18th July we had by the end of September admitted 2,245 visitors (last year 7,597), taken £2,101 in sales, and received £583 in donations. Given our crippling short season it is particularly satisfying that at least our visitors seem far from reluctant to part with their cash; the spend per visitor is well up from about 53p to 94p. Donations per head are marginally down, but total income for the season is of course disastrously down. The easy-to-use card payment terminal has proved a god-send, with nearly half of sales made by card, but we do still miss a cashless donation point.

Ambitious plans for the Cavell Van were torpedoed by the government's Covid clampdowns and the continuing uncertainty. It was a source of real regret that we could not commemorate 100 years of the return of the Unknown Warrior with an appropriate re-enactment of his journey. We have plans for a modest celebration on the line.

To achieve all this we have had to rely on a very small group of dedicated volunteers, as numbers



The new display for the Museum. (Brian Janes)

have been down in the present circumstances. Of course departures from active involvement must always be expected, and long-term stalwarts Philip Cheetham and Peter Southgate have done – many thanks and blessings from us. So the much-reduced team is under strain.

Needless to say income is still below our real needs, and all funds have been frozen against survival. Spend is difficult, and there are still essential outgoings like rent. We are still looking to donations to fill the gap. We need every penny to ensure we can endure...

Tuesday Group – Graham Hopker

It was Brian Richards' call in late June for help in smartening up Tenterden Town station area in anticipation for the public return that enabled a few of the Tuesday Group to get back to work after the extended lockdown. Working outside with easy social distancing met the requirements for our return. We worked there from the 4th July for a few Tuesdays, mainly painting fences, both black and white. We were also able to prepare and undercoat one of the pump trollies outside the Carriage & Wagon works that was in need of a repaint. Before we left we undercoated the new window which had been put in the Booking Office.

We returned to Northiam on 4th August after a gap of 18 weeks. Although some garden



Repainting the works trolley.

(Graham Hopker)

maintenance work had been done during the lockdown, the grass was long and the hedge had grown considerably! The weeds and the Memorial Garden needed attention.

Some of the coping slabs on the platform edge were causing a trip hazard. Some were eased with Tarmac fillets, but one had to be taken up and re-bedded. A not very large slab, but an awful weight!

A new outdoor electric socket was fitted on the side of the disabled toilet, and a new pane of glass has been fitted to the Buffet door.

It was good to see Seb Dunn, who took a day off from his work at Hever Castle to go on a 'busman's holiday' and give a professional strim to the whole length of the rear of Platform 2.

We made a temporary repair to the floor in the crossing keeper's hut at Rolvenden. Wood rot had also taken hold of part of the crossing keeper's foot crossing at Northiam – this has all been replaced.

The south-facing side of Northiam Station has suffered with sun damage, and has been repainted. The eaves need attention, and help has been offered by Hills Bridge to get to the difficult areas for refurbishment and repaint.

I would like to extend a warm welcome to Trevor Apps, who has joined our Group. Trevor has been a 'roving' volunteer with the railway for some time, but has settled into the Tuesday Group – bringing a lifetime's building experience with him.

Gardening Group – Veronica Hopker

Tenterden Station

On Tuesday 30th June we were finally able to return to the railway, having ceased working on 17th March. What a difference three and a half months of neglect can make to a reasonably tidy garden! Unfortunately our first day back was rather wet, so not much was achieved. However, once the rain stopped we were able to inspect the whole station and assess the situation. We then decided which pieces of garden to attack first, and how we were going to work our way across the site.

On 7th July we were extremely pleased to welcome two new volunteer gardeners who answered the call for help – Dawn Wiles and Liz Cobbett. With four of us working together we managed to start seeing the gardens re-appear. Unfortunately for us Dawn had to return to work after three weeks, but her help had been immense.

Our next large effort was tidying the Carriage & Wagon yard. The garden was completely choked with weeds. Brian Richards kindly said he would clear the weeds growing between the bricks in the yard, so we just had to attack the strip of garden which runs the length of it. Having cleared the garden and rescued the plants it became obvious that the grass from the picnic area was encroaching into the garden, so the grass was cut back to keep it clear of the fence.

In September Louise Gannon joined us at

Tenterden. Another pair of hands to help us stay on top of the weeds!

It has been strangely quiet around the station, but we have been able to make good progress. There is plenty of space for us to work safely and keep our distance. Also working outside we can speak to people (over the fence of course) who have come to enquire as to whether the trains are running and how they can book. Inevitably some people are just visiting the area briefly and want to have a ride on the train that day. Everyone we have spoken to wants to come back, though, so we always suggest that if they are likely to return to the area they go onto the website and make a booking, so that next time they will not be disappointed. It is a pity we cannot give them a printed piece of paper with details of the website and telephone number.

Rolvenden Station

At the end of July the tubs at Rolvenden Station were planted up, and David Brown kindly checked and switched on the watering system. The plants seem to be lasting well so we will leave them for a few more weeks. The little garden by the entrance to the platform has struggled on, and has done extremely well with little attention or water.

Northiam Station

Liz Brown and Nell Joint have returned to caring for the picnic area. Liz volunteered to be a

‘designated person’ to visit the station throughout lockdown. This gave her the opportunity not only to check all was well at the station but to keep the garden going by watering.

The Memorial Garden grass was cut during lockdown by Chris Lowry, which kept it under control. Our thanks to him for helping out. Seb Dunn (grandson of Tuesday Group’s Ron Dunn) had a spare holiday day and kindly came to Northiam to trim around the Memorial Garden. Mark Taylor has returned to the Tuesday Group, and resumed cutting the grass at Northiam.

Bodiam – Malcolm Burgess

Although, in common with the rest of the railway, there has been relatively little train traffic at Bodiam this summer, the team has been fully engaged with work to the station and grounds. Because of social distancing restrictions the group has worked on Tuesdays and Thursdays, to ensure that everyone can be involved, but keeping daily numbers to about six people. My thanks go to all group members for their patience and co-operation over this. I have deliberately not name-checked individuals in this report because everyone has worked very hard, on a wide variety of tasks, this summer.

When the good news was announced that a restricted service would re-start, we worked hard to get the station into an attractive state to welcome visitors, albeit in smaller numbers and



Bodiam: The Stationmaster’s garden in full production.

(Malcolm Burgess)

for a limited time with each train. Grass mowing and hedge trimming has been a top priority, while the flower garden and the Stationmaster's garden have both been revived into excellent condition, after a delayed start. Group members have been sampling some of the harvest from the latter as crops matured. The dahlias around the border set off the productive area very well. The hop garden struggled with the neglect during lockdown and the very dry spring.

The plants overall have not produced a good crop this year, but the new ones have bedded in well and all are looking healthy, which bodes well for next year. Bodiam seems to have been blessed with good weather on the majority of work days throughout the summer, so we were able to keep on top of things without too much disruption.

We were concerned about an infestation of Himalayan Balsam around the land drain culvert, and a couple of intensive sessions were needed to clear this. However, the bees from our two hives loved the flowers, and we have been able to sample the first batch of honey from the Bodiam Bees. We will have to keep on top of the balsam, but will time the removal next year to allow the bees some good nectar first.



*The storage container beside the cattle dock.
(Malcolm Burgess)*

In other areas the Huxford sign above the toilet block has been carefully restored, after damage by intruders, and is now firmly back in position. The Cavell Van steps have been extensively rebuilt, and will be ready to welcome the van when it returns. As there is unlikely to be money to replace the crossing gates in the near future, they were freshened up with a new coat of paint to give the impression of being in good condition.

The plastic coating to the corrugated roof on the south side of the waiting room/museum disappointingly began to peel off, so the roof has been partially stripped and repainted instead. A rotten platform lamp post has also been repaired and repainted to give it a few more years' life.

After a quiet period following the installation of CCTV, the station was again the target for intruders, who broke two booking office windows. Fortunately all the valuable tools and equipment that we keep on site are safely locked in the container, which has been sympathetically painted to make it less obtrusive.

With further repairs and painting we look forward to welcoming the public back again at the end of October, all being well.



*The restored Huxford sign.
(Malcolm Burgess)*

VOLUNTEERING

Volunteer Recognition: Long Service Awards

Through the work of the Volunteering Committee it has become apparent that there is a need for more recognition around the railway. This is an issue that affects all volunteers.

The Company runs two long service award schemes – one for 25 years' service as a volunteer, and a second for 50 years of continuous membership of the Company and its predecessors. The awards are normally presented

at the AGM. These awards acknowledge considerable loyalty and dedication, and should continue. However currently we have nothing to address efforts of those who have volunteered for less than 25 years. There is also a need to catch up on awards due.

The Volunteering Committee have recommended, and the board of trustees have agreed to, the introduction of some shorter service awards, including 10 years, 15 years and 20 years continuous service. Volunteers who have already received their 25- and 50-year awards

would be included in this scheme. The objective is to get everyone on an equal footing and plug all of the gaps. To be eligible for an award members will also need to have been a paid-up member of the K&ESR for the whole award period claimed.

It is understood that (under current Covid restrictions) people may not be comfortable accepting awards at an event such as the AGM. Recipients will be invited to travel on a special Awards Train or to receive their award by post. The form of these awards would be a badge and certificate, presented on the Awards Train by the Company Chairman or another senior officer. A small gesture such as a complimentary afternoon cream tea will also be provided.

The implementation of this new scheme will entail a big administrative task to ensure that all

those who are entitled receive their awards. For this reason the K&ESR is seeking expressions of interest from someone to take on the voluntary role of Volunteer Recognition Officer.

This person will administer the scheme, coordinating with the membership secretaries and department managers to identify and validate rewards that are due. Those who are entitled will

then be contacted with an invitation to attend an Awards Train. It is anticipated that the Volunteer Recognition Officer role can be undertaken from home.

We invite anybody interested in taking on this role to contact the Chair of the Volunteering Committee to learn more and register their interest. Contact Sarah Tagart by e-mail at stagart@kesr.org.uk or by letter addressed to Sarah at Tenterden Town Station.

*Matt Hyner
Trustee, Volunteering
& Projects*



The new boarding on Tenterden station building.

(Phil Edwards)



Kelvin Williams painting Tenterden station building.

(Brian Richards)



Some have struggled in these unusual times, but Jasper Pryer (right) seems to be bearing up better than most – to the bemusement of Dan Dickson.

(Abbey Dickson)



Visiting Large Prairie Tank No.4144 climbing Tenterden Bank on 27th September.

(Jon Edwards)

A splendid sight – No.4144 out on the road.

(Jon Edwards)



The return of the Pullman – Northiam on 6th September 2020.

(Phil Edwards)





No.4144 stands in No.1 platform road at Northiam on 27th September.

(Neil Instrall)

Large Prairie power – No.4144 starting away from Northiam.

(Phil Edwards)



An Unusual Year

Where do I begin?

23rd March 2020, Lockdown?

The story of the recent finances of the Railway goes back a little further than that, to August 2019 when we set the budget for 2019/20. The budget for this year boasted £250,000 worth of capital expenditure, the highest we have ever had from internal monies. We were set fair.

But life has a habit of giving us the occasional reality check, and Covid 19 certainly falls into that category. When it became apparent that we would not be running trains for an unknown

period of time, we had to re-write the budget for the remainder of the year; and eventually we went through until October 2021, modelling a number of different scenarios. It was a sombre affair, with lots of red pen, and new code lines appearing for grants which we investigated and where possible took advantage of as soon as they became available. We also used the Government's furlough scheme to help with the wage bill.

It became necessary to control our costs as never before and begin to think the unthinkable, and this, together with modelling and scenario planning, became almost a 24/7 business.



Open for business again. The Booking Hall may be empty but the 13.15 departure starts for Bodiam on 13th August with some of the many passengers who tell us how glad they are that we are running once more. (Chris Kennedy)

The £250,000 originally set aside for capital expenditure, together with restructuring and cost-cutting, became the basis for our survival.

We secured a Government bounce-back loan but apart from this we have not increased our indebtedness.

One vital capital project which dominated our thoughts at the beginning of the year but which risked getting lost in the bigger picture was the Kitchen Car project, 'the Blue RU' or 'Freeman's Folly'. Some very generous members donated significant monies to keep it going. Others lent us money to tide us over. I am very grateful to those people, some of whom changed their significant loans into straight donations. We await the return of the carriage for final fit-out and we still need cash to complete it. You will be tired of being asked for cash, but the Railway still needs money to complete the project. Anything that you can spare will be gratefully received. The Appeal is still very much open.

Speaking of Appeals, why haven't I asked for money for a 'Save Our Railway' Appeal, over and above the general donations so generously given?

The answer is simple. We have never been in a position where we needed such an Appeal. I have stated on numerous occasions that the Railway will not "go broke". I stand by that. The use of an SOS Appeal would be a

last resort, and we haven't come close to that. By restructuring, cutting our costs, resetting the business and using the Government monies, I have steered a course away from the rocks, and the latest addition to our coffers comes from the 'Culture Recovery Fund for Heritage'. The Grant Application Team for that was headed by David Nibloe. My thanks to him for his detailed and successful work.

Looking forward, we are planning a Santa experience which will not be like previous events. It is taking a great deal of detailed work, but in the end it will fail if we can't find the volunteers to make it happen. Please help if you can, as the profit from the event is part of our financial planning to ensure we have a future.

Looking further forward, we are going to have

to continue to control our costs very tightly in 2021, as well as being smarter about making money. The planning has already started.

But we cannot be complacent. The pandemic is not yet over and there may be further shocks ahead. The fundraising group will continue its work to bring in money over and above what we can earn (which is never enough for serious capital expenditure) and we shall keep all options open for use if necessary. But our basic principle will remain that our daily operations should cover our costs plus a little bit more.

If we can get it right, and I have every confidence that we shall, the Kent & East Sussex Railway has a bright future.

Geoff Crouch
Finance Director

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2020

1st	Mrs M Fisher	No. 1139	£100
2nd	Mr E Stockdale	No. 557	£80
3rd	Tony Hutchins	No. 507	£75
4th	Mr Jack Mauritis	No. 992	£65
5th	Geoffrey Crouch	No. 880	£55
6th	Lionel Marchant	No. 1027	£50
7th	Richard Crumpling	No. 872	£45
8th	Mr & Mrs J P Fry	No. 646	£40
9th	John Collard	No. 109	£35
10th	Dick Beckett	No. 327	£25
11th	Robert Leach	No. 958	£20
12th	Colum McLaughlin	No. 409	£15
13th	David King	No. 624	£10

July 2020

1st	Bernard Dobson	No. 128	£100
2nd	David Nichols	No. 1275	£80
3rd	Philip Clarke-Monks	No. 236	£70
4th	Malcolm G Harker	No. 667	£60
5th	Matt Hyner	No. 810	£55
6th	David Merrick	No. 733	£50
7th	Ian Cook	No. 070	£45
8th	Adrian Clarke-Monks	No. 270	£40
9th	Kevin Nunn	No. 1280	£35
10th	Mrs P Grigg	No. 1015	£30
11th	Lionel Marchant	No. 303	£25
12th	R & S Jacques Bartlett	No. 773	£20
13th	Mrs C Blair	No. 953	£10

June 2020

1st	Chris M Wood	No. 724	£100
2nd	Mr D G Cornwell	No. 526	£90
3rd	John E F Davies	No. 423	£80
4th	Susan Taylor	No. 987	£75
5th	Dick Dickson	No. 101	£70
6th	Neville Oliver	No. 709	£65
7th	Lionel Marchant	No. 486	£55
8th	Jim Merchant	No. 1099	£50
9th	Mrs M Marshall	No. 1115	£45
10th	Kevin Blakiston	No. 820	£40
11th	Ross Shimmom	No. 221	£30
12th	Janet Bridger	No. 262	£25
13th	Trevor Meadows	No. 1105	£20
14th	Mark Stuchbury	No. 023	£15
15th	Clive Norman	No. 390	£10

August 2020

1st	Kevin Blakiston	No. 821	£100
2nd	Alan Tanner	No. 993	£80
3rd	Clifford Colmer	No. 653	£70
4th	Mrs Anthea Post	No. 529	£60
5th	Mike Artlett	No. 289	£55
6th	Tom Webb	No. 413	£50
7th	Malcolm Heywood	No. 456	£45
8th	Earnest C King	No. 789	£40
9th	P B Munson	No. 454	£35
10th	Mark Jenner	No. 1212	£30
11th	M J Andrews	No. 549	£25
12th	Richard Bruce	No. 1201	£20
13th	Chris M Wood	No. 721	£10

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

Return to the Footplate

Like many of us I had assumed that 2020 would be another busy year. On the cards were business trips to the United States and France, as well as a likely visit to my employer's HQ in India. Then there was the prospect of finally getting our kitchen refurbished – plus being on the steam driving roster at the K&ESR. Of course we'd heard the rumblings about a new and as yet unnamed virus as December progressed, but that was in the Far East, and surely they'd contain it – it wouldn't be a big problem for us, would it?

So as I booked off my daytime driving turn on 31st December 2019 with Mark Williams and trainee Claire Sime we shook hands, said 'see you next year' and went our separate ways. Little did we know!

I did make it to the States for a trade show in San Francisco in February, but that's a story in itself. Soon after that it seemed that everything, including our beloved K&ESR, just closed down. As the weeks and months progressed my new

home-working routine was punctuated by railway newsletters and updates; the railway had gone into survival mode, with only essential tasks being carried out by small teams while lockdown progressed.

Fast forward to Saturday 18th July, and with lockdown easing I found myself and Ben Goodsell rostered on K&ESR No.21/LMR No.300 for the first public trains since February. The railway had prepared briefings and procedures, and I had visited on the Wednesday before to take a 'route refresher' on the Class 108 DMMU while a number of its drivers were assessed for competence.

The Rolvenden routine had changed somewhat, with a one-way system in the mess room among other new procedures. In the yard were Paul Davies and Chris Davey on cleaning and steam-raising duties – and No.25 *Northiam* lit-up instead of No.21 which had failed earlier in the week with injector problems.



Socially distanced cab – Fireman Ben Goodsell (left) keeps a lookout for Driver Ian Scarlett on the regulator.

(Ian Scarlett)

Taking heed of the new procedures, Ben and I prepared No.25 in the morning sun while Paul and Chris cleaned the exterior. It was the same but different; much quieter in the yard, with so few people around, but the task of preparation was straightforward apart from the large amounts of water found in some of the oiling points – clearly No.25 had not been prepped for some time. Before leaving the yard however we noticed the cylinder lubricator fitted in the cab was not feeding oil properly. The solution was to drain it completely, refill with fresh oil and try again – which did the trick.

And so to Tenterden. The Up light engine move can be one of the highlights of the day –

particularly on a sunny morning with the engine running well and a cooling breeze in the cab – and so today it was. Tenterden Station was looking very smart, and the marketing team's efforts had produced a goodly looking number of passengers. The first task after meeting the guard was to find Inspector Mike Harman, who was to carry out a 'ride with' assessment of me on the first Down trip (while Ben rode in an empty Guard's compartment).

Second was to assist a BBC news crew which was covering the re-opening for that evening's South East Today bulletin. They attached a GoPro camera to the cab to capture some outside footage, and I fixed one of my own on the inside

for the return trip. Thus did Ben and I get our five seconds of fame!

I suppose driving a steam train is rather like riding a bicycle – you don't really forget how to do it. But having been away for seven months extra care was taken, especially when running non-stop through the platform loop at Wittersham – which is not an everyday movement.

The view across the broad vista of the Rother Levels while cresting Wittersham Bank in the Down direction is something to savour on a fine day, and it did not disappoint. There was a moment to appreciate it before going back to watching out for anyone unaware of our re-opening on the crossings at Hexden, and especially at Rother bridge before the usual water stop at Northiam.

Arrival at Bodiam was on time, and I remember thinking the number of people on the platform looked reasonable for a first train of the day in normal circumstances. With Mike happy and Ben back on the footplate we made the return trip to Tenterden, pausing only for the token exchange at



Historian Lucy Worsley during filming at Bodiam on 18th July.

(Andy Hardy)



Two weeks on from reopening, Mark Williams (left) and James Darling are in charge of No.25.

(Ian Scarlett)

Northiam and water stop at Rolvenden. The BBC news crew were flying a drone (pre-arranged and under supervision) near the Tenterden home signal as the train passed under it, the footage appearing on the evening news.

Tenterden Station was certainly busier on our return – busy enough to require thought when social distancing on the platform at times. The fine sunny day was making it very warm on the engine, too. The news crew got some positive interviews with passengers and Simon Marsh for their bulletin, and then it was time for the second train and the second BBC crew of the day.

This crew was filming with historian Lucy Worsley for a programme about the Russian Revolution. Under the supervision of Andy Hardy, they shot scenes on the train and attached a camera to the engine for some moving shots. On our return to Tenterden, and with the passengers having left, we made a run to Rolvenden with the stock for some more on-train filming and a run up Tenterden Bank for some external shots of No.25 and train – complete with two large red flags attached above the front

footsteps. We will have to see how those look if they make the final cut. Then light engine back to Rolvenden for disposal, and time for Ben and me to reacquaint ourselves with the niceties of emptying the smokebox, throwing out the remains of the fire and emptying the ashpan. After that we got cleaned up and completed the repair book before saying our goodbyes. Understandably there were no handshakes at the end of the day this time.

From our viewpoint the re-opening and first public trains since Covid-19 lockdown had passed successfully, safely and without drama. We'd carried what I hope was a satisfactory number of passengers, Ben and I had had a good day and the crews from the BBC were happy. It was of course good to get back on the footplate and to greet friends and colleagues around the railway. We had also received a number of compliments (on behalf of the whole railway of course) from passengers who'd had a great day out and were really pleased to see the K&ESR back in operation. Long may that continue.

Ian Scarlett

THE NEXT GENERATION: Luke Belger



(Tony Ramsey)

It is obvious that we ought always to make our visitors feel as welcome as possible. If there are any Mr Grumpies who dislike dealing with the public then they need to remember this – our visitors are our lifeblood. But there are other reasons as well, one of which is that today's visitor for whom you go the 'extra mile' may be tomorrow's enthusiastic volunteer.

Take, for example, trainee Signaller Luke Belger. Although he had always been interested in railways and had visited us as a child to get a present from Santa (mainly because his nan enjoyed steam trains), Luke had not thought of

becoming a volunteer with us because he was already a volunteer with the Elham Valley Line Trust. But he happened to visit the railway for his 16th birthday, and while at Tenterden expressed an interest in seeing the signal box.

The Booking Clerk ('person unknown', unfortunately) immediately introduced him to the duty Signaller (Cathy Crotty), who made him feel so welcome and gave him such a helpful introduction to the box and the role of signaller that he was instantly hooked and he signed up for the 2019 training course. "Signalling is definitely my main passion now," he says.

I ask him what he has made of the training so far. "Although I thought I had a reasonable idea of what was involved, I have been surprised by just how intense it is. I expected it to be much less serious than on the main line. I wouldn't really say I enjoyed learning the theory – still less, sitting the exam! – but I realise it's necessary. But I have really enjoyed the practical learning turns, especially the one where we had just covered 'Stop and Examine' on the course – and then it happened for real!"

As part of the training Luke has already qualified as a Crossing Keeper at Cranbrook Road, and also at Rolvenden. "My first solo turn was a bit of a baptism of fire, although I suppose you could call it 'exciting'. The treadle wasn't working, nor were the phones, so I had to rely on a bell from the Tenterden Signaller as the cue to open the gates for Up trains. On top of that, an ambulance on an emergency call turned up while the gates were across the road!"

Since then, however, all his turns seem to have gone very smoothly, so when – as usual – I press for any humorous or embarrassing incidents, he struggles at first to think of any. Then he recalls one occasion when he had volunteered to help

on the Pullman. "I went down the carriage with two jugs of gravy, whereupon one customer grabbed both jugs and poured the whole lot onto her plate. I couldn't believe she wanted her dinner swimming in it!" Perhaps she didn't believe Luke was capable of pouring gravy?

Away from the railway, Luke (who is 18) lives with his mum in Rainham, where he attended the Howard School. He completed his A-levels this summer and has just started studying Military History at Kent University. "I want to be a surveyor," he explains, "but I couldn't get a degree apprenticeship. Military History is a subject I enjoy, so after that I will do a post-graduate conversion course."

I ask Luke for a final reflection. "I really enjoyed my first box turn," he says. "I was surprised at how much I was encouraged to do. It was really 'hands-on'. Since then it has just got better and better. And I would definitely like to explore other roles in the future."

So thank you, Luke, for joining us, and thank you Cathy (plus unknown Booking Clerk!) for encouraging him.

Tony Ramsey



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OBITUARY

John Rigby 1944–2020



John at Wittersham Road.

(via David Bott)

John Rigby's sad passing was mentioned on the Operating Department page of the Summer 2020 edition of the *Terrier*.

John was born in Macclesfield, the older of two boys, and spent his working life in the civil service and in banking and financial services. He met his future wife, Christine, while working at the Alderley Edge branch of the District Bank.

Christine was seconded there for a week to cover staff shortages and, as they say, the rest is history.

They married in 1973 and had two daughters, Nicola and Joanne, and in 1982 moved to their home in Croft, near Leicester.

John always had an interest in railways, often attending railway auctions, and had collected a selection of railwayana in the back garden. For his 65th birthday the family bought him a cab ride on the Great Central Railway and a signal box experience day on the K&ESR. John very much enjoyed his K&ESR experience and became a member, enrolling in the signalling classes and qualifying for Wittersham Road box as well as Cranbrook Road and Northiam crossings. He was also a TTI, nearer home on the GCR.

He travelled from Leicestershire for his K&ESR duties and must have been one of the longest distance signallers, if not *the* longest. John would have shifts on two consecutive days, travelling down the day before and staying two nights in a local Travelodge – often accompanied by Christine, who would hit the shops in Tenterden, Hastings and Ashford.

On the occasions when I was at Rolvenden and John was at Wittersham Road he would always arrive at Rolvenden in good time to have a cup of tea and a chat before heading off with the yellow staff.

Always cheerful and helpful, John became ill in early 2020 and was admitted to Leicester General Hospital on 1st May, keeping in touch with his family by phone and WhatsApp video calls because of the lockdown. John passed away in hospital on 8th May, the funeral being held at Countesthorpe Crematorium, Leicester on 27th May.

Sincere condolences are expressed to his family, friends and railway colleagues.

DB

BOOK REVIEWS

Steel–Oil–Steam

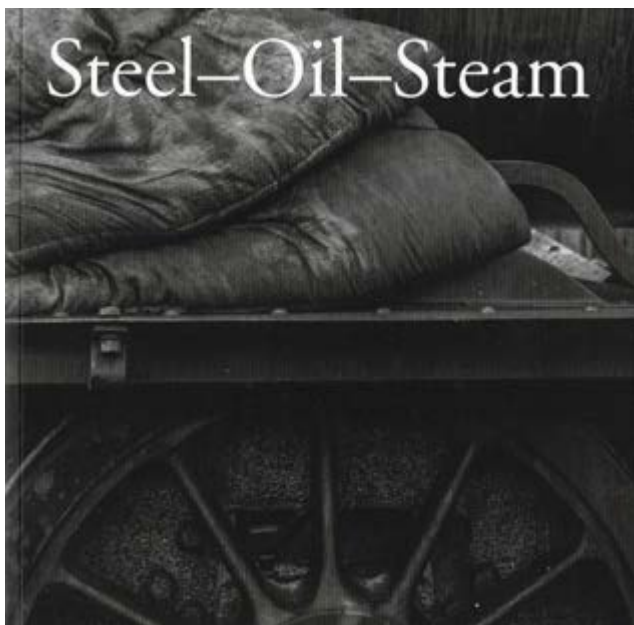
Tom Evans and Terry Hulf

84pp, 215×215mm, softcover.
Published by Samson Press. ISBN
978-0-95-309511-7. £24. This
book is offered to K&ESR staff and
members at a special price of £20,
plus £3.60 p&p, at <https://py.pl/6pHRCZ58bkg> For every copy
bought under this offer Evans +
Hulf will donate £2 to the railway.

The notion of a photo book about the K&ESR is nothing new; there have been many, but perhaps never before one like this. Rolvenden shed and yard, its steam locomotives, its nooks and crannies and its human inhabitants are photographed in black and white, rich in texture and detail. There are no studies from ‘classic’ locations, nor sunlit shots of trains against puffy clouds.

Tom Evans and Terry Hulf are no ordinary photographers. Their approach is to use a Chapman ‘British’ wooden camera from the 1880s with a lens dated 1875, making it contemporary with the K&ESR’s two Terrier locomotives, and which has its own back story too. In the absence of the original glass plates it exposes 12” × 15” orthochromatic X-ray film. The characteristics of that combination dictate deliberate composition, pin-point focus and lengthy exposure times, as evidenced in the portraits of familiar faces who toil at Rolvenden – many of which have a stark, authentic Victorian look to them. The portraits are perhaps the most conventional and accessible images; the majority of the book covers carefully framed views of both familiar and unfamiliar subjects such as the inside of the cleaners’ store, a collection of white-metalling tools and Norwegian’s air pump partly shrouded under a cloth. All of this is preceded by a detailed introduction and interspersed with personal contributions from many of those photographed.

Steel–Oil–Steam is a treat for those who appreciate the aesthetics of ‘vintage’ photography with a ‘modern’ twist. It is also intensely human.



For this reviewer its appeal lies in the detail with which the photographers imbue their homage to the Rolvenden site and to the people who work there. One hopes that Evans+Hulf may be inspired to take their antique camera and modern interpretation to shine a light on other rich corners of the Kent & East Sussex Railway.

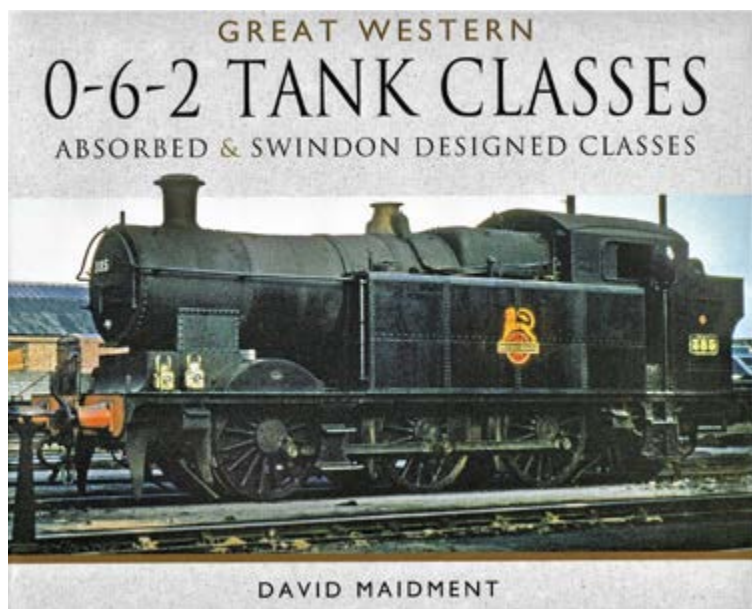
IS

Great Western 0-6-2 Tank Classes – Absorbed & Swindon Designed Classes

David Maidment

284pp, very thoroughly illustrated, mainly with monochrome photographs, plus an appendix of locomotive diagrams, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 52675 205 5. £30.

There is something particularly fascinating about the nine local railways which served the mining industry and communities of the South Wales valleys. (With the Taff Vale having a mileage of 112 one hesitates to describe them as ‘minor’.) Prior to grouping they were quite distinct from the mighty Great Western which, in spreading its bounds still wider, assimilated them – slightly early – in 1922. This distinctiveness most notably applied to their locomotive fleets and not least to the predominance of the 0-6-2 tank for working



The final chapter of the main text covers the heritage era and, together with the last part of the section on Class 56XX, has the colour photos. Two Taff Vale locomotives survive plus, thanks to the late Dai Woodham and Barry Scrapyrd, no less than nine of the GWR design. The author points out that these engines seem particularly suited for working on a heritage railway.

These survivors of course include the K&ESR's 5668 and 6619, both of which

both passenger and heavy mineral traffic on the often steeply graded lines. In addition to the Taff Vale the larger companies included in this account are the Barry, Rhymney, Cardiff and the Brecon & Merthyr. The Rhondda and Swansea Bay, Neath & Brecon, Port Talbot and the Alexandra Docks and Railway Company are included in a chapter entitled 'Other South Wales Companies'.

The book is heavy on photos but nonetheless includes a substantial 40,000 word text. The pictorial content does, for once, not appear intended to appease those with a low boredom threshold but as a necessary aid to explaining the complex and interrelated history of the South Wales 0-6-2Ts. This is particularly the case once Swindon gets its hands on the locomotives and starts imposing the corporate style. To be fair, this probably happened when a worn-out boiler or a corroded cab was most easily replaced with GWR standard components.

Some interesting hybrids reminiscent of 'kitbashing' resulted, and led naturally to the Great Western's own version of the concept, Class 56XX/66XX, which was the subject of an article by Brian Janes in the Winter 2012 issue of this journal. David Maidment states that the 56XXs were based on the Rhymney Railway's Class R, and the leading dimensions were fairly close even after the Swindon No.2 boiler had been incorporated into the design.

are depicted by a decent-sized photo and have a page to themselves.

NP

The Vale of Rheidol Railway – The Story of a Narrow Gauge Survivor

Peter Johnson

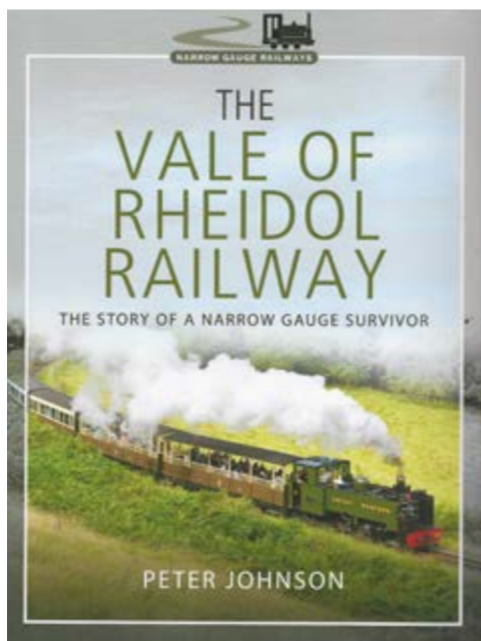
208pp, copiously illustrated with monochrome and colour photographs, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 52671 805 1. £30.

This book is an interesting and comprehensive account by a very prolific and respected writer on narrow gauge subjects, who was for many years Editor of the Ffestiniog Railway's house journal.

The Vale of Rheidol is perhaps the least typical of the Welsh narrow gauge lines. Built late (it is a near contemporary of the K&ESR) and later part of the GWR, it was operated by British Rail as a steam worked tourist line post-1968.

Privatisation followed, not to a volunteer-led heritage group but to a commercial organisation, albeit one which has treated it more than sympathetically.

One gets the impression of the author, no doubt unintentionally, using three different writing styles as the story unfolds. The independent/Cambrian Railway era is commendably learned; under GWR/British Rail it is informative and accessible, reminding one of *Railway World*;



and the heritage era is much like coverage of such subjects in contemporary periodicals. Maybe I am being over-analytical, or maybe it is that the three contexts naturally lend themselves to these varied approaches.

Mr Johnson lists or mentions his extensive use of archive material, both national and local, as well as republishing material from his earlier work *An Illustrated History of the Great Western Narrow Gauge*. In a number of places he states where he has been unable to locate the appropriate records. The book is very adequately illustrated with maps, plans and photographs, even though the author mentions that there are relatively few photos from the VoR's first 50 years.

The main text is divided by a 25-page, almost photo album-like, Rolling Stock Gallery, and is followed by numerous often generously laid out appendices plus a bibliography and index.

NP

The London Feltham Tram – The Evolution of a Classic Tramcar Design

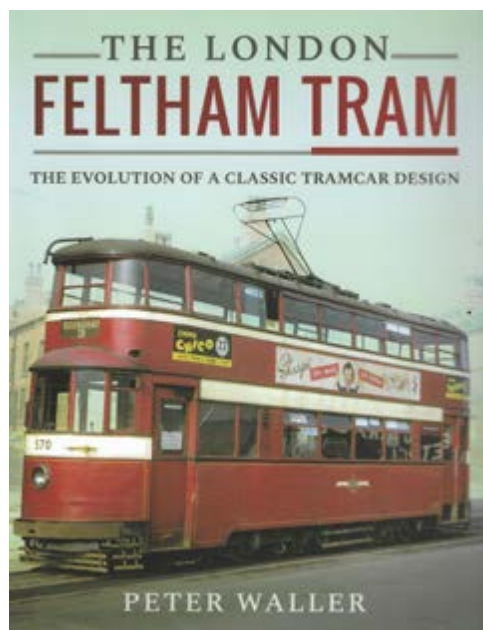
Peter Waller

147pp, mainly monochrome with some colour photographs, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 52670 213 5. £25.

Having grown up in suburban Southeast London, this reviewer's few memories of the dying London tramways are populated by the ex-LCC E1 Class. As a result, the Felthams have long seemed an exotic species barred from one's erstwhile local routes by the sharp curve from Eltham High Street into Well Hall Road. As the strapline to the title suggests, the first part of the book describes the development of the experimental cars which culminated in the order for the production version by the London United and Metropolitan tramway companies.

The Felthams had only been in service a couple of years when London Transport came into being – an organisation which rapidly decided to convert its tramway system to bus or trolleybus operation. Accordingly the Felthams were gone from most of North London by the end of 1938, although World War II ensured their survival 'sarf o' the river' (except, as mentioned, in the Southeast) until 1951. As the most modern trams in the capital they seem to have been almost too good for the decaying London system and, instead of being prematurely scrapped, 90 were purchased for further service by Leeds Corporation.

In the early 1950s Leeds was a much more enterprising tram operator, and the Felthams were well able to demonstrate their capabilities on the various reserved track sections, not least



the sylvan light railway through Middleton Woods. Indeed, I actually found the Leeds section the most interesting part of the book. Alas, that admirable system closed in November 1959, Tory local government support having been replaced by Labour's policy of replacing trams with buses – probably the reverse of what would happen today. Three cars survive in preservation: one in the USA, one in the LT Museum collection, and centre-entrance prototype No.331 (which was sold to Sunderland in 1937) at Crich.

The London Feltham Tram – The Evolution of a Classic Tramcar Design has an adequate text describing the history of this famous type, and is supported by a very extensive collection of photographs. The illustrations in fact take the book to the verge of becoming a photo album although, of course, many people like it that way. The preponderance of monochrome is perhaps appropriate to the era covered, with the smaller number of colour photos well suited to illustrate the brighter Britain that was emerging during the Felthams' latter days.

NP

Southern Railway Lord Nelson Class 4-6-0s – Their Design & Development

Tim Hillier-Groves

176pp, thoroughly illustrated, mainly with monochrome photographs, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 52674 473 9. £30.

As this book states, Richard Maunsell's Lord Nelson Class was the 'also ran' of the Southern's express locomotives. Squeezed between the legendary King Arthurs and the exotic Bulleid Pacifics, the 16 locomotives of Class LN even managed to be outshone by the Schools Class 4-4-0s which were derived from them.

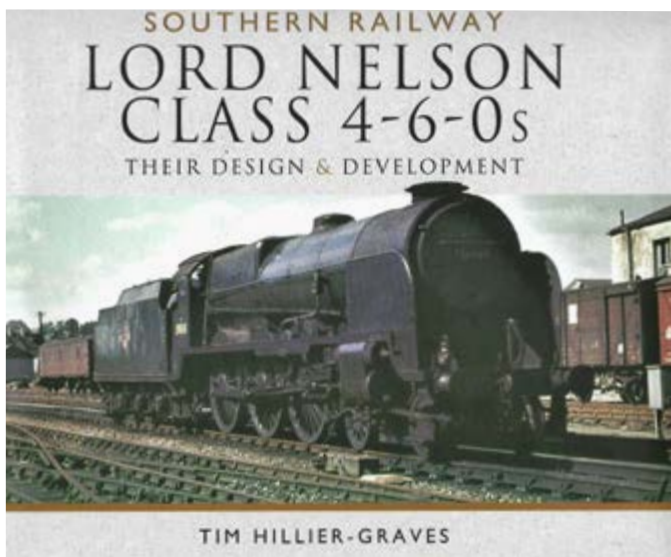
Initially disappointing, they were eventually much improved when Oliver Bulleid sorted out the front end. This perception of mediocrity even extends to one's own youthful encounters as, unlike so many other types, underlinings in the Combined Volume have left no recollection, vivid or otherwise.

The Nelsons have of course been written about before; but Tim Hillier-Groves takes a fresh look at the subject, making use of both primary and secondary sources. He develops the story logically from the evolution of the design (going back to Pre-Grouping days) through the production and operation of the class, the Bulleid era and the final post-war phase ending with withdrawal in 1961/62. The author has written in the interesting and informative style which we enjoyed when reviewing his work on the modified Bulleid Pacifics in the Winter 2019 *Tenterden Terrier*. As with that book there is an appendix covering the history of one class member, in this case No.30852 *Sir Walter Raleigh*.

Mr Hillier-Groves has once again included much about people as well as machines, a commendable approach which gives depth to any account of railway history. This last subject includes an insight into the 'office reorganisation' following Bulleid's arrival with the departure of the conservative James Clayton from the CME's team while the more adventurous Harold Holcroft seemingly found the new regime to his liking.

An oddity is the mis-spelling of Electrical Engineer Alfred Raworth's name as 'Rayworth' and Civil Engineer George Ellison's as 'Ellison'. These are consistent throughout the book so cannot be accounted for as typographic errors. This reviewer does not however wish to throw stones, being all too well aware of the perils of his own glass house.

NP



It Seems To Me... by Sequitur

Sequitur is aware that many frustrated K&ESR members spent lockdown gardening or catching up on DIY. Perhaps some also caught up with their outstanding railway modelling projects, though he doubts that anyone has actually started one of the heritage era K&ESR layouts suggested in the Tenterden Terrier for Spring 2020. For the second article on this subject, he now looks at the locos and rolling stock that might be used to run the finished product.

Remember, we are dealing with the post-1961 heritage era; please don't get annoyed that we fail to mention *Hesperus* or Saddleback No.4. These lists are not exhaustive, and neither are we getting into DCC-ready and fitted variations. Except where otherwise stated, repainting and/or renumbering would be needed to represent something in K&ESR guise. None of this takes into account the opportunities for modification of the models.

Steam

A1X Terriers This is a much modelled class. Hornby has previously produced No.3 *Bodiam* in K&ESR Oxford Blue and as 32670, although both had the wrong bunker. The current blue *Bodiam* from Hornby appears to be the loco in pre-WW1 condition, as does Dapol's current version of the loco. Dapol are however currently producing 2mm and 7mm versions of 32650 (now

at the Spa Valley) as it appeared during its years on our railway. There is also a 7mm brass kit from Roxey Mouldings which could represent 32678.

P Class The Editor wrote about this subject in the Spring 2020 *Terrier*. We need only repeat that, thanks to Hattons Model Railways, a 4mm scale 31556 is available in most of its post-1961 guises. There is also a 7mm kit from Roxey Mouldings.

Charwelton CSP Models' CSP14 *Warwickshire* in 4mm (see their website) bears some family resemblance to K&ESR No.14.

USA Class The Model Rail/Bachmann initiative produced *Maunsell* DS237 (pictured on page 40) and No.300 *Frank S. Ross* in 4mm scale, but with a bunker other than that presently on the prototype.

Austerities There have been various 4mm models over the years, of which Hornby's current example is their R3533 *Lord Phil*. EFE (an offshoot of Bachmann) have recently introduced a whole range of 4mm scale Austerities in various liveries (albeit none that are K&ESR).

Pannier Tank 1638 Another Model Rail magazine initiative will shortly have a model of our Pannier available in 4mm.

GWR 0-6-2T 6619 This class is available in 4mm from Bachmann and 2mm from Sonic Models.



Dapol 2mm Terrier.

(Chris Fautley)



Model Rail/Bachmann 4mm USA Class.

(Alexander Atkins)

GWR 2-8-0T 4253 Classmate 4287 is available in 4mm from Hornby.

Diesel

GWR Railcar Hornby have manufactured a 4mm scale model, originally from Lima but currently out of production, of the 1940-style railcar. Graham Farish has produced a model of the K&ESR's No.20 in 2mm, the same vehicle being available from Heljan in both 4mm and 7mm.

Class 03 Available from Bachmann in 4mm, Farish in N Gauge and Heljan in 7mm.

Class 08 Just like the Terriers, much modelled over a long period of time. Currently in 4mm from Bachmann, 7mm from Dapol and 2mm from Graham Farish.

Class 14 14029, previously on the K&ESR, was produced some years ago by Heljan on behalf of Hattons in 4mm scale. Hattons/Heljan continue



GWR Railcar: Farish 2mm version.

(Chris Fautley)



The Dapol Crompton.

(Chris Fautley)

to produce a limited run of 4mm Class 14s in various liveries. Graham Farish manufacture Class 14s in 2mm.

Class 33 Currently from Heljan in 4mm and 7mm and Dapol in 2mm. There have also been 4mm Hornby and Farish 2mm versions.

Class 108 From Farish in 2mm and Bachmann in 4mm. Ideal for a minimum-space layout.

Coaches

Hornby's Mark 1 CK, R4784, was actually measured up from **K&ESR No.86** using hi-tech kit. The model out of the box is in BR livery.

RMB (K&ESR No.59) Bachmann's 39-262B in 4mm would be a suitable subject for the paintbrush and transfers.

Mk.1 SK (K&ESR No.63) Hornby's R4783. Same treatment required as for the Bachmann RMB.

Mk.1 RU restaurant cars *Diana* and BR No.1987 Mousa Models (see their website) produce body sides which would be of assistance to anyone scratch building these vehicles.

Mk.1 BSO (No.73) Some details of Hornby's R4823 were measured up from our vehicle. The model is however in Carmine & Cream.

Mk.1 TSO Hornby R4849 in Carmine & Cream would, with renumbering, make a fair representation of K&ESR No.68 (BR 4355) in its current condition.

2mm scale Mk.1s are, or have been, available in most permutations from Graham Farish.



Dapol 2mm Maunsell.

(Chris Fautley)



Hattons SE&CR 4mm scale four-wheeler.

(Hattons Model Railways)

Pullman Car Aries – At some point in the distant past a Hornby Dublo/Wrenn model was produced. Probably available (at a price) on the ‘pre-owned’ market.

Maunsell CK 5618 There is a 4mm Roxey Mouldings kit of the Restriction 1 variation of this design.

Maunsell BNOs 4432 & 4443 Another Roxey Mouldings 4mm kit.

2mm Maunsells, representing a number of design variations, were available from Dapol but are not currently in production.

SE&CR 4-wheelers 2943 & 3062 Hattons’ forthcoming Genesis project includes SE&CR liveried versions of generic vintage vehicles. The four-compartment First and the Composite might be acceptable as 2943 if you’re not too fussy, and the Brake Third would be reasonable as 3062.

SE&CR Birdcage Sadly Bachmann’s offering in 4mm and Farish’s 2mm equivalent both have too many compartments and the toilet in the wrong place. The same applies to Roxey’s 4mm kit.

SE&CR Family Saloon We are aware that a kit was available 40 or more years ago, but we have been unable to trace any details.

Vans & Wagons

PMV Bachmann produce these ubiquitous parcels vans in 4mm scale as a ready-to-run item. The Farish 2mm version is marketed using the original ‘PLV’ designation. Parkside have a 4mm kit in their range.

LMS Elephant Van Parkside offer a 4mm kit of this vehicle. Hornby produced their version, R6640, in 2013/14. This was measured up from the TREATS-owned vehicle at the same time that Hornby’s team called to see No.86.

LMS Box Van (KitKat Van) From Ratio as a kit and also ready-to-run from Dapol; both in 4mm scale. Peco produce a 2mm version.

12 ton Pipe Wagon A Parkside kit is available in 4mm.

SE&CR ‘Dancehall’ Brake Van K&ESR has one awaiting restoration. It is available in 4mm scale as Hornby R6802 .

SR 25 Ton Brake Van Parkside produce a 7mm scale kit. Available ready-to-run from Bachmann in 4mm, Graham Farish and Peco in 2mm and Dapol in 7mm.

SR Five-Plank Wagon From Graham Farish and Peco in 2mm and Dapol in both 4 and 7mm.



The 2mm Birdcage from Graham Farish, in late SE&CR livery.

(Chris Fautley)

The Summer of '75

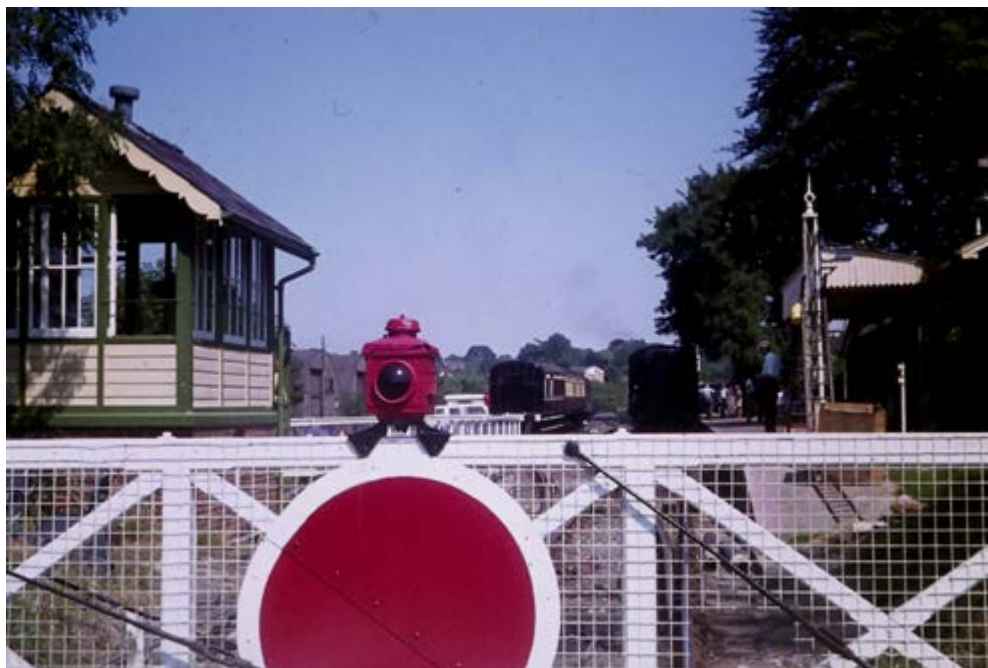
These pictures from Nicholas T. Smith ooze with mid-1970s atmosphere. They were taken in August 1975, just over 18 months after the first part of the Kent & East Sussex Railway reopened, and are a nostalgic insight into the world of heritage railways 45 years ago.



USA Class No.22 Maunsell leads an Up train over Tenterden level crossing. On the left of the picture the Rogersmead development was yet to be built.



Two Maunsell coaches and a Pullman plus Birdcage K&ESR No.60, the only vehicle we can definitely identify. Tenterden Town's platform was yet to be extended to five-coach length.



The classic view of Tenterden Town, with signal box but before the carriage shed was built. Note the green and light stone used before the correct K&ESR colour scheme was re-discovered.



No.22, in the attractive Austen-era K&ESR livery, by the Tenterden water tower.



U Class No.1618, which later moved on to the Bluebell Railway. (Someone seems to be having trouble with their car!)



The interior of the newly built Rolvenden shed with locos (L to R) Norwegian No.19, Hunslet 0-6-0ST Hastings, Austerity Errol Lonsdale and Terrier Sutton.



On what is now No.3 road at Tenterden, long-ago K&ESR residents Fox Walker 0-6-0ST Minnie and Manning Wardle 0-6-0ST Dolobran.



Long before it was named, Norwegian Mogul No.19 stands outside Rolvenden Shed.

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 images 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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General Manager

Shaun Dewey

Following the decision to undertake an organisational restructuring, coupled with the need for paid staff redundancies (see Chairman's report on page 4), we are not publishing the usual extended staff list in this issue of the *Terrier*. Details of the new structure were not available at the time of going to press, and a reiteration of the previous arrangements might quickly become misleading.

This decision does not indicate that the editorial team possesses any foreknowledge of the Board's intentions in this matter.

We fully intend to publish details of the new structure in *Tenterden Terrier* No.144, Spring 2021.



