

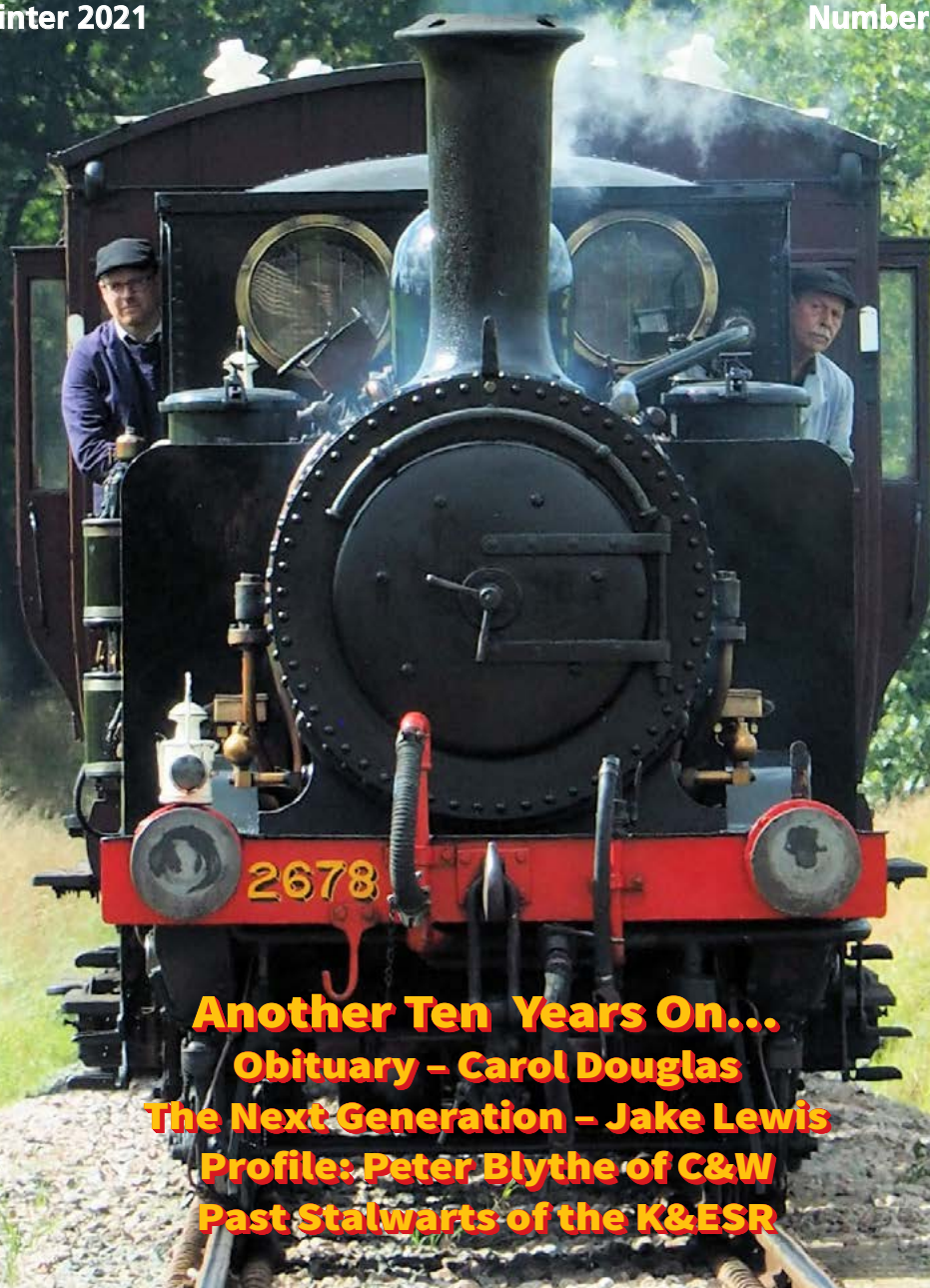


JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier

Winter 2021

Number 146



**Another Ten Years On...**  
**Obituary – Carol Douglas**  
**The Next Generation – Jake Lewis**  
**Profile: Peter Blythe of C&W**  
**Past Stalwarts of the K&ESR**

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**FRONT COVER**

*An evocative action view of  
No.2678 with Fireman  
Brendan Connell (left) and  
Driver Brian Remnant.*  
(Phil Edwards)

**BACK COVER**

*Rarely seen but fascinating:  
the newly restored underside of  
No.2678, taken in the pit at  
Rolvenden.*

(Liam Head)

**JOURNAL OF THE KENT & EAST SUSSEX RAILWAY**



*A misty autumnal morning? This view of Cranbrook Road crossing  
in fact dates from January 2015.*  
(John Wickham)

# Tenterden Terrier

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# Editorial

Mid-October finds your Editor writing this during a working holiday in Tenterden. Unlike in years gone by he is not in Carriage & Wagon but undertaking a project in the Museum. (Yes, I know it's where he belongs!) The work in hand is scanning PDF copies of the complete *Tenterden Terrier* back catalogue – it stretches back to 1973 – with the aim of making it freely available online. We will keep you updated on progress, and in due course advise on how the finished product may be accessed.

It's good to be back at the railway, particularly

after the past couple of years, and to see the K&ESR returning to something like normal service. Let's hope it continues, particularly with the recent petrol shortage having added to all the other difficulties.

Readers may recall that we have occasionally published a more light-hearted item in the Winter (close to Christmas) issue of this journal, and in that spirit we draw your attention to a piece originating with one of our younger members and which forms the final item in this edition. It only remains to wish all readers a better festive season than we had last year and, hopefully, look forward to improvements all round in 2022.

*Nick Pallant*



*The restrictions have been lifted: 30th August 2021 sees the Vintage Train with 2678 taking water at Northiam on the 11.45 Tenterden–Bodiam service.*  
*(John Wickham)*

## FROM THE CHAIR

The world remains a strange place. As I write this, the internet is full of stories about fuel shortages, supply chain difficulties and a possible new wave of Covid. It's clear that many of the old certainties have gone. But what about the Kent & East Sussex Railway, in this the 60th year of our preservation movement?

The first thing to say is that our finances are as healthy as we could have dared to hope, given the shocks and buffeting of the past 18 months. This is due to a number of factors. We have been able to present a strong and professional case for government and local authority assistance. We have become better at developing and managing appeals. We have had a successful summer season – it was a close-run thing at times keeping the show on the road (or the rails), but ultimately we ran all the scheduled trains and the visitor numbers exceeded the forecast. We have been very prudent in managing our expenditure. And many individuals have been very generous, either in their giving or by remembering us in their wills.

This has meant that we are now able to tackle some of the backlog in maintenance and

investment, and we have developed a process for helping to ensure that, when we spend money, we do it wisely and well.

But we must continue to be careful. The 60th anniversary appeal was about ensuring resilience and a margin for financial security. There may be further Covid restrictions or other crises impacting on our ability to raise revenue and to honour paid-for advance bookings, and in that event we cannot expect any government support to match that available during 2020 and early 2021. There will be many challenges ahead, and there will never be enough resources to go round everything on our wish-list.

Finance is important, but it's not the only ingredient of a heritage railway. We need people and skills; we need governance (a dry word but an important one); and we need atmosphere and enthusiasm – two things that are intangible but very obvious when they are lacking.

We have great people, both paid and volunteer. It's pleasing to see some younger volunteers joining us, and it's also pleasing to be able to offer apprenticeships in our workshops. In this way we hope to be able to blend old skills with new ones – undreamed of when the railway started. There is always more we can do in this area, and we are finding ways of reaching out to new markets. An important point to make here is that volunteering can benefit the individual as much as the organisation.

We have done much in recent years to clarify the way the organisation is run, to avoid confusion and overlap and to ensure that we understand who does what. Some would say that we still have some distance to go; my answer would be that this will always be a work in progress.

And you only have to visit Tenterden, or any of our stations, to breathe in the atmosphere and enthusiasm. We have a loyal and supportive customer base and a well-deserved reputation as a friendly railway which goes out of its way to give visitors an enjoyable time. It's a virtuous circle. They keep coming back. And why wouldn't they?

All of which is a rather long way of saying that we are in good shape. Collectively, over the years, we have built on the foundations laid by the pioneers of the 1960s in order to produce a sound business – a business that preserves the



*Starting them young: Driver Paul Beale with sons Harry (left), Jonny (centre) and Edward.*

*(via Paul Beale)*

essence of those early days while being able to meet the very different challenges of the third decade of the 21st century.

But what of the future? For one thing, it's clear that we are going to have to embrace the sustainability agenda. Getting coal is going to become more difficult, and we are going to have to have an answer to those who say we shouldn't be burning it at all. Fortunately we have the Heritage Railway Association to help us here, and we are already beginning to build sustainability into our operations – the use of bio-diesel for our non-steam fleet being a good example. We will need to do more, and to be seen to do more.

We will have to think long and hard about the use of our station sites – to develop them further

as visitor attractions but also to ensure that we have operational and engineering facilities compliant with continually more onerous regulatory standards. Work will shortly begin on the field adjacent to the yard at Rolvenden.

At some point during 2022 we will have a result from the RVR Public Inquiry into restoring the line between Bodiam and Robertsbridge. If, as we all hope, it is positive, then we will have a whole new set of challenges to surmount, and the process of doing so could be transformative for our railway.

Who said that heritage was all about nostalgia and living in the past?

*Simon Marsh  
Chairman*

## MOTIVE POWER

### **Rolvenden MPD – David Brenchley**

Well, the past month or so has been fun. We managed to cover all the services, but it was a close-run thing at times. The Terrier came back from the Spa Valley Railway needing quite a lot of remedial work. It will be off on its travels in October, certainly going to Didcot and maybe the Mid Hants. We will be sending minders this time. It has been good to see it out with the Vintage set at weekends.

The Class 5 locos have had their moments, all failing at some stage but all repairable; it is becoming obvious that at least one needs some serious work soon.

Prairie 4144 will rejoin us in November for the Christmas season – hopefully the virus will not stop us using it this time.

USA 65 is coming on nicely. It will soon be back on its wheels, and a lot of welding is being carried out on the boiler (thank you Lawrence).

Young George Moffatt has been working hard at Rolvenden; he started college in late September and then in October officially became our Apprentice.

The diesel fleet has had some ups and downs. D9526, the hired class 14, decided to run on only five of its six cylinders (well it is a Paxman) but this was sorted by the owners and team



*David Brailsford (left) and Lawrence Donaldson in front of the repaired frames of USA tank 65.*

*(Dan Dickson)*



Grimwood. The TRAMM has left Tenterden, having had much work done, also by team Grimwood. It is now weatherproof. The TREATS class 14 is in the shed at Tenterden for some serious work, including rod bearings and attention to cooling problems.

The owning group of the class 33 decided to move it on. D6570 now has new owners, and a new home, at the Bluebell.

The Rolvenden shed has had much time and money expended on making it a safer and more pleasant place to work, but there is still much to be done.

## **4253 Locomotive Company** – *Kelvin Williams*

Work on 4253 is progressing well, and you can see the weekly updates on Facebook as well as here in Lineside News. However, this update is not about 4253; it is about a man called Robert.

We became aware of Robert via an e-mail from his wife Sandra, sent to the K&ESR and forwarded to Charlie Masterson by Pete Salmon. Robert, who is 70 and lives in Preston, has always been passionate about steam locomotives. Many

years ago he set himself a target to see all the existing locomotives from 1948 to 1968.

Robert suffered a stroke 12 years ago, which reduced his mobility, and a few weeks ago was diagnosed with a terminal illness. He had just seven locomotives left to see, and Sandra is determined to help him complete his list.

They had visited the K&ESR previously, but 5668 was inaccessible in a siding covered with a tarpaulin. So, with thanks to Frim and Dan for shunting 5668 into Witt Road siding, we were able to uncover the locomotive for Robert's visit on Friday 17th September. He then came back to the Bunko Booth for a cup of tea with some of the team members and to have a look at the water tanks we are building for 5668.

Robert and Sandra had just travelled down from Aviemore, where he was able to see two of the locomotives on his list. After seeing 5668, he only had four more to go. Their next stop after us was the Forest of Dean Railway – where, we have been informed, he was able to see 9681 and 9682! Everyone at 4253 Locomotive Company wishes them well on their quest to see the final two on Robert's list.



*Sandra (left) and Robert (third left) with members of the 4253 team, and 5668.*

*(David Farnham)*



*D4118 being unloaded at the Avon Valley Railway.  
(Martyn Normanton)*

D4118 (08888) was temporarily moved from Wittersham Road Yard to the Avon Valley Railway on 23rd September to undergo an overhaul and removal of its remote control (RC) equipment. D4118 was one of a number of Class 08 shunters converted by EWS in the early 2000s as RC locomotives; around ten remain, either in service or preserved with other heritage railways.

Suffering from a persistent digital fault that could not be cleared, Railway Support Services (who operate RC Class 08s) were brought in back in May to see if they could determine the root cause of the problems. Unfortunately they could not be resolved and, with the lack of RC spares generally, the decision was taken to convert the loco back to standard design.

Not being a straightforward piece of work, this plan was reliant on being able to source the original electro-mechanical equipment that had been replaced by the RC. After much searching among other Class 08 owners, all the parts have now been obtained.

Valley Rail Services, based at the Avon Valley Railway in Bitton, are undertaking the overhaul. This will see the power unit, main/auxiliary generators and traction motor blower removed and refurbished, air tanks inspected and certified, a new cab floor installed and installation of a second vacuum brake exhaust. It is anticipated that D4118 will return to the K&ESR in 2023.

Updates on progress will be included in future editions of the *Terrier*.

For the avoidance of confusion, we feel we really should start by correcting some potential misunderstanding caused by a change in the wording from that which had been submitted for the last piece in the *Terrier*. Although the alternative choice of photo was very good, the use of that, coupled with a misunderstanding on the part of the sub-editor, may have caused you to believe that we were much further advanced than we actually are: the roof is not yet screwed down, and the safety glazing has not been fitted. We wouldn't want you to think we were further forward than we really are!

Sadly, due to the lack of available Carriage & Wagon shed space and other operational issues, this edition of the *Terrier* finds us still in the Carriage Storage Shed. This means we are unable to undertake the fixing of the roof or even the fitting of the majority of the windows until we can get under some scaffolding in the C&W shed.

On a positive note, we have been developing a plan with C&W for the type and location of the safety glazing which will be utilised on the vehicle. Once the options have been identified, we will be presenting them to the railway's Safety Director for final selection and official sign-off. Once we have obtained the design approval we will be able to proceed with the acquisition and installation of the majority of the glazing. Most of this has been funded by a spontaneous donation event through the K&ESR Workers Playtime Facebook page, following a comment made by Dave Stubbs. Dave also has made the frames.

The Robertsbridge-end front skirt and driver's cab panels have proved to be devils to fit. These were measured up on site but were produced off-site, with no ability to check actual fit during the manufacturing process. This proved challenging as there are many folds, corners and edges – all of which have to align to the wooden frame to within very tight tolerances – and the slightest discrepancy during this process will cause issues with the final fit. However, as the photo on page 8 shows, progress has been made through some imaginative fettling; these panels have been test fitted and are now temporarily screwed in place.

Work has continued with the fitting of the warning horns, although we only have three of the eight which would have originally been fitted to the vehicle. We believe the vehicle came to the



*The Robertsbridge end of the Railcar begins to take shape. (Neil Edwards)*

K&ESR with four fitted, which means one has been 'lost'. If anyone knows where it might be, we would be very happy to hear from you! We have also continued with the laborious task of filling and sanding all the countersunk screw holes in the panels. This could take a while.

Internally, further work has been carried out in the Guards' compartment where the original oil-fired heating boiler, feed tank cover and cupboards have been re-created. Although a different (and safer!) method of carriage heating is proposed, the team want the finished result to look as authentic as possible.

In the last edition it was noted that we were awaiting an inspection of the vehicle to inform management as to the way ahead for the project. We are happy to say that the inspection was undertaken on 24th May. An initial report has been produced, which has identified what has been achieved up until now and what is still to be completed. It is hoped that this will result in a better understanding of what is required to complete this drawn-out restoration of a Company-owned, historically iconic and potentially operationally valuable vehicle.

While we wait for access to shed space, which we are optimistic will happen in the spring, we will be working up short-term and medium-term plans to progress the project, as well as supporting the C&W Dept. on other coach restoration work.

If anyone has any 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](mailto:chris_mileman@hotmail.com). Thank you.

## ROLLING STOCK

### Carriage & Wagon – David Brailsford

#### Vintage Coaches

**GER 6-wheeler:** Has received an 18-month exam and inspection of its door locks. The body sides have also been re-varnished to combat the effects of the weather.

**Birdcage 61:** This vehicle featured in the Junior Engineers weekend in August, and was lifted off its bogies using the Department's jacks. The life-expired bolster planks were then replaced with new ones. Ride heights have been checked, and from early September the vehicle has been available for use.

**SECR 2947** has received its two new wheelsets and is available for use.

**District coach 100** has had one wheelset replaced and is currently available for use.

**Family Saloon:** All the old SECR paint has been stripped off and some rubbing down of the

woodwork has commenced. In an attempt to minimise the effects of the weather marine resin will be applied to all the woodwork before any paint is applied. There are a few small areas of the bodywork where repairs are required. Plumbing repairs have been carried out in both toilet compartments, and the toilet and sink now work perfectly. Some internal refurbishment of



*The Birdcage coach receives a lift. (Peter Blythe)*



the saloons will be needed, but as this vehicle is not a priority it will probably not see any use until spring 2022. The K&ESR Loco Trust has agreed that the final livery will be a shade of green.

C&W have managed to provide enough vintage vehicles for the August weekends B set. This has mainly been hauled by Terrier 32678.

**Pullmans:** Both *Barbara* and *Theodora* have been into the workshop for brake block replacement. The window cills on the Tenterden platform side of both vehicles have had to have some attention, with resin and new paint being applied. The weather is a very destructive force on our wooden-bodied coaches.

### Mk1 vehicles

**RU 1987** arrived back from Eastleigh at the beginning of August. A start should be made on completing this vehicle's restoration some time in November.

**CK 86:** The new roof sections have been rolled and welded into place. Staff are installing the false ceilings and have replaced the water tank and toilet at the 1st Class end of the coach. The toilet compartment at the Headcorn end has been dispensed with; it will become a buggy park. Access panels have been installed at the bottom of the four crash pillars in order to facilitate easy inspection. Most of the windows have been fitted, and a lot of the surrounding internal woodwork is being installed. The gangway ends are being refurbished and installed. Martin Hancock has been re-wiring the coach, which will be fitted with new LED lights. Much work on various items remains outstanding, not least of which are the completion of the steam heat system and the installation of the new bogie bolster swing link bolts, which have recently arrived from Leaky Finders on the Bodmin & Wenford Railway.



*The newly outshopped Shark Brake Van.*

*(James Palk)*

Two-monthly exams have been carried out on all the operational coaches required to operate the timetable.

### Wagons

The **Shark Brake Van** has received a number of remedial bodywork repairs and new foot boards. The running gear has been inspected and oiled, and the vacuum brake cylinder and relief valve have also been inspected and repaired where necessary. The vehicle has also received a cosmetic repaint and new signwriting.

**SR Ling:** All the woodwork has been removed and a quote is being obtained to have all the steelwork blasted by an outside contractor.

**People:** The Department welcomes Oliver Brice who has taken up an apprenticeship, primarily in woodworking, from 1st September.

The summer holiday season has seen the number of volunteers working in C&W at a lower than normal level. Hopefully it will be possible to catch up the lost momentum during the coming months.

## OPERATING DEPARTMENT

### Signalling Department – *Tony Ramsey*

Like everyone else we were delighted when the railway was able to re-open in May, and signal box and level crossing turns recommenced. Soon after that we were able to resume learning turns. It seemed no time at all before August arrived, with the challenge of operating seven days a week. Despite several members of the department having to isolate, I am pleased to report that we were able to cover all the turns required.

After a gap of some two years it has been possible to resume passing-out turns. We congratulate Luke Belger and Patrick Favell on qualifying as Signalmen at Tenterden Town; David Gardner, John Spooner and Andy White on qualifying as Crossing Keepers at Cranbrook Road; and Jamie Clapp and John Frampton on qualifying as Crossing Keepers at Rolvenden.

We also congratulate Luke Belger on passing out at Northiam gates (his third crossing).

The Inspectorate has been working hard to transfer the programme of quinquennial competency assessment for Signalmen on to the HOPS question paper system and, to assist with this task, Graham Bridge has been appointed a Temporary Relief Inspector. It is hoped that this transfer will mean the process of assessment will become less of a burden for everyone involved.

The Railway Rules Working Group has several proposals for changes to the Rules, Regulations and Instructions to consider. Those approved will be implemented when documentation is re-issued next March.

The 2020 Signalling Course is continuing, mainly via the medium of Zoom. It has not been possible to run a separate 2021 course, but several new volunteers have already signed up for the 2022 course.

Sadly Michael Haizelden has decided it is time

to retire from his roles as a Signaller at Wittersham Road and a Crossing Keeper at Northiam. We thank him for his contribution to the Department and wish him well for the future.

## Guards Report – *Graham Williams*

I would like to congratulate Andrew Crouch who was passed out on Saturday 3rd July by Pete Spratling, assisted by Mick Leech.

There are 15 trainees on the books at the time of writing. The latest names to join the list are Paul Davies, George Glass, Richard Goring, Jake Lewis, Philip Sell, Andrew White and David Whitford. I wish them all well on their way to becoming Guards.

By the time you read these notes, the next tranche of rules modules will be out.

I would like to thank Jake Lewis for his help in taking over the day-to-day running of the roster while Sheila is recovering.



*Graham Williams has decided to resign as Guard's Inspector. We would like to express our thanks to him for all his efforts. Happily Graham is staying on as a guard, and as a member of the 4253 working parties, thus continuing his 54-year association with the K&ESR. (via Graham Williams)*

# WAY AND WORKS

## Infrastructure – Brian Richards

Over the past few months my Wednesday Gang, based at Tenterden, have been working on several items, including (but certainly not limited to):

- Toilet for Cranbrook Road, which will hopefully be in position by the Santa season
- Painting of the starter signal on Tenterden platform
- Completion of the baby change unit, which is currently being used as a storage unit (space is at a premium as ever, so stuff must constantly be moved from one place to another)
- Replacement of the Pullman ramp handrail
- Transformation of Wittersham Road station. This has involved the jet-washing of the coping stones, re-shingling of the platform, removal of the extensive weeds, cutting back of the overgrown bushes, painting of the railings along the walkway, and painting the whole of the platform fence. The station looks amazing now.

Thank you to the members of the Wednesday Gang: John, Kelvin, Andy, Paul, Paul S, Geoff, Rob, Kieran and Peter.

I have finally been given some assistance with



*Either a lineside cuckoo clock, or the new facility for Cranbrook Road Crossing. (Brian Richards)*

the daily carriage cleaning. Paula Oliver now helps with the Monday–Friday cleaning of trains and stations – thank you Paula! She is a great help and has already made a huge difference.



*Wittersham Road station being made presentable by the Wednesday Group.*

*(John Holland)*





*Frim demonstrating why staying off the wet ground was a good idea. (Brian Richards)*

In the 'quiet' season we will be undertaking heavy cleaning of the carriages, which includes abrasive polish of all the windows (about 100 of them per carriage!), wet washing all the seats, and scrubbing and polishing of the floors. This takes a long time per carriage, but needs doing before we start dressing them for Santa!

The Camping Coach has now been installed at Bodiam. The coach had to be in place before we could start work on the new sewage system, as it had to pass over where the plant is now installed. This involved the P.Way team installing the permanent track panels, then laying down a temporary track to get the coach from the yard siding across to its final position.

The new sewage works plant for Bodiam station toilets was installed in early summer, with the generous help of RSR Drainage of Bethersden. This replaced the outdated system that we had before. At 16m long, 3m wide and 3m deep, some 280 tons of muck had to be moved by dumpers to the bottom of the field. Thankfully great weather on the weekend prevented the field from being destroyed.

As part of this work two new pipework runs had to be installed from the toilet block to carry the rainwater and overflow from the original cess tank, along with ducting for the new cabling for the treatment plant tank pump, Camping Coach and event power supply. New drainage pipes were installed from the Camping Coach, alongside the new tanks to the inlet of the new plant. The outlet from the new plant runs alongside the coach, then down through the field to tie in with the existing outfall drainage.

We had hoped to tie in to the existing drainage

next to the carriage, but alas we were two inches lower, so had to divert down the centre of the field (to avoid damaging the mature trees) and tie in at a lower point. Unfortunately this extra work coincided with some appalling weather, which made the field very wet. In a bid to stop it being destroyed a concerted effort was made not to run the machines across the wet ground. This added extra time to the project – one day of rain meant three days of not using the machinery where we needed to.

By the start of August, Dave Stubbs had started the coach decking. This was severely hampered by the seemingly Europe-wide shortage of building materials; we had to rely on buying the timber from whoever had it in stock, and waiting on long delivery times. There was also a shortage of volunteer help to assist Dave in building the decking which, in combination with holidays, has prolonged the build time. Added to that Frim and I were busy throughout August, covering guard and driving turns, which also prevented rapid progress.

This project has consumed a huge amount of work and time – and the bulk of our efforts are hidden from view. There is still work to do though: landscaping the station, putting right areas we have had to dig up, and putting in the Camping Coach car park space.

HUGE thanks and appreciation go to Frim and the P.Way team, Clive, Bryan, Dave H and Dave S, as well as to Malcolm and the Bodiam Group for their much-tested patience while this work has been going on.

## **Permanent Way – Paul Jessett**

The team have been busy completing the Bodiam drainage works. This started off as a relatively straightforward job but, as usual, when you start to dig you often find what you were not expecting! With the installation of the Camping Coach and the uplift in customer numbers, especially during events at Bodiam (e.g. Hoppers Weekend), the old sewage system was just not man enough; and following the works to improve the culvert at the bottom of the site it would have been a shame to spoil it by filling it with foul water.

The decision was taken to install a tri-compartment interceptor system, which involved some very big plant to dig some super-size holes. The three-tank system was installed using a specialist contractor. The big jobs for the P.Way



*The new walkway at Rother Bridge.*

*(Paul Jessett)*

Dept were getting rid of the spoil, and landscaping the area afterwards. The feedback from customers after Hoppers was good.

Some other noteworthy tasks completed include the removal of the old walkway on Rother Bridge. The old steel grating had become life expired and was cut away, following which a new walkway has been installed in the four-foot. This will also hopefully stop some of the local children from gaining access to the sides of the bridge and using it as a diving platform during warmer weather.

In May a momentous occasion for K&ESR was the removal of the stock from the 'pointless siding'. P.Way were on hand to slew the track over for the shunt and then put it back for through running.

The point outside Wittersham Road Signal Box was identified as being in need of some TLC, so this set has been refurbished. Twelve point timbers – some of them more than ten feet in length – were dug out and replaced. Due to the limited space this was done entirely by hand, and involved a few trips into the culvert by members of the team.

The annual weed spraying exercise was undertaken in early June. RVR asked us to

include the 'extension' this year; however because of the wet spring weather we had to cut our way down to Junction Road.

During the summer running period it is difficult for the team to get onto the formation to carry out any big tasks, but there is still the endless patrolling and tamping to help with the smooth ride. On the up side of Wittersham Road there is currently a 10 mph temporary speed restriction due to a badger sett close to the track formation.



*On track plant vehicles, working late.*

*(Jamie Douglas)*

This needs to be closely monitored, and plans are being made with the assistance of local ‘experts’ to move the badgers to a new sett built from redundant materials.

Preparations have also been under way for the upcoming 2021/22 winter works programme. This will see 5 and 6 points to the up side of Wittersham Road station refurbished and an area of wooden sleepers between the points re-laid in concrete sleepers. Some 50 concrete sleepers and 45 point timbers have been transported to the site from storage sites around the railway. Also planned is the re-laying of Tenterden run-round loop, and some fettling of Henry’s Crossing.

As an aside, one of our team has been busy building a replica tank target during lockdown. This has now been safely delivered and assembled at Statfold Barn Museum.

### Forestry – Steve McMurdo

The summer months are always a busy time for us, and the weather conditions this year particularly accelerated the rate of growth of greenery along the lineside.

Our lineside requires continuous management and monitoring. Trees may become unstable,



*Felling a tree in Tenterden headshunt.*

*(Steve McMurdo)*

rotten, diseased or in danger of collapse; sight lines can be compromised, undergrowth cannot be left unchecked. We need to be aware of problems where attention is needed and then prioritise our response.

We carried out our early season inspection and assessment of the whole line, using the DMMU on a couple of occasions, enabling us to produce a schedule of works to be carried out over the next few months. On both of these DMMU days we took the opportunity to stop, dismount and deal with a number of ‘quick’ jobs – particularly those in remote, hard-to-reach locations. More complex works are being dealt with separately.

Some of the tasks identified will be required every year without fail, such as strimming and clearance work around our many line crossings, to ensure visibility is maintained. Hedge cutting needs to be done at various lineside locations such as the approaches to Bodiam and Tenterden level crossings.

Without doubt much work will be required on our ten-mile line, which is bordered in so many places by trees and bushes, and the following are a few examples of projects which we have been undertaking this summer:



*The Forestry team using the DMMU to go to work.*

*(Steve McMurdo)*



- ❑ Footplate crews reported poor visibility of the Northiam up inner home signal. We resolved this by cutting back a significant length of undergrowth and hedging.
- ❑ We have made several visits to Dexter Straight, a pleasant tree-lined stretch in a remote location. There we have made a start on opening up the view from the train by cutting back undergrowth and dead wood, and also carefully removing the lower branches from various mature oaks.
- ❑ A number of days were spent in Tenterden headshunt, which has houses running alongside its length on the town side. We replaced a railway-owned fence on the boundary of one residential property; the condition of the previous one was totally inadequate and,

according to the home-owner, regularly used by trespassers to gain access to the siding. Our specialist climber was enlisted to attend to two large oaks here, lifting the bowl on one, and taking down a dead specimen very close to a neighbouring house. We will be able to return to carry out further work once some of the stock has been moved out.

The railway has made successful efforts to attract more volunteers and we recently welcomed a new recruit – another John to join the two we already have!

Please let us know if you are interested in learning more about life in Forestry & Conservation and perhaps becoming part of the team – we are normally out on the line every Friday throughout the year.

## GROUPS AND ASSOCIATES

### Museum Notes – *Brian Janes*

With the railway only reopening ‘normally’ in mid-year Museum business is nevertheless looking good. During the better weather we attracted visitors in our own right particularly from those seeing, and imbibing at, the Old Dairy brewery next door. For much of the season there have been huge gaps in the train

service with very quiet periods but, taken overall, we have been busy, greeting an average of 85 visitors a day, giving a seasonal so far total of 8,600 visitors (a half of recent full years’ average)

Donations have been steady, and with luck we anticipate reaching virtually two thirds of recent full year figures.



*One of the Barrie Clark Paintings.*

*(via Brian Janes)*

Our promised sale of books from £1 continued throughout the season to try and keep ahead of the valued book donations that poured in as Covid isolation prompted a lot of people to 'tidy up/clear out'. With this considerable help average sales per head increased again, giving sales each day of £69 – a 20% increase on the last normal year, 2019.

To try and cope with the phenomenon of limited pocket cash these days, the installation of touch card/phone donation machines met with mixed success; the 'Square' sales machine proved first rate but the donation machine kept 'freezing', causing much checking and frustration.

Our volunteers, existing and new, have adjusted excellently to routines characterised by enforced breaks, novel technology and lumpy continuity arising from planned but constantly varying days of operation and timetables. To help our visitors and volunteers we had to colour code our duty diary to reflect the new rainbow offering of timetable options. Often we have found that

people arrive early for booked trains or have lengthy waits and look for something to do, so extended hours are often called for to entertain them.

The collection and its presentation continue to improve. The fine Southern/K&ESR poster for Bodiam Castle is now nicely framed in a poster board with a loaned enamel SR header.

On the new exhibits front we have secured, with the help of a generous donation from the Colonel Stephens Society, a unique enamel sign from central Clevedon. It used to be located where the Weston Clevedon & Portishead Railway ran straight through the town, warning pedestrians to 'Keep to the Left' lest they be run down! It is already on display.

We have secured two small, fine, original Barrie Clark paintings of the Rye & Camber to hopefully add even more atmosphere to that exhibit.

New additions to the museum archive continue



*Dave Dee's children, James and Izzie, sitting on Dave's memorial bench on Rolvenden platform after its unveiling on 10th October.*  
(Charles Masterson)



*The sign from Clevedon. (via Brian Janes)*

to arrive. Our friends at the Isle of Wight Steam Railway kindly passed on to us a donation of a scrapbook containing some previously unseen K&ESR and EKR photos from the 1920s and 1940s along with some timetables. This sort of cooperation is invaluable, and we have been able to reciprocate earlier with tickets and, more recently, scans of IoW Terrier locos from our collection of over more than 1,300 photos of the class which we now have digitised.

A near-complete set of Cranbrook & Paddock Wood Railway plans and sections – oddly marked with “Session 1887 P.W. & C.Ry” in the top right-hand corner – has been donated and conserved. The plans date from well after the initial Act for the railway and before the decision to change the terminus from Cranbrook to Hawkhurst. The total length of the line was given as 11 miles 5 furlongs with the line terminating on Pesthouse Lane (now Frythe Way) Cranbrook, near the well-known windmill.

The K&ESR ‘Beware of Trains’ sign and post rescued from a Tenterden garden was identified by a long-term volunteer as an early preservation era do-it-yourself aluminium casting of a type still to be seen around the railway. We await its collection for further use.

Shortage of manpower has meant that the RVR ground frame that came to us after its final duty at the old sewage works siding still awaits restoration for exhibit, which is due soon. Autumn repainting of the building doors by two of our recent volunteers should soon be complete together with some fettling of outdoor exhibits.

Further new volunteers have come forward in time for our winter work, and we have made a start on the unshowy but essential audit of the archive storeroom.

For a long time we have wanted to digitise back copies of the *Tenterden Terrier*, for it both provides historic background to our railway and records the achievements of 60 years of volunteering and operating. Our successful season enabled us to purchase a high-speed scanner and, as, mentioned in the Editorial, work has commenced. Hopefully a complete set will shortly be available to all.

Plans are in hand to replace the carpet tiles in the Museum this winter. The cost will be considerable but necessary after the existing, second-hand, flooring has received the attention of something like a quarter of a million pairs of feet over the past 25 years.

The Cavell Van has led a slightly different existence from usual. With no passenger embarkation possible at Bodiam earlier in the season the decision was taken that the Van, as last year, would be exhibited in the Pullman dock at Tenterden. It returned to Bodiam in July after its prolonged absence, with building works finally completed and the station receiving a ‘normal train service’. Donations have naturally taken a hit but the maintenance fund continues to just hold its own.

## **Tuesday Group – Graham Hopker**

At the beginning of June we cleared out the Waiting Room at Northiam and prepared it, by washing down the whole area, prior to undercoating the walls and ceiling before repainting with a topcoat.

Our electrician, Dave Brown, fitted a new immersion heater in the station building. He also spent some time on tracking down a problem with the Platform 1 lighting circuit, which was traced to a faulty cable at the top of one of the lamp posts. This was rectified and all the others checked. One new lamp holder was fitted, and a new connection was required at ground level.

More concrete fence spurs were used on the ageing wooden fence uprights.

Further platform seats were repainted and one, in SR Green, was returned to the platform at Rolvenden.





*The new path to the Memorial Wall. (Steve Carter)*



*Veronica Hopker, hard at work keeping our gardens blooming. (Steve Carter)*

The hedge and grass have needed continued cutting, and both platforms have had the edges white lined. New wooden seats, made from hardwood obtained by Steve Bunn, have been installed in the Picnic Area.

Seb Dunn took a day's holiday from Hever Castle and strimmed the rear of Platform 2 where we found and destroyed some Giant Hogweed (*Heracleum Mantegazzianum*) growing on the bank.

Concrete paving slabs have been laid in front of the Memorial Sleeper Wall and extended along the entrance path. The Memorial Garden seat has also been repainted.

### **Bodiam – Malcolm Burgess**

The disruption caused by the installation of the new sewerage system and the Glamping Coach has continued to hamper maintenance works at Bodiam over the summer. The clay soils have meant that the yard has been covered in either sticky goo (which finds its way into all of the buildings) or alternatively rock hard lumps, and we have struggled to keep the station as pristine as it usually is.

Nevertheless the team has worked hard on keeping the grounds and gardens in good order and, on their return, passengers seem to have appreciated our efforts.

One plus is that with the assistance of a new volunteer the Hop Garden is looking better than it has for some time, although the hops themselves (in common with commercial crops) have not done particularly well this year.

We celebrated the welcome return of the Cavell Van in July, and it has benefited from the new access steps. As its arrival coincided with the reintroduction of passenger services (and after a period of wet weather prevented outdoor painting) the steps had to be used in undercoat, but the final finish will be applied now that Tuesday services have finished.

Replacement replica 'Passengers must not pass this point' signs were made by John Liddell and Mike Sharp, following the theft of their predecessors some time ago. These have now been installed are a vast improvement on the temporary laminated versions.

Work has started on the cosmetic improvement of the tatty PMV and hopefully by next spring it



Knowle stands at Bodiam with a Hop Pickers Special.

(Jake Lewis)



We are sorry to have to report that we have been advised that Di Sivyer, a former volunteer, has passed away after a short illness. She is seen here (front row, left), with the rest of a Pullman crew. Our condolences go to her family .

(via André Freeman)





*A quiet evening for the Pullman at Bodiam.*

*(Col McLaughlin)*

will detract less from the attractiveness of the station. Approval has at last been given for the replacement of the temporary storage container beside the cattle dock with a grounded van body. This will offer a more railway-like appearance, provided it can offer the same level of security as the container.

In early September a smaller-scale Hop Celebration event was held, which seemed to be enjoyed by an appreciable number of people. Our resident beekeeper from Robertsbridge offered for sale delicious honey from the Bodiam hives, and this proved to be very popular. We wait to see what event may be proposed for next year.



*Knowle working a mixed train at the Didcot 60th Gala.*

*(Gareth Price)*





*More often behind the camera for the Terrier, Liam Head found himself in front of it at Haworth, on the Keighley and Worth Valley Railway. Liam is seen here receiving his BESTT Certificate in Steam Engine Mechanical Overhaul from Sir Peter Hendy, Chairman of Network Rail. Liam is one of the young engineers who give hope for a bright future at Rolvenden Works. Congratulations! (via Liam Head)*

# Goodbye to the 'Pointless Siding'

During recent years passengers looking for their first sight of Bodiam Castle may have instead seen a row of derelict coaches. These were stored in the Ewhurst 'pointless siding' part-way between Northiam and Bodiam. It is fair to say that this was not likely to improve the visitor experience! Fortunately, this is a problem that we no longer have (at least at that location) as the vehicles were removed from the siding in a two-day operation on 4th/5th May. This exercise was part of a larger reorganisation that saw permanent way plant relocated to a new siding at Rolvenden Carriage Storage Shed (CSS) and which will ultimately also see the removal of the stock from Tenterden headshunt. That will in turn vastly reduce the appeal of that location to both 'urban explorers' (aka trespassers) as well as the less-disciplined youth of Tenterden.

With assistance from various other volunteers, James Palk put a significant amount of time into the planning and coordination of this exercise.

James has an encyclopaedic knowledge of our rolling stock and where it's situated. Every move had to be carefully worked out; the first day's plan involving the relocation of numerous vehicles around the railway prior to the siding at Ewhurst being emptied on the second day. The original intention had been for various vehicles at Rolvenden to be formed into a correctly ordered train on the morning of Tuesday 4th. However, the staff for the first day's work arrived to find that their train was ready assembled and sitting next to the signal box! Richard Stone and Frim Halliwell (P.Way Manager) had found time on the 3rd and put the train together. It certainly gave those attending a big lift. Many thanks to Frim and Richard for putting themselves out.

The pandemic had robbed many staff of the turns necessary to maintain their competence, and with one eye on the fast-approaching resumption of passenger services it was decided



*Easy does it. The Ruston shunter starts to move the long-dormant vehicles.*

*(Jon Edwards)*





*With the vehicles extracted from the 'pointless siding', the PWay team restore the running line to its usual position.*  
(Jon Edwards)

to use a steam engine for both days, thus allowing more crews to refresh their skills. Those arriving at Rolvenden on 4th May were greeted by the sight of Pannier 1638 in steam with Tom Featherstone driver for the day. Dave Stubbs and Noel Young had both been rostered as guards to allow for the large quantity of shunting due to take place. James Palk was also there to ensure that everything went in the right place and Graham Bridge was to be the travelling signalman for the day.

The train set off for Wittersham Road at a sedate pace, due to the presence of the decidedly unrestored Class 25 diesel in the formation. At Wittersham a crane and several PWay wagons (which had hitched a ride on the train) were left in the platform, together with the eight plank SR wagon, the GWR Mink van and the Barry Railway gunpowder van. The Pannier, now hauling only the LNWR brake van, the Class 25 and the Shark brake van, set off towards Northiam.

On arrival, the first task was to empty the LNWR brake van which, for reasons unknown, contained the seat cushions for the GWR Railcar! These

were removed, with help from the Tuesday Group, and placed on the platform ready for later collection. Once this was done the LNWR brake and the Class 25 were moved to the siding, where they would remain, and the PMV that had been in the siding was moved to the platform ready to go to Bodiam.

Progress was then made at something closer to line speed. The Bodiam Group were already on site and seemed delighted to see steam returning to the station. Bodiam itself was in a degree of turmoil, due to the trenches dug for the drainage works, and 1638 seemed a welcome distraction. There were some vehicles due to be moved back towards Tenterden, so more shunting was required. The PMV brought from Northiam ended up with the others of its ilk in the siding behind the platform and the SE&CR brake van and Ling wagon were removed. 1638 then took these two, plus the Shark brake van, back to Northiam.

Once at Northiam, everyone who had unloaded the Railcar cushions were 'delighted' to find that they now had to be loaded back into the SE&CR brake van! The brake van was to end up in the



*Against a magnificent panorama of the Rother Valley, the cavalcade ascends Wittersham Bank on 5th July. Note the Ruston following at a safe distance.*  
(Jon Edwards)



CSS at Rolvenden, and as the Railcar was also in there, it seemed a good way to get the cushions closer to where they would be needed. While that was being done the Pannier collected the Lowmac from where it had been left in the loop earlier, and attached it to the front of the train. Once again the Pannier and its train set off, heading for Wittersham, and yet more shunting! The Lowmac was stored in the delivery siding, and then the Ling and both brake vans were taken back to Rolvenden. Once the Ling and SE&CR brake van were safely under cover the crew could reflect on a long day, and a job well done.

On Wednesday 5th the plan was to remove the vehicles from the siding at Ewhurst and store them in other locations. As the track would need to be slewed to allow access to the siding, and the vehicles had not been moved for years, teams from both P.Way and C&W were involved, as well as the train crews. The first move on this second day was the P.Way team heading for Ewhurst in the Shark brake van. The engine chosen to shunt the vehicles out of the siding was the Ruston diesel which, given its rather low top speed, meant that P.Way had a rather early departure time!

The Ruston, with Frim driving, towed the Shark, with Paul Jessett acting as guard. The original intention had been that 1638 would follow, towing the P.Way Mess coach with the C&W team on board. Not long before, however, a broken bogie spring had been found on the Mess coach, and as a result the C&W staff found themselves being towed to the work site in two of our vintage carriages! Simon Long was driving the Pannier this time, and Noel Young was back for more punishment, again acting as guard.

The Ruston arrived at the work site, and the P.Way team wasted no time in starting to move the rails. For those who haven't seen this process, it involves unbolting most of the rail chairs, and then pivoting the rails on the remaining bolts, to line up with the rails into the siding. While this was being done, 1638 propelled its carriages towards the work site, having run round at Northiam. P.Way had taken the precaution of placing a Stop barrier to protect the work area, and the Pannier stopped well short of this.

The plan was for the Ruston to enter the siding when it was ready and tow the vehicles out. Then, once the track had been returned to its

normal position, the Pannier would haul all the vehicles, with the Ruston following (*two locos moving in the same section being permissible in a possession –Ed*). C&W staff had been out to Ewhurst in the previous weeks, making sure that the vehicles were as ready to be moved as they could be. In addition damaged tarpaulins were cleared from vehicles, in case they caught in wheels when moved.

Once the track had been moved across the go-ahead was given for the Ruston to propel the Shark into the siding. Frim drove in very steadily, and the Shark was then coupled to the first vehicle. Before the attempt to move, Paul Jessett made sure that everyone was aware of what was going on. He asked all those who could to help keep an eye on the vehicles as they moved, and to call out if they saw a problem. Once everyone understood, a cautious attempt was made to move the stock.

It then appeared that the vehicles might not have heard the briefing, because they initially refused to move! Frim thought that he might have more success if the couplings were all allowed to go slack, thus allowing the Ruston to start one vehicle moving at a time. The Ruston eased the couplings with a small push, then began to move the other way. The first few vehicles started to roll OK, but when it came to the SR Matchboard Maunsell it quickly became clear that the brakes were stuck on. This was solved in short order by Paul Jessett using a long bar to hammer the brakes into submission! Once again the instruction was given to move away, and this time, one by one, the vehicles moved. Fortunately there were no other hold-ups, and before long all of the coaches were out on the running line for the first time in years.

The P.Way people then had to reverse the work they had already done, and move the track back to its usual formation. While this was being done Alan Brice and the C&W team collected tarpaulins and other items, and stowed them for taking back to Rolvenden. When all this was complete 1638 and its two carriages were backed on to the stock. Some final checks were made, to make sure that there was nothing likely to break or fall from the vehicles, and the right away was given. It was a slightly surreal sight to see an engine hauling two pristine coaches followed by a selection of 'historic artefacts' well past their best!

Once the train had set off – again at a slow pace,

as planned – the Ruston followed. It was intended to shunt the vehicles into a different order at Northiam before the train went any further, and the Ruston could achieve this from the Bodiam end without having to work the stock over the level crossing multiple times.

One of the underframes that had been at Ewhurst was to stay at Northiam, and this was soon detached. The remaining vehicles were re-marshalled and hauled to Wittersham Road by 1638, with the Ruston again following. Some members will remember our railway being used for filming for a production of George Orwell's novel *1984* when USA tank No.22 and three unrestored coaches played the part of the 'Victory Train'. Well, the train that climbed Wittersham Bank bore more than a passing resemblance to the one filmed all those years ago!

At Wittersham Road it was time to put the coaches into the location that will be their home for some time. The former Plant Machine siding, clear now that the Plant had moved to Rolvenden, is to be extended using the rail from

Ewhurst once it is recovered. The present length is however enough to store the vehicles placed on it, thanks again to James Palk's meticulous attention to detail. Thus, most of the vehicles recovered were shunted gently into the siding. The exception to this was No.55, the Lowlight Maunsell. This coach, which has an increasing groundswell of support for an overhaul, was to be taken on to Rolvenden, for drying out in the CSS. It was accompanied on this final leg by the two Vintage carriages and the Shark brake.

Even then the work was not finished; No.55 had to be shunted into the correct place in the shed. This meant having to disturb another team, the Railcar group, who were working on the Railcar – which thus saw the light of day for the first time in a while (see James Palk's photo in *Terrier* issue 145, which was taken during that shunt). No.55 was positioned well down the shed, so that future shunts will be unlikely to involve moving it. At that point it was time to call it a day, and Noel was more than ready for a rest!

*Jon Edwards*



*Phew... what a day! All stock moves complete, Guard Noel Young has time to relax.*

*(Jon Edwards)*



# Another Ten Years On...

It is now 40 years since the late Neil Rose wrote his far-reaching article 'Pipe Dream or Prophecy?' in the Winter 1981 *Tenterden Terrier*, issue No.26, detailing how he saw the railway ten years forward in 1991. He subsequently wrote two more articles listing those of his predictions that had come to pass and those which were 'in progress' or unlikely to happen at all. These were in *Terriers* No.56, Winter 1991 and No.87, Spring 2002. For our younger members and readers these do make interesting reading, and reflect the feelings amongst the staff and volunteers of those past decades. Sadly, Neil died in 2009 so in 2011 I suggested to our Editor that I should take up the mantle and write a similar article and try to foresee what our railway would be like in 2021 as well as 'taking stock' of what Neil had predicted and experienced in the previous 30 years. This was published in the *Terrier* under the title of 'Ten More Years'.

So, here we are in 2021, still in a situation totally and utterly unpredictable by anyone, whether on the railway or in the world at large, as we enter the second year of the coronavirus pandemic which has changed much of our lives and habits. Looking back to my article of 2011, let's begin by taking stock of what I predicted ten years ago.

I commenced with a resumé of what Neil had prophesied and the resultant outcomes of that, plus his – sometimes fairly accurate – predictions of what the fare structure would become and the possible passenger numbers. His hopes that our membership would number 5,000 was however very ambitious, and remains so even today. There were several mentions in his second and third articles of the determined effort to re-open to Robertsbridge, and my own prediction ten years ago was that it might just happen by 2021 or shortly afterwards. As we now know, in spite of the amazing amount that has been achieved, particularly over the past few years by the Rother Valley Railway, we are still not quite there yet. However, both Neil and I were partly correct as we did run trains at Robertsbridge in 2013, albeit not *through* from Tenterden, but for a very successful 'Return to Robertsbridge' weekend that September with 32670 and three four-wheel coaches operating over the completed half mile from the new platform to Northbridge Street level crossing. Friday 19th was a very well

attended Press Day, with the two following days open for the public to sample travel from the new Robertsbridge station once again after a gap of nearly 50 years.

Further progress has been thwarted by delays to the Public Inquiry into the purchase or lease of the required land east of Robertsbridge, hearings having been postponed by the pandemic restrictions. As I write the Inquiry is finally under way, and we await the result, hopefully in our favour! In the last ten years however more trackbed has been purchased towards Robertsbridge, between the site of Junction Road Halt and Austen's Bridge. Furthermore, much has been achieved towards the new Robertsbridge Junction station, with the platform completed, a toilet block erected and sidings laid, plus the connection to the main line. This last item was 'blessed' by none other than a visit by Sir Peter Hendy who drove 'his' locomotive, GBRf Class 66 No.66718 *Sir Peter Hendy CBE*, over the new connection and on to RVR rails in December 2016. (See *Tenterden Terrier* No.132, Spring 2017.)

I reiterated in my last article, as had Neil Rose before me, the need for more motive power should we achieve our aim of getting to Robertsbridge. His and my prediction that one day we'd have an LMS Mogul or similar on our stud is still a distant dream unfortunately, as is the hope that a 'batch production' of Standard Class 3 2-6-2Ts might arise. Magnificent progress has however been made with the GWR 2-8-0T, No.4253, which due to the sheer determination of the hard-working 4253 Group is coming along in leaps and bounds and will certainly be running by 2031! In fact the group have purchased another GWR loco, 0-6-2T No.5668, sister to our 6619, which although in ex-Barry condition may well, with its larger water capacity and power, provide another loco capable of hauling our trains the extra distance to Robertsbridge. May I predict here that 6619 will be running again in 2031, as we will need all our larger locos to service what will again be a 13½ mile line.

I wondered if our visitor profile would alter by 2021, and suggested that that might depend on the economics of the country and the availability of road fuel at affordable cost – plus how we might organise our leisure time. No one would



*Terrier 32670 and vintage coaches at the Return to Robertsbridge event on 20th September 2013. Hopefully this will be a regularly repeated scene sometime during the next ten years – but what fuel might the loco be burning by then?*  
(Ross Shimmon)

have predicted in 2011 that we would end the ten-year period with such a devastating pandemic which would affect every facet of life, be it our social habits, leisure time, working arrangements or transport. This has of course had a huge effect on our visitor profile, with the railway being closed for many months in 2020 and during the first few months of this year as well. Added to this, travelling any distance away from home unless for work, school or health reasons was banned for much of the closure periods. The pandemic inevitably resulted in a sizeable financial problem for the K&ESR, as it did for all heritage railways. The government assisted us, as it did many other businesses, through the furlough arrangements and various grants and loan schemes which softened the blow to some extent, but even so we had to reluctantly lay off some staff. Matters were made worse by volunteers not being able to carry on with

restoration or maintenance due to travel and social distancing measures.

One great improvement neither Neil nor I predicted in 2011 was the construction of our superb carriage storage shed at Rolvenden, thanks to the generosity of our friends at the Rother Valley Railway. This is proving a valuable asset in keeping some of our rolling stock protected from the ravages of the weather.

Looking at some of my other predictions of 2011, should we have had the line to Robertsbridge completed by now, I note that I prophesied that many more visitors would be coming to us by rail, and indeed we would be hosting through trains from the national system by way of 'Class 199 DMUs'. I doubt very much that if we do get to that stage they will be DMUs; I think they would be hybrid or even hydrogen-powered sets (*battery EMUs? –Ed.*) following the last ten years

of the debate over our drive to reduce our carbon footprint. On that subject we do have another major issue looming right now, and that is the supply of suitable coal for heritage railways – and indeed whether we will be able to run coal-fired steam locomotives at all by 2031! My thoughts are that we will still be running steam, but maybe using a bio-fuel of some description to comply with the ever-stricter regulations.

Amazingly some of my other predictions from 2011 have come to pass. At that time I wrote that I foresaw that internet shopping would become the norm and shops would become redundant (!), petrol prices would be sky high and unaffordable, and we would be relying on public transport and electric cars! Also, due to the advances in technology, most of us would be working from home and city centre offices and schools would only be visited by the workforce and pupils perhaps one or two days a week, thereby totally altering our commuting habits. Well, as we now know, for reasons very different from Doug Lindsay's predictions, much of what I prophesied has actually happened! I also said that public transport and freight vehicles, like private cars, would become electrically powered and this may well come to pass by 2031, or at least be part-way there.

On a very much more domestic note, Neil mentioned the GWR Railcar 'under restoration' and I predicted it would be in service by 2021. Sadly this did not come to pass. Moreover the main volunteer behind the restoration, Andrew Webb – who spent hundreds of hours working, often in less than ideal conditions, to complete the project – sadly died in 2019. However, much has been accomplished on this vehicle and I predict that we will see it in service by 2031!

Another type of rolling stock should be mentioned here: our much-prized Pullman car *Aries*. I will stick my neck out and suggest it will be in service by 2031, making our Wealden Pullman service an all-Pullman train as far as passengers are concerned with a new kitchen car to replace *Diana*, which will be seen as the catering car on our A set.

As for our valuable collection of on-track machines, this is an area that neither Neil nor I had any aspirations about. However it has become an important part of the infrastructure, and is saving many hours of hard manual labour as well as speeding up track maintenance and repairs. No doubt the quality and variety of such

equipment will increase over the next ten years as we (hopefully) become a 13½ mile railway.

So, following the easing of most pandemic restrictions, we were able to re-open to the public and start a limited service again with the hope that by the time you read this all restrictions will have been lifted. A quick visit to the railway on Thursday 28th July found a two-train service – three steam and two DMU return trips – and trains looked very busy, the steam service consisting of USA No.300 and five Mark 1s of the A set. Even to run this midweek service required more than 40 staff and volunteers to cover the operating and commercial posts, which really does stretch our manpower resource. This last worry is something that will have to be addressed if we are to succeed with getting to Robertsbridge by 2031, as the extra length will require more maintenance, more stock and of course even more staff/volunteers.

Despite the 'hopefullys' above I am convinced we will be running to Robertsbridge by then, and we will have almost a fleet of GWR locomotives to provide the main motive power supplemented by our Terriers and smaller locos for events and shorter runs. I foresee we will be welcoming incoming rail tour trains, at first limited to short formations (the Hastings DEMU perhaps?), and hopefully full-length charters from further afield in time. Maybe, just maybe, if there are any DMUs still around on the Ashford–Hastings service we may enter into a deal to allow high-season timetabled tourist trains to run direct to Tenterden from coastal towns along the south coast, perhaps as far afield as Brighton?

Finally, we are told that new cars will have to be electric by 2031. If we are unable to provide enough sustainable batteries and charging facilities by then we may, just may, have to resort to public transport for leisure purposes. Our heritage railway movement as a whole could then benefit from subsidies in providing a sustainable mode of transport along with the national systems. The next decade for our line is certainly going to be challenging, and may well be 'life changing' to employ a current phrase, if we are indeed on course to re-open to Robertsbridge. Perhaps, in our 70th anniversary year, we will see an enthusiasts' special running from the main line to Tenterden, top'n'tailed by our two Terriers, and replicating the final through train of 1961.

Doug Lindsay



# Tenterden Terrier Online

Members of the Kent & East Sussex Railway can receive the *Tenterden Terrier* in electronic (PDF) format. Help save money and volunteer time by registering at [hiip://kesr.org.uk/tenterden-terrier-online](http://kesr.org.uk/tenterden-terrier-online)

You can, if you wish, still receive a printed copy; but the more people requesting PDF copies only the greater the saving in both printing and postage.

## KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

### May 2021

1st	P R Kynaston	No. 453	£100
2nd	Richard Bruce	No. 1203	£80
3rd	Tony Mighell	No. 111	£75
4th	Keith Howell	No. 533	£65
5th	Grace/David Johnston	No. 367	£55
6th	Christine Tibbatts	No. 498	£50
7th	Kevin Boorman	No. 1300	£45
8th	Neil Harrison	No. 1016	£40
9th	Graham Lusted	No. 1071	£35
10th	Keith Howell	No. 534	£25
11th	Michael Goodall	No. 817	£20
12th	David Earl	No. 415	£15
13th	Dick Beckett	No. 327	£10

### July 2021

1st	Mr J Bignell	No. 582	£100
2nd	Kent Evenden	No. 192	£80
3rd	Derek Drage	No. 539	£75
4th	Mr & Mrs J P Fry	No. 649	£65
5th	Mr & Mrs J P Fry	No. 650	£55
6th	David A Bennett	No. 1181	£50
7th	Lionel Marchant	No. 104	£45
8th	Chris M Wood	No. 724	£40
9th	Mrs A L Thompson	No. 319	£35
10th	Mrs L A Jones	No. 1274	£25
11th	Lionel Marchant	No. 486	£20
12th	Trevor Meadows	No. 1108	£15
13th	J M Whitcombe	No. 337	£10

### June 2021

1st	Colin King	No. 1164	£100
2nd	Alan Rice	No. 753	£90
3rd	Mr C J Alliez	No. 671	£85
4th	Patrick Favell	No. 1247	£80
5th	Malcolm Heywood	No. 455	£75
6th	Richard Crumpling	No. 859	£70
7th	David Merrick	No. 733	£65
8th	Richard Seddon	No. 679	£55
9th	John T Turner	No. 892	£50
10th	Robert Bradford	No. 594	£45
11th	Alan Marshall	No. 631	£40
12th	Tony Hutchins	No. 507	£30
13th	Dave Drewry	No. 588	£25
14th	Dr A R Mohr	No. 1134	£20
15th	Mr G P Foster	No. 341	£15
16th	D W Stevenson	No. 961	£10

### August 2021

1st	Cathy Crotty	No. 019	£100
2nd	Kent Evenden	No. 494	£80
3rd	Colin Avey	No. 118	£75
4th	Dave Woodnott	No. 925	£65
5th	Brian R Baker	No. 1020	£55
6th	Ernest C King	No. 657	£50
7th	Mr T I Palmer	No. 1128	£45
8th	Dave Drewry	No. 124	£40
9th	Michael J Evans	No. 942	£35
10th	Neil Instrall	No. 1237	£25
11th	Pat Greenwood	No. 1162	£20
12th	Mrs L A Jones	No. 1274	£15
13th	Lionel Marchant	No. 1034	£10

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

## Carol Douglas 1952–2021

Carol Lyn Douglas died in July aged 68 after a diagnosis of secondary cancer in early May. Having been born at Kench Hill, grown up in Danemore and lived for most of Jamie's life within sight of the entrance to Tenterden Town Station, her final days were spent being cared for at Acacia House, Tenterden – where she was delighted she could still hear the whistles of the engines from her window! Carol was a very independent woman and, as a single parent, a very positive role model for son Jamie, daughter-in-law Helen and grandchildren Fraser (9) and Iona (2).

Helen writes: “My first memory of Carol was on a day at the railway when she had plotted and conspired with Meridian TV to stitch up Jamie for the *Surprise Chefs* programme! I remember clearing tables outside the buffet as a young volunteer and watching the episode unfold – Carol's joy was evident when Jamie was ‘surprised’ on the footplate by the television cameras, expecting to be firing an engine all day but instead being filmed onboard the Pullman preparing a meal for the TV show.

“Carol's love of working on the Pullman, as sous chef to Bill Dunn, stayed with her for the rest of her life and she loved nothing more than sharing a kitchen with Jamie to prepare a meal for her family.

“Going back to the start, Carol became a member of the railway in its very early days when she was recruited by Roger Crawford as shop assistant for his ‘Children's Shop’ in Tenterden High Street. Carol told me that Roger had an expectation that all his staff would support the railway by becoming members.

“Indeed, in the final months of her life we discovered Carol's name on a fundraising flyer for a sponsored walk that she took part in during 1974 – ‘Carol Collison, Shop Assistant’. When we mentioned this to Carol she was pleased to be reminded of those early days of her association with the K&ESR.

“In 1984 Carol and Jamie moved to Station Road, where she built a small and successful dressmaking business to support the two of them. Their involvement in the railway together

began when Jamie was just old enough (but still small enough) for the two of them to help with the repointing and repainting of the Wittersham Road signalbox (including the underframes). From then on they enjoyed helping the railway with many voluntary projects together.

“Carol recalled being taught bricklaying by Colin Edwards when the Rolvenden mess room was being built; being welcomed by the permanent way team for many projects – a cause which she remained committed to for the rest of her life; and many other encounters where she was able to learn a lot of practical skills which were significantly useful! Carol was thrilled when – as her Mother's Day treat for 2015 – Jamie took her to join him as part of the P.Way team working on the mainline connection at Robertsbridge.

“It was at the railway that Carol met Clive Lowe, and their relationship over 25 years was very special to her. We know that having him with her at the end gave her great peace and comfort. ‘Grandad Clive’ has his work cut out now with us and our children, without Carol to organise us all.

“Over the years one of Carol's great pleasures was documenting, through photographs and scrap-books, the interests that Clive and Jamie shared. As well as those at the Kent & East Sussex these included the experiences they gained through their employment as track machine engineers, and during special visits to other railways.

“In 2008 John Weller invited Carol to be his consort when he was elected Mayor of Tenterden. Through that auspicious civic role Carol enjoyed many wonderful experiences that she would otherwise not have benefited from. The role of Mayoress was one that she took great pride in. Our thanks go to John for providing such a wonderful opportunity and creating memories that were irreplaceable, and which gave Carol great joy to share.

“In later years, when Jamie and I had Fraser, Carol took a secondary role supporting the K&ESR – as chief babysitter so that Jamie and I could continue to volunteer and work at the



*Carol with granddaughter Iona in 2019.*

*(via Helen Douglas)*

railway. Fraser's bond with 'Bam-mar' (as he called her) was magical, as a result of just how much time they spent together every week. Fraser has many memories of Bam-mar which he will continue to relate to his sister Iona for years to come.

"We miss you Carol, but you have given us many wonderful memories and you will be with us forever. We are grateful that so many of our railway family have their own memories of you, and have provided us with great comfort and support following your death."



# THE NEXT GENERATION:

## Jake Lewis

To say that the last two years have been difficult has become a cliché. Entirely understandably, some of us have spent a lot of that time either moaning or listening to other people moaning (or both!). So it was a real breath of fresh air to meet and interview new volunteer Jake Lewis, who was 100% positive in all he had to say about the K&ESR.

Jake grew up near Farningham Road station and, from a very early age, was accustomed to seeing trains and travelling on them, although he says his love of steam was mainly inspired by Fred Dibnah! But perhaps we also helped, as his family regularly brought him to visit the K&ESR. “I loved going to Cranbrook Road,” he enthuses; “there is nowhere quite like it for seeing a steam engine working hard.” Over the years his interest grew: he acquired a model railway, then a train simulator. Although the family moved to our area in 2017, he was not able to volunteer at that stage because he was self-employed, working long hours and travelling all over Europe. “Covid changed all that,” he laughs. “I now work from home, and it’s much more like a 9–5 job.”

Thus, in June this year he signed up as a volunteer. Although he might have been expected to join the Loco Dept, “with my figure I was worried about getting through that hatch to the bunker” (his words, not mine!) so, as he loves being out and about, he decided to train as a Guard. “I love the role. My first turn was really exciting, but also slightly terrifying because, as we went down the bank, I realised it was for real! That day is all a bit of a blur now, but I remember aching a lot by the end of the turn yet feeling it was the best day I’d had for years.” His passion for the role has not diminished since then. “I love a challenge, whether it’s an obstinate buck-eye or a failed train. I just try to keep calm, get stuck in and solve the problem.”

He also enjoys meeting so many people. “Everyone is different, yet we are all one big family. It has been great to do learning turns with such a variety of colleagues – you can try each person’s approach to see what works best.”

Jake hopes to pass out later this year if possible, and would then love to explore other roles as well.

When I ask him whether he can recall any humorous or embarrassing moments, he again bursts into laughter. “The first time I looked out of the Guard’s window on the DMMU I didn’t realise how low it was, so I smacked my head on the door. The trouble is I still keep doing that, and there always seems to be someone watching at the time!” He also recounts an occasion when he was asked to act as Secondman on the Class 14, driven by Frim. “I was preparing to do the token exchange at Wittersham Road when my leg got caught on the horn, which kept sounding. ‘Stop that’, said Frim – or, rather, something totally unrepeatable but with a similar meaning! I don’t know what it is about me,” Jake adds with a wink, “but I seem to attract the Class 14.”

Away from the railway, Jake lives with his parents between St Michaels and High Halden. He studied IT at college and now works for a firm providing software support (e.g. repairs, training, complaints and problem investigation) to dental surgeries. He used to be keen on football and at one time was a goalkeeper for Kent, but plays less sport now. He’s keen on aviation and, although he has not had time to learn flying, enjoys using a flight simulator or flying with friends. He also likes motor sport and has even acted as a marshal at Brands Hatch “but it was too much just standing around for my liking”. However, railways remain his first interest and, even if not rostered, he aims to come to Tenterden most weekends where he is willing to give any help which is needed.

I ask Jake to conclude the interview with his overall impression of being a volunteer. “I wish it could be my paid job: that is very repetitive, but here you never know what’s going to happen. Every turn is both a treat and a challenge. It’s like stepping back in time to a world before I was born, yet it’s still alive. These are not my trains: they are everyone’s trains. I just want to help make them work for everyone.”

*Tony Ramsey*



*Jake Lewis happily working as a Trainee Guard.*

*(Tony Ramsey)*

# PEOPLE IN PROFILE:

## Peter Blythe

*Nick Pallant interviews Peter Blythe, the K&ESR's Carriage & Wagon Delivery Manager.*

Peter thinks it started in 1985, when he was three years old, screaming his head off because he didn't want to go on *Clan Line's* footplate! He must have changed his mind by the time he was 14, as that was when he began heading towards Southall and Stewarts Lane depots to start volunteering. That led him into engineering, specifically machining. "I guess I was never wired very well," he told me. "I never fitted into modern manufacturing and found it very dull compared to what I was doing with Steam Locomotives at weekends."

It was extremely fortunate that volunteering grew into a far more suitable job; Peter became one of Locomotive Services' fitters at Southall. He recalls that those were magic days looking after main-line Pacifics. However, after five years living at the depot and in support coaches, his wife Gemma came along and for some reason liked to have him at home. Having grown up (sort of) in East Sussex, the five years in Southall brought home how really nice home was.

Then it was back to modern manufacturing for a while, until he spied a job rebuilding one of the Bluebell Railway's Pullman coaches in Carriage & Wagon at Horsted Keynes. This became Peter's initiation into the world of C&W, and he soon learnt to enjoy not just the history of the

carriages but all the trades that have to combine to outshop one. "I still tend to work on the greasy and metal bits, but all too often I will need a carpenter, an electrician and a painter to fix all the bits that I have broken in the process! This translates into a team environment that is a real pleasure to work in."

Peter says that although he finds the Bluebell is a lovely railway, through days out with Gemma he picked up a fondness for the Kent & East Sussex. "It was always a friendly place to visit, and to me seemed to have an identity of its very own. When the chance came up to work on the K&ESR in 2019 I was very happy. I soon learnt how lucky I was with the team in Tenterden C&W, both in skills and as people. The only downside, if you can call it that, is the way everybody quietly gets on with it and works around obstacles almost hides how good a team they are, and how much outstanding work is hidden under the paint when the coach rolls out. And I mustn't forget the best bit – watching everybody going past on the train enjoying what we put into service.

"One of the downsides of spending a lot of time at a railway is you become a bit used to miracles. It's nice to be a fresh pair of eyes and remind people how incredible the Vintage Set is, bearing in mind most of it was once houses, chalets or sheds. The Mark 1s are very useful coaches and wonderful 1950s time machines, but we must never forget how lucky we are to be able to offer Victorian, and 20s and 30s experiences too. Some of it is *our* local history as well, with it being built up the road in Ashford. Our Terriers, which so often work the Vintage Set, have been on the railway longer by far than any of us; and our two Pullmans were built for the Hastings line nearly 100 years ago – I could go on."

Finally, in Peter's view, the jewels in the crown are the Maunsell coaches, which he regards as very special. He has found it very satisfying to get the 'Lowlight' CK (K&ESR No.55) under cover this year. C&W still have a pair of Mark 1s (TSO 85 and the RMB) to overhaul, but hopefully by the time these have been through the carriage shed the 'Lowlight' should be nice and dry.



*(via Peter Blythe)*



# It Seems To Me... by Sequitur

...continuing recollections of the preserved railway's 30th anniversary in 1991.

Although the celebrations commemorating the railway's successful arrival at Northiam the year before were beginning to subside, the mood in the Summer 1991 *Tenterden Terrier* continued to be positive. Not only was reaching Bodiam now a very tangible possibility, but thoughts were turning to Robertsbridge as well. An upbeat editorial pronounced that "...it is fair to say that the project stands an excellent chance of success and trains could be running to Robertsbridge again within the decade."

"Thirty years ago," it concluded, "the future of the Rother Valley seemed inexorably linked to the motor car – the 21st century could herald a valuable alternative."

Elsewhere in the magazine a full length-feature proclaimed "Robertsbridge gets the Go Ahead". Announcing the incorporation of a new company – Rother Valley Railway (East Sussex) Ltd. – it examined key problems that needed to be overcome – pretty much the same problems that continued to dog plans for the next 30 years.

The article concluded thus: "The next major hurdle will be finance... [the] Rother Valley Railway (East Sussex) Ltd. will be converted to a public company and an issue of shares will be made so that everyone can participate in this exciting project." Thirty years on, it's interesting to see just what has, and hasn't, changed. (*Heritage railway PLCs were all the rage at the time – Ed.*)

Meanwhile, the Chairman reminded members that 1991 would continue to be a year of change. One of the biggest changes was to be in the Accounts Department which, he noted, had been run virtually single-handed by one individual, who was now retiring. "We marvel at how he did it all," the Chairman, er... marvelled. He was to be replaced by a team of six (!) plus two part-time paid staff.

The Carriage & Wagon Department reported that No.82, the LNWR six-wheel saloon, had been repainted in that company's livery of carmine lake and flake white, as well as being fully lined out complete with an LNWR coat of arms. It re-entered service on 21st April, the same day as coach No.100 – the District Railway

coach – whose body had received no less than six coats of varnish.

Away down the line, the Forestry & Conservation Department was tackling the perennial issue of undergrowth or, judging by the photograph of a rail-mounted flail in action between Northiam and Bodiam, overgrowth. That said, the undergrowth was so bad that the contractor to whom the task had been awarded would only undertake the work providing the area around the track bed (the 'four foot') had been sufficiently cleared to prevent the flails from derailling. That took a heroic effort of more than 600 man hours by the Maidstone Area Group (who also sponsored the work), but the result was so good that trolleys would now be able to access that part of the line.

Among the trials and tribulations reported by the Operating Department was the arrival at Wittersham Road via low loader of BR electro diesel 73126 in Network Southeast livery. (*Or Network Southeast, as it was known to those of us who used it for longer than can possibly have been good for us.*) It was subsequently named *Kent & East Sussex Railway* in a ceremony at Tenterden Town station, and remained at the railway for a few days. A centre page photographic spread covered the visit, with a short feature somewhat inappropriately titled 'Full Steam Ahead, with Network Southeast'. It was, the department reported, a great success from the operating point of view. No mention was made regarding its commercial success, but it undoubtedly generated a huge amount of press interest – both nationally and locally.

The Commercial Department was ruing the now inevitable impact of the British weather as well as the diminishing Northiam novelty effect. Enterprisingly it was announced that the railway had joined with East Kent buses to encourage visitors from, among other places, Thanet and Canterbury to use public transport to reach Tenterden. The reward for those willing to make this epic effort (and probably a 5am start) was a 20% discount on train tickets.

The department was looking to the future too – although not necessarily long term: Santa Special bookings opened in April ("amidst some ribald



*Full Steam Ahead... or should it be full throttle? No.73126 leads some 'raspberry jam coloured' coaches.*

*(Brian Stephenson)*

comments"). Even so, 300 tickets had been sold when the magazine went to press in early July. And you thought it was bad now...

In a bucolic mood, it was also reported that the railway was benefiting from the effects of the television series *The Darling Buds of May* being partly filmed at Tenterden. Latching on to this, the Commercial Department launched a local advertising campaign that the railway was 'the perfect day out'. It drew fans of HE Bates's novel from far and wide. Coach companies from as far away as the Midlands brought parties of 100 passengers every other Saturday throughout the summer. One of our Mk1 carriages carried a small plaque announcing 'Ma and Pop Larkin sat here.'

Those readers of the magazine who habitually make straight for the letters page will not have been disappointed, with a variety of issues taxing correspondents. There was plenty of criticism, or perhaps it might be more helpfully construed as constructive observation. One letter writer ("We really did enjoy our visit – well done") was not keen on "the raspberry jam colour of the

coaching stock". (Blood and custard, we wonder, or the all-over maroon?) "But," he continued, "that top-hatted station master! He really is not quite right – more like a hotel doorman." Gold braid on a frock coat, and a red tie, were "quite wrong". He helpfully added that red ties were worn by porters. Perhaps he was job sharing.

Another correspondent observed that her early rides on the railway, when it first reopened, took place in an atmosphere "which, with a few exceptions, suggested that passengers were a necessary evil, to be tolerated, little more." But, she enthused, "How things have changed!", doubtless to the relief of all, while waxing lyrical that the railway had "the cleanest loos (complete with HOT water) in Kent".

Thus, flushed with success, the railway headed towards the autumn and busy winter season. Bodiam and even Robertsbridge must have seemed just a teeny bit closer through the murky lens of the East Sussex telescope. Perhaps there would be something really significant for us all to celebrate by the time of the railway's 40th anniversary in 2001.

# BOOK REVIEWS

## **The Kent & East Sussex Railway including the Rother Valley Railway (Colonel Stephens Railways Today No.2)**

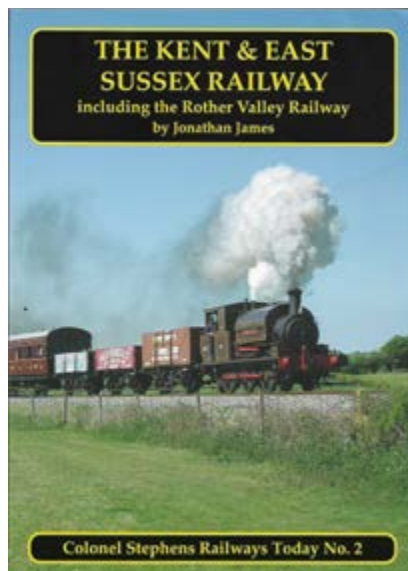
**Jonathan James**

*80pp, A4 format, paperback. Mainly colour photographs plus captions and some explanatory text. Published by Mainline & Maritime Ltd. ISBN 978 1 900340 80 9. £16.95.*

More than 50 years ago John L. Smith (Lens of Sutton) published the classic photo album *Rails to Tenterden*. The volume under review can perhaps be seen as its successor. As may be implied by the sub-title it is almost entirely about the period from the late 1990s to date, with particular emphasis on the past decade. A comprehensive set of well-chosen photographs illustrate most major aspects of the railway during those years.

Subjects illustrated include the Bodiam extension, the Colonel Stephens Museum, developments at Junction Road and Robertsbridge Junction as well as the locos and stock that have worked on the line. There is an unfortunate error to a caption on page nine which says that the line *climbs* from Tenterden Town to Cranbrook Road. In general this reviewer found this well-produced publication a nostalgic look back over some of his most active years on the K&ESR.

NP



## **Steam Trains Today Journeys along Britain's Heritage Railways**

**Andrew Martin**

*366pp, hard cover. Illustrated with a selection of centrally placed colour photographs. Published by Profile Books. ISBN 978 1 78816 144 2. £16.99.*

Publications about heritage railways are often effectively history books, *The Railway Preservation Revolution* by Jonathan Brown, from Pen & Sword Transport, being an example from recent years. *Steam Trains Today* is, by contrast, more in the style of a 'travel' book. In fact one might well benefit from reading the work presently under review immediately after the first mentioned title. A very comprehensive selection of railways are visited in the course of the narrative, including the K&ESR. The writing style seems aimed at the general reader as well as the enthusiast which perhaps accounts for the fairly modest price.

Andrew Martin is a prolific writer and evidently a railway enthusiast; much of the book's detail being factually correct. He nonetheless includes a few howlers; for example he states that the Somerset & Dorset became part of the Southern Railway in 1923 and also moves



Colonel Stephens' offices from Tonbridge to Headcorn! *Steam Trains Today* nonetheless includes much about personalities and peoples' motivation, an approach which this reviewer heartily approves of. A heritage railway is more than rolling stock and infrastructure and Mr Martin succeeds in capturing the mood and atmosphere of the contemporary scene.

The account of the author's visit to the K&ESR has been described to me as 'kind', which is certainly true. However, revealing that he found the Museum attendant asleep in a garden chair, although maybe amusing to those of us friendly with the likely culprit, comes across as somewhat 'unkind'.

NP

## **The Hythe & Sandgate Branch Line & Tramway**

**Peter A. Harding**

*32pp, paperback. 44 monochrome photographs. Published by the author. No ISBN number. £4.50, or £5.00 direct from the author at 'Mossgeil', Bagshot Road, Knaphill, Woking GU21 2SG.*

Peter Harding's series of booklets on railway byways is now quite extensive and his latest, about what is perhaps one of Kent's lesser-known former branch lines, is very welcome. The chapter about the history of the branch describes, in some detail, the Victorian machinations which accompanied authorisation and construction. The South Eastern Railway commenced services from Sandling Junction in 1874, but an intended extension to Folkestone, which would have provided an alternative route to the harbour, never happened and the line gradually declined into a sleepy backwater.

Closure of the Hythe–Sandgate section and subsequent reduction of the remainder to single track occurred in 1931. Passenger services were withdrawn for much of World War II but fully reinstated during 1945. Rail-mounted guns had appeared on the branch during 1940, the Royal Engineers involved moving on to Rolvenden and Wittersham Road the following year. Final closure of the branch came in December 1951.

Well-illustrated chapters include a description of the route as well as of the motive power and rolling stock which provided the services. There is also a section on the railway-owned, horse-drawn, Hythe and Sandgate Tramway which operated in conjunction with the branch and

closed as long ago as 1921, together with a brief mention of the Sandgate Hill Lift which ceased operating in 1918.

Altogether reminiscent of both *Railway Magazine* of the 1950s and the Kidner-era Oakwood Press, this is good value for the very modest asking price.

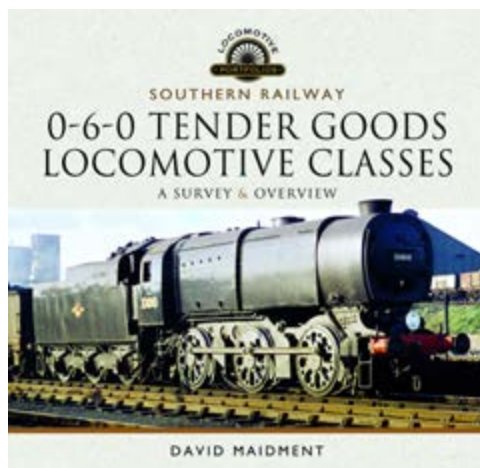
NP

## **Southern Railway 0-6-0 Tender Goods Locomotive Classes A Survey & Overview**

**David Maidment**

*275pp, hard cover. Very thoroughly illustrated with monochrome photographs and a rear section in colour. A data appendix includes locomotive diagrams. Published by Pen & Sword Transport. ISBN 978 1 52677 009 7. £30.*

A glance at the bibliography might lead one to conclude that this book features little in the way of new information about the subject matter. The author nonetheless duly acknowledges his debt to the work of others, not least the late Don Bradley of the RCTS. What is new is the detailed presentation in one volume of the 0-6-0s of the Southern Railway and its predecessors. Indeed, an alternative title could almost have been 'Classes 700, C2X and C, their Forebears, Contemporaries & Successors'. The main text commences with brief biographies of the relevant locomotive engineers from the elder Beattie to Bulleid, with the lives of Adams, Drummond, Billinton Senior, Wainwright *et al* outlined along the way. The major part of the book follows with class details, grouped by originating companies.



Some of these locos were sold on to minor railways. When, however, it comes to the L&SWR Ilfracombe Goods the author gets into an unfortunate tangle, confusing the Kent & East Sussex Railway with the East Kent. He states that the K&ESR had three examples of the class rather than the actual two, the third purchased by Holman Stephens for his Kentish lines having been for the EKR. These are similar errors in respect of SE&CR Classes O and O1, Ashford-based examples being used post-nationalisation on the 'former East Kent & Sussex Railway' and a colour section view of No.31065 on Rolvenden shed was apparently taken on the 'former East Kent' circa 1961! However, the captions to photos of O1 No.31064 at Tenterden Town and No.31065 at Headcorn and Rolvenden on 17th August 1953 are factually correct as is the account of which O/O1s were sold to the East Kent by the Southern Railway.

There is a (possibly unique) colour photo of *clean* Q1 No.33010 at Hither Green in 1959 on the jacket cover as well as in the book itself, and the author includes illustrations of relevant 4mm scale models in his own collection.

The aforementioned errors are a pity in this generally worthwhile and readable publication; we hope that there is nothing else to be found.

NP

## **The East Kent Railway The Line That Ran to Nowhere**

**John Scott-Morgan**

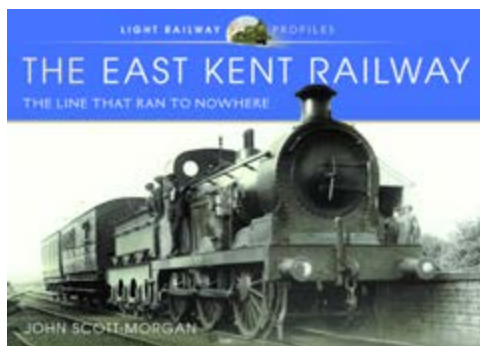
*208pp, landscape format, hardback. Approx. 200 monochrome photographs and one map.*

*Published by Pen & Sword Transport.*

*ISBN 978 1 52672 685 8. £25.*

John Scott-Morgan has written many transport books on light and other railways using his extensive knowledge of photographs, and has added to the limited number of works on the East Kent Railway with this photographic album.

The line itself is of complex historical interest. Born in great optimism for the newly discovered Kent Coalfield the railway was the only outcome of numerous plans for railways in the area. Conceived to carry coal from at least ten planned collieries it soon reverted to a truly rural railway, with a heavy coal flow from one fully operational mine for a few miles at one end. Running from Shepherdswell to Wingham, with an intermittently operating branch to Richborough Port, its



originally projected destination, it progressively opened from 1911 with passenger services from 1916. Services ebbed away, with the final passenger trains in 1948, and progressive closures back to Tilmanstone Colliery over the next three years. The line shut with the colliery in the 1980s. Enthusiasts have reopened the remaining section.

The East Kent Light Railways were unusual even by Holman Stephens' standards, for he was engineer, builder and manager for a railway of huge ambition. The correct plural title involved no less than 40 separate statutory railways, planned in detail to serve an extensive coalfield and associated facilities, which largely failed to come to fruition. Following the failure of the promoters of the grand design, and solely through Stephens' personal efforts, a very lightly built, poorly funded line eventually emerged. This usefully served the only operational colliery and did a great deal to encourage a brisk horticultural business, until that traffic was stolen by road.

Regrettably this complex history is covered in this work with only a few pages of rather whimsical essays at the beginning. Photographic captions fill in some of the missing detail, but frequent errors are against providing a definitive work, which has fortunately been done by others.

The photographs are of course the core of this album. Virtually all are full page and follow a comprehensive and logical layout with useful close-ups of stations, locomotives and rolling stock. However reproduction is perhaps not fully up to modern standards.

On the whole a good reference work for modellers and useful to the very general reader, though a little expensive if the full cover price is paid. It is nevertheless welcome as a rare addition to the East Kent Railway's rather limited canon.

*BMJ*

# Past Stalwarts of the K&ESR

*How often do we consider who were the people who kept our railway going in past days? Some personnel were colourful, others dutiful, but all kept the line going to our ultimate benefit. Here are a couple of pen portraits by Charles Judge of long-serving drivers and pioneers of the Railmotors.*

## George Nelson Wood (1895–1964)

A native of Cornwall, George Nelson Wood was born on 11th December 1895. His grandfather was stationmaster at Kelly Bray (later Callington) on the East Cornwall Mineral Railway for some 39 years.

Nelson, who did not seem to use his given name George, had four siblings, the two elder of whom, Frank and Teddy, worked on the local line as enginemen. At some stage, probably during the reconstruction of the Callington line, Nelson met Colonel Stephens and was persuaded to come to Kent, where he was employed from June 1910 as an engine cleaner at 12 shillings for a 60 hour week (60p; £75 today) He was to become, apart from a declared two years of military service during the Great War, a fixture of the Rolvenden scene.

Nelson came to drive all the locomotives and

Railmotors including Northiam (disguised as Gladstone) in the film ‘*Oh, Mr Porter!*’ He claimed to have been, despite his youth, driver of the steam railmotor on its last run in 1912. He was certainly one of the first to drive a Ford Railmotor set, and was filmed doing so in a newsreel item (which is on show in the Museum).

A known favourite of the Colonel during his lifetime, Nelson uniquely got away with joining the NUR (Ashford No.1 branch) as a fireman in 1918, something that would normally have led to instant dismissal. He was rumoured by some to receive slightly higher wages due to favouritism, although by 1947 his pay (£5 19s 0p per week; £219 today) was the same as that of other drivers. He certainly had charm, and was reputed to have an eye for the ladies; he married Hilda Clark on 10th January 1925 at St Mildred’s, Tenterden and had children. A popular and resourceful employee of the railway, he served as a driver



*Nelson Wood (left) with Bob Blair on the ‘Ilfracombe Goods’, K&ESR No.7, c1927.*

*(CSRM)*





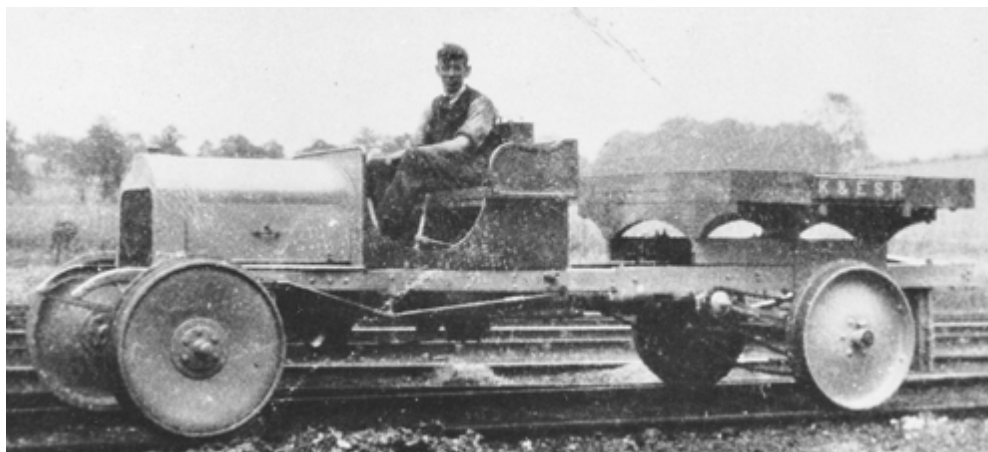
*Nelson Wood with the Shefflex Railmotor, c1930.*

(CSRM)

at Rolvenden until the shed closed in 1954. As a confirmed resident of Tenterden he refused a transfer to one of the only available driving posts at St Leonards, and was moved to Ashford, whence he travelled by bus; he was employed on shunting duties until he retired in 1959. In the early days of preservation he took an active interest, but died on 29th January 1964.

### **Bert Hunnisett (1888–1938)**

Born at Robertsbridge on 9th March 1888, Bert was active in the village, but worked in agriculture rather than on the railway. He served seven years in the Volunteers/Territorials, 5th Battalion Royal Sussex Regiment, at Ticehurst. He then emigrated to Canada in 1911 to join two



*Bert Hunnisett on the prototype Railmotor, c1922.*

(CSRM)

of his older brothers, Frederick and Horace, in Montreal. In 1914 Bert's occupation was given as a car cleaner (presumably 'cars' means railway carriages).

Bert joined the Canadian Army on 21st November 1914 and probably shipped to England soon after. On 6th May 1915 he married Florence Elsie (Florrie) whom he had probably met in England. He then shipped to France in September 1915 as part of the Canadian Army Service Corps. Apart from three periods of leave he couldn't settle with Florrie until discharged in England in May 1919.

At first living in Penge he may have joined the K&ESR in the next year or so, possibly through his Robertsbridge connections. Col. Stephens would have had no problems with employing him in view of his Army record, as well as his apparent wartime transport experience. He and Florrie moved to 5 The Bungalows, Rolvenden Hill (Tin Town) in July 1921 though sadly Florrie committed suicide in 1926. He married again, to Dorothy Magrath, and had two children who

continued to live in Tin Town for many years, ultimately owning the bungalow.

On the K&ESR Bert seems to have become a specialist in the Railmotors. He is almost certainly the driver in the unique photo of the pioneering Wolseley-Siddley rail truck, and appears in photographs of both the first Ford set and the official portraits of the second set. It seems probable that his expertise was used to successfully launch the Railmotor sets. Never widening his experience to steam he seems to have diversified to fill in as station agent at Rolvenden. His nephew recalls that he saw him, in typical K&ESR improvisational fashion, actually push cows off the line in order to carry on a Railmotor journey. He continued to drive until at least August 1931, but soon after became station agent at Wittersham Road. Developing cancer, he died in a London hospital on 11th June 1938; he was buried in Rolvenden churchyard, at a funeral attended by Tonbridge and K&ESR notables.

*Sources: Tom Burnham  
The Hunnisett Family*



*Bert Hunnisett attends to Ford Railmotor No.1 at Rolvenden.*

*(CSRM)*

# The Railway Ogre

*It's nearly Christmas, which seems like the right time for a children's story – one written by one of our younger members, nine-year-old Fraser Douglas. Fraser wrote this as a home schooling project during lockdown with the help of his Grandma Carol, who as we record elsewhere has sadly since passed away. Let's look forward to the day when grown-up Fraser is writing articles for the Terrier about how he follows in his father's footsteps and drives trains. The illustrations are by Michelle Kenward.*

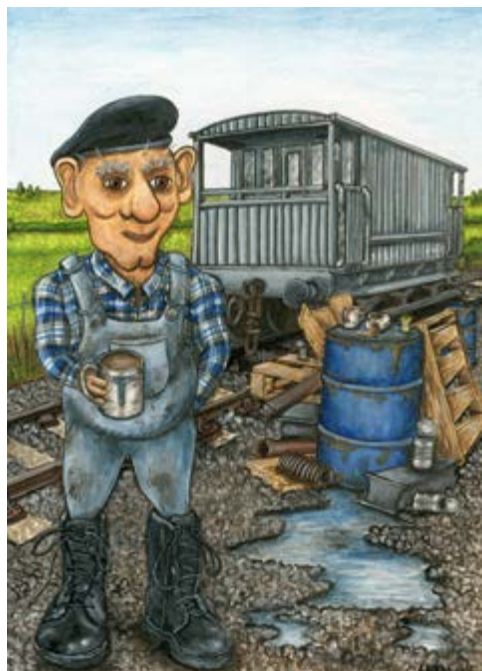
## Introduction

The Railway Ogre is one of the most endangered types of Ogre. The reason for this can be found out if you read on. They are generally quite grumpy but can drop that habit on special occasions and become rather friendly, cheerful and jolly. The Railway Ogre is called Tommy.

## What does the Railway Ogre look like?

Tommy is fully mature but is only small; he has small wisps of white hair on his head. He has small hands and feet and rather a large tummy. He wears a clean blue checked shirt over which are a pair of dirty greasy overalls that are also covered in coal dust.

On his head he wears a small, black beret which is also covered in coal dust and sooty smuts. He also wears a pair of enormous (only by comparison to him!) black, clumpy boots. When it rains he wears a tarpaulin cape.



## Where does the Railway Ogre live?

Tommy and his companions are now an endangered species due to their railway environment being closed to passengers during the 1950's. When the railway preservation started during the 1960's Tommy's environment was saved.

Tommy's home is an unused railway brake van with a covered veranda at each end. His home is situated in Orpin's Siding just outside Rolvenden Station. This is conveniently placed for catching a train to Tenterden or Bodiam and for transport to Rother Bridge. He also uses the river network for travelling around. Tommy and his companions now have a safe and secure home.

## What does the Railway Ogre eat?

Tommy has a mixed diet. He forages the trackside, fields and hedgerows for berries, nuts and mushrooms. He also collects grain from the



fields to turn into flour and gathers wild herbs from the woods.

He also eats fish which he catches from the Rother and he's sometimes lucky enough to catch a pheasant. Both of these he cooks on a shovel over the fire in the engine's firebox. Tommy drinks water from the water towers under which he normally showers.

### **What good & bad habits do Ogres have?**

One of the best habits of a railway ogre is foraging for extra food during the summer, ready for the cold winter. On the other hand, they like to go into railway mess rooms and make a picnic of apple cores, half-eaten bags of chips and stewed tea served in greasy mugs ... Yuk!

### **What would you find in an Ogre's home?**

In Tommy's home you would find old food and drink, torn toys, rotten lumps of wood and generally a huge mess.

### **How do Ogres look after their children?**

Ogres and Ogresses have odd and old-fashioned ways of looking after their young. The ogre does



the jobs while the female stays at home to look after their children. This may seem a bit normal but the Ogre says he does this to divide and... CONQUER!!!

### **What are the Railway Ogre's hobbies?**

Tommy's hobbies include the following:

Playing *Hide the Tokens*, fishing, swimming and boating on the Rother. Occasionally, he might go for a footplate ride to Bodiam. Oh, that brings us nicely to our next piece...

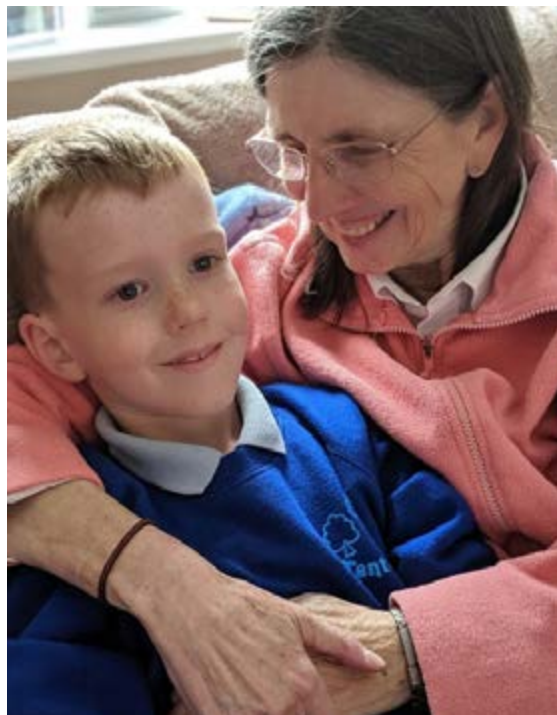
### **Holidays**

Once at Bodiam, Tommy the Railway Ogre walks down to Bodiam Castle. But that's just one of his amazing holidays, the rest are listed below:

He uses all forms of transport to go to these places:

London, France, Holland and Belgium, Rye Harbour and global cruise ship holidays.

So now you know what you'll find at the Kent & East Sussex Railway! Railway staff, now you're prepared for seeing Tommy!!!



*Carol Douglas with budding author Fraser.  
(via Helen Douglas)*

## Notes for contributors

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

### Content

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

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

### Text

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

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

### Photos

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

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

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

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

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