



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Spring 2021

Number 144



**60th Anniversary Appeal –
See *Lineside News*
The Next Generation – Craig Aston
Sequitur Revisits 1985
Learning From Mistakes
A Centre of Interest in the Cavell Van**

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FRONT COVER

*Pannier Tank No.1638 in a
sylvan setting by the Bodiam
groundframe on 26th June
2018. (Ian Scarlett)*

BACK COVER

*Right Away! Let's hope it will
be at some time in 2021.
(Ian Scarlett)*

JOURNAL OF THE KENT & EAST SUSSEX RAILWAY



No.25 at Wittersham Road in August 2019.

(Ian Scarlett)

Tenterden Terrier

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Editorial

On Reaching Another Milestone

This issue of the *Tenterden Terrier* has been reduced to 40 pages following a Covid-19 related shortage of 'Lineside News'. In the circumstances the journal has something of a retrospective look, although without digging too far into the distant past. Unsurprisingly we have received few photos of late, so we take the opportunity to present a selection of work submitted in recent years but not previously published. Also included are two articles looking back on the Kent & East Sussex Railway in the 1980s as well as a more traditional history item about the Cavell Van, albeit one that relates events of a century ago to volunteer activity in recent years.

This year is in itself an opportunity to be retrospective. 2021 marks the 60th anniversary of the closure of the line, and the beginning of the

heritage era. This has an extra 'something' over the 50th and other significant milestones: the K&ESR is rapidly approaching a point where its time in preservation will equal the combined independent and BR eras. Other than an appropriate Appeal (see Lineside News) it remains to be seen how we can celebrate this. It is nonetheless the intention of this journal to mark the occasion with appropriate items.

As I write it remains uncertain what 2021 holds, both in general and for the K&ESR, but we continue to be optimistic that we will make the best of things.

Nick Pallant

Although the new management structure remained to be announced at the time of going to press we are, following advice, publishing on page 39 the details of volunteers and staff presently in post.

Bradley Bottomley recently resigned as an Editorial Assistant. We thank him for his contribution to the *Tenterden Terrier*.



Steam on a frosty morning.

(Neil Instrall)

FROM THE CHAIR



Light at the end of the tunnel, or a firebox under inspection? (Liam Head)

The crystal ball that I mentioned in the last two *Terriers* is still in service, and is becoming rather worn.

I am writing this at the end of January; by the time you read it we may be preparing to run trains again. Or not. When I last wrote we were looking forward to the Santa season to boost our coffers. That didn't happen. Instead we had a new national lockdown, with vague promises that the country might begin to reopen again around the end of March, should circumstances permit. And there were, and are, a lot of 'ifs' around that.

But one thing that I can predict with confidence is that we will still be here throughout our 60th anniversary year, and we will be ready to take advantage of whatever the new normal may turn out to be.

In the meantime we have decided that the socially responsible course of action, and the best one for the railway, is not to run any public trains until Easter at the earliest. Once we can judge that it is safe and sensible to reopen, we will do what we did last year by starting small and simple and scaling up when we are able to and when the demand is there.

We are taking full advantage of the extended closed period to reset the railway for the future. By Easter we should have the promised new IT system and, hopefully, improved arrangements for taking bookings. We will have one of our iconic Terrier locomotives available, either for service or for hire to other railways. We may have the kitchen car back on site for completion.

We will have a new management structure in place. We will have better ways of ensuring that whatever scarce resources we do have are applied to the benefit of the railway as a whole. And we will be guided by the Strategy that sets out in broad terms what we want to achieve by 2024, and how we are going to do it.

I won't pretend that losing the Santa season wasn't a major hit to our finances, albeit mitigated at least in the short term by many of our pre-booked customers leaving their money with us against the intention to travel next Christmas. We have applied for a further Culture Recovery Fund grant, and we continue to take advantage of all the other schemes for which we are eligible. Writing grant applications has become quite a cottage industry.

But there is a lot of forgone income to be made up, and the longer we are unable to run trains the bigger that figure gets. It begins to feel uncomfortable – all the more so since we won't know about the CRF grant until the end of March. Unless the lockdown continues for a lot longer than currently anticipated, or support from the government dries up, we are not at risk of going under; but we do need to provide ourselves with a safety net, and we do need to be able to continue to improve the condition of our assets.

That is why we have launched a 60th anniversary appeal, aiming to raise £100,000 by the end of May. Such an amount will enable us with certainty to weather any further unexpected knocks the Covid story has to offer and to tide us over until our revenue begins to pick up again. This time we are going further than the normal railway enthusiast base and we are stressing the wider benefits our railway brings to individuals and to the community, including by being an educational resource for future generations.

Our members have already been very generous, but if you feel you can contribute further you can do so. Please see the Fundraising Report.

Talking of membership, I am aware that some were offended by my recent plea for e-mail addresses. I make no apology for wanting to make it easier and cheaper to contact people and keep them in touch, but I would like to reassure everyone that there are no current plans to cease

mailings altogether. Those who are on e-mail can of course sign up to our regular e-Newsletters, which contain current news and information from the line.

Our 60th anniversary year will be tough, and we certainly don't have the capacity at present to plan any celebrations, even if we knew they would be possible. But it's an important milestone, and I wouldn't rule out a surprise later in the season. Like 2020, this year will ask a lot of many of us as we seek to keep all the balls in the air.

There will continue to be much hard work and worry, sometimes for little or no return. But with your help we will get through it, and we will be in a position to face – more than that, to take advantage of – whatever the future brings. And we may even get the long-awaited and hopefully positive answer on the Robertsbridge project.

Stay safe and look after your wellbeing. Let's hope things start to get better soon.

*Simon Marsh
Chairman*

FUNDRAISING WORKING PARTY

As has been explained before, the principal objective of the Fundraising Working Party (FWP) has been to find external sources of funding for major projects which the K&ESR cannot afford from retained revenue and, until very recently, the main focus of our efforts has been on the restoration of the Pullman Kitchen Car and two Terrier locomotives. The former will replace Diana and is crucial to our ability to deliver our Wealden Pullman dining services, a major source of income, and the latter are needed by 2022 to celebrate their 150th Anniversary. We must give our thanks to all those members and others who have already so generously donated to these two funds.

However, Covid-19 and the consequent government restrictions have played havoc with the railway's finances. The FWP has therefore also been looking at ways of supporting the general income of the K&ESR, to replace what has been lost from Santa and other services during 2020 and forward into 2021.

The FWP has had some very beneficial successes in this area. The K&ESR was awarded £301,500 from the Department of Digital, Culture, Media and Sports grants, administered by the Heritage Lottery Fund (DCMS/HLF) under their Culture Recovery Fund (CRF). This money was intended to support day-to-day unavoidable expenses, but one condition was that it all had to be spent by the end of March. We have also been fortunate to benefit from government Covid-19 assistance grants administered through Ashford Borough Council: I cannot give an exact figure for this as our eligibility (and hence grant) will continue until normal services can resume – current assumptions are that there will be no trading income until at least Easter.

Welcome as this is, it is not enough; so the FWP has recently submitted a further application to DCMS/HLF for a second tranche of CRF money.

However, members will recognise the considerable uncertainties in our planning: we will not receive a formal decision on the second CRF grant until the end of March, and when passenger services can resume depends upon circumstances wholly beyond our control. We cannot simply sit back and hope.

Accordingly we have prepared the '60th Anniversary Appeal', with a target of £100,000 over four months. The purpose of this is to provide a safeguard against not being awarded enough from the CRF and further delays in trading. At the time of writing (end January) the FWP's aim is a major public launch by a newsworthy person of influence, followed by a rolling programme of events and publicity.

The overall theme of the appeal is to emphasise the importance of the K&ESR in the community: pleasure, education, health and wellbeing, employment, training and economic benefit. Not just for ourselves but for the broader public, disadvantaged groups and the 'trickle-down' effect of visitors spending £2 million a year with us, much of which finds its way into local businesses – not forgetting the secondary effect of our 90,000 visitors in Tenterden's shops and cafés and the surrounding areas.

I have heard it asked why, one way or another, we are always asking members for money. The answer lies on two levels: we cannot generate enough income from running trains to meet our investment needs; and it is not only members that we ask.

I have already explained that fares income etc.



Here's a Terrier they finished earlier – Knowle has her 'works photo'. L-R: Ewan Allen, Dan Dickson, Richard Moffatt, Liam Head, Jamie Clapp, George Moffatt, Graham Adams. (Kelvin Williams)

is insufficient to meet our investment needs as well as projects that members are often asking us to undertake – the list of 'Historic Artefacts Awaiting Restoration' and wish-lists grows longer by the day. And it is not only members from whom we seek support.

The hard reality however is that donors will never give 100% of the funds necessary for a project and, in evaluating a grant request, they do look to see what contribution the company and its members are making (called 'match funding').

What will happen to the Pullman Kitchen Car and Terriers? A moment ago I explained how important these two projects are, but the harsh financial reality we currently face is that the 60th

Anniversary Appeal must be accorded top priority. Restoration work will continue on the Kitchen Car and Terrier *Bodiam*, drawing upon donations already received, and project reports will still be published to show how the monies are being spent. But active fundraising must be suspended until the end of the four-month Anniversary Appeal.

If you have not done so already, do please read our website and Members' Newsletters for more up-to-date information. And please give what you can to help us achieve another 60 years of service to our community!

*Norman Brice
Fundraising Working Party Coordinator*

MOTIVE POWER

Rolvenden MPD – *David Brenchley*

Well, the madness continues; and Rolvenden shed has once again descended into darkness, while its inmates stay at home. We were doing quite well, clearing out unused or unusable 'stuff' mostly to the benefit of the company, but like everything else we have had to call a halt until the virus and Boris let us out again.

As some of you know we had a break-in last month – inevitable I suppose in the current climate. There was a comical side to it though: whoever it was came in via the sewage plant lane and must have been very muddy by the time they finished. They stole some old batteries using...

the S&T wheelbarrow, which they left nicely parked in the field.

During February we will be gradually bringing people back in – two on site during any one day, and no 'visitors' please. There is a lot that can be got on with, observing the Covid rules, and if we are to run later this year we must make the most of the time we have.

4253 Locomotive Company – *Kelvin Williams*

As I write this, here we are over a month into another Lockdown. After a few months of progress we have ground to a stop *again*. Charlie

Masterson, Frim Halliwell and I quickly volunteered for the bulk of the January security patrols of Rolvenden station, the Bunko Booth and workshops. We did not do this for praise, but to escape the house occasionally!

The tank building for 5668 had continued right up to the Lockdown. The two front end outside sheets arrived and were quickly brought in and coated with anti-rust paint on Friday 18th December, our very last work day.

During December 4253 volunteers helped the workshop staff and volunteers in doing a spring clean and rearrangement of some of their cupboards and worktables, which resulted in 4253 being brought into the workshop for the first time since her visit in October/November 2017. Work immediately began on getting the crossheads fitted, along with inspections of oiling pots, reverser gear, cylinders and eccentrics.

The boiler is making good progress at Heritage Boiler Steam Services in Liverpool; but as you can expect under the current restrictions, things are not going as fast as everyone would like.

As you may or may not know, 4253 is missing two rods, and despite pleas and searches, replacements could not be found; so they have had to be manufactured. The rods have been forged from ingots into rectangular bars by Somers Forge Ltd, of Halesowen, West Midlands, and they will be sent to SCISS Waterjet Profiling, of Staplehurst, to be cut to the right profile. We expect their delivery back to Rolvenden soon. The company that will perform the finishing work on the rods has yet to be selected.

As mentioned in our previous article, the biggest challenge we faced in 2020 was the loss of income through steam fairs, country shows etc. which had all been cancelled. At the end of November we set up our gazebo at Tenterden station ready for the Santa Specials weekends which were set to take place in December. We were all looking forward to making a lot of children's Christmases happy ones, while raising much-needed funds. Then, alas, the K&ESR had to make the painful but right decision to cancel them all.

I think it is fitting that I take the opportunity here, on behalf of the directors and everyone involved in the project, to thank all our shareholders old and new who have stepped up to the plate and purchased Boiler Shares; as well as the shareholders and other supporters who have so far sponsored boiler stays through the

Stay With Us appeal. However, there is still a long way to go.

As always, we send out a plea to our shareholders and to non-shareholders reading this. If you can help us, by buying a boiler share, sponsoring a Stay or donating, please go to the how to help page on our website. <https://www.4253.co.uk/how-to-help/> If you have the form but have not yet completed it, Charlie is offering a free 4253 pen to fill it in!

While talking about 'how-to-help' and not to miss an opportunity, there is still time to buy quality, washable 4253 face masks, now that you will want to change from your Christmas motif masks. They are available via our website.

GWR Railcar W20W – Chris Mileman

Unbeknown to the railway, the team have been working wonders during lockdown – as the accompanying photo shows. All finished!

I wish! The photo, from happier days, was recently posted on the volunteers' Facebook page, and is one of the best that I have seen. Credit must go to the Charles Adams Collection and to Benjamin Boggis for sharing.

As you will imagine we haven't been close to the Railcar since well before Christmas. This has been very frustrating for the team because, as reported last time, things were moving along steadily at Rolvenden, albeit without the facilities of Tenterden's Carriage and Wagon department. Never mind; absence makes the heart grow fonder, so when we do eventually return our enthusiasm to really get W20W finished will continue unabated.

If anyone has any photos of the railcar that they would like to share, please send them to me at chris_mileman@hotmail.com Thank you.



The Railcar at Tenterden.

(Charles Adams collection)

Carriage & Wagon – David Brailsford

The department's staff and volunteers have managed some progress on a number of fronts despite the restrictions imposed by the pandemic. A lot of time was used up in September when routine examinations and reports revealed a problem. Upon investigation it was found that steam/water was getting into the vacuum cylinders and causing problems for the operation of the rolling ring.

The source of the trouble was identified as the driver's brake valve on Pannier 1638, which has now had the defective part replaced. All coach brake cylinders were removed, inspected and cleaned, and any defective/damaged parts were replaced with new. In total 20 brake cylinders were checked out.

Routine maintenance has continued and staff have carried out 18-month exams on BNO 53 and Maunsell CK 56. Mk1 CK 63 has received a door lock exam and a fitness-to-run exam following a minor derailment within the station limits at Tenterden.

Cavell Van: The Van has returned to use and is a credit to all who have worked on it. It has been used on a number of filming jobs in the run up to and on Armistice day.

Woolwich Coach: The roof of this vehicle is now complete, fully sealed and painted. The passenger and guard's compartments have received their final coats of paint, but a certain amount of cleaning up needs to be done before the bench seats can be re-installed. The first coats of gloss paint are being applied externally, and once this is done two coats of varnish will finish the job. An 18-month exam will need to be carried out before release to traffic.

Mk1 CK 86: All passenger access doors are now installed, and new ceilings are being fitted in the compartments. Further work to the steam heat supply system has been taking place and, with the bogies out to facilitate this, the opportunity has been taken to carry out an inspection of them. All of the bolster spring hangers will need replacing as they are life expired.

Petros: The roof ventilators over the guard's compartment have had to be resealed to the roof sheet as they were letting in water. Final



*Paul O'Grady, on a visit for filming.
(Heather Packham)*

remedial work in the Headcorn end storage cupboard has been completed.

RU 1987: The installation of an underslung generating set has proved to be not feasible, due to clearance issues. Consequently battery power is being looked at, and once a solution is found plans will be drawn up. Arlington have advised that all that needs to be carried out externally is application of the Pullman livery. The vehicle will at some stage return to the railway to allow C&W to finish the project off.

SR 20 Ton Brake Van: Work continues on dismantling this vehicle.

In January the department was very fortunate in obtaining a pair of good condition SR/Maunsell wheelsets from a PMV owned by our Northiam neighbour Ben Lilly. These wheelsets will enable our SECR four-wheeler 2947 to be brought back into service some time this year. A set of minimum diameter wheels was put back under the PMV prior to it being returned to Ben for

static use. Our thanks go to him for his much-appreciated generosity.

A certain amount of routine maintenance needs to be carried out before the following vehicles can be used in commercial operations during 2021, as follows:

–18-month exams: Mk1 TSOs 64 and 85 (plus

door lock exams)

–Door lock exams: Pullman car *Theodora*, Kitchen Car *Diana*, Maunsell BNO 54.

The department is currently closed because of the pandemic, and all staff have been furloughed. The department manager will advise staff and volunteers when the shed is going to re-open.

OPERATING DEPARTMENT

Guards Report – *Graham Williams*

The Guards section has now started online exams through HOPS. We have made up four modules to run over four years; these are ‘open book’, as required by the ORR.

Back in October 2020 we had a trial run, with Lesley Lee, Alan & Cathy Crotty and Pete Salmon all giving it a go. After that the roll-out started. By the end of March all our guards will have been sent a module, and the first of these have been returned and marked. The next modules will go out in October, and run until December.

The Shunters section has not been forgotten; they will also receive four modules over four years. We have received some good feedback from our shunters, as a result of which some questions were removed and some altered.

I would like to thank Mick Leech for putting the modules together, Kev Goodsell for setting this up on HOPS, and Pete Spratling for setting up the questions for our guards and shunters in the first place. A good team effort all round!

In November we ran two refresher/training days for shunters, which were both well attended.

Signalling Department – *Tony Ramsey*

Although there have been no running days since my last report, we have at least been able to continue the Signaller Training Course, using the railway’s Zoom account. The course has been enhanced by the recent acquisition of a signalling simulator from PC Rail: this resembles a box diagram and enables our trainees to take turns in sending and acknowledging

block bells and working the levers in the frame. If they make a mistake, an instant message on the screen prompts them hurriedly to rethink!

Elsewhere, several members of the Department who live close to the railway have assisted with the tasks required while we are closed (such as security patrols), and we extend our thanks to them. Meanwhile plans are being drawn up for all the Inspectors to receive formal training in carrying out assessments, courtesy of the Heritage Railway Association.

Two of our long-serving Signalmen, Barry Fisher (over 30 years’ service) and David Manger (22 years’ service) have decided it is time to ‘hang up the duster’. We wish them a happy retirement. Sadly Signaller Jon Middleton has had to resign on health grounds, and we wish him well during his medical treatment. Two Rolvenden Crossing Keepers – Bradley Bottomley and Elliott Waters – have found it necessary to withdraw due to the pressure of other commitments. We thank them all most warmly for their contribution to the Department.



It's snow way to run a railway.

(Ben Goodsell)

The Santa That Nearly Was...

– Heather Packham

How do I succinctly describe in a few paragraphs the huge amount of work which went in to planning for what would have been our 46th year of Santa Specials last year? And the utter disappointment and dismay when all of this work had to be subsequently unpicked when Kent was placed in Tier 3, then 4? Our Santa Special service is, hands down, the most important event for the railway. Not only does it represent a key part of so many families' Christmas tradition, with very high levels of repeat visits, but it is also by far the biggest income driver – around 25% of our total income for the year.

When I returned from furlough in mid-August, the recently formed Santa planning group had already begun discussing in earnest how we might be able to deliver Santa in a Covid secure way. It is fair to say that Zoom became my new best friend as we continued to discuss at length how we could reinvent our tried and trusted formula to still deliver that essential magic ingredient while keeping everyone safe. No stone was left

untaken as we looked at different options. We even considered changing the programme completely to a train ride with Santa's grotto at Northiam, before finally agreeing on what we thought was a deliverable plan: Santa on the train with a couple of elf helpers, at 50% of our normal passenger capacity.

With the programme agreed and formally signed off by the Board, work started in earnest to get everything ready. Every team across the organisation pulled together to make things happen in record time – far too numerous to mention everyone here, but you know who you are. It suffices to say this was the perfect definition of teamwork. It was an incredibly satisfying moment when we finally went on sale: firstly to all the customers who had subscribed to our Santa Special mailing list and brought in over £74,000 worth of tickets in a single weekend – a record. Then to the wider public.

With beautiful new Santa artwork, coaches prepared for service, marquees and gallopers arriving, work under way on the model railway display, elves briefed and the whole site being



Santa was sorry to miss our customers this year.

(Helen Douglas)

cleaned and decorated, it was beginning to feel a lot like Christmas.

That was until the government announcement that Kent was being placed in Tier 3, which forced us to cancel our first weekend. Further announcements meant taking the incredibly difficult decision to cancel the whole of our Santa programme. This not only left a huge hole in the purse, but also posed further challenges: contacting everyone who had booked to arrange either refunds or the opportunity to move their booking to 2021, and getting everything on site taken away. What to do with thousands of mince pies, hundreds of selection boxes and a container full of presents?

Tenterden Town Council came to our rescue on the mince pie and selection box front, offering to purchase almost all of them to give to those most in need in the local community – a great positive outcome. Staff and volunteers also offered to buy many more. Although we still have lots of the presents, which we can use for 2021, Keith Jones and our Retail team have managed to sell quite a lot of them in the gift shop which was open (while we could) at

weekends. I can't underestimate the amount of man (or should I say woman) hours that have gone into contacting everyone who had booked to either move their booking or arrange refunds. Huge praise has to go to Lin, Caroline, Tracy, Rosemary and Matsya for the sterling job they have done with this.

One thing I haven't mentioned yet is all of those disappointed families out there who had been eagerly looking forward to meeting Santa, only to find their hopes dashed. Their patience and kindness has been truly superb, and many have left heart-warming messages of support for us. We arranged for Francis Armstrong (one of our Santas) and Neil Jackson with his video kit to produce a short film to send out to all of those disappointed families. This meant that everyone who had booked with us received a message from Santa himself, which was very positively received.

We continue to face a challenging climate in 2021, but I am sure we will again rise admirably to this. The real positive to take away from this experience is what can be achieved when we all pull together. Here's looking forward to a successful and magical Santa 2021!

WAY AND WORKS

Permanent Way – Paul Jessett

When Boris announced the first Covid-19 lockdown a great deal of concern was raised as to the maintenance of arguably our biggest asset – the track and formation. Urgent talks were held, and a safety case made for members of the P.Way team to attend the railway to maintain the assets. That meant that when we were able to run trains again at least the track would still be in a fit state. Little did we know just how long this was going to go on for!

In the last Lineside News I reported that we had managed to run a weed spraying train. Since then the national tiered system was introduced and shielding relaxed. This allowed some of the team to return, and our attention turned to some of the outstanding items. We have shimmed, jacked and packed all the joints along the section from New Mill Bridge along the New Mill Straight, and along Lambings Straight, giving a better ride along these sections. Opportunity was taken to refresh the team on the safe use of some of the power tools we use, as we have to prove competence. The Tamper boys have been out on

various occasions to tweak areas that had previously been reported by our patrollers. In all, some 20 items have been cleared.

We have still been receiving donated materials, and these need to be unloaded to free up wagons for further use. Items received include 160 new concrete sleepers and a large quantity of bullhead pointwork, plus both new and used ballast. You will have read elsewhere about the expansion of the Hills Bridge training academy, and we have embarked on an operation to make space for an additional facility at Wittersham Road; four storage containers have been moved from Wittersham and are now in position at Rolvenden within the container park. Frim and Dave Hazeldine have continued to push this project along, and many will see a significant improvement when they return. Materials for future work packages have been taken out to site.

A large quantity of sleepers have been delivered to Orpins siding. This will allow for the remaining steel sleepers that are well beyond their sell-by date to be swapped out. These jobs require engineers trains to be available, and thanks must



The Class 14 shunting at Wittersham.

go to Chris Lewis and Brian Remnant, who continue to support the department when the shout goes out.

At the other end of Wittersham Road Yard the user worked crossing (UWC), which has not seen use for a number of years, has been removed. This has shown that a good relationship with our landowner neighbours is vital to our success. We have entered into a written agreement that this crossing can be removed, with the landowner agreeing to maintain his right to have it restored at a later date if it is required. This hopefully can become a template for the future, as we have many UWCs that have seen no use for many years. Several other UWCs have been dug out, removing the clay ingress that occurs with heavy use by farm traffic and livestock. All the fittings have been overhauled, and in some cases the animal grids replaced with ones that Paul Rand has constructed while working from home!

Forestry – Steve McMurdo

The splitting of the group into smaller teams, to achieve compliance with the Railway's Covid risk assessment and requirements, enabled us to continue to have a regular presence on the line during autumn and early winter.

General clearance and pruning works took place at various locations, including the stretch between Rolvenden and Newmill Bridge; around Popes Cottage and Gazedown Wood; the approach to Wittersham Road; and then Tenterden Cemetery

foot crossing. We also tackled the road hedge along the boundary of the Rolvenden field and the A28.

After completing these ongoing maintenance tasks we turned our attention to a larger project on Newmill Straight, where a small coppice of trees very close to the running line required attention. Many of the coppice's trees were unstable and rotten, while others had partly fallen into other trees or the drainage channel alongside an adjacent field. A large amount of cutting

of which was far from straightforward owing to the fragile condition of many of the trees.

Typically for the K&ESR the majority of trees here are willow, and the stumps we left will



Paul Davies cutting back a rotten willow.

(Steve McMurdo)

reshoot in due course and assist drainage by taking water as they regrow. Similarly, hawthorn roots were left in situ so that these trees can regrow, and become good nesting habitats for birds. The size of these trees can then be controlled in the years ahead, to ensure they do not compromise safety or obstruct sight lines as they did before.

As we entered December the ground conditions, both on site and on the access route used across our neighbouring farmer's fields, became increasingly waterlogged. We had reluctantly made the decision to temporarily suspend works here just before tougher lockdown conditions were imposed, meaning all volunteering would in any case have to temporarily cease.

GROUPS AND ASSOCIATES

Museum Notes – *Brian Janes*

By the end of the singularly odd season of 2020 we managed to open on 48 days, one third of the days we opened in 2019. We only missed one potential day of operation and opened for five hours (sometimes longer) when we did. Advance bookings meant people gave themselves more time to catch the train and, arriving early, looked for the interest we offered. With journeys effectively sealed and no opportunity to explore Bodiam, returnees also sought us out at the end of the day.

With the huge gaps in the train service during the day there were quiet periods, but taken overall things were busy, greeting 63 visitors a day for a seasonal total of 3,024. Sales at £1 per head comfortably surpassed last season's 61p, giving total sales of over £3,000 – a total materially assisted by generous donations of model railway stuff. Cash donations at £872 were however disappointing, with lack of hard cash in people's pockets, but per head it equalled last year's.

Of course this was all well below our annual running cost, but much of our rent was recovered under the government's 'Cultural Recovery Fund for Heritage', and our friendly landlord has been generous in other matters.

November's event planned for the Cavell Van – to travel on the main line from Dover to London to mark the 100th Anniversary of the return of the Unknown warrior – collapsed, with weeks to go, under the barrage of government Covid restrictions. Carriage and Wagon, after some frustrating weeks waiting for parts to be returned from the main line, pulled out all the stops and delivered the Van for display at Tenterden in



*Brian Janes (centre) waits to be interviewed next to the Cavell Van.
(Helen Douglas)*

October half-term week. Rapid work by a small team ensured the inside looked equally smart and, thanks to some feelers put out some weeks before, for a short period the Van's profile rose substantially. The BBC spent the best part of half a day filming a programme for inclusion in a documentary commemorating the 100th anniversary. The planned item went out on the morning of Armistice Day (11 November), but unfortunately a last-minute decision to shorten the piece meant that virtually all the recognisable footage was left on the floor.

Substitute plans for the Van on the railway on the day itself, including running in public service, also had to be axed by the government's decision to put the county in lockdown. However, TV did come to a partial rescue with a live, Covid-secure broadcast by Meridian News on the evening of the 11th. We ran a specimen train in the afternoon (Tenterden–Rolvenden and return without passengers) which gave a suitably steamy background to the presentation. This secured four and a half minutes of publicity for the Van and K&ESR; a tiny snippet of film taken by the

General Manager personally was shown on the BBC as a bonus.

Away from the public eye the museum collection, using generous private funds and donations, continues to be enhanced. A 1909 edition of the Rules and Regulations of the Burry Port & Gwendraeth Valley Railway was secured; this led to contact being made with the family of one of the drivers, and some family photographs were obtained. The genealogical side of our history is an area where we can progress even in these odd times and a new volunteering family has stepped forward to help. If there are any more out there with an interest in the genealogy of our K&ESR, or any other Stephens' railway forbears, we would be delighted to hear from them.

Amongst other interesting acquisitions has been a set of glass negatives of the Torrington viaduct rebuild, a Selsey pocket timetable of 1926 giving a previously unknown date for the opening of a station, and a 1920s Festiniog Railway season ticket. Slightly off-piste has been a letter from Stephens to that great railway photographer Henry C Casserley, giving him permission to take photos at Rolvenden. Dated February 1931, it was issued in Stephens' name at the time of his final crippling illness.



*The newly restored box hedge face at Tenterden.
(Graham Hopker)*

Last winter's work on the exhibits commenced at the end of the season, but again came to a crashing halt with the new local restrictions. There is a certainly a ton of practical work waiting for us but it looks like we will have to reopen for the new season with much left undone. Fortunately some homework, particularly on making models for new displays, has progressed unabated.

Manning the Museum when it is open is naturally a problem, and we managed last year by the skin of our teeth; but new blood will be essential for the new season. Then we can achieve our ambition to open every day public trains can run, to celebrate the 25th anniversary of opening our present Museum.

Tuesday Group – Graham Hopker

We continued repairing and painting Northiam Station building. The canopy above the accessible toilet door was found to be rotten, mainly due to a leak between the guttering and the down pipe. This has now been repaired. Sections of the wood on the front of the canopy were also found to be rotten and have been replaced. Rubbing down the underside of the canopy was started, with a view to repainting, but that was overtaken by the November lockdown. The concrete flower tubs, which are kept on the platform, were jet washed and given two coats of cream paint ready for planting up in the spring.

Doug Ramsden repaired and repainted the wooden smokebox for the front of the buxus (box) hedge engine which was created by Norman Bowden of the Tuesday Group on the signal box garden at Tenterden.

The advertising boards for the Santa Specials and Christmas lights were put up before the lockdown, and were then removed when it became obvious that the Santa Specials could not take place this year.

Gardening Group – Veronica Hopker

When I received the call for the Gardening Report for the *Terrier* I thought "Really?" We seemed to have been in lockdown forever. It seemed such a long time since we returned following the previous one. Those few weeks we were back were very busy, trying to clear all the weeds which had managed to take over all the gardens. But we had welcomed two new gardeners – Liz Cobbett and Louise Gannon –



The stunning interior of Knowle's cab.

(Liam Head)

and they were a great help. However, we then had to stop again in October.

However, that was not completely the end for me as I had three roses to plant in the Memorial Garden at Northiam. The Tuesday Group had some work to complete at Northiam, so I managed to get the roses planted at the right time of year. They will have time to get established over the winter months.

At the beginning of December the Tuesday Group was asked to remove the hoardings advertising the Santa Specials (all of which were sadly cancelled) at Northiam. I had ten privet whips to fill gaps which had appeared in the hedge which runs the length of the platform at Northiam, so I joined the Tuesday Group and managed to get them into the ground to get established over the winter.

Bodiam – Malcolm Burgess

Inevitably, given the current national situation, there is little practical news to report from

Bodiam. We put the station 'to bed' just before the November lockdown, and the team has not been able to meet on site since. We have been having online discussions with the Camping Coach project team regarding the practical issues surrounding their proposal, and are pleased that we are being consulted about this.

The heavy rainfall before Christmas meant that the culvert at the Robertsbridge end of the station flooded again, right up to track level. Encouragingly the PWay team now seem to have proposals to remedy this problem, although nothing can be done until the water levels drop.

Thankfully the grass and garden areas do not need attention during the mid-winter months, and we are all hoping that we can be allowed back on site before everything starts growing in earnest. The paved base for Robin Dyce's picnic bench needs to be finished, and any trees in his memorial wood that were adversely affected by the floods must be replaced.

Roll on the spring!



A study of fire and shadow – the forge in Rolvenden workshops.

(Liam Head)

It Seems To Me... by Sequitur

In 1962 W.H. Auden wrote: “Man is a history-making creature who can neither repeat his past nor leave it behind.” But when the chips are really down, as they have been during the awfulness of 2020, could we be forgiven for looking to the past for comfort? The new year has commenced on an equally dreadful – if not worse – note, so perhaps it is almost inevitable that we should be peering through the rose-tinted spectacles even more than usual.

But were things *really* better in the ‘good old days’? What were we celebrating on The Kent & East Sussex Railway 35 years ago? What was troubling us? And what, for better or worse, was plain different? Or merely just the same? For a start, this journal was produced entirely in black and white. The typeface was a deal smaller too. And it carried advertisements, ranging from now-vanished building societies to a timber treatment company to a medicinal cream for hands and feet.

Ominously, the editorial from the Summer edition of 1985 was headlined: “We’re not top of the pops”. *Holiday Which?*, while heralding our smartly painted stations and “cheerful” buffet at Tenterden, lamented the rolling stock in use (Mk1s, the editor suggested), as being of limited interest. Rolvenden, *Holiday Which?* added, was “packed with locos which you can only see by appointment”. Nonetheless, the *Tenterden Terrier* reported that we had three Austerity and two Terrier locomotives available for service, while ruing the fact that work on *Linda* and the P Class had slowed as a consequence of devoting time and labour to maintaining locomotives for traffic.

The Catering Department, meanwhile, was celebrating taking £435 (equal to about £1,300 today) on May Day bank holiday Monday. It was noted that the new seating arrangements in Pullman car *Theodora*, which was then serving as our buffet, were proving to be popular with customers.



May 1986. The Tenterden Town buffet building is nearing completion, and work is under way on the toilet block. (Brian Stephenson)

The catering manager of the day observed, however, that with the retirement of his predecessors some years earlier, profits had dropped by more than 60% as a result of having to recruit part-time paid staff. That was soon to change, with the enterprise being staffed entirely from a pool of 50 volunteers – something of which we can only dream today. At that time there was covered accommodation for just eight customers, although improvements increased that to a mighty 20! Items on the catering manager’s wish list included a Still’s boiler in order that a ready supply of steam and hot water might be available.

It was reported that later in 1985 a decision was due to be taken on replacement catering premises, as *Theodora* was in urgent need of restoration. One avenue being explored

was re-erecting the former Maidstone bus station building as a temporary buffet. Meanwhile, away from Tenterden, work on the extension to Northiam, whose completion was still five years away, continued. Local school and scout groups were keenly utilised as well as the railway's own resources.

Some things, though, have remained constant. Bad weather in April and May severely affected passenger numbers, although the railway shop had managed to match the previous year's takings for the same period. The *Terrier* also carried the usual and still extant plea for more volunteers. On a more positive note, the editor reported that the magazine had, for the third consecutive year, won an award in the Association of Railway Preservation Societies magazine competition. As a result it was agreed that, in order to give similar magazines a chance of winning, the *Terrier* would no longer be entered!

The editorial in the Winter edition was a little more optimistic. "Jam today, but what about tomorrow," asked the editor. A rising number of passengers had led to a financial surplus in 1984; and things were looking equally good for 1985, due in no small part to bad summer weather keeping people away from the beaches. Figures had been equally enhanced by the introduction of a family ticket. Nonetheless many departments were behind target with maintenance – a situation exacerbated by a shortage of, guess what, volunteer resources.

The Locomotive Department, meanwhile, reported that the (now long-departed) Terrier *Sutton* had been bedevilled with problems. The Carriage & Wagon Department, though, was rejoicing in the arrival of "three former blue saloons" from the Longmoor Military Railway. A picture of all three running on the last public open day of that railway featured as the magazine's centre fold. Catering was still on something of a roll (not necessarily of the cheese variety), reporting a "very successful" year with sales exceeding those of 1984 by more than £1,000 (£3,250 today).

In terms of passengers, the Commercial Department noted that by the end of August the railway had seen a year-on-year increase of 9%. August, with its attendant poor weather, led to shop takings increasing by 40%. Motive power variety, modern toilets, easier car parking and an enhanced refreshment offering were all contributing to the improvement of the visitor

experience. It was forecast that "1985 will be our best year ever."

There were, however, problems – among them rubbish. Our visitors were generating so much that by the end of each week an "unsightly mountain" was piled in Tenterden Station yard awaiting disposal. Mindful also of what might happen, there was a short feature in the magazine on the railway's in-house fire service, the Kent & East Sussex Fire Service. It was noted that in terms of starting lineside fires, the most troublesome locomotives were Terrier 32670 and USA *Maunsell*, with the Austerities causing the least problems. The service was called upon on almost 40 occasions during 1984.

Plans for 1986 were also well afoot. More running days were among them, and the popular two-train Sunday service would be extended to run during June as well as July and August. Special events planned included a Ladies' Day and a commemoration of the 25th anniversary of the railway's closure. As aspired to in the previous edition of the magazine, work had commenced on reconstructing the former Maidstone bus station building as a temporary catering outlet. It was emphasised that funds did not permit the erection of a permanent building, and it was only a temporary fix pending reversion to its intended use as the first stage of a new museum. (*The best laid plans etc. –Ed.*)

Longer features in the magazine looked at the summer's 'Steam to Victory' event – a precursor to the current 1940s Weekend. It was organised jointly by the railway and the Invicta Military Vehicle Preservation Society. Guests included a Winston Churchill lookalike, and the late Clive Dunn (of *Dad's Army* fame). It is also worth noting how some features in the magazine have stood the test of time – the Book Reviews among them. The Middleton Press's *Branch Line to Tenterden* was the tome to be subjected to the critic's pen in this issue. It was in print until very recently, and is still available from a few outlets. The reviewer makes note among other things that the projected extension to 'Crankbrook' is mentioned – a rare typographic error!

Finally, the customary list of management officials in the inside front cover (now inside back cover) contains at least nine names that we recognise as still being active on the railway today. There are several more within the text of the magazine. Longevity? Or long-suffering? Perhaps a combination of both.



Norwegian running round at Bodiam on 7th September 2019.

(Neil Instrall)

Modern version of a classic view: a mixed train at Rolvenden level crossing on 13th October 2018.

(John Wickham)



*With No.32678 returning to service, time to recall her running with No.32670.
The pair are seen here on Wittersham Bank in April 2013. (Ian Scarlett)*





Another view of No.32678 prior to her recent overhaul, seen here at Wittersham Road on 21st February 2019. Fireman Angus Entwistle is talking with Guard Patrick Favell.

(Ian Scarlett)

No.25 hauling a demonstration goods train on 30th May 2018.

(Phil Edwards)



BOOK REVIEWS

Oliver Bulleid's Locomotives – Their Design and Development

Colin Boocock

222pp, hard cover. Comprehensively illustrated, with monochrome and colour photographs plus bibliography and index. Published by Pen & Sword Books Ltd.. ISBN 978 1 52674 923 9. £30.

This is an interesting take, by a retired professional railwayman, enthusiast and photographer, on the much-studied subject of Oliver Bulleid. Colin Boocock was not only involved with the engineering aspects of the story but also knew some of the people involved, if not the man himself. Volumes have been published about the Southern's Pacifics but the remainder of Bulleid's output, although far from unknown, has sometimes attracted a lower profile. Despite this the long-published biographies give an overview, and there have been books about the other classes. (One thinks in particular of the works of Kevin Robertson and the late Don Bradley.) However the author states that, as far as he knows, this is the first book to do 'what it says on the tin' and include everything, both British and Irish.

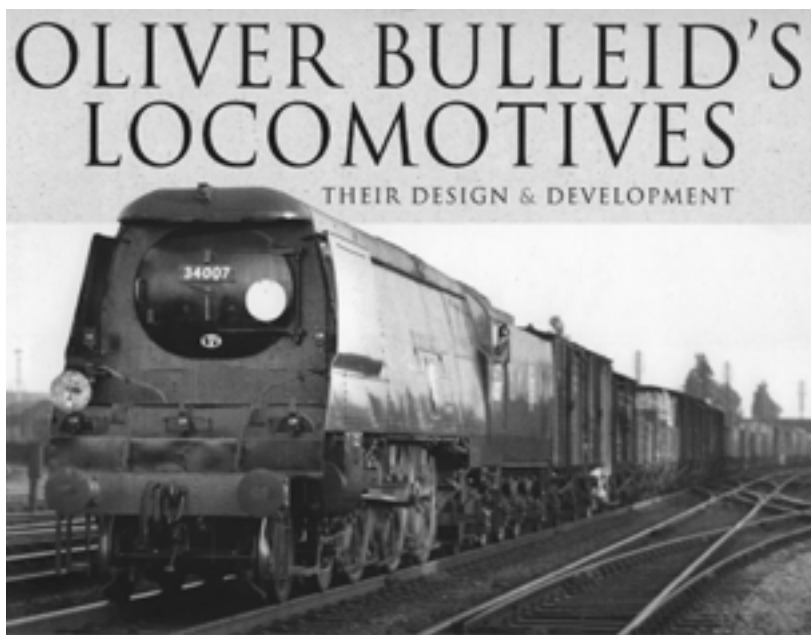
The chapters on the Pacifics naturally feature all the well-known information about these designs, although Colin Boocock has related their history in his own way. The Maunsell-designed but Bulleid-delivered and modified Q Class 0-6-0s receive positive coverage, as does the startling austerity Q1.

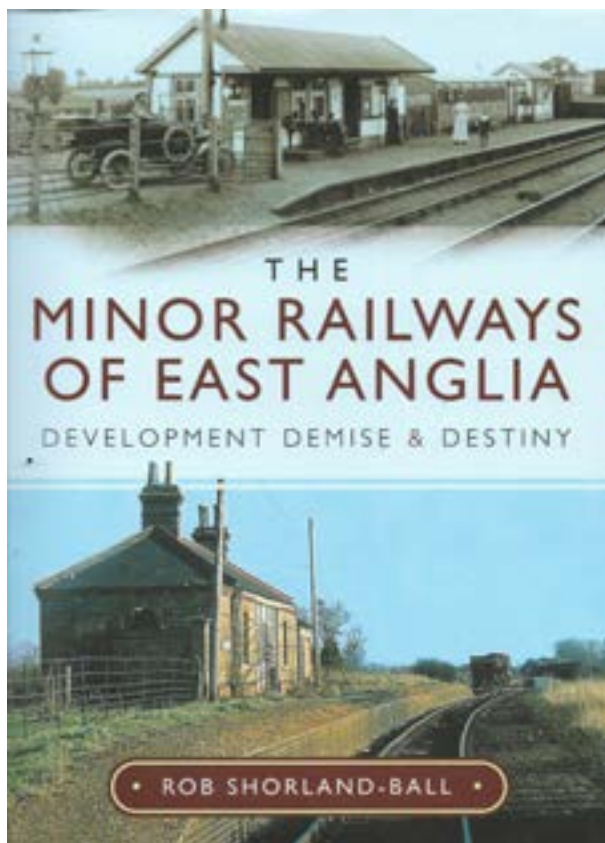
The USA tanks, purchased for the Southern by Bulleid, have

their own chapter – the K&ESR getting a mention which includes the mechanical lubricators fitted at Rolvenden to enable trip working. When it comes to the legendary Leader Class the author is amongst those who are of the view that with only four piston-valve-equipped cylinders, no outer casing and a centrally placed cab the idea might have worked. There is good coverage of the Southern's diesel shunters, the 'Hornby' electric locomotives and the three 1Co-Co1 main line diesel electrics which were effectively the prototypes for Class 40.

A latter part of the book is devoted to Bulleid's work for the intriguing and, from a British point of view, 'parallel world' of Irish Railways. These chapters are very thorough in explaining the change to diesel traction on the CIE – a process seemingly rather better managed than by British Railways. Lastly there is the 'Son of Leader' Turf Burner – an advanced steam locomotive which did work, but came too late. Bulleid and his steam locomotives remain matters of controversy and this book may not appeal to those whose loyalties lie other than at Eastleigh or Inchicore; but for 'Southerners' on either side of the Irish Sea it should prove worthwhile reading.

NP





The Minor Railways of East Anglia – Development Demise & Destiny

Rob Shorland-Ball

144pp, hard cover. Comprehensively illustrated, with monochrome and colour photographs plus maps, bibliography and index. Published by Pen & Sword Books Ltd. ISBN 978 1 52674 481 4. £25.

This is something of a scholastic work, as one might expect from a former teacher who has also been Deputy Head and Project Development Director at the National Railway Museum. The first part of the book defines present-day East Anglia as Norfolk, Suffolk, Cambridgeshire and ‘non-London’ Essex, and then establishes what he means by a ‘minor railway’.

The answer to the latter question can also be found in the Contents where the chapters forming Part Two of the book are grouped under the following headings: ‘Railways for maritime produce and perhaps for tourists’; ‘Railways for agricultural produce and passengers’ and

‘Railways for industry’. Thus we are able to read about such old favourites as the Kelvedon & Tollesbury and the Elsenham & Thaxted; less known perhaps are subjects such as the Kings Lynn Harbour and Docks railways and the Three Horseshoes to Benwick branch.

Under the industrial railways heading there is the Leiston Works Railway which served the famous works where Garrett traction engines and steam lorries were built. The third part, titled ‘Demise – and Possible Recovery’ (it includes the Southwold Railway and Mid Suffolk Light), is followed by a short chapter on other preservation efforts and another on the ‘afterlife’ of various abandoned routes. For some reason the Colne Valley Railway and the Wisbech & Upwell only receive a total of three photographs at the end of the book in what unfortunately comes across as an afterthought.

The Minor Railways of East Anglia is nonetheless detailed and well researched, with due acknowledgment to its secondary sources in the bibliography. The

author himself admits to being a pedant, and his pedantry seems at times to get in the way of the narrative. This is, however, this reviewer’s very personal perception and there are a significant number of railway enthusiasts who appreciate that approach. The book is well illustrated, although some of the maps are a bit fuzzy.

NP

Final Journey – The Untold Story of Funeral Trains

Nicolas Wheatley

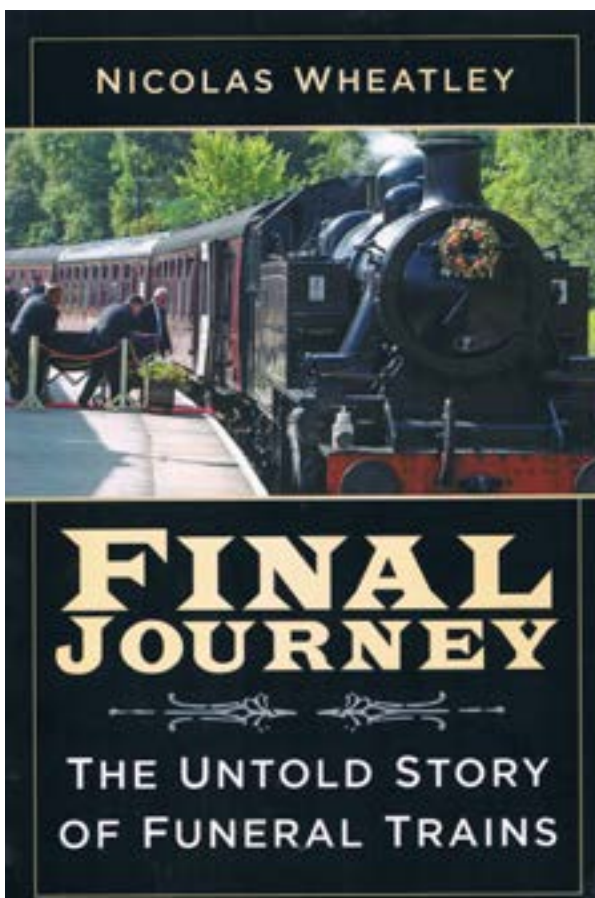
304pp, soft cover. Monochrome and colour photographs. Published by The History Press. ISBN 978 0 7509 9433 0. £20.

Few authors on any aspect of railway history can claim to have produced the untold story. The only other book in this field that I have come across is the Brookwood Necropolis Railway*, concerned with a single rail-served cemetery; this volume attempts to cover the history of funeral trains in the British Isles – no mean objective.

Author Nicolas Wheatley, a retired solicitor who volunteers on a heritage railway, has written a meticulously researched but readable account of the subject.

The greater availability of rail travel in the 19th century meant that more people were buried at a distance from where they died, and more could travel to funerals held at a distance from their home; railways therefore played an increasing role. The author defines two types of rail-assisted funerals: 'functional' and 'ceremonial'. 'Functional' encompasses conveying bodies to the burial site, and mourners would often travel in the same train. 'Ceremonial' comprises the incorporation of the journey into the funeral arrangements. Sometimes, often when a VIP was being buried, the functional was combined with the ceremonial. In such cases the journey was often witnessed by large numbers at stations along the route and at the roadside en route from the destination station to the funeral or burial site.

One chapter is devoted to the range of vehicles used by railway companies to convey coffins. Our very own Cavell van is one well-known example. Its role in bringing the remains of Nurse Edith Cavell from Dover to Victoria and similar journeys for Captain Fryatt (also executed by the German army) and the Unknown Warrior are recounted. Another luggage van made famous for its role in a funeral was the SR bogie version used to convey Sir Winston Churchill's remains from Waterloo to Hanborough in Oxfordshire, close to Blenheim Palace where he was buried. Other vehicles featured include several vans – some specially designed for the purpose – used to carry coffins, both empty and occupied. In many cases however they were loaded into ordinary vans attached to ordinary service trains or into the guard's compartment. This practice prompts one of several flashes of macabre humour, such as a memo from the Southern Railway management discouraging the use of fish vans, following complaints from mourners about unwelcome smells.



Other chapters cover the role of railways in military repatriations, in royal funerals and in the aftermath of several rail disasters and two airship tragedies. Another is devoted to the use of trams in funerals; in this case most of the examples described were to honour people who had served the tramway concerned with exceptional distinction.

There is a chapter on models of funeral vehicles, including both the Cavell van and those used in Churchill's final journey. Another describes the trend towards coffins decorated with railway themes. Poems taken from memorials or accounts of funerals are spread throughout the book. Some are sombre, others humorous; all reflect the language of the time when they were written.

The decision by BR in 1988 to end the conveyance of corpses did not mean that the practice ceased altogether. Heritage railways, both standard and narrow gauge, as well as miniature lines have run

special trains to celebrate the lives of people important to their history or their community – and continue to do so.

The majority of the photographs are monochrome and reproduced within the text, which has the great advantage that they can be placed close to the relevant passage. The disadvantage is that, since the book is printed on matt paper, this results in rather muddy images. However there is a short section of colour photographs printed on glossy paper, several featuring the Cavell van. One of them records re-enactors posed in army and nursing uniforms outside the van when it was displayed in Norwich in 2015. They turned up unannounced, stayed for a few minutes and left, still unidentified. Another depicts ‘Morticia’, a velocipede adapted to convey a coffin on the NYMR.

The final section is a ‘Gazetteer’. It is made up of notes to amplify the text, a brief index, a bibliography of sources and lists of categories of people whose coffins were conveyed by rail. I was surprised to see two handwritten corrections.

But overall this is a well-produced book at a reasonable price on an unusual subject; it may indeed be the ‘untold story’.

RS

**The Brookwood Necropolis Railway by John M. Clarke, 1988, Oakwood Press, ISBN 0 85361375 3.*

Croydon Tramlink – A Definitive History

Gareth David

200 pages, hard cover. Comprehensively illustrated, mainly with colour photographs, plus maps, bibliography and index. Published by Pen & Sword Books Ltd. ISBN 978 1 52671 953 9. £30.

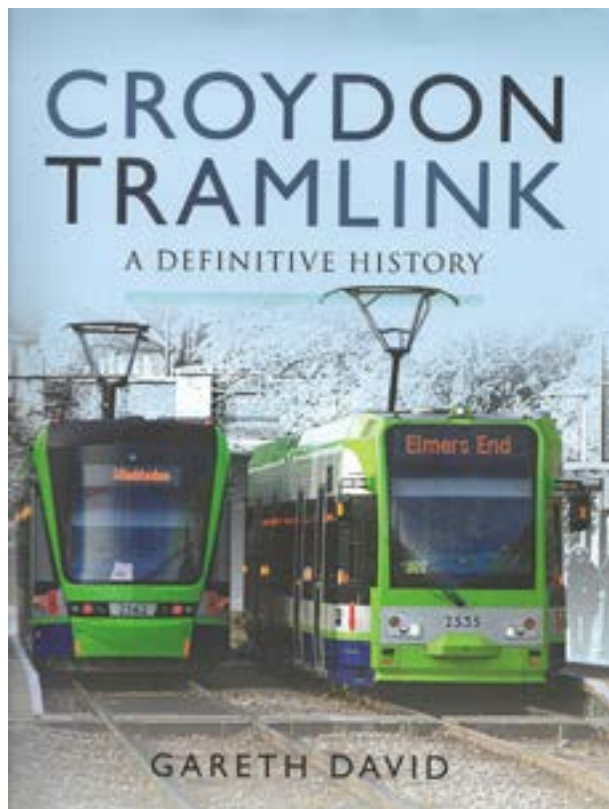
Mention of light railways in this journal is normally in either a historical or a heritage context. We have nonetheless occasionally made reference to the modern revival of the concept, today integral to the return of tramways in the UK. It is now more than 20 years since Croydon Tramlink commenced services which include both street running and former ‘heavy’ rail lines, and Gareth David’s book provides a very thorough and detailed account of this fascinating system.

The author presents ten chapters covering everything from the initial proposals to planned extensions. Subjects also include parliamentary approval, building the Tramlink, financial problems, the takeover by Transport for London and a photo gallery of trams in the town centre. There is a frank look at accidents and incidents, particularly the disastrous Sandilands derailment in 2016.

A number of K&ESR members took part in the construction of Tramlink through their employment with the contractors, and one of our volunteers later became a driver on the system.

Among the photographs are a number taken by Stephen Parascandolo, son of Peter Parascandolo, a K&ESR member and former signalman. Stephen, who was a leading Tramlink enthusiast, died tragically in 2007 and *Croydon Tramlink – A Definitive History* is dedicated to his memory.

NP



Letters to the Editor

Tenterden Terrier 143

Sir – Thumbing through the latest *Terrier* (Winter 2020) from the back (as usual) and thinking to myself “I’ve got a picture like that” and then realised I have indeed got that picture...

So I’m glad my photographs proved useful – and the Pullman at the bottom of page 43 is identifiable as *Barbara*.

Nicholas T. Smith
by e-mail

Electronic Terrier

Sir – I just wanted to let you know that I really liked the electronic versions of the *Tenterden*

Terrier which came out last year. I liked them so much that I wondered whether it would be possible to receive the magazine in this format, instead of in printed form, for future editions?

I have a collection of printed *Terriers* going back more than 40 years. These are beginning to take up a lot of space in my bookcase, and I seldom have the chance to spend any time looking at the back numbers! I am impressed that you are managing to get the journal out at all given the current difficult circumstances...

Alastair Forbes
by e-mail

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

September 2020

1st	Mr E Stockdale	No. 114	£100
2nd	Peter McDonald	No. 191	£90
3rd	Colin Deverell	No. 1197	£80
4th	Mrs Dorothy Warner	No. 786	£75
5th	Barbara Dominy	No. 571	£70
6th	Bruce Mumbray	No. 1288	£65
7th	Mike Blee	No. 807	£55
8th	Mrs Christine Rigby	No. 1092	£50
9th	Charles C Smith	No. 1291	£45
10th	Adrian G Wright	No. 1243	£40
11th	David Merrick	No. 731	£30
12th	Terry Joint	No. 479	£25
13th	John E F Davies	No. 423	£20
14th	David Barrows	No. 444	£10

November 2020

1st	Lionel Marchant	No. 303	£100
2nd	Laurie Cooksey	No. 1295	£80
3rd	Peter Spooner	No. 1215	£70
4th	John D Goodman	No. 1281	£60
5th	Adrian Clark-Monks	No. 270	£55
6th	Chris M Wood	No. 717	£50
7th	John Emmott	No. 056	£45
8th	Peter Jeffries	No. 611	£40
9th	David Nichols	No. 1279	£35
10th	P B D Crick	No. 446	£30
11th	Laurie Cooksey	No. 1296	£25
12th	Mr & Mrs J P Fry	No. 650	£20
13th	Aidan Hardy	No. 1225	£10

October 2020

1st	A J York	No. 186	£100
2nd	Mrs Rosemary Geary	No. 372	£80
3rd	Lionel Marchant	No. 488	£70
4th	Mrs E A Cornwell	No. 526	£60
5th	Karen Harris	No. 393	£55
6th	JCL & CA Emmott	No. 056	£50
7th	L J Flisher	No. 106	£45
8th	Nigel Thomas	No. 365	£40
9th	Lionel Marchant	No. 371	£35
10th	John E Brice	No. 273	£30
11th	Martin Skinner	No. 795	£25
12th	Richard Crumpling	No. 858	£20
13th	Norman Thompson	No. 1122	£10

December 2020

1st	Nigel Thomas	No. 175	£200
2nd	Mrs Erica Martin	No. 416	£150
3rd	Charles Mavor	No. 137	£100
4th	P A Hobbs	No. 044	£100
5th	Mrs Dorothy Warner	No. 785	£100
6th	Caroline Warne	No. 1303	£95
7th	Dr Ian Cullis	No. 086	£80
8th	P J Parascandolo	No. 355	£75
9th	Mrs Ann Blewitt	No. 916	£60
10th	E J Fawcett	No. 144	£55
11th	Miss Pam Stevens	No. 213	£50
12th	Roger Diamond	No. 432	£40
13th	Mrs J P Norris	No. 956	£35
14th	Mrs P Greenwood	No. 168	£30
15th	Mr J Bignell	No. 581	£20
16th	Keith D Brown	No. 178	£10

To join the 300 Club or for more information contact Chris Garman or Colin Avey by e-mail:
KESR.300Club@yahoo.com

THE NEXT GENERATION:

Craig Aston



(Craig Aston)

Whenever I have interviewed young volunteers for this series, I have usually known them for some time and have already formed an impression of what they are like. For example, when I interviewed Matt Webb last summer he was 20 years old, but I had known him since he was about 14. But as Craig Aston only joined us in July 2019 I had had little opportunity to meet him before conducting the interview. I wondered what I would find...

Craig grew up in Hastings but, although he (like so many of our volunteers) can remember visiting us as a child, what really inspired his love of railways was being taken to the Severn Valley Railway by his grandparents, who lived in Kidderminster. "I enjoyed those visits so much that I wanted to give something back," he

explains. "I chose to volunteer at the K&ESR because it was my nearest railway."

He had no particular preference about where to work, so he was invited to train as a Guard. "My first day was really hard," he recalls, "not because it was complicated but simply because everything was new. You have to worry about all the things which, as a passenger, you never consider. But everyone was very helpful and supportive."

He picks up this theme again when I ask him what he most enjoys about being a volunteer. "The atmosphere – people couldn't be nicer. I enjoy listening to other volunteers and learning from them. And every turn is different. I also enjoy the challenge of learning the Rules and putting them into practice."

I draw a blank though when I ask him what he dislikes. "I don't really dislike any aspect of the work, although I do get annoyed with myself if I get things wrong." However he does admit to getting frustrated when different people tell him different things. "For example," he sighs, "at Bodiam one time the guard told me to put the tail lamp on the platform, but then the Station Master told me it was a trip hazard." (This is a common complaint from trainees, and there is a lesson here which all of us involved in training need to learn.) Craig has now successfully completed three-quarters of his training and, if all goes well, hopes to pass out in the summer.

After attending William Parker Sports College in Hastings, Craig did A-levels in Maths, Physics and Product Design at Parkwood Sixth Form, and then studied Civil Engineering at the Medway campus of the University of Greenwich. He has recently completed an MSc at the University of Surrey and hopes to join a design consultancy working on geo-technical projects. Somewhat dazed, I ask him what that means. "It's about the interaction of structures and the ground," he explains, "such as the foundations of buildings." I suspect this could be a useful skill for the K&ESR to tap in the future! Away from

work, Craig is a keen cyclist and badminton player. He has a younger brother who is also interested in railways but, he laments, "I think he is unlikely to volunteer."

Craig does not seem to have suffered any seriously embarrassing mishaps (yet!), although he did recall one occasion at Bodiam when he accidentally left the tail lamp on the train before handling the run-round. "I waved the engine on to the train, but the crew couldn't couple up because of the lamp, so they had to wait for me to walk back from the ground frame. I don't think they were too impressed with me!" he laughs.

So, at the end of the interview, what were my conclusions? If I may say this without being patronising, the impression I formed was of a young man who is intelligent, articulate, self-effacing, industrious and dedicated: in short, a Really Useful Volunteer! When he was on the run from Oliver Cromwell, King Charles II is alleged to have said "How rich I am in good friends." When we at the K&ESR contemplate our young volunteers – people like Craig – we can definitely echo those words.

Tony Ramsey



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VISITOR NUMBERS 2020

The Spring edition of this journal has traditionally included an item about visitor numbers, so members may be more than a little surprised to find that we have decided to write anything at all about the past awful year! Some comment on the accompanying tables is nonetheless worthwhile, together with some personal impressions from the Editor.

2020 seemed to have started so well, with the January post-Christmas trains attracting nearly 200 more passengers than in 2019. However by the Half Term service (15–23 February) the reverse was apparent, with passenger numbers nearly 1,200 less than the previous year. Although the strange new virus may have led some to decide on a ‘voluntary lockdown’, the weather was appalling with horizontal rain the norm. From this period in 2019 and throughout the year we had carried significant numbers of visitors arriving at Dover Cruise Terminal – all of which were lost during 2020. Then, as you know all too well, life began to resemble one of those old-time BBC sci-fi series and, apart from that ‘outlier’ 18 passengers in March, that was it until mid-July. No Thomas in April, no Easter, no 40s Weekend in May, no Ale and Cider Festival in June.

When the reduced two, later sometimes extended to three, departure train service commenced on 18th July, a ‘scratch’ set of Mk1s and Vintage coaches was put together. The capacity in the Mk1 TSOs was reduced from 16

bays to eight to permit social distancing, and the Vintage compartments were made available to ‘bubbles’ of up to eight people. Thanks to its layout *Petros*, which was included for operational reasons, had an 80% reduction. The need to use Vintage vehicles in this emergency brought a wry smile to those of us with a Carriage & Wagon background, who for decades have thought it best to laugh along with jokes about the ‘Chicken Shack Express’. With the July operating days being reduced by around 55%, the capacity by more than half, only two trains each operating day, no Pullman and no Thomas, 1,232 passengers doesn’t seem too bad a result. By all accounts the public had been very supportive and understanding since March, and now expressed their pleasure at again being to again travel on the Kent & East Sussex Railway.

The August figures for ordinary passengers worked out as just over 45% of the 2019 equivalent – which, given the reduced scale of the offering, seems commendable. We travelled early that month (first trip away from our local

Passenger Numbers 2019						
Month	Regular passengers	Santa specials	Thomas events	Pullman trains	Platform tickets	Total numbers
January	391					391
February	2,254					2,254
March	360		3,691	61		4,112
April	8,057			386		8,443
May	9,089			219		9,308
June	7,253			355		7,608
July	7,314		3,821	365		11,500
August	12,131			513		12,644
September	6,818		3,000	376		10,194
October	3,198			470		3,668
November	46					46
December	1,020	13,862		224		15,106
Total for year	57,931	13,862	10,512	2,969	1,651	86,925
Share of total	67%	16%	12%	3%	2%	100%

area since Lockdown) and found everything relatively 'normal' (whatever that means on the K&ESR) and one's friends and colleagues seemed cheerful despite the various precautions and the Refreshment Rooms being shut. The requirement to pre-book worked smoothly and efficiently. Ordinary passenger journeys in September were consistent with August at around 48% of 2019, and increased to no less than 93% in October.



No.4144 with 'scratch' set at Wittersham Road.

(Jon Edwards)

We travelled again in September (wedding anniversary) and, blow the expense, treated ourselves to a whole compartment in the Birdcage coach. Although Tenterden Town generally has a tendency to go quiet between trains these intervals seemed particularly so on this occasion, almost as if the passengers, and there were enough of them, were isolating away in the train as soon as they could. The Pullman of course returned in September, and although social distancing requirements meant a reduction

in the number of covers at least our flagship service could prove we were still defiantly afloat.

Christmas should have done much to bring a note of cheer to the year-end; but that was not to be, with Kent going into Tier 4 in early December. The railway ended the season with a grand total of passengers that in the normal course of events would have been a good result for the Santa Season. Let's muster all the optimism we can for 2021.

Nick Pallant

Passenger Numbers 2020						
Month	Regular passengers	Santa specials	Thomas events	Pullman trains	Platform tickets	Total numbers
January	590					590
February	1,070					1,070
March	18					18
April						0
May						0
June						0
July	1,232					1,232
August	5,506					5,506
September	3,302			225		3,527
October	2,986			281		3,267
November	248			56		304
December						0
Total for year	14,952	0	0	562		15,514
Share of total	96%	0%	0%	4%	0%	100%

Learning from Mistakes

When I was Company Secretary I became aware of a file marked 'Confidential' that contained a report about an error-filled day in July 1981 but which, by the standards of the time, did not involve anything actually dangerous. 40 years later this episode is of historical interest and can be written about, although not in any sense of finger-pointing criticism; many of us – self included – have made mistakes in running the railway. The intention is rather to illustrate how the K&ESR has learned from such episodes and evolved the professional approach and operating practices we enjoy today. It is unnecessary to identify the people involved and their names have been omitted. In addition, the term 'Line Manager' was roughly equivalent to 'Person in Charge', not an actual post and one which involved different individuals from day to day.

The background was that, due to procedural and communication shortcomings, a filming job had been arranged for 4.30pm on Wednesday 8th

July, at the same time as a 'Q path' afternoon tea party booking. To complicate matters, the Loco Department had arranged for Austerity No.23, required for the filming, to have a boiler washout. A members' special for an Area Group the same evening had fortunately been cancelled.

The day dawned very warm and was to remain hot and oppressive. The service locomotive was USA Class No.22 and the crew signed on at 6am. No.23 was in the shed awaiting its washout. The fireman lit up No.22 for the first train at 10.30; this was not in the public timetable but it ran on Wednesdays for school parties. Shortly before 9am the Line Manager at Tenterden asked what bookings there were for the day. It was then that he heard that there was a party booked for the 4.15 train and the realisation dawned that this would clash with the filming session (which he had arranged). His initial thought was to cancel the party booking, although he quickly realised that this would be impossible at such short notice.



No.23 at Orpins Crossing with a typical K&ESR train of the 1980s.

(Hugh Nightingale)

Meanwhile at Rolvenden the boiler washout and examination of No.23 had commenced. Having discovered the clash of bookings, the Line Manager asked No.22's driver (a board member) for advice. It was then that he found out that No.22 was in steam, and not No.23 as he was expecting. He gave instructions to terminate the washout and prepare No.23 for service as soon as possible. It is recorded that the fitter concerned 'dug his heels in' (probably a polite euphemism) and insisted on continuing. This was hardly surprising as he had already removed 40 plugs and mudhole doors. He would have the job completed by 3.30 and the loco could be in steam two to two-and-a-half hours later. Repeated enquiries from Tenterden during the course of the morning hindered progress.

The light engine arrived at Tenterden at 9.58, about the same time as the guard, who only then found about the filming – the film unit vehicles were already in the yard – and gathered there could be difficulties about the wrong locomotive. It was to be lunchtime before he also found out about the 4.15 tea party train. The train formation until the 4.15 was, starting at the 'Robertsbridge' end, the District Coach, a Maunsell BNO, a Mkl Second Corridor (SK) and a Mkl Second Open (TSO). This was not what was required for the filming and a shunt would be needed during the afternoon. Seven school parties had pre-booked. The number of non-pre-booked passengers through the day was very small, a mere 42 persons. Even at this relatively early stage in the K&ESR's heritage era the value of pre-booked parties and film work was becoming apparent.

Services then proceeded to run behind time. The late departures of the 10.30 and 11.45 services could be attributed in part to the time involved in getting parties aboard. The 1.45pm was delayed because the locomotive was coaled at Rolvenden at lunchtime. The 11.45 and 3pm services were both affected by the knock-on consequences of late-running preceding trains. Lack of crossing keepers at Cranbrook Road and Rolvenden – coupled with the difficulty of opening the latter while it was being repaired – accounted for much of the slow running. Quick turnrounds at Wittersham Road were prevented by the disconnected 'Robertsbridge' end points, which had to be unclipped and barred over. It was noted that the stop at Cranbrook Road in the up direction slowed down No.22's steaming rate, which made for a very slow progress for the rest of the climb into Tenterden. There were also

priming problems later on, and the ticket inspector reported that several passengers complained about the stopping and starting and general lack of progress.

No.22's driver requested that Cranbrook Road gates be manned to help trains maintain time, and that a coach be detached. The latter request was not possible as 140 passengers were pre-booked on the next return trip from Wittersham Road. Lack of staff prevented the manning of the level crossing.

At 12.59 No.22 left for recoaling at Rolvenden, necessary as five round trips were being run that day, but the guard was not informed. Coaling was delayed while someone was summoned from Tenterden to drive the coaling tractor. The loco returned to Tenterden at 1.52, being stopped at the home signal by the signalman who advised the driver that the platform was blocked. This was technically correct, although it would have been possible to run into the loop and then shunt onto the train. As a consequence the 1.45 service did not depart until 1.55, and returned late.

About 2pm two catering volunteers arrived at Tenterden to organise the tea on the 4.15 train. They were aware of the film unit's presence, but were not advised of any difficulties. They were asked to be ready to board the tea party as soon as possible and told that the train could leave before its scheduled time if ready. The TSO coach was empty on the 3pm service so, in the absence of any instructions to the contrary, they prepared the carriage for tea during the journey.

The fireman for No.23 arrived at Rolvenden around 3.20, expecting to take over from the daytime crew on the same engine. He found work under way on No.23 and was amazed to be told that it was the engine required that evening. He changed and gave a hand with a faulty blow-down valve.

Tenterden phoned again and asked whether No.23 was fired up. The reply was that it would not be possible to light up the engine until the repair was completed. Rolvenden then double-checked that No.23 really was required and that No.22 wouldn't suffice. No.23's fireman asked who was his driver, but no-one knew. After completion of the valve repair it took an hour to replace all the plugs and fittings and remove No.23 from the shed. The loco was lit up around 5.15, being permitted to warm up at the normal rate and not forced in any way.



Seen later in the 1980s, USA No.22.

(Brian Stephenson)

Previously, in a moment of farce, a fireman had arrived to work the cancelled Area Group train. He was far from amused – no one had told him about the cancellation. He was reportedly uninterested in the preparation of No.23, but was exonerated by the later investigation in view of his wasted journey following a day's work. The Line Manager had stressed the importance of running the 3pm service to time but it returned at 4.02, 12 minutes late. He had earlier suggested that No.23 be towed dead to Tenterden for its fire to be raised 'on location'. This suggestion was not acted on, and was probably impracticable anyway in the absence of a crew with the engine still being worked on.

The 36-strong tea party arrived before the return of the mid-afternoon train and were 'enchanted' by the sight of it ascending the bank into Tenterden. Sadly they were soon to be disillusioned. The party was quickly ushered aboard the TSO in accordance with the earlier instructions – many being elderly and infirm and requiring the assistance of the boarding steps. Upon arrival of the train a heated discussion had ensued on the platform about what to do next. It had been decided earlier in the day that it would be impracticable to make up a Maunsell set and had agreed with the film unit that two Birdcage coaches (plus No.23) would do. By this time the film crew were ready to shoot and were becoming agitated.

There were then difficulties deciding on the shunting moves required. If the two Birdcages were left in filming position, minus engine, while the tea party travelled to Wittersham Road it would not be possible to return the party to Tenterden since the Birdcages would be blocking the platform. Various ideas were put forward, including leaving the tea party in a siding without a ride! Shunting the TSO coach into the loop with the party still aboard was rejected as it would mean carrying passengers over track not passed as fit for their conveyance. Before shunting could take place the party had to alight from the train, the catering volunteers being advised about this just as they were about to serve tea. A number of these passengers then had to stand on the platform as there were insufficient seats and, as the film unit was near the Booking Office, they were unable to spread down the platform or shelter from the sun under the station canopy.

A complicated shunt followed which resulted in the District Coach and two Mk1s marshalled for the service train but with both Birdcages also coupled on at the 'Headcorn' end. No.22 was watered at some stage and there were a number of problems before the loco was run round and coupled up to the District coach. These included alleged confusion over hand signals, four attempts to join up buckeye couplings between the Mk1s (this task taking over 15 minutes) and

the handbrakes on the Mk1 BSO and both Birdcages proving very difficult to release. The report following the subsequent investigation commented that the shunting should not have required at least an hour to complete and that the discussions leading up to them were obviously unsatisfactory. The guard had a particularly onerous task, working in temperatures over 80°.

The tea party were eventually permitted to reboard once their Mk1 was coupled up, and finally served tea although the coach was now uncomfortably warm. The party members were, unsurprisingly, disappointed about the delay and not least the need to get on and off the train. Shortly after reboarding, the party organiser was told that because of the filming they could only travel one way to Wittersham Road where their coach would collect them. The organiser was 'unhappy' about this change in plan and was 'extremely concerned' (these seem like understatement) about any extra payment that the coach driver might demand for the additional mileage.

After No.22 had been coupled on to the train there was a further series of stop and start movements to place the Birdcage coaches in the required location for the film unit, this shunting adding to the discomfort of the party. The 4.15 train eventually departed from Tenterden at 5.29 and ran at no great speed to Rolvenden where a volunteer was detained at the gates on his way home to Tenterden. Shortly after arriving home he received a telephone call asking him to drive No.23 that evening. At some personal inconvenience he agreed and almost immediately went back to Rolvenden.

At Rolvenden, where No.23 was now in light steam, the train stopped for 15–20 minutes. It was decided not to leave the coaches on the running line at Wittersham Road because of the gradient and the risk of vandalism. Instead it was proposed to return with the empty stock to Rolvenden, attach No.23 to the rear, and take carriages and engine up to Tenterden, dispose of the carriages and attach No.23 to the Birdcages when fully in steam (estimated at a further one-and-a-half to two hours). The Line Manager was informed, but he opposed the plan as it would waste more time shunting.

The train proceeded to Wittersham Road where the probably bemused tea party disembarked to join their coach, and the railway's driver/board

member apologised for the amount of delay and inconvenience caused. One wonders whether any of them ever returned, and what they may have said to their families and friends.

After some time had been spent at Wittersham Road the engine ran round and a fast trip to Rolvenden promised. Leaving the carriages at Rolvenden was now favoured. No.23 could be pushed up to Tenterden with a diesel if necessary. The return trip was unhurried, although possibly faster than previous trips that day. On arrival at Rolvenden it was found that No.23 was 'on the boil', a thick fire having been built up and the blower turned on. Pressure built up rapidly and by the time the train returned from Wittersham Road there was 50lbs showing on the gauge, although concern was expressed about the manner of raising steam quickly.

The film crew were becoming very agitated, not believing that an engine was being prepared for them. Around 6.30 a film unit representative was driven to Rolvenden for him to see progress and No.23's driver promised all possible assistance to speed matters along. Once the service train arrived at Rolvenden the carriages were berthed on the running line and protected with detonators, No.23 was released from the shed siding and No.22 disposed of in the normal way. The crew on the service train went their various ways – except for the catering volunteers, who were overlooked and abandoned! They eventually found a lift, the dirty crockery having to remain overnight on the train.

No.23 finally arrived at Tenterden at 7pm, was coupled up to the Birdcage coaches and commenced the required movements within station limits. The unit had one hour to film with the loco; union agreements prevented filming after 8pm without excessive costs being incurred. In fact it did not finish until 8.15 and a further session would be needed.

The late Neil Rose (who had formerly been Company Secretary) investigated this tragedy and prepared the report on which this item is based. His recommendations included administrative improvements, which I recognise in the systems of more recent times, and better communications.

The latter point has continued to echo down the years in various, hopefully improved, contexts. But that, as they say, is another story.

Nick Pallant

A Centre of Interest in the Cavell Van: The Replica of the Unknown Warrior's Casket

When the 100th anniversary of the return of the Unknown Warrior events were being planned – and unplanned and replanned (see Museum notes) – much media attention was centred on the Cavell Van. However, nearly as much was given to its centrepiece: the replica Unknown Warrior casket. This has always been a subject of interest, particularly when attendants commented that the ironwork was made by the grandson of the person who made the original. When the van was being restored in 2010 the work was done with such speed that the casket's creation was not fully reported. It's time that this was rectified.

The original casket was itself prepared in a great hurry after a belated Cabinet decision to go ahead with the interment of an Unknown Warrior combined with the dedication of the permanent Cenotaph on 11th November 1920,

the second anniversary of the Armistice. This initiated feverish activity to prepare a ceremonial casket, which had been designed by the Office of Works. It was made of two-inch thick oak (originating from Hampton Court Park) banded with iron in the form of a cross, and with a plaque inscribed 'A British Warrior who fell in the Great War 1914–1918 for King and Country'. A sword was to be incorporated because of its universal association with a Warrior.

The construction of the shell was put in the hands of Messrs Ingall, Parsons & Clive & Co, the then leading coffin furniture supplier, and the work was done by an employee, Walter Jackson. However the arrangements for the ironwork were, on the personal insistence of Prime Minister David Lloyd George, placed with a personally favoured firm, D J Williams & Son (now termed Brunswick Ironworks) of Porth-

yr-Aur (English: Golden Gate), Caernarvon and its principal John Williams, a fine art metal worker. The plaque was finished by another highly skilled, but now unknown, hand.

The work was only finally commissioned on 2nd November, and work began the following day. The casket was completed in two days. It was delivered, laid and photographed in the tomb position in Westminster Abbey by 7th November before travelling to France for its iconic content. All the finished work was praised at the highest level, but naturally with the ceremonial completed it disappeared from the daylight forever.



The original casket in Westminster Abbey on 7th November 1920. (CSRM)



Building the casket's framework.

(CSRM)



The replica casket returns from North Wales.

Eighty-six years later a spare handle and a spare plaque were discovered in drawer at the Brunswick Ironworks. Word of this began to filter out to Westminster Abbey and the IWM (formerly the Imperial War Museum) and, importantly for our work, the BBC's Antiques Road Show. When the programme was broadcast in 2010 the refurbishment of the Cavell Van was about to be undertaken, with the aid of a Heritage Lottery Fund grant, and the idea of a replica casket as the centrepiece of the internal exhibition was conceived.

A small team investigated the design and construction of the casket, and a team at Bodiam led by the late Robin Dyce took up the challenge of building the replica shell. With no access to two-inch royal oak and the need to produce curved sides and ends, this was no mean task; but a softwood framework with faced plywood finished with considerable care produced a satisfactorily accurate job. The team were clearly too modest to claim their fair share of credit for this labour of love, for their tale was tucked away in the *Tenterden Terrier's* Bodiam notes.

When contacted, the heirs of the Caernarfon works – and particularly Meurig Williams, the grandson of John the original ironwork creator

– enthusiastically embraced a commission for the strapping. Great difficult was initially found in making the bands from modern materials, but a search of scrap wrought iron in the abandoned quarries in the Nantlle Valley (formerly served by several pioneering narrow gauge railways) yielded the necessary material. Skills were rediscovered and the work was done to perfection.

A sword was presented by the family of Pamela Smith, a researcher looking at Brunswick Ironworks' history, to finalise the presentation. Pamela was to write up the full story of the ironworks, and its role in the creation of the casket is contained in an excellent booklet, which is available in the Museum.

(CSRM)

Norman Brice (Project Manager for the van restoration) undertook the transport of the shell to North Wales and its return. It proved a tight fit in his car – a Rover 75 estate, if I recall correctly – but the suspension managed to take the great weight of the finished article. The Heritage Lottery Fund extended its grant to encompass this additional, and exceptional, centrepiece.

Due to a misunderstanding the replica casket plaque had incorrect wording and the hammered finish had proved impossible to replicate. For the 100th anniversary the wording was finally tackled and Brunswick Ironworks most graciously came up with a reworded plaque. The hammering problem could not be resolved, as it is a lost skill, but the Museum's in-house volunteer restorer, Bob Milford, was able to produce a stippled paint effect to match the ironwork.

After all this attention the casket now awaits its next visitors when the railway reopens. It will hopefully remain for many years – not only as a centrepiece of the exhibition celebrating three national heroes, but also of the skills of the volunteers who created and continue to maintain a centre of national interest.

Brian Janes

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

Content

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

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

Text

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

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

Photos

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

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

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

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

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