

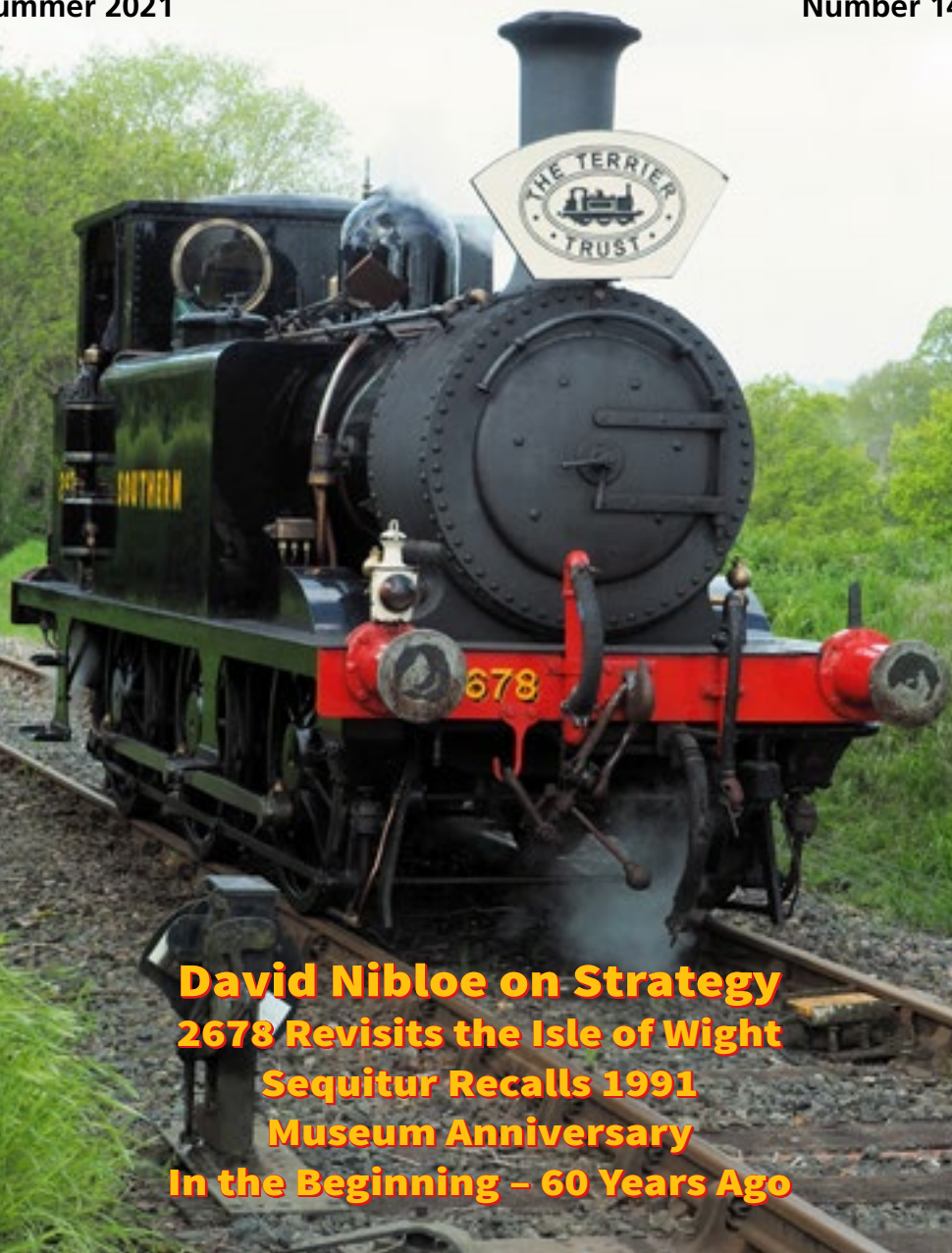


JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Summer 2021

Number 145



David Nibloe on Strategy
2678 Revisits the Isle of Wight
Sequitur Recalls 1991
Museum Anniversary
In the Beginning – 60 Years Ago

ISSUE NUMBER 145
SUMMER 2021

Editor:
Nick Pallant

Assistant Editor:
Jon Edwards

Editorial Assistants:
Paul Heinink
Hugh Nightingale
Lucy Sayce
Ian Scarlett

Layout & Design:
Jon Elphick

Editorial Office:
Tenterden Town Station
Tenterden
TN30 6HE

E-mail:
terrier@kesr.org.uk

The *Tenterden Terrier* is published by the Kent & East Sussex Railway Company Limited three times a year on the third Saturday of March, July and November. Opinions expressed in this journal are, unless otherwise stated, those of the individual contributors and should not be taken as reflecting Company Policy or the views of the Editor.

ISSN 0306-2449

© Copyright Kent & East Sussex Railway Company Limited 2021

Printed by
Elle Media Group Ltd.
7 Seax Way
Southfields Industrial Park
Basildon
SS15 6SW

FRONT COVER

*Welcome back 2678 (Knowle):
ready for duty on 21st May.
(Phil Edwards)*

BACK COVER

*The probably unique Southern
Railway poster for Bodiam
Castle, as described on page 19.
(CSRMR)*

JOURNAL OF THE KENT & EAST SUSSEX RAILWAY



*No.2678 ascending Tenterden Bank, en route to working
the 10.40am service on 21st May.*

(John Wickham)

Tenterden Terrier

Editorial	3
Lineside News	
From the Chair	4
Motive Power	6
Rolling Stock	8
Operating Department	10
Commercial	11
Projects	13
Way and Works	14
Committees	17
Groups and Associates	18
300 Club	22
Letters	22
Gallery	23
Book Reviews	27
Strategy to 2024	30
The Next Generation	32
Sequitur	34
Obituary	36
In the Beginning – 60 Years Ago	38
A Museum Anniversary	42
Gate Stock	45
Organisation	47

Editorial

Invicta!

We make no apology for the frequent appearance of a Terrier locomotive in the present edition of this journal. It has been said that we have sometimes gone ‘over the top’ in our coverage of Class A1X, and this has indeed been fair comment. On this occasion however we feel entirely justified, as we have had the considerable pleasure of welcoming No.2678 (otherwise *Knowle*) back into service after its recent overhaul.

It was entirely appropriate that 2678, one of our railway’s great survivors, re-entered traffic during Members’ Day, 21st May – the first day on which trains had run since the re-imposition of lockdown.

It was also fitting that a locomotive of a design so emblematic of the Kent & East Sussex Railway should have been a leading attraction of the day. As the Spring issue of the *Tenterden Terrier* reminded members, this is the 60th Anniversary of the final closure of the line by British Railways and the beginning of the heritage era.

The ‘socially distanced’ passenger service recommenced on 22nd May and we hopefully look forward to the possible resumption of full scale operations on 19th July. The K&ESR has survived much in its 121 year history, not least in the past 60, and we look forward to the end of this present strange time. The County motto at the Kentish end of our line is ‘Invicta’, often translated as Unconquered. For the Kent & East Sussex Railway we offer the alternative rendering – Undefeated.

Nick Pallant



At last! Right away for the 2021 season at 10.40am on 21st May.

(Phil Edwards)

FROM THE CHAIR



The A Set receiving a clean from the Wednesday Group, prior to the return of services. (John Holland)

We're back in business! On 21st May we held our Members' Day which saw the relaunch of one of our two iconic Terrier locomotives. The weather was unseasonably cold, but everyone enjoyed themselves and we got some useful publicity. As I write, the Prime Minister has just announced the slowdown to the roadmap out of the coronavirus lockdown. It will now probably be 19th July before we are back to something like the operation we were used to before the pandemic, and by the time you receive this magazine we should know what the situation is. In the meanwhile we are continuing with our 'socially distanced' service.

It will take some time to get back into the swing of things, and there will inevitably be teething problems as we relearn the art of running trains and welcoming visitors seven days a week – all at the same time as we try to understand what the new normal will turn out to be.

A tremendous amount of work has been going on, behind the scenes and on the ground, to get us to this point. Thanks are due to everyone who has helped in any way.

There isn't space to list all the individuals and groups, all of whose work is valuable and

appreciated. But I would like to mention the Wednesday Group, which sits alongside the other longer-established groups and has worked wonders in smartening up the site at Tenterden – rumour has it that the Group is even going to have a go at Wittersham Road. And the commercial team has been coming up with innovative new ways to market what we have to offer and to enhance the visitor experience.

A special mention must go to all those involved in fundraising, whose unstinting efforts have secured us a further substantial grant from the Culture Recovery Fund together with grants and donations from other sources too. These include £25,000 from the Garfield Weston Foundation, a family-run philanthropic trust which has been in existence since 1958, for the Terrier 150 Appeal. It is not an overstatement to say that without the dedication and attention to detail of our fundraisers we would not be facing the future with the confidence that we have at the moment.

We continue to explore all possible funding opportunities, and any suggestions and offers of help will always be welcomed by the Fundraising Working Party.

Although our cash registers are beginning to ring again, we still need to continue our 60th Anniversary Appeal. As I write it is now more than half way to completion but, as we predicted, the second half is proving to be challenging. We hope that the reopening will give it a boost. Please do what you can to support it, including by passing on the materials which are on our website to all your social media contacts.

I can't resist taking the opportunity to say that when you travel on the line this year there is one thing that you *won't* see. The line of derelict vehicles stored in the open country between Northiam and Bodiam – and visible from the top of Bodiam Castle – has now gone, and the local countryside restored to its original state. I'd like to record here our thanks to those who planned and executed the operation.

As if reopening and resetting the railway wasn't enough, the prospect of running trains to Robertsbridge is becoming more real. The Public Inquiry into the enabling Transport and Works Act Order is finally due to begin on 6 July, and we have been heavily engaged in preparing our

evidence in support of our friends at the Rother Valley Railway who will actually own and build the new piece of line. Assuming the Order is granted, the work to plan how we are going to run our trains over it will begin in earnest. Much was done some years ago, so we shan't be starting from scratch. There are huge opportunities for us, but also challenges and risks which we shall need to understand and deal with.

All of which means that we are going to continue to be very busy for the rest of 2021. We are spread pretty thinly across all the tasks that badly need to be accomplished, not to mention those things we would like to see done but which aren't essential. Sometimes that can be a worry, and we do need to temper ambition with realism. We can't do everything at once.

However one thing we can all do, with effect from now, is to enjoy operating and travelling on our trains, and enthusiastically showing them to our visitors. See you at Tenterden – very soon!

Simon Marsh
Chairman



1638 receiving attention to its pistons and valves.

(Liam Head)

Rolvenden MPD – *David Brenchley*

It's been a frustrating couple of weeks. On day one of re-opening we had three class 5 locos; by the end of the week we had one and a half. We are now back to two. 1638 is out of service for a month or so due to lack of piston rings (most of them came out of the cylinder drains) and one of the slide valves has worn almost to the point of destruction. Luckily we have new rings, so that was a quick fix, but the slide valve was more of a problem. We have a blank casting which Graham is machining to fit. Investigation of the valve running surface in the steam space revealed a badly ridged surface. This was machined by the usual Heath Robinson equipment (thank you Moff) and finished with a hand grinder.

So why is it taking so long? Well, to get to the pistons and valves the front buffer beam has to come off, followed by the cylinder covers and various bits and bobs... then, as they say in the Haynes manual, "reassembly is the reverse of disassembly".

So at the moment 300 and 25 are taking the load.

However, for every three days that 300 is running we have to spend two days working on it, so all is not rosy in the garden. Enquiries are under way to get a hire engine in for the summer to take some strain off our locos. Anyone know where we can get a Merchant Navy for a few months?

Goose, our odd job man, has spent time clearing up the yard. The containers have received a new coat of paint and look a lot better.

Knowle has gone to railways new for a while, and may return with new friends.

4253 Locomotive Company – *Kelvin Williams*

Happy 10th Anniversary of Locomotive 4253's arrival in Rolvenden!

Yes, on 14th June 2011, 2-8-0T locomotive No.4253 arrived on the back of a low-loader ready to begin her transformation from a 'rust bucket' into a fully restored, working locomotive, to run on the K&ESR. It began with a small number of owners/volunteers, which has now risen to over 450 shareholders, plus volunteer



Dick Dickson (left) and Kelvin Williams assembling the last of 4253's inside motion. (Charles Masterson)

working groups of varying size from four to 15 on Sundays, Tuesdays and Fridays.

The expectation was for a ten-year timeline for the project. This had been progressing well until, as everyone knows, Covid-19 shut everything down for most of the past 14 months.

So where are we in the restoration? All our shareholders receive Newsletters periodically; and they, plus anyone else who wants to follow our progress, can do so via the 4253 Facebook page, where Charlie publishes a weekly report with photos. However there are others who may only receive or read this Lineside News. So here are the milestones:

Frame: cleaning, repairs and painting – done.

Pony and all main wheels: wheels testing, axle boxes re-metalling and springs testing, refurbishment, painting and relocating into the frame – done.

Water tanks: rebuild using combination of refurbished angle and new plate, painting and test filling – done.

Smokebox: build and paint – done.

Coal/water bunker: rebuild using combination of refurbished angle and new plate, painting and test filling – done.

Cab roof: rebuild using combination of refurbished angle and new plate, painting – done.

Internal motion/eccentrics: refurbish and fit – done.

Which, when you add it all up, leaves only the boiler, pistons and connecting rods to go. As far as the boiler is concerned, that is with the experts at HBSS in Liverpool who are doing the things that we as volunteers would have taken far longer to achieve. It is hoped it will be back with us some time this year for retubing (we have the tubes in storage).

The main pistons and valves are refurbished and ready to receive their piston rings. The cross heads are fitted and awaiting the rods. We have all but two of the eight rods; one connecting rod and one coupling rod are currently with the manufacturers, but they are expected soon.

“When will she be finished and in steam?” I hear you ask. Without the continued financial support of our shareholders and donors we certainly would not have got this far, and progress is always dependent on available funds. But as you

can see, we are getting very close to the finishing line – though it always seems to be just that little bit out of reach. But we will get there!

If you would like to become a shareholder or can help financially in any way, please go to 4253's web page: <https://www.4253.co.uk/shop/>

D4118/08888 – Mark Stuchbury

D4118 was inside Tenterden C&W shed in late May to diagnose the ongoing issue within the electronics that previously controlled the remote control system. A fitter from Rail Support Services, which operates a similar fleet of Class 08 shunters, attended on site over two days.

Unfortunately, while the fault has been narrowed down to specific components, more work will be needed to sort this out, including the possibility of converting the loco back to a standard machine. Invaluable help and advice has been forthcoming from colleagues at RSS, St Leonards Rail Engineering, NYMR and Avon Valley Railway, which has helped to move things forward.



D4118 receiving attention.

(Mark Stuchbury)

ROLLING STOCK

Carriage & Wagon – *David Brailsford*

The department started to function again on a reduced basis from mid-February, with just two members of staff available to carry out the huge backlog of work resulting from the most recent lockdown. C&W Manager Paul Wilson left the company at the end of the month, to be replaced by Peter Blythe during March. We sincerely hope that Paul's retirement in the wilds of Yorkshire will be beneficial, and we wish him well for the future. Best of luck to Peter with what must seem like an uphill task.

Volunteers started to return to the department in mid-April, but numbers were limited to a maximum of four per day. Social distancing rules still apply for the moment. The metalworking and wood workshops are still out of use as a result of various Health & Safety issues.

The coaching fleet has not enjoyed another period of inactivity and ride heights have had to be adjusted on Mk1s 64, 73 and 85. Two-month brake tests have been carried out on virtually all of the operational coaches.

18-month exams have been carried out on Mk1s 64, 68, 85, *Petros* and Pullman Car *Theodora*. A discreet Wi-Fi aerial is due to be installed on *Theodora* in the near future. Mk1s *Diana*, 69

and 73 and Maunsell BNO 54 have all received door lock exams.

Cavell Van: The leaky roof vents and sticking doors have been dealt with, and the vehicle will now spend some time on the buffer stops at the end of the Pullman Dock.

Woolwich Coach: This vehicle looks resplendent in its new coat of paint. All staff are to be thoroughly congratulated on the standard of the finish achieved in all elements of the overhaul. Our grateful thanks go to the KESR Loco Trust which has funded all the work. The coach has already made a number of return trips to Bodiam as part of the A set. Before it left the shed a refurbished brake cylinder had to be fitted as the original one failed to work properly; it has since been overhauled. There are a couple of items that need attention but these can be done in a quiet period.

SECR 2947: Currently in the shed for repairs to footboards, an 18-month exam and new wheelsets. Thanks once again to Ben Lilly for the two Maunsell wheelsets that we acquired at the beginning of the year.

Birdcage 61: Withdrawn from service due to issues with the Headcorn end bogie spring plank. This will be replaced as and when time and



The newly repainted Woolwich Coach.

(Pete Salmon)



A guard's eye view.

(Sarah Taggart)

labour permit, with funding provided by the KESR Loco Trust.

Mk1 CK 86: Work has continued on an as-and-when basis. Thanks go to Ivan Pelling for his single-handed efforts in installing the new compartment ceilings. The gangway at the Robertsbridge end is being installed. Replacement parts for the bogie overhaul are on order, and an order for the replacement window glass will be placed soon.

RU 1987: A final progress/acceptance meeting was held with Arlington Rail Services on 25th March, following which a full inspection was made. A certain number of incomplete items were identified and these are currently being worked on, and once this work has been satisfactorily completed the coach will return to the railway. The final payment has been made for the work, as this was required to satisfy the requirements of the KCC grant. An off-grid battery pack has been ordered and we will install this at the same time as the remaining restoration work is carried out.

SR 20 Ton Brake Van: The underframe is in exceptionally poor condition and consequently this vehicle has been placed in store until further notice.

SR Ling Ballast Wagon: This four-wheel vehicle

is to be worked upon by the wagon group.

Staff and volunteers were involved in preparing all the stored vehicles on the Ewhurst siding for movement. The extraction of this stock took place on 4th and 5th May. The Maunsell lowlight has since been put under cover in the storage shed at Rolvenden to prevent any further serious deterioration in its condition. The remaining vehicles now reside in Wittersham Road yard.

Staff have been tidying up the workshop as and when time has permitted, and it is planned to install facilities for overall washing and drying in the near future.

GWR Railcar W20W – Chris Mileman

The Railcar gang is very happy to report that the team have been granted access to the Railcar in the Carriage Storage Shed since the end of April. This is to continue the work necessary to improve the weatherproofing of the vehicle to allow it to be moved without risking too much water damage. The work has entailed the drilling and countersinking of the remaining steel side panels and window surrounds ready for painting and fitting. The gang has also begun the laborious job of filling and smoothing the hundreds of fixing screw countersinks to protect them from corrosion and to make them ready for another coat of paint. In addition, polythene sheeting has been reapplied to the window openings and the cab ends.

As the Railcar is a Company-owned vehicle, the Board have requested that it is moved to the Rolvenden steam shed, over the pit, so that it can be inspected. This is to allow for a review of the work undertaken by the various restoration teams over the extended period of the project. The inspection will also enable a better judgement to be made as to the level of effort and funding necessary to complete the restoration to a fully compliant condition, ready for its return to operational service. Unfortunately Covid and other issues have delayed the inspection. However, the vehicle has already been re-located to a more accessible position in the CSS, and it is all wrapped up and weatherproof ready for the move across the tracks. Imaginative use has been made of the plastic sheeting, as witnessed by the accompanying photo!

At the time of writing it was planned that the inspection would be undertaken before the end of May, assuming that Covid restrictions and operational issues allow it.



The Railcar outside the Carriage Storage Shed during a shunt.

(James Palk)

The next big steps will be the acquisition and fixing of the Robertsbridge-end cab sheeting. This has already been started, with the roof screwed down and appropriate safety glazing fitted.

The glazing has been funded from generous donations and bequests; all we need is an agreed time-slot in the C&W shed, with the provision of scaffolding for access and some C&W assistance, to get this completed in the shortest possible

time. The team is hoping that the inspection will lead to this moment.

A couple of members sent me some great pictures of the Railcar in service in the 1970s and later, and some of them may appear in a future article. Thanks very much for these. If anyone else has photos of the railcar that they would like to share or anecdotes about working with it, please send them to me at chris_mileman@hotmail.com. Thank you.

OPERATING DEPARTMENT

Signalling Department – *Tony Ramsey*

Once again there have been no running days since my last report, but that – happily – is about to change. The quarterly roster has been drawn up, and we have arranged for as many colleagues as possible to refresh their competency, in readiness for the public re-opening.

Our new simulator has enabled the Signalman Training Course to keep going, despite no box turns being possible. We are extremely grateful to PC Rail for generously making this simulator available to us free of charge. For anyone interested in signalling, a visit to their website – www.pcrail.co.uk – would be most worthwhile. Our new trainees are, nevertheless, just dying to get into a real signal box!

Earlier in the year Joel Pearson led an online Mutual Improvement Course on Signalling, which attracted a record 40 attendees. Behind the scenes, work has begun to transfer the

quinquennial programme of Signalman assessment on to HOPS, and the Inspectorate has attended an online course ‘Understanding Assessment Principles and Practice’, organised by the Heritage Railway Association.

The work of the Rules Review Working Group continues. During 2020 it was determined that there was no budget for the printing of updated Rules, Regulations and Instructions pages for issue in March this year. It was therefore decided to implement the changes to the RRI's that would have been introduced in March this year by means of the Periodical Operating Notice issued in October 2020.

Two Signalmen – Robin Moyser and Chris Small – have resigned due to the pressure of other commitments, and Maurice Hooker, a Cranbrook Road and Rolvenden Crossing Keeper, has had to retire for health reasons. We thank them all most warmly for their respective contributions to the Department.

Guards Report – *Graham Williams*

Three of the Guards section – Pete Spratling, Mick Leech and myself – have attended HRA Assessor Training via ‘Teams’.

Bradley Bottomley decided to step down from his role as a Guard at the end of 2020, having qualified for Guard duties back in April 2012. I would like to wish him well for the future, and thank him for all the turns he has done over that time.

The department would also like to wish Martin Macfarlan all the best with his recovery from long-term illness.

Our photograph shows Graham Williams (left) with Bradley Bottomley at Tenterden.

(via Graham Williams)



COMMERCIAL

New and different for 2021! – *Heather Packham*

Back in March, Helen Douglas and I hosted a Zoom meeting during which we talked about our desire to ‘Do things differently’ in 2021. There has been a hive of activity going on behind the scenes over the past few months to do just that, while we eagerly awaited the return of visitors to the railway.

There are still several projects in the pipeline for this year, including refreshed promotional welcome boards at all the stations, revamped ‘Rail Trails’, a brand new ‘Family Gardening for Nature’ trail and refreshed interpretation for



*One of the new Information Boards at Tenterden.
(Heather Packham)*

Bodiam station to name but a few. Here is a summary of some of the main things to look out for this year – and there is more to come!

Model Railway room

The Model Railway room has had a bit of a makeover, with six new interpretation panels added which tell our preservation story from 1961 to the present day. These give visitors a great insight into the heritage era of the railway, with lots of fascinating archive photos charting the progress over the past 60 years. A seventh, modern-day, panel looks to the future and – with a contactless donation point – encourages visitors to help us to continue creating happy memories. Following restoration by the 4253 Group, an interactive model of Walschaerts valve gear, built by apprentices at the North British Locomotive Company in Glasgow to train railway staff on the technical details of how this gear operates, is also on display.

What to see from the Train

May half-term saw the launch of brand new ‘What to see from the Train’ family activities, linking to the promotional posters of the same name created by artist Andy Redden. These encourage families to look out of the carriage windows as they travel through the Wealden countryside to see what nature they can spot. There are three main elements: a map of the line showing the places where various birds and



The Walshaerts Valve Gear display.
(Heather Packham)

animals are most commonly found; a website page giving more in-depth detail about the landscape and the wealth of wildlife which can be found along the line; and finally a spotter trail for the younger ones. At the end of their visit children can also collect a 'nature detective' certificate and sticker from the catering outlet or shop – where, incidentally, they can also buy a selection of related merchandise. All of this has taken several months to put together; a huge vote of thanks goes to Colin Duncan and Caroline Warne for all their help with the content, and the rest of the Commercial team for the copious amount of proofreading.

Signal Box interpretation

The Tenterden Signal Box interpretation has also seen a revamp, bringing it up to date with the new look and feel, and including a second panel telling visitors a bit of the history of the signal box itself.

Train boards

A significant amount of work has gone in to updating our rather tired 'Trains today' boards. New boards have been created for Tenterden, Bodiam and Northiam, showing visitors the timetable for the day and which locos are operating, and including a QR code to find out more on the website.

Recycling bins arrive at Tenterden

Brand new bins have arrived at Tenterden station, and these now include an option for recycling. Not only do these look a lot smarter but, more importantly, they actively encourage visitors to recycle their glass and cans, helping us to reduce our general waste and thus our environmental impact. A huge shout out has to go to Alan Jones

for making all of these, and the 300 Club for the generous donation which made it possible. Some of you may spot a slight resemblance to those at National Trust properties.

Looking ahead

Being more outward-facing and actively engaging with our local stakeholders is something we were really keen to improve on this year. Being one of the key venues for a community-wide art project, taking place the first two weeks of July, is testament to this, and hopefully the beginning of future projects together. This art project has a theme of *Looking back, moving forward: all aboard the Tenterden Community Train*, marking our 60th anniversary as well looking forward to better times as the town's High Street reopens. A variety of artwork will be on display in the former refreshment rooms, created by local schools and community groups, including a key installation by Sam Cox, aka Mr Doodle.

I have been in discussion with High Weald AONB about possible educational tie-ups, and with Kent Wildlife Trust which is keen to get involved with nature activities in the future.

On 31st July and 21st August we will be offering two brand new Junior Engineering events with Chris Vine, author of the popular Peter's Railway series, acting as host. These will be half-day experiences including cab visits and behind-the-scenes tours of the Loco and Carriage & Wagon sheds, as well (of course) as the obligatory ride on a real steam engine. Tying in to our educational aims, this will hopefully encourage budding young engineers, who could well become future volunteers.

Pullman – Meg Gooch

The Wealden Pullman has restarted!

At the time of writing we have operated two weekends and oh boy, it's been hard work! Having only worked two months in 2020, the long hours on the feet have been a major challenge!

Despite the challenges we've had some great feedback, and our guests are very understanding of the changes we've had to implement. As part of our Covid mitigation measures we are plating the main course in the kitchen. This is a significant challenge in itself, as the kitchen is not designed for this method of service; but necessity is the mother of invention, and we seem to get there.

Another change has been the introduction of Wi-Fi throughout the train. The purists might be horrified by such a development, but the installation is quite unseen by visitors and has been driven by the continuing reduction in the use of cash. Our hand was forced by the need for banking systems compliance, but it's already clear that the associated till system has revolutionised accuracy, speed of service, stock control and accounting.

After 28 years of service to the train, Chris Garman has decided to retire from his Pullman Conductor role. It's no exaggeration to say that

Chris has made a huge contribution to the success of the Pullman, and we offer him our heartfelt thanks for all his hard work. As a long-standing winner of the 'Mug of the Year' (an award presented to the volunteer undertaking the most rostered turns), the train won't be the same without him – our guests often refer to him as Ronnie Corbett's half-brother, on account of his engaging yet lengthy and nonsensical tales.

We're delighted to note that 'The Garminator' intends to put in some 'guest appearances' for some time to come!



An evening Pullman waits at Bodiam.

(Col McLaughlin)

PROJECTS

The K&ESR now has a Project Assessment Committee. Tabled over a year ago, the formation of this committee has been held off pending the official launch of our new strategy, which itself has been delayed by the pandemic. Having the new strategy in place meant direction could be set on how to weigh the approval and priority of projects.

Chaired by volunteer Andy Papworth, membership includes Matt Hyner (Trustee, Volunteering and Projects), David Nibloe (Trustee, Strategy), Brian Richards (Infrastructure Manager) and Shaun Dewey (General Manager). Department managers are also invited to meetings, to champion business cases as required. The form for capturing all of the

relevant information, together with guidance for staff, can be found on HOPS.

Essentially the core aims of the committee are to:

- ❑ take an overview of prioritisation of initiatives across the K&ESR in line with the company's aims and strategy;
- ❑ liaise with the Risk and Compliance Committee, Fundraising Committee and Finance Committee to ensure that projects align to the K&ESR strategy and provide an appropriate level of assurance, before proposals are tabled at Board;
- ❑ maintain a comprehensive programme of projects under way on the railway and a list of proposed projects;

- ❑ maintain an up-to-date record of progress on all projects;
- ❑ determine project management standards and practices for K&ESR, and provide support in their utilisation;
- ❑ appraise benefits realisation of all approved projects;
- ❑ record lessons learned, and adapt as required.

The terms of reference will also be published on HOPS, along with details of changes to relevant company instructions.

For further information please contact projects@kesr.org.uk

Matt Hyner

WAY AND WORKS

Permanent Way – Paul Jessett

Since the re-opening date was announced the P.Way department has focused its efforts on putting the railway back together, following various lockdown projects, and ensuring that we were in a position to hand back the railway to the Ops Dept for the shakedown trains. Full Line patrols were carried out but only a handful of issues were found, including three broken fishplates.

Much of our work has been at the far end of the line at Bodiam station. During the first lockdown period we discovered that the culvert at the far end of the station, which runs under the track in front of the run-round point, was in need of some TLC. On the north side of the line, in Mr Eastwood's field, there was a brick-built chamber about 2.5m deep. This was capped

with a monster piece of concrete that required some mechanical assistance to move!

Once inside the chamber the pipe was seen to be running, but not at the full bore we would have expected. Some gentle rodding identified that there was some sort of failure about 2m in, roughly under the fence line. The extremely wet winter prevented access to the area, but as the weeks passed the level of water in the culvert on the south side of the track rose to unacceptable levels. It was clear we had a problem.

In late March we decided to bite the bullet. Pumps, plant and materials were sourced, and the team set about resolving this issue once and for all. Firstly a two-day pumping operation was undertaken to pump out the flooding on the south side of the railway to remove the head of water that had built up. We had been given permission to extract the water to the field on the north side of the line. However it became clear that all we were going to do was create another lake, as the ground was so wet; so the outlet was diverted to the river bank some 100m away.

The fencing on the north side was removed and the trusty Kubota digger was put to work, excavating a hole in the vicinity of where we believed the blockage to be, to expose the headwall of the culvert. While digging down we exposed the edge of a large concrete chamber. On further investigation, this was found to be some sort of bodged joint between the Eastwood chamber and the railway's culvert headwall. As there were no drawings in our archives this was a lucky chance find. Removing the concrete covers



The flooding by the lineside at Bodiam.

(Paul Jessett)



Inspecting the line to Junction Road. (Paul Jessett)

exposed some sort of silt trap which over the years had done precisely that, and was blocked with all sorts of debris. This had to be broken out and replaced with modern plastic pipework, securely fixed into the existing drainage scheme.

Once the water on the south side was pumped out, the culvert at the bottom of the Bodiam site was cleared and replaced with modern pipework and backfilled. The original silt trap, adjacent to the ground frame on the south side, was converted to an inspection chamber. A new silt trap was installed 30m south, allowing the Bodiam station site grey water to be better managed.

This area was then levelled off by removing the drop off the track ballast shoulder, thus making the cress walking path in the area a lot safer. With the pipe installed, the areas on the south side were back-filled. On the north side, Frim designed a cover to replace the heavy concrete one on the Eastwood chamber and, as is usual with P.Way work, you would have never known that we were there.

S&T – Nick Wellington

The extended period of closure has enabled significant progress to be made on the renewal of signalling cables at Rolvenden, including those which pass through an underground cable crossing duct. These have been underwater for the past 32 years, since Rolvenden box was completed. A new equipment case has been commissioned at the end of the platform, taking

over some of functions that were inaccessibly located in an equipment case under the water tower. Track circuit relays which were previously (of necessity) located under the signal box are now located in their optimal position at the end of the track circuits they serve.

Significant progress has been made on the renewal of tail cables which had ‘earth leakage’ faults, along with one that had been damaged by a lightning strike.

Wiring has continued in the Relay Room at Rolvenden, with a view to its commissioning later this year – probably in November. This work can only be completed during a closed period.

Planning is also advancing for the replacement of the telephone system, particularly at Tenterden, which has reached life expiry and needs to offer more modern facilities to our external customers.

Tenterden home signals have had the timber decking fully renewed, due to dry rot degradation. Some wiring also had to be replaced where a small shrew had made its nest in a warm signalling equipment cabinet...

All 28 of our rail treadles, which detect the presence of trains, have been surveyed for condition, with repairs identified where needed.



Paul Vidler repainting the Tenterden Platform Starting Signal. (Brian Richards)

Much of our signalling equipment needed more extensive safety checks or maintenance prior to the railway re-opening, as this was a considerably longer closed period than normal.

Building repairs have been carried out to the lamp room at Wittersham (following a break-in). Rolvenden steps and cable chambers were also attended to by others, including the Tuesday Group. Very significant repairs have also been carried out to Tenterden box balcony by Dave Stubbs and staff from the C&W/Railcar team; this is all in hardwood and the work, which is first-rate quality, will last for many years.

Forestry – Steve McMurdo

March saw a change in the group's structure with Paul Davies appointed as Manager, following Martin Keable's need to relinquish the role to spend more time with his family. Martin has given very many years of service and support to the railway, and the good news is that he plans to continue with us as a volunteer, as and when personal circumstances permit.

A small team had been active on the railway during the winter lockdown period to carry out authorised and approved essential work only. Once the government's Covid restrictions were relaxed a steadily increasing number of the group could once again return to the railway, enabling us to attend to numerous outstanding tasks.

The fence between Rolvenden field and the private road leading to the Southern Water plant had been damaged by intruders cutting through it to gain access to our site. Rather than just simply patch up the damage, we took the opportunity to replace a large number of

time-expired wooden stakes and re-tension a significant length of the main wire stock fence and barbed wire topping.

We devoted a number of days to the planting of many hundreds of hazel and hawthorn saplings behind the platform fence at Wittersham Road and around the boundaries of Rolvenden field. Each needed to be supported by a bamboo cane and encased in a tree guard to prevent damage by rabbits. Unfortunately an exceptionally dry spell immediately followed the planting but, ever resourceful, we devised various methods to get water out to each plant, the majority of which were not reachable by hose.

We were pleased to assist our colleagues in Carriage & Wagon with the Ewhurst Siding clearance project by cutting back undergrowth, thus enabling them to access the underside of the stock in preparation for its removal.

The complicated felling of a large and dangerously rotten willow tree took place at Padghams New Crossing. The tree was leaning towards the line, and was surrounded by others making its removal far from straightforward. Assistance was enlisted from specialists using their Field Marshall winch tractor, which had been bought new in 1949 and owned by the same family ever since – older readers may recall a Dinky Toys model of this.

Cables were attached from the tractor to the tree, the slack taken up, the trunk partially cut and then pulled over by the machine to fall safely into the precise proposed spot in an adjacent field. The rotten trunk was then pulled into a nearby copse, where it will be left for use by wildlife.



Bringing down the rotten willow tree with a vintage tractor.

(Steve McMurdo)

COMMITTEES



Volunteers attending for the special trips with Knowle on 21st May.

(Phil Edwards)

Volunteering – Matthew Hyner

In addition to monitoring feedback from around the railway, the Volunteering Committee has now split into four working groups, with each group focusing on a specific workstream. Here is a brief overview:

Recruitment Material: Mike Pearson, Martin Forder and John Chapman

- ❑ Improving all material used for recruitment, and reviewing the forums in which that material is used.

Recruitment Process: Peter Lamont, Phil Wiles, Barry Lee and David Lyne

- ❑ Diving deep into and delivering an improved recruitment process, end to end, while canvassing the management for their thoughts throughout.

Retention Group: John Ascher and John Cobbett, with input from Jo Gluza and Becky Goodsell – our new Volunteer Recognition Officers

- ❑ Our Volunteer Recognition Officers have started work with the membership secretaries to identify those who are due 25-year service

awards. They will be considering the appointment of liaison officers, what that role might involve and how it could fit within the organisational structure.

Social Group: Sarah Tagart, Sheila McKenna, Paula Oliver and Pete Salmon

- ❑ Planning social events for the railway, with a focus on making the best use of investment employed for commercial special events. It is intended to hold the railway's Forties Weekend on 11/12 September, and enquiries will be made regarding the retention of the artistes for an evening's entertainment for K&ESR staff.

Volunteer Recruitment Manager

Jim Williams, the present and long-serving Recruitment Manager, is standing down due to personal commitments. He will be staying on in other roles. We thank Jim for his service.

Young persons

Brian Richards is assisting in establishing the railway with the Duke of Edinburgh's Award scheme, which will provide a lead into multiple local communities and groups. Other work

behind the scenes includes a review into how we can make the railway more accessible to and supportive of young persons, while complying with legislation and safeguarding.

Volunteering Week

In coordination with the Commercial team, we formulated and actioned a plan for the national

Volunteers' Week (1–7 June). Recruitment leaflets were handed out from the booking office with tickets, as well as in the shop and museum. The recruitment form on the website has also been updated, and linked from the home page to make it easier to find. Seven volunteer roles were spotlighted on different days, and these were pushed via our website and social media.

GROUPS AND ASSOCIATES

Museum Notes – *Brian Janes*

The Museum has now been in existence for 25 years in the present building, and our past achievements are recorded elsewhere in this magazine. But, if you want a souvenir for our Silver Jubilee, our ticket machine awaits your 50p when you visit.

Writing these notes, we have just opened for the start of a much-postponed season. We opened for the members' trains on 21st May, combined with a book sale with loads of books from £1 (which may be continuing into the summer when you read this).

We have advanced our attempt to reach respectable donation levels, even when faced with the extreme lack of pocket cash these days.

We were finally able (with considerable help from André Freeman in particular) to install a donation system for contactless devices (cards and phones) and will be watching the outcome with interest.

There has been really good news on the other resources front, what is now insultingly called 'human resources', but is actually us – volunteers and staff, real people. Responding to appeals, particularly through HOPS, a dozen friends came forward to brave the task of helping; and very welcome they are indeed.

Homework during the shutdown is yielding excellent results. We now have beautiful models of the Sheppey articulated coaches, EKR Adams Radial No.5, wagons from the Snailbeach, a couple of 'Tarmac' wagons (found on a few of



Locomotive No.8 Hesperus is seen making use of the coaling and watering facilities at Rolvenden in January 1936.

(via Brian Janes)

Stephens' railways) and, by no means least, the Edge Hill's Manning Wardle *Sankey* and its contractors wagons. All should be on display soon.

The collection continues to grow. Prime position on acquisitions must go to a Southern Railway picture poster for Bodiam Castle, advertising trips via the K&ESR. Thanks to Dave and Matt Stubbs for spotting and assisting with this probably unique poster. What an achievement on somebody's part to persuade the SR to commission and produce this poster, which was no doubt of considerably more benefit to the K&ESR than to them! If you look at the poster – reproduced on the back cover of this edition – it even advertises access to Bodiam from the Headcorn end; quite an adventure for the passenger given the discontinuous service. We had never seen even a mention of this poster before, and only one other by the artist is known – a Metropolitan Railway poster of 1932. He was Douglas LaCoste Constable (1881–1930), a South Africa born WW1 veteran who became a notable illustrator, particularly of children's books. The style is heavily suggestive of the mid-1920s, but research continues into its actual year of origin.

During a clear up at Rolvenden an original RVR ground frame was extracted, and this has joined the collection. It was probably from Bodiam, or perhaps Northiam, and is of a distinctive and uncommon make: Evans, O'Donnell and Co. This was a firm that only traded in signalling under that name from 1900 to 1903 before being subsumed by Saxby and Farmer, when they took over its premises at Chippenham. It awaits restoration as a notable outside exhibit – a rare founding railway item.

New additions to the museum and archive also trickle in. There has been a nice addition to the photo archive in a short series of photos taken on a rainy day in January 1936; one of these is included here, showing great detail of Rolvenden's former coaling and watering arrangements. Stuff is still out there for us to conserve.

We are continually working to improve our presentation in the Museum, and with the increasing ubiquity of QR code readers on mobile phones we are re-installing them on exhibits. To learn more, the interested can simply photograph the code and be taken to relevant web pages.

The Museum and our railway can only survive

and thrive in the oxygen of publicity, and new techniques continue to be used. The Curator recently took part at home in two extensive Zoom interviews on the Museum and the Cavell Van. These will produce five-minute presentations for an Ashford Council initiative to publicise visitor attractions via the Internet under the title 'Hidden Treasures'; perhaps it will help make us less 'hidden'.

Tuesday Group – *Graham Hopker*

The second lockdown finished in mid-March, and on our return to Northiam the first job was to cut the platform hedge, which surprisingly had grown considerably during the winter months. General tidying up was also needed.

Over the years the floor in the Crossing Keeper's hut on the end of the platform at Rolvenden had rotted, and was replaced with new joists and plywood.

The team have spent considerable time repairing and repainting numerous platform seats at Northiam.

A new handrail was fitted on the Signal Box stairs at Rolvenden, and some drain cover repointing was also completed.

A large amount of post and rail fencing is employed around the Northiam site, and many of the upright posts had rotted in the ground. 12 concrete spurs were purchased, and all have been used to support the uprights.

The picket gate by Northiam Signal Box was also rotten, and Trevor Apps made a new gate from spare wood he had at home. This has been fitted and stained black.

Some of the team spent a day at Tenterden emptying the Model Railway room, tidying the green container, and repainting/renewing the anti-slip coating on the mobile platform steps. Black paint was applied to the fence around the Picnic Area.

Unseasonably frosty weather at Northiam in early May caused a leak in a water pipe which supplies the outside tap by the Disabled Toilet, and this has been repaired.

Chris Lowry has cut the grass in the Picnic Area, Memorial Garden and lineside.

I am pleased to welcome Steve Bunn to the happy band of Tuesday Groupers.



The foot crossing signs at Tenterden, recently repainted by David Brown.

(Pete Salmon)

Gardening Group – Veronica Hopker

The Tenterden gardeners (Jan LeLean, Liz Cobbett and myself) were able to return to the gardens on Tuesday 23rd March 2021 after months of lockdown. Fortunately things had not yet started to grow, so we were not greeted by a daunting prospect ahead of us. We decided to start at the far end of the station and work our way along the platform. By the time we had finished the Pullman border looked much better, having cut back all dead and untidy foliage and removed unsightly weeds.

Trevor Apps of the Tuesday Group has kindly built us a compost maker, so we hope that in time we will have some good compost to spread around the gardens.

We also made a start on tidying the mound, which needs a lot of attention now everything is waking up. We are hopeful of a good show this year, as many plants are looking very strong.

This season we decided to make a 'bug hotel', in support of the Kent Wildlife Trust request that we all do more for our insects. We found three pallets at the rear of the offices and put these on the Gabon wall, at the rear of the toilet block. In Kent Wildlife magazine I found suggestions as to how to construct one. Old bamboo canes, kitchen paper towel tubes, twigs, hay and bricks with holes were gathered together.

For the roof I planted up trays with low-growing rockery plants, which will flower to attract bees

and nectar-seeking insects. Norman Bowden of the Tuesday Group has kindly made a sign for our younger visitors, and this has been fixed to the Gabon wall underneath the bug hotel.

The lineside garden has been cleared of dead foliage and weeds, but with all the bluebells this year it has been difficult to do much more. Once the bluebells have finished we will be able to spend more time on the garden.

On 20th April we were joined by Dawn Wiles, who had helped us after the first lockdown. Dawn managed to give us two weeks before returning to work. Louise Gannon also returned, and was a great help when we tidied the area behind the offices. The untidy brambles growing in the hedge were cut back, the small shed by the container in the back road was cleared out and the area immediately behind the offices was tidied as much as possible; a lot of rubbish was put into a skip. Slate chippings were spread on the pathway on the Pullman dock.

Snowdrops, Alliums and two Geums have been planted on the mound and more snowdrops will be planted during the next week or so, and our hanging baskets will be planted and put up around the station building.

Bodiam – Malcolm Burgess

Having been back in earnest since the end of March, it is good to start this report with some positive news. The picnic bench provided from Robin Dyce's memorial fund is now in place on

the plinth specially built for it, beside the memorial trees. Most of the hard work for this has been done by Graham Holden, and it will provide a very pleasant place for people to enjoy a picnic in the peaceful surroundings of Bodiam.

The station, however, has been far from peaceful for the past few weeks as work has started on preparing the facilities for the proposed camping ('glamping') coach, which is to be situated at the Robertsbridge end of the station. Utility connections together with the need for a new sewerage system for the whole station has necessitated much trench digging and earth moving in the yard and, unfortunately, some late decision-taking has meant that the work was not completed by the time public services begin running. We are managing to continue to work around the disruption.

Further earthworks were carried out during the 'closed' period while Frim Halliwell and the P.Way team rebuilt the culvert that runs beneath the track, again at the Robertsbridge end. The old culvert did not drain properly, so that we frequently had a lake at that end of the site after winter rain. The team have done an excellent job (as described in the Permanent Way report) and the new culvert has taken away recent heavy rainfall very swiftly. The job revealed some old chambers that no-one knew were there. The beehives can now be left in peace for the bees to continue their summer work.



The memorial bench for Robin Dyce.

(Malcolm Burgess)



An early floral display at Bodiam.

(Malcolm Burgess)

The pedestrian gate at the main entrance to the station had virtually disintegrated and Jim Barnes has produced a splendid bespoke replacement, which will be in place shortly. The entrance to the station has also been greatly enhanced by the beautiful bed of wallflowers and daffodils planted and tended by Frank Wenham; This has brightened up the place no end, helping to offset the chaos further down. Gaye Watson and Bernie Dobson have been making good the ravages of winter in the established flower garden, where spring colour is now arriving. Vic Grigg has restrung the hop poles, and he, Frank and Bill Larke have been giving the hop garden greater attention than it has had for several years with some extensive manuring.

Following the very dry and cold April the grass has begun to grow in earnest, and the team are cutting regularly to keep it tidy. A very battered PMV arrived in the platform siding without warning, so to prevent it from detracting from the appearance of the station (and the view from the camping coach) the team will give it a cosmetic make-over with paint supplied by Carriage & Wagon. Chris Wady, Bruce Sharpe and Tim Hogben have already made a start on this. Adrian Freeman has done a stalwart job in re-staining the platform fences.

Although the container which provides secure storage beside the cattle dock has been made presentable, Paul Randall and I looked at a van body which might provide a more railway-esque long-term replacement. We await a management decision on whether this is a feasible solution.

Letter to the Editor

Sir – I would appreciate any help from fellow *Terrier* readers and K&ESR members with the following:

- a) Copies of the e-newsletter, editions 1 to 31 inclusive
- b) Copies of two TV series from the early 1960s called 'The Old Pull 'n Push' and 'Return of the Old Pull 'n Push' each made up of six episodes (featuring the Hawkhurst branch railway) on VHS, DVD, online platform or other format
- c) (this is from memory) a film made just before and after the Hawkhurst branch closure. A passenger is filmed aboard a branch train and after alighting reads a closure notice. He

remembers being taken in a pony and trap to the station for school (I think the film shows the man as a boy arriving at Cranbrook station). We also see the same man walking round and inspecting a closed Goudhurst station before the line was lifted. I think that one of the early K&ESR members, the late Robin Doust, was involved and may even have been filmed at Cranbrook station as a porter!

I am happy to cover any reasonable costs associated with these requests. My contact details are farmermyles@hotmail.co.uk or 07810 897505 (evenings only).

Myles Chantler, by e-mail

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2021

1st	Richard Aynsley-Smith	No. 205	£100
2nd	Mrs E A Cornwell	No. 525	£80
3rd	Miss Pamela Stevens	No. 127	£70
4th	Brian Richards	No. 979	£60
5th	Ernest C King	No. 790	£55
6th	David Hilder	No. 1138	£50
7th	Michael Isaacs	No. 929	£45
8th	Mrs L R Adlington	No. 375	£40
9th	Brian R Baker	No. 613	£35
10th	John E Brice	No. 163	£30
11th	Charles Mavor	No. 137	£25
12th	John D Goodman	No. 1282	£20
13th	Mr Talbot Stone	No. 905	£10

March 2021

11st	Michael I Evans	No. 941	£100
2nd	Lionel Marchant	No. 304	£90
3rd	Mrs S R Adlington	No. 376	£85
4th	Mr E Stockdale	No. 568	£80
5th	Roy Green	No. 151	£75
6th	Kevin Borman	No. 1299	£70
7th	Mrs S R Adlington	No. 375	£65
8th	Lionel Marchant	No. 519	£55
9th	Ruth Gower	No. 036	£50
10th	Mrs J M Jones	No. 567	£45
11th	John Kennett	No. 1069	£40
12th	Douglas Ramsden	No. 269	£30
13th	Lawrence Rideal	No. 615	£25
14th	Mr E Stockdale	No. 593	£20
15th	Lionel Marchant	No. 1029	£15
16th	Malcolm Heywood	No. 455	£10

February 2021

1st	Mrs Margaret White	No. 1307	£100
2nd	Chris Kennedy	No. 694	£80
3rd	Jeremy Kennett	No. 1262	£75
4th	Charles Mavor	No. 240	£65
5th	Michael Webb	No. 003	£55
6th	Mrs Christine Marshall	No. 920	£50
7th	Sydney Tombleson	No. 805	£45
8th	Michael Isaacs	No. 929	£40
9th	Frank Lambert	No. 150	£35
10th	Paul Gurley	No. 559	£25
11th	Mr J Bignell	No. 580	£20
12th	Philip Clark-Monks	No. 236	£15
13th	Kieran Wildman	No. 1024	£10

April 2021

1st	Steve Newman	No. 1309	£100
2nd	Brian J Moore	No. 1298	£80
3rd	Mrs P J Cutts	No. 815	£75
4th	Alan Crotty	No. 633	£65
5th	Michael I Evans	No. 431	£55
6th	Richard Aynsley-Smith	No. 203	£50
7th	Chris McNaughton	No. 008	£45
8th	Lionel Marchant	No. 1035	£40
9th	T P Howell	No. 530	£35
10th	Andrew Rillie	No. 751	£25
11th	Mrs J Norris	No. 268	£20
12th	Karen Hickey	No. 452	£15
13th	Mr & Mrs D Barham	No. 799	£10

To join the 300 Club or for more information contact Chris Garman or Colin Avey by e-mail: kesr300Club@yahoo.com



Recently returned to traffic and with its newly fitted Isle of Wight bunker leading, No.2678 heads the Members' Special on 21st May.

(John Wickham)

It's 23rd May, the restrictions are easing and the Pullman is back – seen here climbing Tenterden Bank.

(Phil Edwards)



*No.2678 arrives at Haven Street for the start of its visit to the Isle of Wight Steam Railway.
(James Pilbeam)*





Temporarily running as IOW No.14 Bembridge, No.2678 leads a train of the Isle of Wight Steam Railway's four-wheelers through Ashley. (John Wickham)

A parallel universe Rolvenden? It is, of course, Haven Street. (John Wickham)



BOOK REVIEWS

Boat Trains: The English Channel & Ocean Liner Specials History Development & Operation

Martyn Pring

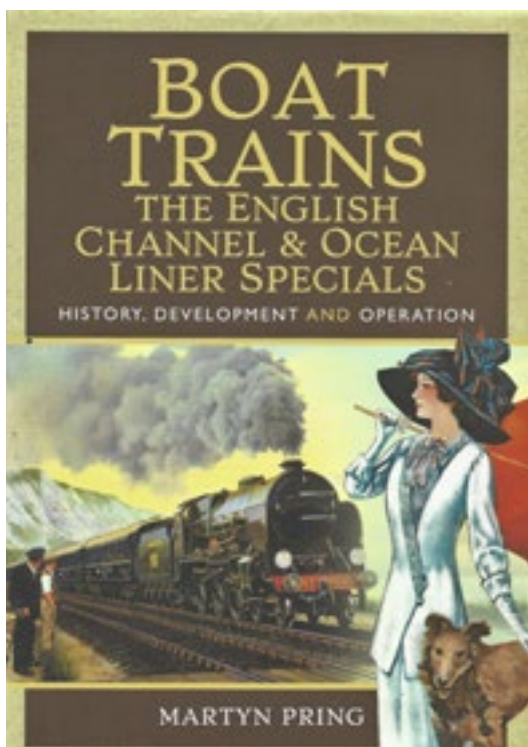
384pp, hard cover. Extensively illustrated in colour and monochrome. Published by Pen & Sword Books Ltd. ISBN 978 1 52676 192 7. £35.

‘Never judge a book by its cover’ is a saying that was never truer than in the case of this volume’s eye-catching jacket. Although the title and art deco design – featuring a Lord Nelson class locomotive and a fashionable lady of the 1930s – might seem to imply that this volume is just about the Southern’s boat trains to Dover and Southampton, nothing could be further from the facts.

The six chapters giving a general shape to the book are: Victorian and Edwardian Travel Progress; Inter War Years – A Golden Age of Travel; Post War Travel Resumes; The Boat Train Has Had Its Day; Great Cross-Channel Boat Train Expresses and Ocean Special Boat Trains. Should readers, having seen the contents page, still assume that they are about to spend their time aboard the Golden Arrow or the Cunarder they will soon be disabused. These and other relevant Southern topics are certainly covered in great detail, but so are the similar activities of the Great Western and the L&NWR/LMS – the former particularly in relation to Plymouth services, and the latter to Liverpool and Tilbury. The domestic aspect is balanced with coverage of railways at journey’s end, not only in Europe and North America but also, to a lesser extent, in India and South Africa.

The maritime side of the story receives nearly as much attention as the railway content, with much detail included of shipping lines and the great liners. The book is none the worse for that, making as it does an interesting change, and takes the narrative to most corners of the planet! Also featured are the Southern’s trains serving the Imperial Airways flying boats which operated from Poole Harbour, together with Short’s Rochester-built S23 (the civilian version of the RAF’s Sunderland).

There are tenuous K&ESR connections, one being the transfer of the Hastings line Pullmans



to Southampton boat trains, which of course included *Barbara* and *Theodora*, as well as information attributed to the late Julian Morel in his role as Catering Superintendent of the Pullman Car Company. That gentleman was influential in the 1980s as a member and advisor in the establishment of our own Pullman services.

NP

Change at Robertsbridge The Rother Valley (Light) Railway (1897 – 1904): its directors, promoters and investors

David Penn

242pp, soft cover. 47 illustrations, plus bibliography, list of references, index and list of illustrations. Published by David Penn. Available from Amazon at www.amazon.co.uk/dp/B08WQC6FZJ. eBook £5, paperback £8.65.

Railway histories can be placed on a spectrum ranging from the popular photographic albums at one end, like *The Kent & East Sussex Railway* by Jonathan James (Mainline & Maritime, 2020),

Change at Robertsbridge



**The Rother Valley (Light) Railway
Company (1897 – 1904): its directors,
promoters and investors**

David Penn

Three rival proposals emerged to serve the triangle of the Weald between Tonbridge, Ashford and Hastings that lacked rail access. At a meeting held in December 1894 to discuss the proposals, reported to Northiam Parish Council local ‘gentleman farmer and landowner’ James Lord, Lord himself put forward another scheme, apparently off the top of his head – a line from Robertsbridge along the Rother Valley. At this point Holman F. Stephens, ‘a man he had never seen before’, came to his aid and agreed with his plan. The Rother Valley Railway was born. Lord and Stephens recognised that the support of landowners was crucial, but already there were two objectors. Does this sound familiar?

The following chapter lists the company’s board, solicitors and auditors. The RVR board was relatively strong with recognised names, such as the Chairman, Sir Myles Fenton. He had recently retired as General Manager of the South Eastern Railway, providing an important connection for the fledgling company. Once it began work the RV became embroiled in financial difficulties, disputes with landowners and a lack of

to the well-researched history such as *The Kent & East Sussex Railway* by Brian Hart (Wild Swan). *Change at Robertsbridge*, a self-published book, falls well beyond the latter at the well-researched end of the range. Its contents are accurately described by its sub-title.

There are 47 illustrations, mostly of personalities involved in the formative years of the line. Many of the rest are of documents relevant to the story, photographed by the author at the National Archives. They are printed within the text, so they amplify the points being made alongside. Since the printed version of the book is on matt paper, the images are rather muddy and indistinct; however they are much clearer in the eBook version and, as a bonus, where there is colour in the original that is reproduced. If you can live with an eBook, that is probably the better as well as the more economical choice.

In the opening chapter the author argues that ‘the railway had been seen as the destroyer of the rural idyll’ but towards the end of Victoria’s reign ‘the hope was that light railways might bring new life to the declining countryside’. The culmination of the legislative efforts was the Light Railways Act of 1896.

progress by the contractors, and there was a desperate need for more capital. The answer was to issue debenture stock, which – at a time when there was little enthusiasm for investment in railway construction – was an alternative way of raising additional capital.

Each of the 19 debenture holders is profiled in a chapter devoted to them. Several of them were families or firms with allocations to individuals within them. Among the individuals was Arthur Pain of Culm Valley Light Railway fame. These brief biographies reveal the network of friends and acquaintances in the railway, banking, engineering and coal industries. Illustrations of some of the individuals featured in this and other chapters are taken from the ‘Men of the Day’ series published in *Vanity Fair* in the late 19th century. David Penn concludes that the RVR’s debentures were held by ‘an elite group of well-connected wealthy investors’.

The author remarks that the company’s relative success was the result of its mix of board members with railway, engineering and financial expertise along with extensive personal networks. The final chapter, headed ‘Postscript’, comprises brief biographical notes on each of the principal

characters involved in the railway's beginnings; H.F. Stephens is among them. Curiously, although the Colonel Stephens Society is given as the main source of information about him, the eponymous museum is not mentioned, although several photographs are attributed to it and its curator is thanked for his help.

I found this work difficult to read; it seems rather disjointed and 'academic' in approach. It would have benefited from a professional editor. Its appeal will be to those wanting to complete their collection of works on the railway and to understand something of the gestation of the railway we know as the K&ESR.

RS

LB&SCR Carriages Volume 4: Bogie Stock 1906–1924, Including Pullmans 1875–1922

Ian White

296pp, A4, hardback. 178 monochrome photographs, six colour plates, 122 drawings and diagrams, 39 tables. Published 2019 by the Historical Model Railway Society, Museum & Study Centre, Butterley Station, Ripley DE5 3QZ. ISBN 978 0 902835 39 9. £35.

This fourth volume completes a series on the London, Brighton and South Coast Railway (LB&SCR) stock, and covers the bogie carriages built from 1906 onward. Flirting with high-roofed 'Balloon' carriages between 1905 and 1907, LB&SCR coaching practice reverted to arch-roofed and conservative lightweight designs – much of it converted six-wheeled stock – during the era covered by this volume, as is the overhead electric stock. Southern Railway electrification caused widespread withdrawals on the mainland, except for a few branch line sets; the coaches however proved valuable on transfer to the Isle of Wight, where their light weight and high capacity ensured their survival on the heavily used Ventnor line until the 1960s.

Prestige service stock on the LB&SCR, to which half of this volume is devoted, was largely in the hands of the Pullman Company. The LB&SCR was the largest pre-Grouping user of Pullman cars, half of which were imported from America between 1875 and 1906. Although there were never more than 40 such carriages in service, they provided excellent passenger comfort – starkly contrasting with the railway's normal stock.

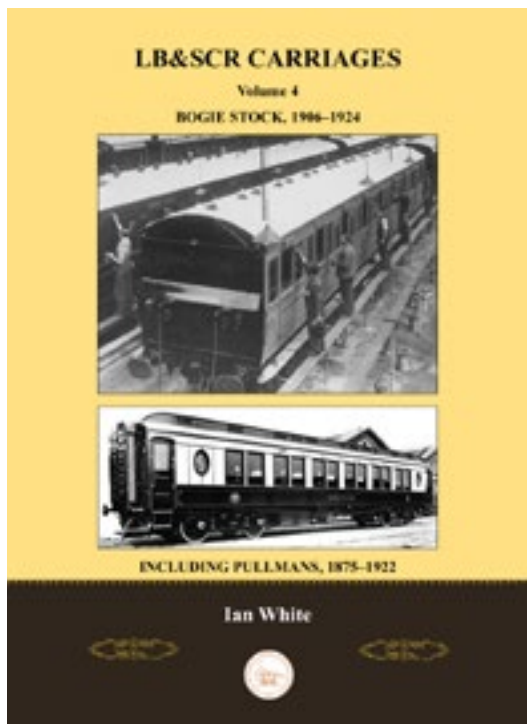
A chapter describes the contribution of the LB&SCR to the First World War, which included the provision of ambulance trains for operation in France.

The book is completed by 11 appendices listing running numbers, further details of Pullmans, Isle of Wight and British Railways carriages originally built by the LB&SCR. The subject and diagram number indices cover all four volumes, and there is a separate index listing the Pullman cars.

The work is copiously illustrated by photographs and line drawings, making extensive use of the company diagrams and other official drawings. These are supplemented by new CAD drawings to ensure complete coverage of the described carriages, including the Pullmans and their many rebuilds. Most drawings are presented at 4mm scale, with some at 3mm scale.

Like its predecessors this volume is aimed at modellers, and concentrates on exterior form rather than interiors; nevertheless historians and restorers will find much that is useful and interesting. As with the previous volumes, all royalties will be donated to the Bluebell Stroudley Coach Fund.

BMJ



Strategy to 2024

Why is it important that we have a clear strategy?

We operate in a complex world where regulatory standards are increasing, as are visitor expectations as we compete with other attractions where people might choose to spend their time. Basic necessities of running a heritage railway, such as securing a steady supply of coal, are now complicated tasks. What has got us to this point will not be enough to secure our future.

Having a clear set of aims and an associated plan of action ensure we make steady progress in all the areas that are important to achieving a sustainable operation.

Early in 2020 the Trustees adopted a five-year strategy running from November 2019 to October 2024. It set out how together we will develop the railway and set it on a firm footing for the next phase of our history, which we anticipate will involve running trains to Robertsbridge. There is much to do.

Firstly, it's important to be clear *why* we do what we do. Our purpose is enshrined in our Articles:

'To preserve, restore and operate any part or parts of the railway extending from Robertsbridge in Sussex to Tenterden in Kent as a permanent exhibition and museum for the advancement of technical, historical and general education and for the permanent preservation, display and demonstration of steam and other railway locomotives, rolling stock, equipment and relics of historical, operational and general interest and educational value.'

Most organisations express the spirit of their purpose in a short statement that captures what motivates people to get involved. This is particularly relevant to our railway, where hundreds of people give their time freely. So, the vision that drives our strategy is:

'To preserve our railway as living history – making memories that matter'

Passengers tell us that our welcoming volunteers really make a difference when they visit, hence we emphasise living history.

Memories that matter captures our goal of keeping memories alive of this railway in operation and the pioneering work of Colonel Stephens. It also reflects that we excel at creating memorable days out for our guests, whether that be a small child meeting Thomas, a family together at Christmas, a Pullman experience, etc. Many have experienced special times as volunteers on the railway, and *making memories that matter* is an important part of what we offer to those who give their time to help us.

There are ten topics in the strategy, each of which is designed to deliver our vision and delight our paying guests. Here is a flavour of what we aim to achieve and what we have done already.

Structure and Governance – *We will develop a business-led organisation with people at its core*

This may seem like a dry topic, but good governance is critical to operating a major charity and tourist attraction in a highly regulated field. It is widely recognised that heritage railways must become more professional to meet what is required. Your Trustees aim to provide strategic direction and drive improvements, supporting and challenging the management team who operate the railway day-to-day. We are committed to empowerment, enabling volunteers to actively contribute within an organised structure of how we operate.

A new approach has been introduced to the oversight of Risk & Compliance, recognising that we need to identify and manage many risks and comply with regulations extending far wider than just running trains. We have increased focus on project assessment, ensuring that authorised work contributes to the strategy and that we don't start more projects than we can complete.

Safety – *The safety of our people and our visitors will always be our top priority*

Our Regulator is clear what good safety management is, having published a Risk Management Maturity Model specifically for heritage railways. We have assessed where we are now, and have a goal to rate 'Standardised' in all areas of the model by 2024, with 25% of measures at the higher rating of 'Predictable'. This will require buy-in and action from everyone. The safety standards of the steam era are no longer acceptable: we must comply with today's requirements if we are to survive.

Much focus has gone into re-opening the railway safely after the pandemic for our people and our visitors.

Commercial and Resources – *We will enhance our services providing memorable visitor experiences*

Our programme must be attractive to visitors and contribute financially to keeping our heritage alive. We can't repeat the same things each year but must continually improve, responding to what customers want.

Online booking brings many advantages: we

understand visitor numbers in advance, and can amend our plans accordingly. We launched a new website last year and record levels of passengers are now booking there. The project to replace the Pullman kitchen car is well advanced, and a steady flow of TV coverage keeps us in the public's mind.

Finance – *We will generate funds for continuous investment*

To achieve our aspirations we need the support of (i) visitors, (ii) donors who support our special appeals and remember us in their Will, and (iii) grant-givers. The colossal costs of running a heritage railway mean we will never generate enough from visitors alone.

Finances have been managed carefully through the pandemic and we have developed a strong capability in seeking grants; over £600,000 has been awarded since October. The majority is pandemic support, including significant funds from the government's Culture Recovery Fund. We have also applied to Trusts, and received £25,000 for the Terrier project from the Garfield Weston Foundation. Our 60th anniversary appeal has received generous support towards the £100,000 goal.

People – *We will expand, enable and equip our volunteer force*

We could not survive without those who give their time to help us. We must expand volunteer numbers so that too much does not fall upon too few, and with Robertsbridge on the horizon. It's also important to increase the diversity of the railway family so that everyone feels welcome.

The members of the Volunteer Committee have researched recruitment at other lines and are implementing positive changes, pioneering a new approach to volunteer recognition. We have worked hard to improve communication during the pandemic, including regular e-newsletters and online 'Second Thursday' talks.

Education and Skills – *We will enhance our approach to education across all audiences*

As an educational charity we look forward to re-establishing our popular school visits programme as soon as possible. Education is for all ages, and the Museum plays an important role. We are pleased to provide facilities here for apprentices to learn skills towards a career on the main line railway.

New links have been forged with local schools, and we are developing a programme with Tower Hamlets Education Department which will increase our reach to this inner-city area.

Infrastructure – *We will prioritise infrastructure alongside rolling stock and visitor investments*

Without well-maintained track and related infrastructure we cannot run our trains. We will maintain the line in good condition and improve its lifespan, while also investing in unseen infrastructure such as IT to implement a modern set-up that is fit for the future. Grant funding for this has already been achieved.

Heritage – *We will value heritage as our unique selling point*

Heritage assets, including both steam and diesel traction, are essential to what we do. We value our history as the first light railway, and value the rolling stock, stations and artefacts in our care.

Already this year we have seen Terrier 2678 and the Woolwich coach return to traffic – both vehicles a testament to the skill of the Loco and Carriage & Wagon departments.

Sustainability – *We will operate with responsibility for our environment and community*

We need coal to present our steam engines as living machines. To earn the right to burn it, we must manage our overall carbon impact and show responsibility towards the natural environment along the line. A task force will tackle this subject, while taking immediate important steps such as increasing the level of waste that we recycle.

Robertsbridge – *We will maximise the opportunities and manage the risks of extension*

We are committed to the vision of trains running to Robertsbridge. Detailed work relating to the Public Inquiry is currently under way. There are significant benefits in linking up with the main line and enabling visitors to arrive via public transport.

There are risks: we will need more people, and will have more infrastructure to maintain. However these can be managed, and we will be ready to run trains to Robertsbridge by the end of 2024.

The Board has a six-monthly action plan across all these areas and monitors progress. The plans are ambitious, and we won't always achieve everything on time, but steady progress is being made.

We have been engaging those who can help. Recently our local MPs have endorsed us; we have developed close links with local authorities and tourist bodies; and we have been prominent in the media – local, specialist press and TV.

This strategy will develop the railway we love over the coming years. We always need more help to accelerate progress. If there is an area that catches your interest, please let me know.

David Nibloe

Trustee

dnibloe@kesr.org.uk

THE NEXT GENERATION: Jamie Clapp



Is that a smile of satisfaction?

(Dave Dee)

Jamie Clapp first visited the K&ESR on a day out at the age of 12, and he enjoyed the experience so much that he immediately asked if he could join as a volunteer; but he was told he would have to wait until he was 15. So he waited. "I spent the next three years doing all I could to prepare," he says, "because I was just dying to join in order to play trains." As soon as he reached his 15th birthday he signed up, and soon completed the basic safety training. Then, again, he waited... but nothing happened. (This was during that unfortunate period when the recruitment system broke down, and too many new or potential volunteers were overlooked.) Fortunately for us he was persistent, and badgered the railway. Eventually, following a

ride on the footplate, he was signed up as a cleaner. Soon afterwards Nathan Tutty invited him, one day when his his cleaning duties were completed, to help in the shed, where he assisted in washing out the Pannier. From that moment he never looked back; he's now a full-time fitter's mate.

I ask Jamie how he moved from being a volunteer to being a member of the paid staff. "It all started when I happened to meet Mark Stuchbury (not at the railway)," he relates, "and told him how much I enjoyed working in the shed. He managed to arrange a one-year work placement for me while I was still at school and, as that seemed to go well, I was then offered a one-year apprenticeship. At the end of that I

was offered a permanent position. My role is basically to help everyone else – washouts, keeping the place tidy, supporting the fitters, in fact anything that needs doing.”

Once again, this turns out to be the story of a young person who helps the railway but in return is himself helped by it. “I have learned so much,” he enthuses, “especially people skills; but also technical skills like machining, welding, fitting and engineering processes. I’ve gained a Level 2 NVQ in Performing Engineering Operations as well.” Jamie has also qualified as a Steam Raiser, is due to pass out as a Fireman later this year, and hopes in due course to become a Driver. In addition he is currently taking the Signaller’s Training Course and is looking forward to having some learning turns in Tenterden signal box.

As usual, I ask what he particularly enjoys. “Apart from the work itself, which I love, the best thing is the atmosphere. It is like a family, with lots of humour. The shed is a good laugh, and that makes for a great working environment.” However he dislikes some of the arguments over trivia. “We should be able to disagree without being at each other’s throats,” he sighs. When I

try to uncover some embarrassing incidents from his time with us, he bursts into laughter and says firmly “They couldn’t possibly be printed in the *Terrier!*” He does, however, recall an occasion during a Thomas turn when they were taking water at Tenterden. “I took the bag out of the tank but didn’t realise it was still full of water. As it swung round the Driver got completely soaked and went absolutely mental!”

Away from the railway, Jamie lives locally with his mother and younger brother (who, sadly, is not into railways – only Play Station). He attended Homewood School (“The best I can say is that I was glad to leave.”) He has a model railway in his shed and is currently building a model 5” gauge steam engine. He enjoys visiting other railways, but denies having any other hobbies. “And I absolutely hate sport,” he adds. However he does manage to find time for his girlfriend, Charlotte, in Hurst Green.

A final word? “I would like to thank everyone for the time they have put in and the help they have given me. Too often, people are not thanked when they should be really appreciated. Without their help, I wouldn’t be here today.”

Tony Ramsey



The COLONEL STEPHENS SOCIETY

For enthusiasts of the railways of Colonel Holman F Stephens

- *Quarterly magazine*
- *Annual visits*
- *Donations programme*
- *Low subscriptions*
- *Drawings service*

For details write with A5 SAE to
Sheena Baylis
10 Cedar Court, Farrand Road,
Hedon, Hull HU12 8XL

css@thetrackside.karoo.co.uk

www.colonelstephenssociety.co.uk

It Seems To Me... by Sequitur

Celebrations. Anniversaries. Commemorations. We're no great fan, not least as so many these days seem to contain an element of 'surprise.' The surprise, so we are told, is supposed to be part of the fun. Until now. Rewind two years, and who could possibly have foreseen the 'surprise' that lay ready to ambush our 60th anniversary commemorations? For sure, we have had our wings clipped; and Covid has shone a new light on many things. But celebrate we shall.

It was a little different 30 years ago when we marked the 30th anniversary of our railway's preservation. If anything it was something of an anti-climax, as the big celebrations had taken place a year earlier when the line to Northiam was reopened. But once that milestone had been passed, life continued as normal. The day-to-day ups and downs; the worries; the issues; the plans; the good things; the bad things.

Despite the success of reaching Northiam, the editorial in the Spring 1991 edition of the *Tenterden Terrier* struck a cautious note. Yes, there had been a 17% increase in the number of passengers carried, but only at the cost of increasing borrowing to record levels. Planned track renewals for the forthcoming year were likely to cost £30,000, and there were now 11 people on the company payroll. (Elsewhere in the magazine it was reported that all paid staff now had employment contracts and had received a 10% increase in wages.) That said, storm clouds were brewing. The recession was showing no sign of ending, although there was optimism that a deepening crisis in the Gulf could see more people holidaying in the UK. It's starting to sound a little familiar – albeit for different reasons.

The Chairman, the redoubtable David Stratton, was turning his thoughts to the future. Northiam had been a success, but the entire permanent way needed upgrading, rolling stock needed expensive restoration, and the Tenterden station site was attracting unwelcome criticism and complaints because of its untidiness and poor storage of equipment.

The Board, meanwhile, had authorised the Forestry & Conservation Department to commence work on clearing the line between Northiam and Bodiam. It was to be a modest beginning: the initial plan was to create sufficient

clearance to enable a trolley carrying the group's tools to get through. The department reported that rabbits and brambles were causing difficulties elsewhere on the permanent way; not only were the brambles stretching across the track in several places, they were providing a safe haven for the rabbits.

Towards the end of 1990, the *Terrier* reported, a scheduled diesel service had been used on the railway for the first time. Running alternately with steam-hauled trains, it proved to be unviable – the Commercial Department calling it a "disaster", no less. Invariably passengers preferred to wait for next steam service. (This was before the arrival of the Class 108 DMMU with its much more saleable 'observation car' ends.)

The Commercial Department also reported a "seemingly traumatic" start to the 1990 Wealden Pullman season, apparently caused by the hiring and subsequent departure of the Pullman Manager. Even so, all of the 33 services during the year were fully staffed (from a pool of 28 persons), resulting in the majority of the 2,400 diners rebooking for 1991.

The Spring 1991 *Terrier* also reported that all catering, including the Pullman, would now come under the directorship of one person, and that the Pullman Sunday lunchtime service, the Rother Valley Limited, would become a permanent fixture after a successful trial run during August the previous year.

The centre pages of the Spring edition carried a photo feature celebrating 15 years of Santa Specials, which in turn complemented a 'behind the scenes' feature. If it seems labour intensive now, it was every bit as much then. There wasn't much in the way of K&ESR computers to help (or hinder) proceedings (or require yet another upgrade). That it all ran (generally) seamlessly is no less remarkable bearing in mind that even in those days we were carrying in excess of 14,000 passengers during the Santa season.

It is also interesting to note how enduring are some of the issues we faced back then. For example, families happily turning up brandishing their tickets... for another railway. And what exactly do you give 'babes in arms' (who travel free) as a token present?



Clearance at slumbering Bodiam – John Miller shows the way.

(CSRM)

Matters of a more historic and authentic nature continued to exercise the minds of the *Terrier's* correspondents. One continued a theme raised in previous editions of the journal – that “an authentic K&ESR station be built somewhere... along the line”. This, the correspondent posited, should be somewhere out of the way, as were it to be in a busy location it would destroy the very atmosphere it was seeking to create. Bodiam, destined to be the line's terminus, would therefore be out of the question. Little surprise, then, that the correspondent suggested that all the buildings at Bodiam should be dismantled and re-erected at one of the line's quietest places: Wittersham Road. It was acknowledged that the buildings at Wittersham were “quaint”, but in no way did they recreate the original. Hence, passengers passing through would have a grandstand view of an authentic station while not actually using it and spoiling the ambiance. There was, after all, no reason to alight.

The late John Miller was Bodiam project manager at that time. Those of us who knew him would surely agree that what he didn't know about Bodiam was not worth knowing. In response to the letter, he argued that recreating a station was about more than preserving buildings. It was every bit as much about the

environs in which they sat. He also not unreasonably pointed out that in its heyday, for all its quaintness, Bodiam coped with thousands of hop pickers. Therefore it must be possible to preserve the station yet retain it as an operational terminus. Time has shown that he was correct. Additionally, there was next to nothing left of the original Wittersham Road site; the exact opposite could be said of Bodiam.

The rest, as we know, is history. Bodiam, for now, serves its purpose well, while retaining its authenticity and charm. Wittersham Road patiently awaits the next train in the company of the signalman, the permanent way team and the occasional passer-by.

We shall conclude, though, in somewhat sentimental mood by reflecting on the fact that we are one of the relatively few people to have used Witt Road's station buildings. They are indeed quaint, and ooze atmosphere. Such a shame they are used as little more than storage cupboards. We must be able to do better than that. It's one of those perennial ‘what should we do’ questions on the railway – a little like the colour scheme of Rolvenden signal box. And that's a different story altogether.

to be continued

OBITUARY

Graham Clifford 1932–2021



(Via Paul Wilson)

Graham, the only child of Henry and Lizzie Clifford, was born in March 1932. His father was a dock worker at Chatham as well as a keen violinist. Graham took piano lessons so that he could accompany Henry.

He grew up in the village of Newington, near Sittingbourne, and developed a keen interest in railways. On finishing primary education he gained a place at Rochester Technical school, and travelling there by train he became particularly friendly with Gillingham Driver Freddie Banks, who provided many a footplate ride for Graham on his way home from school.

Graham wanted to join the railway on leaving school but – in a nod to the times – his father forbade it, so it was not to be. He opted instead for a job as a laboratory technician at Medway College. Here he met Mike Hart and his link to the K&ESR was forged.

Not wanting to miss out on railways entirely, Graham had joined Maidstone Model Engineering Society and built two 3½" gauge locomotives to operate over the track in Mote Park. Two more K&ESR contacts were established here – Colin Edwards and Adrian Landi.

Graham also had a passion for pipe organs, and he became organist at Newington church. In later years he played the organ at several K&ESR staff weddings.

The Clifford family moved to Herne Bay on his father's retirement, and Graham became organist at a church there in 1966. Henry died soon after the move. In 1975 Graham became an organ builder for a new company that had set up in Canterbury, but sadly this only lasted a few years. He also acted as a full-time carer for his mother as she went through dementia, continuing this as long as he could until she became so ill that she had to be hospitalised. This was an incredibly sad and low time for him.

His last full-time job was at Canterbury High School, where he again worked as a laboratory technician. He was a friend and father figure to many people, both staff and pupils, many of whom remember him with great affection. He retired in 1992.

Retired is perhaps a misnomer, for once work was out of the way he split his time between his two passions. He was a regular on the footplate at the K&ESR, gaining the position of Fireman, and the rest of his time was spent rebuilding the organ at St Bartholomew's Church in Herne Bay. Not being a car driver he was very reliant on buses. The journey from his home in Beltinge to Rolvenden was tortuous from the outset, and with 'improvements' to bus timetables over the years became impossible. Lifts were arranged, and many a technical discussion on locomotives or how closed railways might be of use in the future were had while sharing these journeys. There were also quite a few of the corniest jokes imaginable.

The first inkling of failing health was when he collapsed while working on the organ at St Bartholomew's, to be discovered some hours later by the chance visit of the Vicar.

In 2016 he collapsed again at home. After having a pacemaker fitted he decided it would be better if he moved to residential care. He spent three very happy years in the St John home in Whitstable, which was a lovely place where Graham's charm and gentle manner made him a popular and undemanding resident. Visitors were always offered tea and biscuits provided on request by his 'staff' – marvellous stuff! From there he wrote to local newspapers and lobbied MPs to consider the re-opening of the

Canterbury & Whitstable railway. He even managed to broach the subject when Canterbury MP Rosie Duffield visited the home – not the canvassing visit she expected!

The decision, hated by Graham for the apparent carelessness of it, to sell the home came to fruition and he had to leave the place where he had been so happy. Testament to Graham again was his concern for the staff he had come to know, and the fact that he kept in touch with them after leaving.

His final railway connection was his final home. It was in Herne Bay, within a short distance of his old home and church, built in the 1890s as a railway convalescent home. Sadly the Covid pandemic prevented visits, as well as delaying the fitting of a telephone for him. Happily this was eventually connected, and some sense of normality was restored with the resumption of Graham's phone calls.

In mid-December 2020 he suffered a serious stroke. He was admitted to the Kent and Canterbury Hospital where he passed away on 12th January 2021.

George Bernard Shaw said "A gentleman is one who puts more into the world than he takes out." Graham certainly was a gentle man.

PHW

Richard Crumpling writes:

What a pleasure it always was to see Graham at the railway! He had a joke whenever you met him – often the same one, but never mind, I do the same these days.

Graham had a range of skills that benefited people and the railway in general. When I met him he was restoring organs – very time-consuming and skilled work. He also played the organ, and I tried several times to persuade him to go with me to Finchcocks, the keyboard instrument museum, near Goudhurst (now closed). But I could never get him there, even though I offered to collect and return him! He did not drive, and to get to the railway from Herne Bay involved two or maybe three buses. Good old Graham!

He was very good at imparting his skills to people at Rolvenden Loco. I don't think he had a 'working' TV because – as he once said to me – he was never home!

It was a pleasure to have known him.

In the Beginning – Sixty Years Ago

2021 marks the 60th anniversary of the final closure of the 'Kent & East Sussex line' by British Railways and of the formation of the Kent & East Sussex Railway Preservation Society – the forerunner of the present company. Together with recollections from some of his volunteer contemporaries, Editor Nick Pallant looks back at that distant time.

The story has often been told before of how, in 1961, three sixth formers at Maidstone Grammar School – Tony Hocking, Gardner Crawley and Nick Rose – founded the K&ESR Preservation Society, the forerunner of the present day company. These are the people we have to thank for getting the scheme going; but it would, of course, never have taken off without supporters, not least the early volunteers, and it is the early memories of three of them – four including myself – that we now recall.

Three years earlier, in July 1958, young **Ray Marlow** had been on holiday at the School Journey Centre in Jefferstone Lane, St Mary's Bay. In the way of school journeys, a suitably educational visit was made to Bodiam Castle. It

was while standing on the ramparts and looking across the Rother Valley that Ray's attention was drawn to a Drewry (Class 04) shunter hauling a string of wagons through the station. He had heard of light railways, and in the years that followed found out enough about the Kent & East Sussex to be interested in the proposed preservation of the line.

Details were available from a 'Mr R.W. Doust' at an address in Tunbridge Wells and, once these were received, Ray became an early member of the Preservation Society. In 1962 Ray's father drove him to the railway for an initial volunteering turn: it was destined to be the first of many, and also a step in his developing interest which led to a career with British Rail.



The final BR freight working at Bodiam on Saturday 10th June 1961.

(CSRM)



The South Eastern Limited farewell special at Tenterden Town on Sunday 11th June 1961.

Note the casual attitude towards Personal Track Safety!

(CSRM)

With relatives in Salehurst, **Peter Carey** had known about the K&ESR since childhood visits from his home in Bexhill. He was 17 when the line's closure was announced and a letter about the formation of a Preservation Society appeared in *The Railway Magazine*. Like Ray Marlow he had written expressing his interest, and in due course received a postcard inviting him to a meeting at the Rother Valley Hotel, Northiam, on Saturday 15th April. *(Doubts have been cast about the actual date of the meeting. My view is that 15th April is correct.)*

Peter recalls that those present – despite the youth of the organisers – tended to be elderly and local. The meeting was chaired by Maurice Lawson-Finch, the first historian of the K&ESR. Also present was Leonard Heath-Humphries, regarded as the founder of Ffestiniog Railway's heritage era. He subsequently became the first Chairman of the K&ESR Preservation Society, with Robin Doust as Secretary.

Peter didn't join the Society immediately but became a member later in the year. He is today one of the longest serving members of the company, with many years of volunteering to his credit – much of it in the Carriage & Wagon Department.

My own discovery of the railway had been less than direct. From train spotting on the West Coastway in Sussex I had developed a interest in the LB&SCR and not least its A1X Terriers – a class which I kept reading was also associated with something called the Kent & East Sussex Railway. Magazines such as *Trains Illustrated* often referred to a place called Tenterden and then, in 1961, noted that this line (which seemed to have a fascination for so many people) was due to close in June of that year. Inspired by a school teacher who was also a Talyllyn volunteer I had, at the tender age of 14, already decided that the preservation movement was the way I was going to develop my interest in railways.



Valuation inspection meeting in 1962. The four men on the left are thought to be BR officials, together with Leonard Humphries, Robin Doust and another early member, George Jones. (CSRM)

After reading an item in *The Railway Magazine* which reported the formation of a K&ESR Preservation Society, I had also written to Robin Doust and received an encouraging reply. By that time it was early autumn and the line had been closed for some weeks. I was keen to see the Kent & East Sussex and Sunday 1st October 1961 presented a suitable opportunity.

Although it was only 50 miles from our home in South East London, in the days before the M20 was built a visit to Tenterden seemed quite a trek. We had had a family car since 1956 but for some reason we had never ventured into the Tonbridge–Hastings–Ashford triangle. I persuaded my father to drive me to Tenterden in his 1938 Rover 12 and navigated him across Kent, using a book of maps, into the increasingly appealing countryside.

However alluring that quintessentially English landscape, my first sight of the ‘Jewel of the Weald’ left an impression that I can still feel 60

years later. It immediately registered as somewhere that was not only beautiful but in some indefinable way ‘special’.

Tenterden Town Station, despite its relative simplicity, also resonated with its own alluring charm and sense of the possibilities. An early, possibly the first, working party was under way, cleaning up the recently rented booking office. The first person I met was 18-year-old Robin Doust, and it was to him I paid my Junior Annual Subscription of ten shillings (50p – equivalent to £10 in 2021). I think it was Dad who actually paid! I later discovered the other stations on the line, and became a volunteer.

The following year, 1962 – unusually for the time – my parents and I had a holiday in Cranbrook, during which we went to the Bodiam Castle Annual Fete. I was standing looking across the valley towards the station when the *Shadows* hit *Wonderful Land* was played over the speaker system. It was an association of ideas that has

stayed with me ever since; there seemed to be a message in there somewhere.

Andrew and **Malcolm Webb** had also progressed from train spotting. This had ranged from their local station at Swanley to the London termini and their grandparents' back garden in East Ham, a location which overlooked the then still steam-worked London Tilbury & Southend Railway line. Their initial visit to the K&ESR was with, and at the suggestion of, the late Derek Harris, a friend since primary school, who was interested in the history of rural railways. From the family home in Crayford they travelled to Maidstone where they caught the no.12 bus to Tenterden.

Malcolm remembers that the purpose of the visit was to look round Tenterden and Rolvenden stations. It was a Sunday, and they just wandered wherever they wished and were not challenged – there was simply no one around. During this early phase they were unaware of the railway's historic importance, but noticed its aura of tranquillity and that it was a somewhat quaint, very basic no-frills branch line, spartan in its facilities away from Tenterden.

He is uncertain exactly when he and Andrew joined the Society, other than it may have been

when the scheme was first mooted. He says that he would have bounced some of this off Andrew, “but sadly he is not here to come to my rescue”. (Members will remember that Andrew died in November 2019 after a gallant struggle against serious illness.)

In any event the 16-year-old Webbs were certainly involved by 1962. Malcolm recalls that by joining in and assisting with work the camaraderie was instant. There were ditches to be cleared as well as weeding, painting and the many mundane tasks to be found on a disused railway.

Initially leadership came from the Secretary, Robin Doust. Humour was essential, together with the drive to work hard; before the first mess coach arrived the booking office at Tenterden was the place to bed down for the night. These valiant efforts helped portray the revival of the railway as a viable idea, although many outsiders thought otherwise. By contrast none of the early volunteers even considered failure.

As is well known, progress on negotiations dragged on and the project entered a period of stagnation. Nevertheless the workforce kept going and kept together, even though it was to be 13 years before the first fare-paying passengers were carried.



A scene from October 1964 including some of the people mentioned in this article.

1 – The Editor; 2 – Ray Marlow; 3 – Robin Doust; 4 – Andrew Webb; 5 – Malcolm Webb. (Chris Lowry)

A Museum Anniversary 25 Years in a Romney Hut

Brian Janes reviews the establishment and continued success of our Museum.

This year marks the 25th anniversary of the opening of a permanent Museum on our railway, providing a visitor attraction devoted to the K&ESR and to the life and achievements of its true founder, Holman Stephens. The collection goes back much further, however; in the 1960s Philip Shaw had started to contact past employees to collect reminiscences, artefacts and papers relating to Stephens' wider interests.

In 1970 Philip obtained the address of Bill Austen (son of W.H. Austen, Holman Stephens' successor) from Robin Doust, one of our founders. He made a cold call, was welcomed, and many more visits followed. Bill was initially surprised at the preservation movement's interest in Stephens and his railways, but in due course he handed over items from his father's collection. After his death in 1981 his widow Phyllis handed over all the remaining items, and Paul Sutton and Philip Shaw hired a transit van for two days to transport them. The crucial task then became storage and display.

An opportunity had arisen when the Town Museum was being created by Hugh Roberts in the 1970s; he offered space in the old stables in Station Road, formerly used by the K&ESR. By the opening in 1977 Philip and another member, Eric Fletcher, had redecorated a suitable area, and soon afterwards John Miller joined in to become *de facto* curator. The initial display was of photographs, and this was soon supplemented by several large display cases, surplus from the Science Museum in London. They were used to display items such as the Colonel's pass collection.

With the 1981 acquisition of the Austen items the collection expanded hugely. In the porch area of Bill Austen's house in Tonbridge was a large unopened wooden box which he had said contained items that his father (who died in 1956) had put aside when the Salford Terrace offices closed in 1948. When broken open the box yielded immeasurably important paper work and a huge collection of other items, which form the core of the present archive and many small exhibits. Colonel Stephens' desk and other items from Salford Terrace – including his surveying



In 1983 the Museum was planned for the far end (M in above illustration). The buffet was intended to be where the secondary catering outlet now is.

It might have worked well. (CSRM)

equipment – came from Tonbridge, and these formed the centrepiece of an extended exhibit in the Town Museum, recreating in part Colonel Stephens' office.

Meanwhile, on the railway, there was a grand plan in the early 1980s to develop Tenterden station, involving a toilet block and buffet building and the re-erection of the reclaimed Maidstone bus station as a Museum. The present toilet block was finished in 1983 and the bus station was re-erected, with the Museum team leading the efforts of a team of volunteers in 1985/86. By this time shortage of finance for the planned buffet building meant that the building was 'temporarily' diverted from Museum use to that of a buffet!

Space was still desperately needed for the growing collection. Substantial items of hardware were being acquired at auction (when prices were moderate), funded by gifts of saleable items, and through donations. Ken Lee, who was running the new catering outlet, approached Henry Edwards about renting space in one of his units –

a WW2 ‘Romney’ hut originally erected for the government. Henry, always a great supporter of the Museum, was initially a bit dubious because of the damp conditions; however there was no choice if we were to have a Museum worthy of our history.

Work started in 1994 after John Miller had drawn up plans and funds had been allocated to convert the building, along with a commitment to rent it (to be offset by an admission charge). Doug Lindsay obtained the ironwork at a favourable price and a small team led by Alan Tebboth and John Miller did most of the fitting out.

The Museum opened quietly, bit by bit, in stages. 1995 saw great progress, and the first paying visitors were admitted in summer 1996. Soon after opening a rapid reorganisation was called for as the locomotive *Gazelle* arrived at short notice in February 1997, forming a key highlight. This and other items loaned by the National Railway Museum – some of which have been with us since the 1960s – enrich the collection. These and other additions delayed the official opening until May 1998, when the head of the Science Museum, Sir Neil Cossons, did the honours.

Until John Miller’s passing in 2011 much of the archive that had been safely stored in his house came back to fill a new storage area created in a mezzanine. This has enabled a huge amount of behind-the-scenes work over the past ten years with archive organisation, modernised record keeping and digitalisation of the large photographic archive.

Over the past decade or so additions of larger exhibits like the Cavell Van (largely out-stationed at Bodiam), pump trolleys, Rye & Camber tram chassis, replica Ford railmotor and other activities have put great strain on the Museum, which have only partially been solved by outside exhibition. Although we found the room and resources for a cover for the Railmotor, the other items are stored in the open. We also have the



Museum shell with the mezzanine under construction. Very little of this can be seen or even imagined now when you enter. (CSRM)

long-outstanding issue of the station weighbridge. Outside storage remains a headache for maintenance and security – particularly for the nationally important Cavell Van, for which a separate donation fund is available.

Although the Museum was successful, it was clear that it and its collection had outgrown the rather haphazard organisation and ownership status. A more formal establishment was needed to ensure the future of the collection. Matters were taken in hand and a Committee of the K&ESR Board was set up to hold the collection in perpetuity and take advantage of the railway’s charitable status. Although we have never been able to carry this organisation through to the logic of separation as a charity in its own right with national accreditation, in practical terms it has served well.

After an initial rush on opening, the all-important visitor numbers settled down to an average of 35 per day for many years. This has tripled in the past few years to something over 90 – helped by the introduction in 2017 of free admission – and yearly attendances are now averaging more than 16,500.

With this rise in attendance, income from donations has risen steadily; and sales from other donations by members and well-wishers are very

substantial, averaging £7,500 in the latest three full years. In the past ten years particularly this income has funded considerable improvements in the building and presentation, and many generous donations of artefacts have expanded the collection. And we look for more: where are those 'lost' nameplates like *Thisbe* from the S&MR and *Clevedon* from the Weston Clevedon & Portishead, and many other items like station lights and other artefacts worthy of display to the public but too numerous to mention?

With a lot of homework and help we have improved interpretation through captions and photos, and through excellent models made and presented by our volunteers. Over recent years technical change has been met to the best of our abilities; we have changed presentations from tape to DVD to straight digital, and have arranged presentations of photos on digital photo screens which have in turn become obsolete with the rise and rise of smart phones. An attempt to tap into this route with QR codes proved to be before its time, but in the future and with expertise we hope to do something here. Much of the educational interactivity commonly found elsewhere is very costly and still beyond our means and expertise.

Still the Museum is to many minds outstanding in the quality of its exhibits. You may be familiar with the Colonel's office, his pass collection and Locomotive *Gazelle*, but when you next visit look out for:

- The long lost *Morous* locomotive nameplate and worksplate
- The recently acquired poster for Bodiam (see back cover)
- The nearby, more basic, poster for the 1901 Christmas service, which was found stuffed up a house chimney in Wittersham
- The K&ESR trespass notice found recently under our track after heavy rain
- The carriage compartment – especially the foot-warmer of the type used before the K&ESR pioneered steam heating on Kent railways in 1910
- The cast iron Adams and Allcock owner's plate from 1849 – possibly the oldest surviving wagon plate, and probably from a Shropshire & Montgomery Railway wagon
- The nameplate from Snailbeach locomotive *Dennis* (scrapped in the 1920s), found many years later on the floor of a forge
- The East Kent Light Railway No.4 Victory class locomotive worksplate and its colliery hire purchase ownership plate
- The original RVR ground frame, dug out this year from the Rolvenden brambles.

Welcome as it is, the Museum's popularity and the rolling improvements have put pressure on resources and the lack of space is beginning to tell. We need a bigger and better Museum; but who does not need a bigger and better everything? As always the team organising and running one of the most successful museums in the Heritage world looks thin, although recent

calls for help have been enthusiastically met. Nevertheless the search for others to undertake meticulous research and presentation in what was once, but is arguably no longer, a damp WW2 tin hut continues.

Donations of relevant artefacts are always sought. In addition donations to Museum funds are most welcome, whether in the form of money, books or model railway items. And of course we will always offer a welcome to the visitors who come to see our exhibits and buy something while they are here; indeed these are what pay much of the bills.



The Museum entrance. Tidied up but still clearly a tin hut. (CSRM)

Gate Stock

In 2017 Kernow Models introduced a range of 4mm scale carriages representing the push-pull Gate Stock which originated with the London & South Western Railway. The Editor now reviews two versions of these models which were recently reintroduced by EFE Rail, and briefly outlines the history of the prototypes.

As happened with some other railways' push-pull sets, the L&SWR Gate Stock developed during the steam railcar era prior to World War 1. Their early origins can be traced to the jointly owned L&SWR/LB&SCR railcars of 1902 which operated the Fratton–Southsea service. These influenced the L&SWR 'rigid' designs of 1903/04, which in turn evolved into the two-car push-pull units of 1906 – some of which were rebuilt from the railcars.

Apart from some possible influence from contemporary tramcar design, their distinctive feature was passenger entry via a central-ish vestibule protected by a waist-high wrought-iron gate. The purpose of this was probably to allow passengers to board and alight at low-level halts without any danger from a conventional door swinging about. Something similar can be seen on our own railway's L&NWR Balcony Saloon, which would have allowed inspecting officers to

descend to ground level without undue hazard from the bodywork.

Under Southern Railway ownership a number of vehicles had their L&SWR three-cable push-pull equipment removed and were used for normal working. Around 1927 all those which remained in push-pull mode were rebuilt with the LB&SCR air control system and the SR four-window front end to the Driving Brake Thirds and Composites. (The trailers were all third class.)

They worked all over former South Western territory from Devon to Midhurst – including the Colonel Stephens engineered Callington–Bere Alston line from 1920 to the 1950s, as well as the Lee on Solent branch. The latter, independent until the Grouping and more like a light railway, was worked by the L&SWR from 1909. Services for passengers ceased in 1930 (goods services finished five years later).



EFE Gate Stock set 374 in early BR livery.

(Courtesy of Rails of Sheffield)



Not working in push-pull mode, O2 30216 and green liveried set 374 at Luckett on the Bere Alston–Callington branch. Note the similarity to K&ESR station buildings. (Jim Jarvis/CSRM)

Gate Stock withdrawals began in the late 1930s, and eight were lost following a Luftwaffe raid on Portland in 1941. The last survivor, push-pull set 373, lasted until June 1960. It was to be preserved on the Bluebell Railway but was ‘accidentally’ scrapped by BR Southern Region – an enormity which remains a sore point to this day.

The 2017 models were available in Maunsell Green, Bulleid Malachite, BR Crimson and Southern Region Green. They also included errors to the underframes and interiors which have been corrected in the reissue. EFE Rail is a subsidiary of Bachmann, although it is understood that Kernow Models retains ownership of the tooling. The versions now on offer are set 373 in lined Maunsell livery and, veteran of both Lee on Solent and Callington, 374 in Crimson. Unlike its 2017 equivalent (set 363) the latter does not have waist rail lining. This, according to one website, is ‘sort-of’ correct, the lining on the prototype having been rendered near invisible by varnishing.

The eponymous gates are quite exquisite, and would defeat all but the most skilled scratch builders. The British Standard gangways have remarkably little gap between them and the handrails are well represented in the wire which

has these days replaced the plastic mouldings of old. A plastic bag contains the various brake and control pipes which you have to fit (annoying).

This reviewer’s set 374 came with the standard tension locks and a choice of two lengths of bar coupling for alternative use between the carriages, but rather than use any of these a change was made to buckeye-like close couplings. (These are inexpensive, somewhat like the old Hornby Dublo coupler, and are for use with NEMS pockets.) These were placed between the vehicles and at the loco end of the set.

Running with Hornby’s push-pull M7, similarly equipped, completes the scene nicely. In addition one can, if desired, legitimately use the Driving Brake Third without its accompanying trailer – an option not historically correct for the Hornby 1950s converted Maunsell set.

Prices vary, but my set cost £118; lower prices have since been advertised. This may seem a lot for two carriages but you only get what you pay for, and they met the wish to have pre-nationalisation SR push-pull stock (in BR livery) without having to resort to a fairly expensive Roxey Mouldings kit that might have been beyond one’s skill level.

Notes for contributors

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

Content

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

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

Text

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

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

Photos

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

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

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

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

The Kent & East Sussex Railway Company Limited

Registered Charity 262481

(Limited by guarantee and not having a share capital)

Registered Office:

Tenterden Town Station, Tenterden, Kent TN30 6HE

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

Website: www.kesr.org.uk

Patron

Christopher Awdry

Directors

Simon Marsh (*Chairman*);
Geoff Crouch (*Deputy Chairman*);
Neil Sime (*Safety Director*);
Matt Hyner, Ian Legg, David Nibloe,
Philip Shaw, Paul Vidler, Robin White

Colonel Stephens Railway Enterprises Limited

(A wholly owned subsidiary)

Directors

Simon Marsh (*Chairman*);
Kevin Bulled, Geoff Crouch, Ian Legg,
Philip Shaw

Company Secretary

Charles Mavor

Assistant Company Secretary

Richard Styles

General Manager

Shaun Dewey

Accountant

Matsya de Col

Accounts Office

Rosemary Geary, Pamela Barcham

Commercial Manager

André Freeman

Pullman Manager

Meg Gooch

Sales & Marketing Manager

Helen Douglas

Commercial Assistants

Heather Packham, Lin Batt, Rosemary Geary, Caroline Warne, Tracy Hughes

Chief Station Master

Charles Lucas (*Acting*)

Station Inspectors

Lesley Lee, Charles Lucas

Chief Booking Clerk

Chris Baker

Chief Ticket Inspector

Barry Lee

Museum Curator

Brian Janes

Loco Delivery Manager

David Brenchley

C&W Delivery Manager

Peter Blythe

Permanent Way Manager

Frim Halliwell

Signals & Telecommunications

Nick Wellington

Operating Manager

Peter Salmon

Signalling Inspector

Clive Norman

Guards Inspector

Graham Williams

Consultant Civil Engineer

Graham Bessant

Forestry & Conservation Manager

Paul Davies

Volunteer Recruitment Manager

Jim Williams

Health & Safety

Neil Sime

Membership Secretaries

Chris Garman, Carol Mitchell

SOUTHERN
RAILWAY



BODIAM CASTLE

A PERFECT MEDIAEVAL RELIC

TRAVEL from LONDON to
ROBERTSBRIDGE or HEADCORN
THENCE by K. & E. S. Rly
to BODIAM



BY ORDER