



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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**FRONT COVER**

No 3 on the Chimney Charter  
(Ralph Tilley)

**BACK COVER**

The last train of the 2009  
season leaves Bodiam on 3rd  
January 2010 (Robin Dyce)

# Tenterden Terrier

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# Editorial

## I've Been Here Before...

Having been a member of the Company and its predecessors through nearly five decades I sometimes get the feeling that I've seen it all before. This has particularly been true about the issue of the Kent & East Sussex Railway's Heritage and Image Policies which was raised at the AGM in October and also mentioned in 'From the Boardroom', *Tenterden Terrier*, winter 2009. This has to be at least the fourth, or fifth, time this has come up over the years and, as previously, time consuming passions have been aroused. What began as the colours of Rolvenden signal box has now expanded to "What are we?" to quote the 1990's version of the same argument. As in the 1960's, to go even further back, the membership is now to be consulted. The necessary documents may be going out with this issue of our journal but if

they do not they will be with you before too long. This may seem a healthy way of involving members -indeed it is - with the possible options ranging from a Southern Region image, through versions of traditional K&ESR to a 'train set' free-for-all. It is not, however, the place of the Editor to try to influence the outcome. It may nonetheless be timely to mention that people are entitled to their opinions and that if someone disagrees with you, particularly if you find yourself in the minority, they may actually be neither a knave nor a fool.

**Nick Pallant**

## Stop Press!

Since the editorial was written a great deal of thought has gone into setting up the consultation process and this is continuing. We are now able to tell members that the resulting documents will be issued with the summer issue of the *Terrier* in July this year.



(Paul Wilson)

# Lineside News

*Compiled by Duncan Buchanan*

## COMMERCIAL

### Chairman

Here we are again at the eve of a new season and the inevitable question is “how will we do”? Undoubtedly 2008 was a disappointment with a loss of some £50,000 but I am delighted to be able to announce that the preliminary, unaudited, accounts for 2009 show a massive swing back, with a profit in excess of £100,000.

But the economic outlook for 2010 remains enigmatic. As I write (mid February) the Isle of Sodor has suffered cold, wintry weather and is currently covered by six inches of snow; unsurprisingly, bookings for a Day Out With Thomas™ are below target. Nevertheless, we have a full and varied programme of events throughout the year so let us hope the sun will shine and people will continue to take their holidays in England.

We have two investment projects for 2010, each significant in its own way and each the subject of an appeal for yet more of your donations. Your Board has approved the extension to the carriage shed which will create much needed additional covered working space, including over the pit. This will cost some £140,000 and should take about a year to complete. The other project is the restoration of the Cavell Van in time for the 90th anniversary of its use to convey the coffin of the Unknown Warrior from Dover to London on 10th November 1920. As I write, we await the outcome of an application for a grant to the Heritage Lottery Fund.

Your Board has already started a consultation process, to involve the whole membership, on a new Heritage and Image Policy to reflect issues raised at the last AGM. And later in the year, we will be consulting on a revised Rolling Stock Policy. As the Editor has observed, new policies are apt to be controversial but that perhaps is the penalty for seeking comments from all those who share a passion for our Railway.

Finally, during this past year we have sadly had to say a final farewell to some of our volunteers, including those who were involved at the very beginning of the heritage railways movement but at the same time I am glad we are still welcoming new faces to replace them.

### General Manager

It was great to finish the year strongly with

Santa Specials income some £10k above budget. 2009 was an excellent year financially, with rising visitor numbers (that seems to happen every three years) and some good capital investment. One of the most striking investments was the new leaflet store and information centre. Thanks to some swift undercoating by the Tuesday Gang and some excellent internal fittings by Richard Seddon's theatre fitters and John Liddell, it was ready for use at the beginning of December. Even in darkest January, there have been visitors inside obtaining information about K&ESR and other attractions. We also have tidied up along the Pullman dock where the sleeper wall was collapsing. Once painted another eyesore will have been removed.

Operating the Santa Specials in the appalling weather conditions, and we did not cancel one train due to the weather, was a tremendous achievement of which we should be proud. There were no injuries to passengers and in fact the only accidents were three separate incidents of vehicles hitting the fence outside Tenterden station. The three separate areas have been repaired by contractors for the parties concerned.

Last year at this time we reported that the Evacuation Week was fully sold. This year not only is it fully sold, but we have added an additional day into the event. Advance bookings for 2010 are around the same level for 2009 which suggests we should have a satisfactory year. The most exciting project for this year is the much needed extension to the Carriage & Wagon Shed – more about that elsewhere.

We continue to need more volunteers for behind the scenes administration jobs. The tragic unexpected loss of Stan Kemp our Volunteer Support Officer leaves an important role vacant.

### Shop

We can look back on a very satisfactory 2009 with the budget reached. Things would have been even better but for the usual low spend per head throughout the Santa Specials. We had a couple of very good Santa days with some high Christmas present spending but this was balanced out by some rather poor days. I think the high standard of the presents given on the





*Shop staff pose during their staff dinner (Martin Easedown)*

train is one reason for the fairly low spend as there is no need to buy another gift in the shop! It is interesting to note that Santa spend per head is only about a third of that achieved at a Thomas™ event. We were helped however by the success of the new Brian Hart book on the Railway, which despite its high price tag, was recognised as a quality product and sold well.

The shop staff held their annual get together in January, which this year was held in the Tenterden station refreshment rooms. Our catering colleagues did us really proud and laid on a magnificent three-course lunch at exceptional value. Highly recommended and we shall be back next year.

The special commission Dapol 00 gauge wagons continue to sell well and another local hopping van is due with us soon. The theme of this year's mugs will be the anniversaries regarding the reopening of Northiam and Bodiam stations and so two types will be available. The designs will also be used for limited edition thimbles. There are also four new designs of postcards for this year and other options are being looked at to introduce fresh stock this year.

We would like to welcome Barbara Wright to the ranks of the shop staff this year who will be at our cosy little Bodiam shop/refreshment outlet: on a lovely summer's day there really is no other place to be!

### **Catering**

During 2009, all outlets performed satisfactorily, with Bodiam shop/refreshment sales again showing strong trading. Northiam too has seen a welcome improvement and further enhancements should be in place for the main season.

During the New Year closure period, concerted efforts have been made to finish off outstanding fitting works in the Station Refreshment Rooms. Experience had also shown that the ratio of chilled and ambient counter display was incorrect. Accordingly, a chilled display cabinet that matches our existing range was sought and purchased via a well know internet auction site. At just three years old, this high quality commercial grade cabinet proved excellent value at one tenth of its list price. As part of the installation of this counter, significant improvements have been made to the presentation of goods on display by the use of standardised price and labelling systems.

Also newly fitted is a dishwasher steam-extract system. As a quote for the work to be carried out commercially was prohibitive, another eBay bargain was sought! This too was obtained at a knockdown price and should make our loyal dishwashing staffs' task much more pleasant in the heat of the summer. Kitchen temperatures generally have been lowered by a new mechanical ventilation system: it is hoped that staff will not complain of being too cold now!

A number of private Christmas functions have again been held in the Station Refreshment Rooms, including those for both our C&W and Shop Departments. Further private functions are also booked for the first quarter, boosting income at this quieter time of year.

### **Wealden Pullman**

Once again, the season concluded with the ever popular New Year's Eve train. The clamour for accommodation on this prestigious service shows no sign of abating, with demand far outstripping capacity. Many guests are regular

customers, both throughout the season and at each New Year. Much positive comment has been received on the excellent atmosphere created and the obvious enthusiasm of the staff for their duties. New season bookings are again at an advanced level, although there is a significant reduction in charter business.

This is largely due to the limited accommodation available following the withdrawal for overhaul of Maunsell NBO 54: many private functions require in excess of 69 covers. Unfortunately there is currently no capacity for the overhaul work required, so this

situation is likely to continue for some years.

This winter, Dave and Matt Stubbs have replaced the collapsing sleeper and rail retaining wall that formed part of the Wealden Pullman dock wall. When a small amount of concreting has been completed, this will greatly improve both the appearance and safety of the area: Pullman staff had previously to negotiate numerous tripping hazards in the dark after the train had returned to the dock at night. In conjunction with these works, upgraded power and water supplies are being installed to minimise trailing leads and hoses.

## MOTIVE POWER

### Steam Locomotives

**No 3 'Bodiam' (32670):** Passed annual boiler inspection and available for service. The new chimney casting has arrived and received a good coating of protective paint- ready for installation as time allows. We intend to get the maximum life out of the old one!

**No 8 'Knowle' (32678):** Passed annual boiler inspection recently and available for service. Some works were required in the firebox to build up wasted rivets and replace others with patch screws- all under the scrutiny and approval of the boiler inspector. Whilst out of service for the boiler inspector the side rods were removed to take up the excessive slack that had developed. After a minor hiccup with one side both sets of rods are fitted and the loco has been successfully tested.

**No 11 'P Class':** Also recently passed annual boiler inspection and available for service. The reverser mechanism had become very worn and has been overhauled, with new components being manufactured. At the same time a broken spring was replaced.

**No 12 'Marcia':** The fitting of the coupling rods has finally been completed. This was a bit of a long drawn out exercise due to the difficulty being experienced getting readings for the axle centres. When this had been achieved by towing the loco up and down the yard a couple of times, to settle the axle boxes and springs in the horn guides, this dimension was transferred to the coupling rod bearing centres. The coupling rods could then be fitted to the crank pins and these are now installed and all cotted up.

In the mean time a lot of effort and hours were expended in attempting to obtain an acceptable finish for the paintwork top coat on the cab, tanks and bunker. It was not possible to do this

under the atmospheric conditions which exist in the loco workshops at Rolvenden but hopefully space will become available in the C&W workshop in the near future.

Unfortunately, as a result of the slightly haphazard storage of the dismantled components of the locomotive during the mid 80's the original whistle was mislaid, however, a similar one, of Peckett manufacture, has been obtained. This and the associated pipework have been installed.

**No 14 'Charwelton':** The complex and intricate lining out has been finished. There is still some testing to carry out before 14 enters service fully for Branch Line weekend in March.

**No 19 'Norwegian' (376):** The frames are now looking very much better as painting progresses. The tender tank is due to be sent away for internal shot blasting and hot galvanising. Whilst the tank is off, the tender frames are in the shed being cleaned of 10 years grime and filth and restored by the Saturday gang. Meanwhile the valve chests have been bored out and Peter Cloake has started fitting the slide bars.

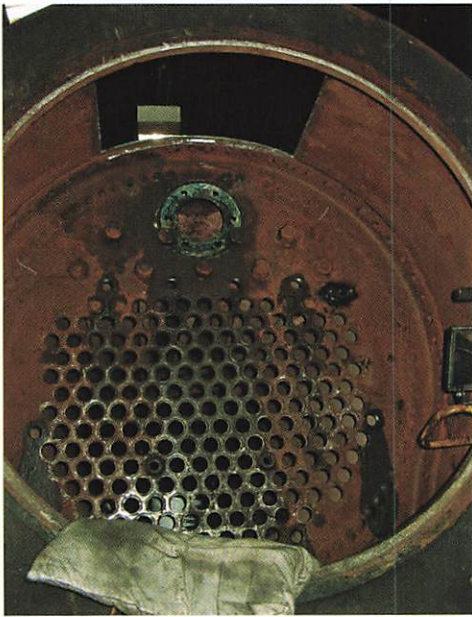
The air pump is almost ready to test. John Clark continues the mammoth task of the machining of the axleboxes ready to fit to the wheels. When accurately measured the frames show how much of a hammering they got when the old girl was on snowplough duties - nothing really lines up!

The plan is to have a rolling chassis by December 2010.

**No 21 'Wainwright' (DS238):** In store awaiting overhaul.

**No 22 'Maunsell' (65):** On standby during the Santa season but really needs new smokebox





*No 25's smokebox with chimney and smokebox plate removed (Paul Wilson)*

components to be fitted and springs sorted out.

The temporary blast arrangements fitted to improve steaming have now worn out and will be replaced with new cast items. These are now with us but caused the foundry a few problems due to the intricate shapes and internal passageways needed. The finished casting is most impressive. After machining the new components will be fitted for many years of service.

**No 23 'Holman F Stephens':** Available for service.

**No 24 'Rolvenden':** Back in service after 13 rivets below the firedoor ring were replaced and a steam test carried out. A broken spring was changed after Christmas. In August 2010 this loco will fall due for 10 yearly overhaul.

**No 25 'Northiam':** Work continues to needle gun the boiler barrel. Internal inspection of the boiler has been carried out and remedial works identified. At this stage the boiler will be left in the frames until we are ready to have the lower part of the firebox and foundation ring inspected. All the old boiler tubes have been removed to allow access for crown stay replacement.

We are presently trying to track down any patterns that may exist for the regulator head

and the steam pipe elbow in the smokebox. To have a new pattern made for the regulator will cost around £2500, so if we can find one around there is a significant benefit.

**No 30 GWR Pannier (1638):** The badly worn pistons, piston rods and crossheads have been sent to Tysley. New piston heads and rods are being made and will be returned for us to fit. New slide valves have been procured and fitted. The valve rods have been built up (in the same way as we did on 24) to restore the correct diameter and alignment to the spindles. With new piston rods and built up valve rods we ought to see an end to the issue of constantly blowing packing.

The annual boiler inspection is now due and booked for early March by which time the piston repairs should have been completed. Kev Jones is giving the paintwork a bit of a re-vamp whilst the loco is in the shed, on return to service she will look a lot smarter.

### **Diesel Locomotives**

**No 40 'Ford' (BTH):** During the recent A exam it was discovered that one of the big ends required re-metalling. This has been done and the loco is back in service.

**No 41 (Ruston):** Now stopped for 6 monthly exam.

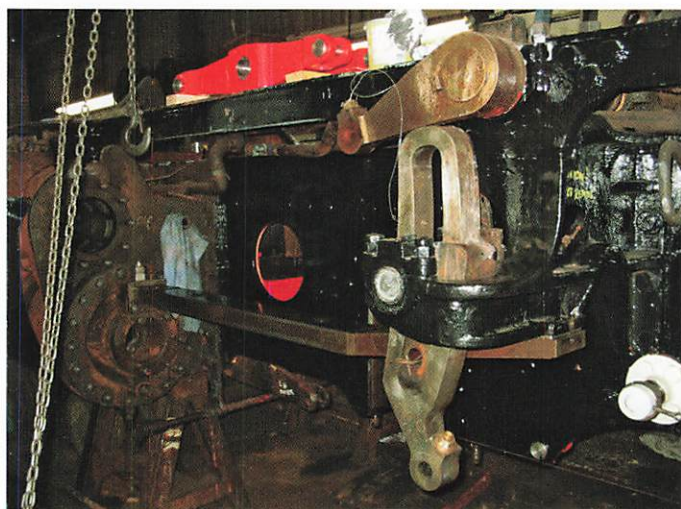
**No 44 'Dover Castle' (Class 08):** Unfortunately work has been held up due to lack of workshop space and the appalling winter weather. It is impossible to work outside in temperatures that are close to or actually sub zero and therefore the major overhaul is ongoing.

**No 46 (Class 03):** In service.

**No 20 (GWR Railcar):** "Thank You" again to all who have donated and continue to donate to the GWR Railcar Appeal. The Appeal has now reached £22,652 including the benefit of gift aid recovery.

A lot of painstaking effort has been expended to date on painting brake gear, bogies, wheel sets, axle boxes, vacuum exhausters, exhaust lubricators, drive shafts, gearboxes, high/low ratio gearboxes and not forgetting the numerous bolts brackets and fixings that abound below the floorboards of the Railcar.

The two gearboxes and their mated high/low ratio gearboxes are being fitted back onto the underframe. A novel touch is the picking out of the "AEC" logo with blue and red paint reminding many of the badges that were fitted



*The Norwegian's slide bar assembly, the thin alignment wire is used to make sure things line up as near as possible. (Paul Wilson)*

to thousands of buses when radiators were in view on the front of the bus.

All brake gear on the Headcorn end bogie has been re-bushed and new pins fitted as necessary. The bogie frame, wheels and brake gear have all been painted black.

The four sets of three bogie bolster springs have arrived from the manufacturer and will be fitted soon. Interestingly they were manufactured to the original construction drawing located at The National Railway Museum Archive at York.

All four axles have been ultra-sonically tested and are fit for use. It has been decided that wheel turning is not necessary as the wheels are close to the required profile and ample tyre thickness is available.

New rubber mountings are being fitted on radiators, gear boxes, bogie spring hangers and bogie rubbing plates.

The intricate task of refurbishing the twelve sets of window top lights is in progress. Occasionally the need for small brass parts is necessary and these are being ordered once quantities are determined.

#### **Planned Working Dates - January to December 2010**

Every Wednesday throughout the year January to December.

There will also be options to work on the railcar other days midweek, please contact Alan Brice

the Carriage & Wagon Shed Foreman for details of work available.

Also the following Sundays.

March – 7th & 21st.

April – 4th & 18th.

May – 2nd & 16th & 30th

June – 13th & 27th.

July – 11th & 25th.

August – 8th & 22nd.

September – 5th & 19th.

October – 3rd & 17th & 31st.

November – 14th & 28th.

December – 12th & 26th.

**Class 108 DMMU:** In service. There has been an engine change in each of the carriages within the unit. All

four engines have now been overhauled and are running well. The next stage will involve another engine being overhauled and available as a maintenance spare to replace any of the existing engines now fitted.

#### **Cranes**

**No 133 (10T Taylor-Hubbard):** Recently passed annual lifting exam and shortly due for boiler inspection.

**No 151 (36T brakedown):** Presently stopped for washout and annual boiler exam. Richard Moffatt is carrying out minor alterations to the roof to make boiler filling and dosing with treatment chemicals a lot easier.

#### **Plant**

**TRAMM 98211:** In service. The TRAMM is starting to look a little sorry for itself. There is a need to catch the old tin-worm (rust) before it gets out of hand by repairing/replacing corroded body work as necessary and then giving this particularly versatile machine a coat of paint. All works are entirely dependant on resources, particularly access to workshop facilities, so works will be done as and when possible.

**07 Tamper (73250):** In service. The Tamper has completed a couple of shifts around the railway and has produced much improved track as a result. The installation of a computer measuring/lining system has increased the capability and quality of the machine. The machine is running well.



## Mark 1's

**SK No. 63** has been painted 'one side only' as anticipated and, looking very smart, is now available for traffic.

The overhaul of **TSO No. 68 (BR No. 4355)** the 'Avon Coach', is nearing completion at the time of writing and will definitely be available for service during the 2010 season replacing well worn **TSO No. 85 (BR No. 4640)** which is due a general overhaul in due course. No. 68's seats have been reupholstered in an attractive blue moquette by our usual contractor. It is intended to replace the GWR type sliding band vacuum cylinders with the sliding band type (K&ESR/SR standard) at an early opportunity. These are being obtained from our colleagues at the Bluebell Railway C&W. If any Great Western group which reads this would be interested in making an offer for the redundant, but serviceable cylinders, would they please get in touch with C&W (same email address as the Editor, see front page).

**DBSO No. 75 Petros** has now been withdrawn from traffic pending a much needed major overhaul due to start in the spring. *Petros* has been in almost continuous use for many years and probably holds the mileage record for the preserved K&ESR. While the overhaul is progressed **BSO No. 73** will substitute on the 'A' set and will provide accommodation for people with disabilities, albeit on a reduced scale compared to the spacious saloon in No. 75. To this end, the luggage cage has been temporarily removed, the interior of the resulting open area being made more appealing by scumbling the walls and providing durable lino. Access will be via a portable ramp of the same type used with the Vintage train and by Network TOC's.

## Vintage Coaches

The 'Woolwich' Coach (**K&ESR No. 67**) has been the subject of much attention over the winter months and should have been returned to service by the time this report is published. The livery on this occasion will be late LMS maroon with yellow and black horizontal lining (the final livery which the vehicle carried in main line service). It's worth mentioning that we are using Craftmaster paint this time (as carried by *Tornado*) this product also having been used for the part repainting of Mark 1 No. 63. We await with interest to see how the

new paint stands up to the rigours of the Rother valley's salt-laden air. The LMS No. will be the historically accurate 27687 as researched by Brian Janes and applied, together with other lettering, thanks to the skills of Meg Gooch. The opportunity has also been taken to rectify various bodywork defects which had developed during the coach's five years regular service on the Vintage Train. The overall appearance of the new livery is quite striking and should sit well with the overall appearance of the Vintage set

## L&NWR Balcony Saloon (K&ESR No. 82)

The start of bodywork repairs and a full repaint has been delayed due to other demands on the C&W department. It is nevertheless intended to start on this work during 2010.

Work on the **LC&DR 'Ashford' Brake, SE&CR No. 3062 (K&ESR No. 98)** steadily heads towards completion of this Volunteer led project. Glass has appeared in the windows, the first coats of paint to the interior and the materials necessary for the seat frames have been obtained. People are even beginning to talk about painting the exterior. We continue to be grateful to the Ashford Area Group for financing this restoration not least because it is effectively a memorial to the late Eric Graves who did so much to encourage the preservation of No. 3062 and its sister vehicle No. 2947 (**K&ESR No. 88**)

## Wagons

**Medfit Nos. 157 (BR NO. B460168)** has returned to traffic in ex-works condition thanks to the sterling effort James Palk and his wagon group. James, together with Ed Gascoyne, was even snowed up in Tenterden for three days during the final stages! We look forward to the wagon's appearance at various special events through the year.

## People

Following the success of the 2009 post-Christmas C&W staff meal in 2009, this event was repeated, again in the buffet, on 23<sup>rd</sup> January 2010. It proved to be a most pleasant social event, thoroughly enjoyed by the Volunteers, paid staff and wives who attended. Thanks must of course go the Catering department staff and Volunteers who made the occasion possible.

### Permanent Way

A busy few months for the Permanent Way Department, which has led to us working out in heavy snow, rain, wind and shine to perform various enabling works in preparation for the many planned winter works.

This started during early November, with the need to deliver approximately 200 concrete sleepers to Oxney Curve near Wittersham, where we had noticed that a few of the chair fixing screws had started to degrade. The decision was taken to err on the side of caution, and completely re-sleeper the curve during a week in mid-November. This renewal was successfully completed in the time planned, with sufficient time allowed to ensure that the site was left clear of all debris.

Immediately after this project was completed, we had a delivery of approximately 300 Tonnes of ballast. This was delivered, loaded and unloaded all within one day, the ballast not even having chance to settle at Wittersham Road! All of this ballast was distributed along the Rolvenden to Wittersham Road section of the railway, which we regard as one of the most challenging sections of the line as it suffers worst of all with many dropped rail joints. However, through a combination of fishplate replacement, greasing, shimming and tamping we are slowly managing to get on top of the situation and a noticeable improvement in ride quality has been achieved.

The two tampers have been out quite a lot, compared to usual, with the 07 tamping from Rolvenden to Newmill Bridge in one day, and the 08 tamper lifting and lining the site of the Oxney renewal, and the two straights either side of it. The ballast regulator has also been hard at work, preparing the ballast prior to tamping and then tidying up again afterwards.

Also during the final part of 2009 works were completed on the siding at Ewhurst, between Northiam and Bodiam, for storage of the 'Rot Stock' that had previously been stored on the End Siding at Bodiam.

A further job that has recently been completed is the refurbishment of the Rolvenden Yard handpoint. This was deemed to be a priority job before the commencement of this years running season owing to the important nature of this point. If there were problems with this particular piece of track, there is the potential

to disrupt an entire days service. The rail was removed from the edge of the pit through the cross over unit to the end of the points. The timbers were removed and then an under track duct was installed for electricity and for drainage. This job was completed over four days, including final ballasting. It was planned to take just three days, but the heavily corroded state of the ironwork when exposed led to another days work being required. We do still have another days work to complete the job, which includes clearance of the last of the materials and debris from the site back to Wittersham Road.

We spent a few days dropping out rails and sleepers around Orpin's Curve, between Rolvenden and Tenterden, in readiness for the renewal of the track at this location where we removed the old bullhead rail and wooden sleepers and replaced them with flatbottom rail on concrete sleepers, using most of the last of our flatbottom materials left over from the Bodiam extension in 1999. The renewal has also given us the opportunity to further strengthen the formation here, which will help to keep up the track quality. This will save valuable time for Martin Hockley's crew who spend many man hours at Orpin's replacing sleepers.

We have much more work to carry out during the coming months, including repair and refurbishment of the many dropped joints that we seem to suffer from endlessly, regular track inspections, routine sleeper replacement, jacking and packing; the list goes on! But we are also intending to have a drive to clear up redundant and scrap ironwork around various locations, initially starting at Wittersham Road and then moving outwards. This is being driven in part by the constant problems we are having with security at Wittersham Road.

It goes without saying that all of these jobs take considerable time, effort and people to complete, and we are sincerely grateful to all of our staff for their time and energy that they devote to the department, but as ever we are still on the look out for more staff to volunteer in the Permanent Way department. If you are interested please drop your contact details in the Permanent Way pigeon hole at Tenterden, or grab a member of Permanent Way staff when you see them and have a chat with them.





*Tamperer 7325 in action at Willow curve (James Palk)*

## S & T

The annual telegraph pole survey was done in late summer. Following this we have put up three new poles along the length of the line. Two poles have already had the wires swung on to them leaving the pole at the Wittersham end of Oxney Straight to be done.

The new pole at Cysters has also had all the wires swung on to it. The job here needed the old pole being sawn off by twelve inches three times to make room for the wires on the new pole! Also at Cysters the line of hawthorn trees under the wires have been taken away. This also improves the sighting from the crossing towards the station.

Permanent Way works at Oxney needed the wires removed for plant access. The wires were put up again shortly afterwards, and final tensioning has now been completed.

## Tuesday Group Report

Everybody in the Tuesday Group was stunned and saddened by the completely unexpected passing, on Friday 29th January 2010, of Stan Kemp.

Stan, who was also Volunteer Support Officer of the K&ESR, joined the Tuesday Group for the first time on Tuesday 24th February 2004 when

we had just started work on renovating No.1 Cottage at Northiam.

Stan's varied skills, quiet attitude and sense of humour will be greatly missed.

At the beginning of October we spent two complete days helping the Gardening Department with a comprehensive clearout of undergrowth from the back of Wittersham Road platform. This has improved the presentation of the site and needs to be kept under control.

Surprisingly enough the weather during November was quite good and enabled us to spend the whole month working on the then recently erected Information Hut at Tenterden. We put the guttering up, electrics inside, painted primer and undercoat on and put some notices up. Although we tried top coating this was abandoned as the weather proved too cold for gloss paint so this has been held over until the weather warms up.

Ron and Steve Dunn fitted two new doors to the Meeting Room.

After our successful annual Christmas Lunch in Goudhurst Village Hall and an enforced break for bad weather, we have now returned to Northiam for some overdue attention to the whole site.

## Gardening

In October the Tuesday Group helped to cut back the shrubs and weeds on the bank at Wittersham Road Station. They spent two Tuesdays clearing and burning which has left the bank area tidier and hopefully it will be easier to keep under control.

Doug Ramsden kindly supplied wallflowers and primroses to plant in the small garden by the station building and various bulbs were also added. The planters on the platform were also tidied and bulbs added. Provided the rabbits do not eat everything it is hoped to have a reasonable display in the Spring.

Wallflowers have been planted in the window boxes of Cottage No.1 at Northiam and, despite the cold weather, seem to be surviving quite well as does the Camelia in front of the cottage.

More perennials have been added to Tenterden gardens and some of the flower tubs around the station have been planted with tulips, pansies and campanulas.

At this time of year there is always a great deal of tidying work to be done and a programme of

proposed work has been drawn up. It is hoped to get much of this done before Spring bursts forth again.

At the time of writing this report it is proposed to plant 108 Berberis plants at Rolvenden to help with the security protection of the site. The weather is holding this work up at present but it will be completed as soon as the ground is soft enough to dig a hole.

Despite all the snow and frost, the bulbs are beginning to poke their heads through, the snowdrops are beginning to flower and the hellebores are in bud. Spring is just around the corner and the days are getting longer. We are looking forward to the burst of colour that Spring always brings to Tenterden.

At the end of last year Sue Banks joined the Railway and has been a great help in the garden. However, she does have a full time job but she kindly helps out whenever she can get down on a Saturday. If you see her around please stop for a chat.

Help is always very welcome around the gardens. If you can spare an hour or two please contact me – Veronica Hopker on 01303 862811

## GROUPS & ASSOCIATES

### Rother Valley Railway

Early last December the final railway cutting leading up to the site of Junction Road Halt was cleared of trees. Since the line was finally abandoned in the late 1960s, the tree seedlings at that time had grown to large specimens and a specialist contractor was brought in to complete the felling. Once again, some railway items of earlier times were discovered. These included a 2.75 concrete milepost and another telegraph pole complete with pots and wire, sufficient to blunt a chain saw! As the milepost was nearly accidentally demolished during clearance operations, it has been decided to donate this to the Colonel Stephens Museum where it can now be seen.

The clearance of this cutting has enabled further track and ballast to be laid and the line has now reached the garden of Udiam Farmhouse, some 200 yards short of the B2244 road. Our thanks to Jamie Douglas and all volunteers from K&ESR and RVR for enabling this to happen.

### Bodiam

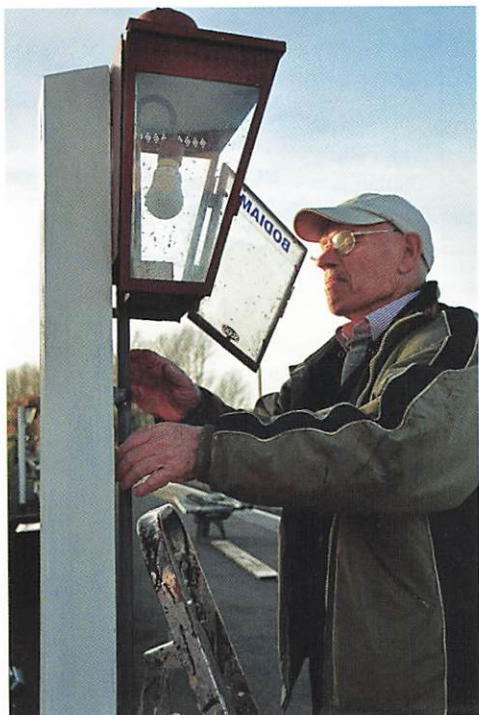
#### People

Bodiam Station Agent, John Miller, is



*Tree cutting above Cranbrook Road to clear telephone wires (Chris Lowry)*





*John Hicks cleans one of the Bodiam platform lamps (Robin Dyce)*

thankfully making good progress back to rude health following his major surgery last September. He has been able to visit the station twice since then to ensure that everything is running smoothly and in the manner he would expect! We wish him all the best for a speedy recovery and a return to Bodiam where his direction is sorely missed.

Trustee, Dick Beckett, who has become an Honorary Member of the Bodiam restoration and maintenance team, has undertaken sheet metal work to replace the floor and ends of the 1925 Ashover Light Railway two foot gauge Quarry Tub, which had corroded away. Similarly the wooden chassis has had to be completely replaced. Although only a relatively small artifact it has taken a lot of work to complete the jigsaw as historically correct. Parts of the original woodwork will be incorporated in the restoration to give visitors to the museum, where it will be displayed, a better understanding of the original and the complexity of work undertaken by the restoration team.

John Attree and Ken Christie have also joined the team and their skills are being put to good



*The ceiling of Bodiam ladies toilet is removed pending renewal (Robin Dyce)*

use painting the grounded PMV store and replacing a lot of rotten wooden fencing throughout the station area. In addition John and Ken helped with repointing the platform edge coping which is formed of three courses of engineering brickwork and where some of the pointing had eroded away leaving dangerous holes. As well as repointing, the work included raking out and replacing the old mortar bonding between the bricks that had in places completely crumbled away.

Ron Sparrow has joined the team as well and has donated a considerable number of very useful tools previously used professionally by his dad and himself. Ron has taken over the rebuilding of the large Post Office trolley and it should be finished and in use on the platform by the time you read this.

### **Restoration and Maintenance**

Snow either side of Christmas caused a number of working days to be lost but when the roads cleared the snow scene at Bodiam station with the Castle in the background was superb. The very wet weather and the frosts have opened the ground with the result that our moles are back. We can quickly fill the openings under the molehills but the tunnels they leave are not obvious - that is until they collapse.

Early in December we again joined Northiam staff for our Christmas lunch, this time at the Rainbow Trout Pub, Brede, when 50 of us sat down to a splendid meal. Thanks are due to Peter Walker and Peter Kynvin for the most excellent arrangements.

Following the damage to trollies caused by vandals reported in the Tenterden terrier No 108, the trollies are now chained together. The most seriously damaged are being rebuilt and should be finished by Easter.



33052 arrives at Tenterden (James Veitch)

There is catch-up news on the toilets. The good news is that the corrugated roof was treated for rust and repainted by Robin Dyce assisted by Guy Osborne and his 'cherry picker'. Also the porcelain urinals were changed for a stainless steel trough in the 'gentlemen's' facilities. This had at least stopped the flooding of the floor. This work was completed in 2009.

The bad news is that just before Christmas a joint on a hot water pipe sprang in the roof of the toilet and brought down the ceiling in the Ladies. All the plaster board and soaking insulation had to be thrown away and the area dried out using a dehumidifier borrowed from the museum and new thicker pipe lagging and lots of new and thicker roof insulation installed. The ceiling has been temporarily covered with

thin plywood above the joists to support the new lagging. The toilets continue to be perfectly useable but at the time of writing this Lineside News, and to make sure that we have rectified the problem, we have not replaced the plaster board ceiling, preferring to wait for the warmer weather. We are now into another cold spell so it may not be replaced until sometime in March.

The stock awaiting restoration, 'The Tarpaulin Train', which had been stored on Rother Valley Railway metals at the Robertsbridge end of the site was moved into the Bodiam station confines and split into two groups. Whilst one group of four vehicles, including a RMB, which it is understood is ultimately destined to become a second buffet car, were to be moved towards Tenterden (currently in Northiam siding) the



other six coaches and bogie underframes were left at Bodiam. At the time of writing, the remains of 'The Tarpaulin Train' which is NOT the most visually inspiring sight on the Railway is still stabled in the platform siding awaiting repositioning in the new 'pointless' siding on the Ewhurst straight.

Work has continued to rebuild the large wheeled platform trolley which was smashed by vandals last year and remedial work has been undertaken on platform seats where the wooden slats were not fit for purpose. With the 10th anniversary of the reopening to Bodiam to be celebrated on Good Friday 2nd April (and the 110th anniversary of the original Rother Valley Railway running trains through Bodiam) we are also to undertake a general spruce up including repainting the level crossing gates. Because of the danger posed by working on the gates in the highway, David Brown of the Signals and Telegraph department kindly altered the gate closing mechanism allowing both gates to be opened inwards and away from the road, making it a lot safer to work on the gates.

At the end of January we hosted a film crew of media students from Christ Church University, Canterbury, who were required, as part of their final year work, to produce a short film. The students had selected Bodiam station as a suitable back drop for this part of their film as the story line required filming at a run down railway station!

We now await the two Thomas Weekends in February between which Bodiam station will see its first passenger trains of the 2010 season which we all hope will be as successful as 2009.

Overall we now have some thirteen people in the Bodiam Restoration and Maintenance team that meets at the station every Tuesday and Thursday throughout the year. Enquiries to Robin Dyce, 01732 508040.

## Museum

The Museum will reopen on 20th March for the Branch line weekend. As is usual, the annual spring clean will take place to mark the beginning of the new season – this year on Saturday 13th March.

## Ashford Area Group

Last year was very rewarding for the Ashford Area Group. At our indoor meetings we were treated to nostalgia, excitement, faraway places, up to the minute news and views, gorgeous

scenery, art and architecture. Not to forget education; on one occasion we learnt the angle of a Schweppes Mark II soda fountain spout. Such variety attracted an average audience of 33.

Our two outings to the Steam Festivals of the narrow gauge railways of the Somme were very popular and a feast for the senses.

All of this has enabled us to maintain our financial support to various projects on the railway. Over the last five years we have contributed £13,730.35, mostly for the Ashford coach. Essentials such as the new buffet crockery were also funded.

We are indebted to those who support us as well as our excellent speakers, some of whom absorb their own costs. Every little helps, even if you only display one of our posters it is appreciated. Feeding the waste paper skip behind Soweto is another way of helping if you cannot get to our meetings.

Our next meetings are:

24th March  
UK Railways  
Andrew Wood's digital delights.

21st April  
Members & Visitors Images  
Bring along your slides and CDs.

2nd May  
Maldegem Steam Festival  
Coach fully booked

19th May  
Recent Railway Action  
Graham Ludgate. From film and digital cameras

16th June  
50 Years of Irish Railways  
Dr. Gerald (Gerry) Siviour. Another wonderful slide show can be expected

21st July  
On and off the footplate  
Bill Davies recalls 43 years footplate experience.

The next indoor meeting is, after the break, on 15th September. Details in the next Tenterden Terrier.

All indoor meetings start at 7.30pm at The Railway Staff Club, Bath Meadow, off Beaver Road, ASHFORD, TN23 7RR where a warm welcome awaits.

Ted Micklam 01233 503999



*No 3 on P.Way train at Ewhurst (R. P. Halliwell)*

### Sussex Area Group

The year has been successful with good speakers at the meetings, continued support for the meetings and good sales at the events we have attended.

We made the December meeting the one to celebrate the 30 years with our oldest member Jim Durrant saying a few words and the youngest member Josh blowing out the 30 candles on the cake before the members enjoyed a slice each.

The meetings have had a complete range of topics from UK heritage, through Switzerland and Arizona, to the December show on South African railways. For this variation I must thank Clive once more for finding new speakers and unusual topics. The 2010 programme also looks good with the December meeting being on the railways of Argentina, a country never featured before.

I have been amazed that the sales stand has maintained the income generally maintaining the sales at the various events but also showing an increase at some. An analysis of the individual sales shows more lower cost items

being sold rather than expensive ones. We did attend some new events during the year including the inaugural Railway Gala at Tinkers Park and the re-launched Newhaven Model Railway Society show in Seaford in November.

We were able to make a contribution to the GWR railcar and look forward to seeing this on the line. We are already raising funds for the restoration of the Edith Cavell van with one regular donating goods to be sold for the fund.

Looking forward to the coming year we are planning to attend the Collectors Fayre at Northiam on 3rd May as well as the regular events starting with ModelWorld on the 12th to 14th February in Brighton.

In addition we are helping to resurrect a model show in the Eastbourne area. This will be on 17th April in St Andrews Church Hall, Seaside, Eastbourne, all are welcome.

The group cannot function without a lot of support from those who come regularly and in particular Clive, Jim and Sally thank you.

For all members and friends at the Railway



please feel free to come to the meetings where a warm welcome awaits everyone.

#### 2010 Meetings

March 9	Steam on my travels
Alan Allbury	
April 13	Memories of 2009
John Sacre	
May 11	Delivering the goods
Tim Lawrence	
June 8	Modern Industrial railways
Mick Kelly	
July 13	Railways around Newhaven
John Blackwell	
September 14	Swiss Wanderings part III
Brain Boddy & Peter Williams	
October 12	Lisbon Trams
Ian Gledhill	
November 9	More forgotten memories
Gordon Dinnage	
December 14	Argentinian Railways
John Jones	

All meetings are at Westham Willage Hall, Pevensey starting at 7:30 pm

#### CFBS News – Philip Pacey

I haven't yet seen the final statistics for 2009, but all previous records had been broken even before the inclusion of the figures for the Père Noël trains, with a total of 135,000 passenger journeys. The previous highest total was 129,459 in 2006, while the 2005, 2007 and 2008 seasons all finished with between 123,000 and 124,000. Of course, last season did benefit from the massive boost of a successful Fête de la Vapeur.

The 2010 season starts on 3rd April. There are no radical changes in the 2010 timetable. Trains run daily except Mondays and Fridays during April. They then run every day from 1st May to 19th September. After that they run daily except Mondays and Fridays until the end of September *and* during the All Saints holiday, and finally, at weekends until 1st November.

'Dîner à bord' trains are scheduled for fifteen evenings between 8th May and 11th September. The annual 'Transbaie' takes place on 6th June – this is not a CFBS event but is supported by the CFBS who provide a shuttle service from a temporary car park beside the Cayeux line behind St Valéry. The CFBS's own event, 'La

Fête de la Gare de Cayeux' takes place on 11th July.

At weekends during July and August the CFBS is once again collaborating with the SNCF who will operate 'Les Trains à la Mer' – special trains to Noyelles, connecting there with CFBS trains which will take the passengers on the last leg of their journey for a day at the seaside.

There are to be a number of opportunities for seeing steam in action on the Cayeux line. 'La Fête de la Gare de Cayeux' on 11th July is of course one of these. A steam locomotive will also haul trains to Cayeux on Sunday afternoons 15th and 23rd May, on Sunday afternoons throughout July and August, and on 'Les Journées du Patrimoine' on 18th and 19th September when there will be a steam-hauled mixed train to Cayeux, and conducted tours of the depot at St Valéry Canal.

At the depot, an 18m. inspection pit has been built during the winter. I have recently had sight of some ambitious plans for St Valéry Canal, including a substantial station building – this would be a nice reminder of the early days when St Valéry Canal was *the* station for St Valéry, and I guess might be used to provide more and better accommodation for volunteers. The plans also include additional covered accommodation, presumably as much as may be needed to get all the old rolling stock out of sight and out of the weather. Whether and when all this might happen is anybody's guess.

The CFBS has obtained a metre gauge ballast wagon from the CFT Suisse de la Furka. This was made in Yugoslavia in the 1960s, and was originally 950mm. At the same time and from the same source, the CFBS has acquired two bogie coaches, ex-RhB nos. B2212 and 2214. These will be prepared for service when the programme of work on the ex- B.O.B. carriages is complete.

The little Corpet 0-4-0 is being put on ice for the time being. Also currently out of service is the Haine St-Pierre 2-6-0 on which some work was to be done before it is submitted to its 10 year boiler test.

I expect to be at St Valéry through the last week of April, largely if not entirely as a visitor rather than a volunteer, although, since we will be staying in a gîte next to the depot, I will hope to get my hands dirty at least once. If I don't do anything else I may lend a hand in the vegetable garden. If you get a chance to visit the CFBS this year – particularly if you haven't been yet – don't deny yourself the pleasure.

# From the Archives

## – Passes for the family

*John Miller outlines the background to two passes acquired, recently, by the Museum.*

In 2006, two third class free passes for 1931 were donated to the Museum by Mr. David Newell of Rugby. Shropshire & Montgomeryshire Railway passes of this type had not been seen by us before, and these are the known details about the recipients Mr. & Mrs. Davies and their daughter.

Mr. William Davies was station master at

Maesbrook, living in the station house and joining the staff sometime in the 1920's. In 1929 he married Gladys, a widow, and was presented with a clock by the other members of staff. As well as his Maesbrook duties, William also ran a coal merchant business from the S&MR goods yard at Llanymynech.

Gladys was the youngest of ten children and her father had been a lock-keeper at Sandbach, Cheshire on the Trent & Mersey

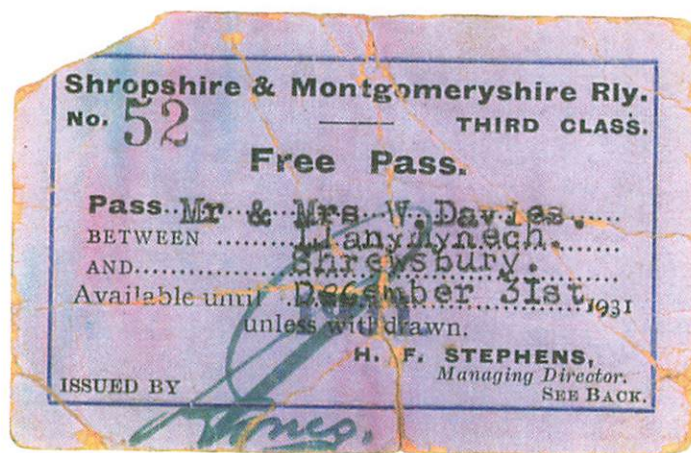
Canal. Later he took a similar job at Welshpool on the Montgomery canal.

For 1931, William and Gladys Davies were given Free Pass No 52 for travel on the whole line between Llanymynech and Shrewsbury Abbey.

Nine years old Edith was the Daughter of Mrs. Davies by a previous marriage and she also was given a Free Pass, No 53, but with more limited access. Hers was to travel just one stop between Maesbrook and Llanymynech in order to attend school.

William Davies continued in employment with the S&MR until retirement in about 1944. He died on 6<sup>th</sup> February 1952 (the same day as King George VI) and is buried at Morton, a few miles north of Llanymynech. Edith, now aged 86 years, lives at Hereford.

I am indebted to David Newell for the gift of the Passes and for the details about them.





# LONG AWAITED GREEN LIGHT FOR CARRIAGE SHED EXTENSION

*Graham Baldwin announces the start of the much awaited Carriage shed extension*

When, on January 16th, the Board approved expenditure on the extension to the Carriage & Wagon workshop, I was absolutely delighted. It has taken nearly two years to get to the stage where we can split the job into two parts and move towards completion of phase one in a twelve month window.

Most importantly it is the first of a series of projects that includes proposals to put a carriage storage shed and loco running shed into Rolvenden, re-develop the site at Tenterden to improve retailing (catering and gift shop), museum facilities and office accommodation, install automatic barriers at Rolvenden and Cranbrook Road, and build new volunteer facilities at Rolvenden. There are other worthwhile projects too.

The project involves extending the carriage shed by 100ft, over the pit, which will then provide us with sufficient under cover working area to maintain and service the carriage and wagon fleet. Phase 1 will be the basic structure,

including high level lighting, and phase 2 (for 2011 hopefully) heating and ventilation and work height lighting.

The total cost of both phases of the project will be £200k. This might on the surface appear a lot, but to do the job properly, complying with building regulations, insulating and cladding the extension, and re-cladding the original shed, it is not.

Running heritage railways is an expensive pastime, and certainly not generally a profitable one. Although we did well in 2009, we did not do so in 2008! Like other heritage railways we cannot undertake infrastructure developments unless we can obtain grants and donations to cover the costs.

It is an interesting thought that the cost of completing the carriage shed works out at less than £100 per member – in fact if gift aided it is just £80.

I have therefore decided to get the ball rolling, or brick laying if you prefer, by writing my cheque for £80. I hope you will be able to do the same!

## Welcome to Club 2020

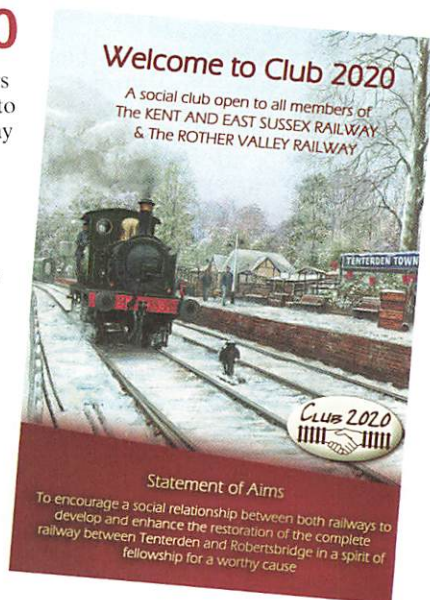
A club 2020 has been formed for the benefit of all members of the Kent & East Sussex Railway. The aim of the club is to encourage a social relationship for the benefit of the railway between Tenterden and Robertsbridge in support of a worthy cause in a spirit of fellowship.

There will be three meetings a year in March June and November. The spring and autumn meetings will consist of dinners with a relevant guest speaker with a railway bias and the summer event will be a visit to a local railway attraction with, possibly, an alternative venue for guests who do not necessarily share our love of railways! The price of each event will be charged at cost.

The membership fee is £10.00 a year with three newsletters and members are entitled to bring a partner or spouse to all events. The club committee consists of Jamie Douglas, Trevor Streeter, Donald Wilson and Mark Yonge

For further details of membership, email to [markyonge@live.com](mailto:markyonge@live.com) or phone 01580 763811

*The above item was also due to be brought to the attention of working members at the Volunteers and Staff Meeting on 27th February 2010 (after the Terrier press date) to gauge interest - Ed.*



# TICKETS PLEASE

*The 2009 numbers with commentary by Duncan Buchanan*

	2008				2009			
	days	trains	pass	Av/train	days	trains	pass	Av/train
January	-	-	-	-	-	-	-	-
February	7	47	5657	120	8	48	6807	142
March	8	51	2386	47	4	20	1146	57
April	18	90	4199	47	18	94	5988	64
May	23	135	9352	69	23	128	10385	81
June	21	117	8770	75	17	85	6059	71
July	25	125	8555	68	23	121	9361	77
August	31	160	14716	92	31	159	17019	107
September	21	119	10020	84	20	113	11470	102
October	13	66	3830	58	14	67	4924	73
November	2	11	417	38	1	5	99	20
December	15	95	12106	127	17	94	12314	131
	184	1016	80008	79	176	934	85572	92
Pullmans & Charters		41	2494	61		39	2270	58
Sunday Lunches		24	1582	66		22	1483	67
Fish & Chip Suppers		12	762	64		10	584	58
Total paying passengers		84846					89909	
Privileges		1164						
Total passengers		86010					89909	

2009 has seen a return of many of the passengers lost in 2008. There are some specific highlights as well. Firstly is August. A truly exceptional month. Not only is the total passengers very high, fourth highest ever, but in terms of passengers per train it is the best since 1974 when we ran for only 10 days in the month.

Additionally May was also a good month with the highest ever numbers for the month and this includes a time when Thomas™ ran in May and when we had just opened to Bodiam. It seems that the Last Train Gone Gala must be blamed for some of this though also good numbers for the Evacuation Week trains and the Forties Weekend did more than help.

Also of note is the number of days when fewer than 200 passengers were carried. In 2009 this occurred on only 8 days. Again this is exceptional. Often we have 15 to 20 days per year or more, indeed, to put things in context, in 1999 we ran 66 days with fewer than 200 passengers in the day. It seems that the

trimming of the service suggested by the early returns in 2008 followed by the generally good numbers in 2009 have resulted in a happy coincidence.

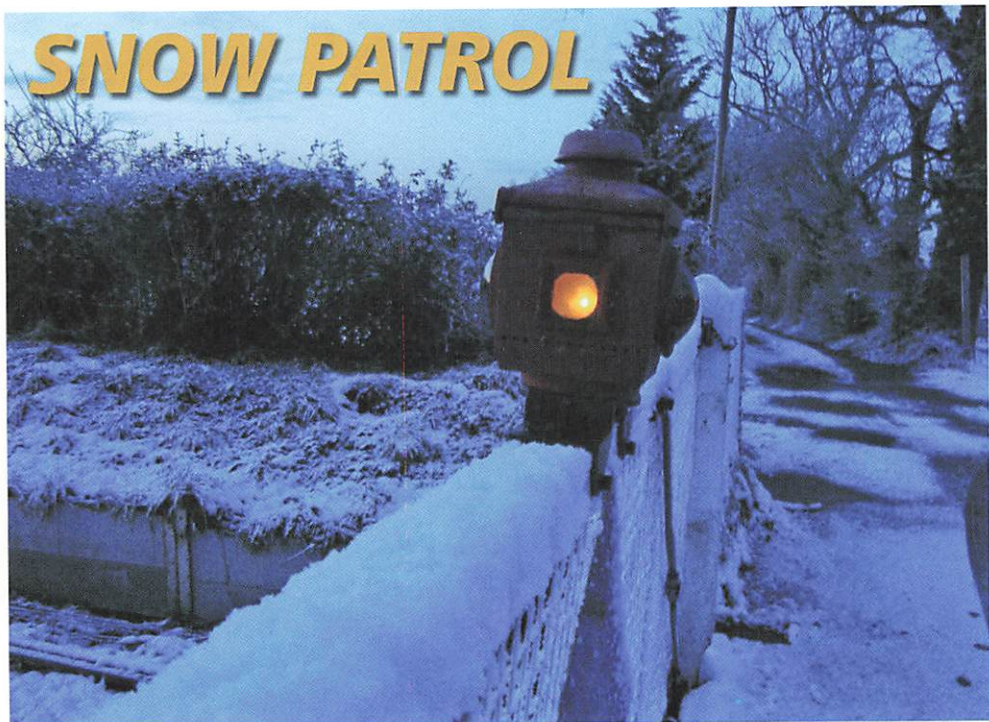
The removal of our June Thomas™ event has had an effect on the month of June, in particular, and on overall Thomas™ numbers. However the remaining 8 Thomas™ days, in February and September, were all fuller than in recent years, suggesting Thomas™ still has a part to play. However, Thomas™ numbers are now at around half what they were in the peak years.

Santa numbers are better than 2008, by 242, but still have some way to go to regain their position of around 12,000 passengers seen prior to 2007. Like Thomas some rest and/or recuperation seems required.

Catering trains continue to run to capacity. Whilst we could sell as many Pullman trains as we can run an emphasis on quality remains very necessary. Special events can also cause minor



# SNOW PATROL



*Above: Tenterden Crossing gate in the snow (David Fox). Below: Tenterden station in the snow (David Fox)*





# THE 'POINTLESS' SIDING



*Above: Ewhurst Siding before work commences (Chris Lowry).*

*Below: The 10 ton crane arrives to assist with work (R. P. Halliwell)*







*Above: The slewing siding is connected, showing mainline and siding track (R. P. Halliwell).  
Below: The mainline reconnected (R. P. Halliwell)*





# LAUNCH OF CAVELL VAN APPEAL



*Above: Launch of Cavell Van appeal with K&ESR Chairman Norman Brice, Tenterden Mayor; Cllr Alan Sugden, Ashford Mayor, Cllr John Holland, Elizabeth Carter and Royal British Legion Standard Bearer (John Liddell).*



*Right: Elizabeth Carter, Royal London Hospital League of Nurses, represents the heritage of the nursing profession (John Liddell).*



*Railcar bogies in course of overhaul, outside C&W (Brett Scillitoe)*



# From the Board Room

A selection of topics discussed in September, October and November 2009. More complete details can be obtained from the Company Secretary.

## Safety & Incidents

Derek Dunlavy presented the K&ESR's 2008 Safety Report and 2009 Safety Targets. He said 2008 had been a good year with only a few minor injuries.

## Legal

In September, the GM reported that there had been a meeting with consultants in respect of the Railway's Tenterden Development Plan. This had been most useful and would help determine the type of development which would facilitate a Heritage Lottery Fund application.

Draft revisions to Section A of the Rule Book were considered and agreed subject to one query being resolved but with Brian Janes abstaining. Brian Janes represented K&ESR at the Terrier Trust AGM. Brian subsequently reported that the Trust had proposals to change its constitution so that their locomotives were 'usually domiciled' on the K&ESR. Board members were concerned that the Trust might be seeking to move the Terriers away. It was however understood that the Terrier Trustees accepted that they should consult their members if it was proposed to move a locomotive from the K&ESR.

## Finance

John Cobb reported that it had been an 'amazing' August. Bank interest rates, however, remained extremely low. Overall it had been a good performance in 2009. Carol Mitchell said that congratulations were due to all staff, Volunteer and salaried. Brian Janes pointed out that the August fares budget had only been exceeded by £3,000 but was told that the biggest increase was in on-train catering. The shop had also performed well.

Philip Shaw suggested bringing forward certain items of revenue expenditure from 2010. The GM said that he had previously brought forward capital items and would now look to revenue expenditure such as repairs. Norman Brice pointed out that the predicted profit for 2009 equalled the value of Gift Aid and that this source of income could not be guaranteed in the longer term, given the Government's acute need to reduce public expenditure.

The GM had submitted a written report asking for permission to make out of budget

expenditure. After discussion it was agreed to approve the purchase of a lathe, works to the Pullman dock and tarmac work at Northiam.

The Chairman reported with regret that the InterReg IV application had been rejected in its present form. He would be meeting with the CFBs to discuss future applications.

Consideration of the 10 Year Plan was dependent on progress with the Rolling Stock Plan and was called forward accordingly.

Norman Brice reported that an appeal for funds to restore the Cavell Van would be launched on 3<sup>rd</sup> December 2009. £35,000 was being sought. The Board approved the submission of a grant application to the Heritage Lottery fund.

Ian Legg reported on progress with the Carriage Shed Extension Project. The Development Committee would be meeting before the January Board meeting and would very probably recommend an option costing at £140,000.

The Finance Committee presented the 2010 budget to the Board. The GM thought that 2010 would be much like 2009 although local accommodation providers were reporting encouraging pre-bookings which exceeded those at the same point the previous year. It was agreed to hold fares at the same prices as 2009 to enable a 'No Fare Increases' marketing message. The proposed budget was overwhelmingly agreed but with Brian Janes abstaining.

For the January meeting, John Cobb would present a summary of the figures since 2001 to illustrate the radical improvement in the Company's position during that period. The Chairman commended all of the management team for their close control of finances.

## Marketing Sales & Product

The GM reported 17,015 passengers during August, the best August performance since 2001. It should, however, be remembered that the June Thomas™ event had been dropped. The GM added that management of special events had been much better in 2009 and that better figures had come with it. The Board congratulated the staff involved.

The Chairman reported a meeting with representatives of the National Trust. Bodiam Castle would put up better signage relating to the Railway, including Castle signs on K&ESR stations. There had been discussions about ticketing and allied issues and both sides would work together in respect of brown tourist signs.

An article in *Steam Railway* magazine about Robertsbridge had reported that the GM

believed that an extension would financially cripple the K&ESR. The article had been based on an item in the K&ESR staff newsletter, later reproduced in the Colonel Stephen's Society journal. The GM said that his views had been misrepresented by *Steam Railway* and had written to the editor accordingly. In the meanwhile there had been an adverse reaction among some K&ESR members and, it was understood, among the supporters of the Rother Valley Railway. The Chairman said that there was nothing in the original text which differed from the position as previously stated i.e. that a number of infrastructure improvements would have to be undertaken on the K&ESR, and that there would have to be a commercial case for extending the service, before the Company could consider running to Robertsbridge. The K&ESR was, however, not responsible for what *Steam Railway* chose to publish. Brian Janes added that there was a tendency for individuals, both on the K&ESR and the RVR, to react in an unfortunate manner to such issues.

Also regarding Robertsbridge (although really Infrastructure) Stuart Philips asked if it was still intended to install a buffer stop at the K&ESR/RVR boundary. Geoff Crouch explained that the Operating Manager had now advised that a rail stop would be adequate instead. Stuart further asked if the K&ESR was to assist with next part of the extension through Udiam Farm. He was told that, as with the previous section, there would be no official K&ESR assistance but that Volunteers were free to join the RVR if they so wished. Brian Janes was of the view that the K&ESR should not look obstructive over these things.

The GM reported that the Visitor Assurance Quality Report (VAQAS) had been very good.

### **Human Resources**

The Company Secretary confirmed that the K&ESR's Book of Remembrance had been ordered. It would be set up as soon as possible.

The Chairman enquired about the progress of the web site page which, for the benefit of members, would carry details of forthcoming work and other activities. The GM confirmed that arrangements were well in hand.

The GM explained about introducing interactive computerised rostering. There was a discussion during which Brian Janes warned about the risk of dehumanising the rostering system. Geoff Crouch added that his survey had revealed that communication was the key to getting people to do things.

Geoff Crouch had circulated a request for ideas

for the Volunteers' and Paid Staff meeting. In the event that no constructive suggestions were received the default position would be the format previously used.

### **Infrastructure**

Ian Legg reported on the meeting of the October meeting of the Development Committee. With regard to the possibilities for a development programme, he said that it would be necessary to consult members to gauge their likely support. Development priorities had been examined. Various weightings had been applied, likely success in obtaining a grant, membership support and the meeting of heritage objectives being examples. A somewhat 'unscientific' sounding of volunteers' views had been obtained using Lobbychat (Volunteers on-line chat room). Geoff Crouch added that Lobbychat was not an accurate representation of the views of either Volunteers or members. The rankings however showed that the carriage shed extension was the first priority and the Rolvenden running shed second.

### **Policy Compliance**

Derek Dunlavy presented a revised version of Retirement of Safety Critical Operating Staff (POL 215). This incorporated a new stage in the process which allowed Managers to approve staff continuing in an operating role without recourse to the Appeals Panel. This was approved.

In November, a paper on Rolling Stock Policy was presented by the GM. Trustees felt that they needed more time to consider this and the matter was called forward to January.

Derek Dunlavy presented his first draft of a revised Image Policy. Norman Brice reminded everyone that image had been raised at the AGM and that he had said that the Board would reconsider their decision of some two years earlier about the colours of Rolvenden signal box. That issue had started the present discussion. The question was now raised as to what was heritage and what was image? Carol Mitchell suggested that heritage was non-negotiable but that image was open to negotiation. Derek said that it was for the Board to consider this first draft and for the matter then to go out to consultation. The Image Policy was also called forward to the January 2010 meeting, from where it would go for discussion at the Volunteers meeting and then out to the wider membership for consultation. Stuart Philips and Geoff Crouch expressed their concern that no decision had been made.



# MORE MARK I MUSINGS *By Gricer*

Phew! What a year. Although 2009 didn't quite deliver the promised barbecue summer, in our neck of the woods we didn't experience the washout suffered by others. If we did not quite manage to break any passenger-carrying records, the railway certainly benefited from a series of circumstances that conspired simultaneously to fall together to work in our favour. The weather; the credit crunch; and the year of the staycation. Gricer is mindful, however, that this good year did not just happen of its own accord: it required a considerable effort by all to bring it about.

Indeed, Gricer finds it a sobering thought that, perhaps, this was a once-in-a-generation opportunity to show Britain at its best: that there is more to summer holidays than queuing at an airport for three hours; sitting cramped on an aircraft with your knees up your nostrils and somebody's elbow in your ear; and 'chilling' in a four hundred bedroom tower block, (sorry, hotel), of dubious pedigree. And that Britain, actually, has so much to offer. But, when that opportunity presented itself, how we delivered the goods! So it was that thousands of visitors were able to enjoy a taste of life from times past, delivered as a quality, memorable experience... and yes, in half-decent weather too.

It's good to share the praise we still receive. On Tenterden platform, following the return of the day's final Santa Special, Gricer was accosted by a lady. Bucketing with rain, it was cold, dark and a gale was brewing; she was dripping wet and probably in a hurry to get home. "Thank-you so much," she said. "We've had a brilliant time." Gricer has written about this before, and he makes no apologies for doing so again. We've had our difficult times: why shouldn't we relish the good ones?

## Magic Moments

In the daily melee of running the railway, just occasionally we are able to pause for breath and savour the moment. Naturally, we all hope our visitors have a memorable experience, but working here increases the possibility of being present when circumstance, nature, human action – combined or individually – conspire to reward us with those once-in-a-blue moon experiences. It may be something of momentous import; or something quite minor.

Gricer would wager, therefore, that the magic moment for many in 2009 was the visit of the O1: for sure it was high on his list of memorable events. However, over the years, Gricer has found that those truly exceptional moments happen quite unexpectedly. And for him, last year, there were two. Firstly, the sight of a Hoppers' Special, steaming up Tenterden Bank, topped and tailed by a Terrier. Yes, we've seen it before... but the sight, the sound, the atmosphere... all encapsulated in the golden hue of late afternoon sun. Truly magical. And secondly, approaching Rolvenden on the last up train of a late October's day. With light fading, a cushion of rolling mist was settling above the fields and former crayfish farm. Approaching the station, a myriad of lamps glowed behind signal spectacles, the signal box radiated warmth. Silhouettes of locomotives loomed in the yard. It was, to quote Mr. Grewgious in Dickens's *The Mystery of Edwin Drood*, "...like looking down the throat of Old Time."

## And The Award For...

...best single improvement to the railway during 2009... Well, in Gricer's book, it goes to the

## FROM THE BOARD ROOM continued

### Any Other Business

The GM said that CCTV was under consideration for Bodiam to improve security.

Derek Dunlavey explained how permission could be obtained from the regulatory bodies for a temporary extension of running to Junction Road. This would in no way be a 'reopening' but part of a future special event. There was a discussion about when this might happen and the matter forward to the January 2010 meeting.

### 2010 Annual General Meeting

Please note that the AGM this year will be held in **Northiam Village Hall, a different venue from the past few years, during the afternoon of Saturday 9th October**. It is intended to run a members only coach as part of the 13.15 departure from Tenterden, a classic bus link from the station to the Village Hall and similar return services. Nominations for election to the Board will close at 2.00 pm on 17th July 2010. The necessary nomination forms can be obtained from the Company Secretary.

This item is for information; a formal Notice will be issued in due course.

provision of a paved footpath across the car park at Tenterden. If ever first impressions counted, the removal of what invariably became a river of liquid mud during wet weather scores a bullseye.

### Somebody

Now here's a little mystery that has oft troubled Gricer. Just who, exactly, is 'somebody'? As in somebody will clear it up; somebody will repair it; somebody will cover this turn of duty. It strikes Gricer that 'somebody' is a handy kind of person to have around. On a serious note, however, it seems that the railway is fortunate to have many somebodies who are able to rally to the call. We are all somebodies in our own way – whether we work here once in a while or on a regular basis – collectively forming the sum of the greater part. And the onset of a new season has already brought about the perennial call for more. Gricer can picture the recruitment posters now: "Be somebody: volunteer!"

### Information Overload

Gricer seems to recall reading that, on one of our various quality assessments last year, the comment was made that there could be rather more information boards provided. On the face of it, being an educational charity, that may appear to be a reasonable observation. Nevertheless, Gricer wonders whether that is really what our customers want. Do they visit us for a good day out? Or to be educated? If it's the former, (and Gricer suggests that for the majority, it is), do we then have a responsibility to educate them? To put it bluntly, have they come for a train ride or a read? (Next time you're in a museum, look to see which exhibits attract most visitors: interactive, hands-on displays, or exhibits in a glass case with a five hundred word caption card.) 'In your face education': there's a thought.

Ergo, Gricer wonders whether the reason many of our visitors visit the railway is, no less, to escape the age of information overload: instructions to do this, instructions to do that. Read this, read that. How many of us volunteer on the railway to escape, albeit temporarily, just such a straitjacket? By all means, let's have the information available – we are not short of information boards, anyhow. Better still, Gricer prefers the two-legged variety of information provision; because being friendly and helpful is something we do well. It reminds Gricer of a conversation he had with colleagues last year, during which he suggested that for most of our visitors it didn't much matter, (and nor did they

mind), what sort of train they travelled on so long as it went 'chuff, chuff.' To which his colleagues rightly added that it helped if the train was clean and on time.

Similar observations were made in The Terrier many years ago. As a result of these, a correspondent not unreasonably pointed out that he understood the railway to be an educational charity with, to quote his words, "the object of... educating the public on rural light rail transport..." Thus, does this imply we have a *duty* to explain to visitors that such issues do matter? And how many visitors would we drive away if we actively exercised that 'duty'?

*(With regard to the educational aspect of the information boards it must be remembered that the Railway's status as a Registered Charity is of considerable financial advantage to us. Anything that can be done to reinforce this, particularly when suggested by an outside observer, needs to be taken seriously – Ed.)*

### Heritage & Image

At the time of writing, a draft Heritage & Image policy is being prepared for circulation with a view to getting members' comments. This is not the place to discuss the merits of whatever schemes might be proposed, Gricer being mindful of "you can please some of the people..." Nevertheless, he suggests that whatever the membership decides, in the interests of balancing commercial and legislative requirements with historical accuracy, there is never going to be a perfectly right answer; the best we can hope for is a least wrong answer.

Purists would argue we should revert solely to a Colonel Stephens light railway image. (Level crossing gates; track circuits; automated ticketing; signal boxes; Mark I carriages; diesels.... Discuss.) Gricer would counter that thus to do would be to court financial disaster. And anyhow, if the Colonel were still with us, wouldn't he have filled his boots with Austerities and Class 108s if the price were right? Well, that's predicting history; and that can be a dangerous thing.

So, will the draft image policy come up with the least wrong answer? Gricer hopes that it will. It's an argument that could run for ever; indeed, for many of us it seems as if it has been. (See *Editorial* – Ed.) Perhaps we should now put it to bed and look forward.

*Gricer is a volunteer with twenty-three years service on the Railway.*



# The Colonel Stephens Museum GOES DIGITAL

by Peter Southgate, Assistant Curator  
(Archives), Colonel Stephens Railway  
Museum

The Colonel Stephens Railway Museum archive is currently being computerised. This will enhance its value for administrative and research purposes and will help strengthen the case which can be made to funding bodies for a new museum building. Such bodies expect applicants to demonstrate that there are efficient and up-to-date record keeping systems in place, and computer-based methods of recording are now the norm.

So, after forty years of recording acquisitions using written records on cards and in a ledger, the Museum is moving into the digital age. We've recently started using a program known as Catalist (catalogue + list) to record the museum archive. This program is widely used by smaller museums and libraries for creating simple catalogues. There is a more complex – and more expensive – program known as MODES for Windows, but it wasn't felt that we needed its complexity.

Catalist offers a more limited range of options: most of its settings are predefined and cannot be modified by the user, but a wide range of information can be recorded which should suit our purposes.

Entering a set of data like this retrospectively is a huge task, for it involves working through years of pen and paper records of every item taken into the Museum archive. Thanks to years of hard work by John Miller this written record provides a sound basis from which to work, but

there are inevitably some gaps in the information available which need to be filled in the course of compiling the digital record. I have been working backwards through the years – though any new items coming in are also being entered now in digital form. It will take some while to get the archive fully entered, but

**Object number**  
**Number of items**  
**Identification**  
Simple object name  
Other object name  
Classification  
Title  
Brief summary

#### Production

Maker  
Date made  
Place made  
Method

#### Association

How associated  
Associated person  
Associated date  
Associated place  
Associated event

#### Acquisition

How acquired  
Acquired from  
Address  
Date acquired

#### Entry form number

#### Home location

#### Current location

#### Physical description

#### Summary

Summary  
Material  
Size  
Complete  
Condition

#### Conservation number

#### Photograph number

#### Image file

#### Text file

#### Notes

#### Recorder:date

**TETCS:2009.19**

1

book  
book of photographs

The Potteries, Shrewsbury and North Wales Railway  
Privately printed book of photographs of Potteries, Shrewsbury and North Wales Railway (later the Shropshire and Montgomeryshire Railway), from the collection of Jon Clarke (co-founder of Colonel Stephens Society). Published 2009. 11" x 8.5" (landscape format)

Clarke, Jon (author and publisher)  
2009

printing

shows photos of psnwr (later smr)  
Potteries, Shrewsbury and North Wales Railway  
1866 = 1904 (photos taken)  
Potteries, Shrewsbury and North Wales Railway & Shropshire & UK

gift  
Clarke, Jon  
mypublisher.com  
4.7.2009  
2009.19  
museum & office & book collection : 4.7.2009  
museum & office & book collection : 4.7.2009

Book of photographs of Potteries, Shrewsbury and North Wales Railway (later the Shropshire and Montgomeryshire Railway).

card and paper  
11" x 8.5" (landscape format)  
Y  
very good (mint)

PS : 7.2009

Output from museum digitisation

once this has been achieved the collection and the information about it should be much more useful, both within the Museum and to other users.

*What sort of information will be entered?*

Catalist can be used in two ways: for recording factual information – what is known as its 'Social History' application - and for recording photographs. In time we hope to use it as well for storing photographic collections, but at

present the emphasis is on entering information about each item in the Museum.

Catalist gives the option of including 35 types of information about each item, though not all of this is available, or even relevant, for everything in our collection. Most of the information is descriptive of the item in various ways, including its physical appearance and dimensions, size, construction, condition and history. There are also entries which deal with where and when the item was produced, who or where it was associated with, how it was acquired and where it is located. Where an item was purchased for the Museum its source and cost are recorded, and where it was lent or donated details of the lender/ donor are entered on the file.

The program has certain conventions and eccentricities which have taken a while to get to grips with: for example, some pieces of information are only accepted as lower-case entries while others allow capital letters, and some items of information are compulsory while others are optional.

*What does the display of information look like?*

Information is entered item by item, but there are two basic ways in which it can then be displayed on the screen. First, all the information about each individual item in the collection can be viewed on the screen, one item at a time (see illustration). Alternatively a 'grid' can be displayed which gives a summary of information about any one or more items. One click switches the screen display from the first to the second.

*Will there be photographs on Catalist?*

There is an option within Catalist for including a photograph of every item. This will be very useful, not only for research but as a record for insurance purposes. We have yet to start the job of photographing items and entering these photos into the computer. This will be a major operation in its own right but will follow on once other information has all been entered.

*How can the digital archive be used?*

Once completed the digital archive will form a record of the Museum's holdings for administrative purposes and also provide a research tool. Its latter role will be valuable to those searching for information about any aspect of the Colonel's railways, either individually or collectively. For example, with a few strokes on the keyboard it will be possible

to locate travel tickets in the collection issued for any particular station on the HFS lines; or one could compile a list of all archive items associated with a particular line; or search for particular individuals who may have worked on that line; or seek out correspondence between particular individuals. There are any number of such ways of searching the data base.

*Can information be printed from the computer records?*

Yes, the information about one or more items can be printed off for further reference. Typically the information about any item in the archive takes up one A4 sheet, though if there is more this is not a problem.

*Can the archive be accessed online?*

Because of technical limitations the Museum computer is not internet connected, and there seems little chance of achieving this until the Museum can be relocated. Until that happens it will be possible to provide information from the digital records for bona fide users at the present site, and requests for particular types of information will certainly be welcome once the archives are fully computerised.

*How long will it take to create the digital catalogue?*

Rash promises are a bad idea! At the time of going to press I shall have worked through almost all the existing paper records, back to the early 1970s. I now need to work through them all again, checking certain bits of information and filling gaps. This will take some while, but should be completed during 2010. The taking and entering of photographs will take much longer, but other than this the digital archive should be usable by the end of this year.

*Will the paper records be retained?*

The world of the 'paperless office' is still one of those futuristic notions – like the personal helicopter – which has never quite come to pass. In time it may, but for the foreseeable future we shall keep the existing paper records. Eventually, though, we shall find ourselves relying more and more on the digital archive.

I've tried to make this account of Catalist as clear and simple as I can, just outlining the basics, though the program has a number of options and facilities I haven't gone into. As the data file gets larger it will come increasingly into its own and I'll be glad to talk to anyone who wants to know more about it.



# KENT & EAST SUSSEX RAILWAY 300 CLUB

## PRIZE WINNERS

### September 2009

1st P B D Crick	No. 360	£80.00
2nd P R H Alexander	No. 430	£60.00
3rd Mrs J E Sparrow	No. 207	£50.00
4th D Fisher	No. 556	£30.00
5th Norman Johnson	No. 257	£20.00
6th Terry Hannocks	No. 563	£15.00
7th Jolyan Vickers	No. 314	£10.00

### November 2009

1st Frank Lambert	No. 387	£60.00
2nd A C Thatcher	No. 119	£40.00
3rd Colin Avey	No. 117	£30.00
4th Mrs J E Sime	No. 522	£25.00
5th P R Saunders	No. 121	£20.00
6th B A Rees	No. 142	£10.00

### October 2009

1st Terry Hannocks	No. 562	£60.00
2nd Alison Rose	No. 307	£40.00
3rd Howard Wallace-Sims	No. 234	£30.00
4th Max Reed	No. 209	£25.00
5th Alan Dawes	No. 010	£20.00
6th Ray Crampin	No. 540	£10.00

### December 2009

1st Mrs J Norris	No. 268	£100.00
2nd Bob Clifford	No. 016	£100.00
3rd Kent Evenden	No. 274	£100.00
4th Miss S Stevens	No. 316	£100.00
5th Mrs Bridget Bennett	No. 195	£ 80.00
6th D K L Morgan	No. 057	£ 70.00
7th Heather Drewry	No. 377	£ 60.00
8th Ken Dow	No. 275	£ 50.00
9th Tony Hart	No. 500	£ 40.00
10th Ray Crampin	No. 423	£ 30.00
11th Nigel Thomas	No. 364	£ 20.00
12th Jean Clark	No. 378	£ 10.00

To join the 300 Club Phone Brian Heyes on 01622 744509 or Chris Garman 01424 441643 for an application form.



01 class No 65 crossing Hexden Bridge, 29th April 2009 (Brian Shelley)

# COLLECTING BOOKS

*Brian Janes recounts experiences in one of the more obscure corners of Railway fundraising*

My first volunteering experience on our railway was meeting, greeting and taking money from, those select visitors who visited the Colonel Stephens' Railway Museum. In the sometimes prolonged intervals between honoured guests, I started to tidy the books and magazines on sale to fund the Museum collection. Little did I realise that ten years later my arms would still be aching from shifting tons of these things. If you think I am exaggerating then just think that books average out at about 50 kgs per metre shelf run (about 100lbs a yard for us oldies), heavier than our rail; and larger books and magazines are 50% heavier than that!

Our normal stock in the Museum fills 50 feet of display shelving plus 20 feet of magazines and probably turns over once a year. Fortunately, many of these books are delivered to the station, or better yet the Museum door, by their kind donors as they thin out their collections or their executors honour carefully crafted wills, so I only have to unload, sort and price, and shelve them. The really memorable times though are when we collect them ourselves. In the days before the wonders and curses of the internet and Sat Navs this first involved finding the place, then transporting the often ill defined quantities back. On one memorable occasion at Herne we had been given less than a week's notice to clear a house and arrived with a day to spare. And that kind gent had been a collector! The magazines had to be left behind but everything else was crammed into every nook and cranny of my car. My helper Ken Lee's legs probably still bear the imprint of the piles of books placed on his lap when the books hit the car roof and space finally ran out. The return journey was taken very slowly, with every jolt resounding through the car and brakes of now questionable efficiency. My rather ancient Rover has had a lot of heavy railway stuff in it, including wagon brake cylinders, but never as much as that load. I doubt the springs have ever really recovered.

This New Year however brought the biggest challenge. The late and much lamented Railway Club, the great granddaddy of all enthusiast

societies, has been generously donating the contents of its notable library in central London to various key collections and charities. Earlier we were the beneficiary of a complete run of Railway Magazines, Locomotive Magazines and Bradshaw Timetables for our reference collection (see Terrier 109). These were successfully collected with a band of helpers in John Doody's huge Citroen Estate. However when those established collections and club members had taken their choice, a huge quantity of books, perhaps a quarter of the old library, remained. The Club Committee generously offered them to the Railway as a Charity that was pursuing a cause close to the old Club's heart. Would we collect?

There remained about 100 foot of shelving still containing 7-800 books and bound magazines. Quick calculation: about two tons to transport up and down two floors of a London office block (don't ask – it is too complicated) and get them to Tenterden. OK, need a stretch Transit van and about 5 helpers in London to get the collection ready to load the van in an area hot with traffic wardens. OK, John Doody would hire a van to drive up from Maidstone; and a team assembled.

But the best laid plans... the great snow storm, otherwise known as a not abnormal winter of my youth, hit Kent. South Eastern Trains, that fine private company, threw in the towel and the Councils gave up on the roads. Could we manage? Damned if we wouldn't try. Conditions had improved a bit and John Doody said he could get the van, despite a foot of slushy snow in Maidstone - and he did manage, despite tricky moments getting the van out. Two of us, Laurie Cooksey and myself, travelled up in a freezing and far from luxurious, medium speed, Javelin from Ashford (don't believe the propaganda). But calamity, the other three had to cancel at literally the last minute! At least London was snow free and we thawed out with a cup of tea whilst contemplating the magnificent, renewed, St Pancras. At the Library after two and a half hours shifting, we had the books piled at the office entrance and awaiting the van's arrival. Despite the closure of the Rotherhithe tunnel and an accident in the Blackwall, John's knowledge of London had got him through nearly to time.

Laurie and I were by then sitting on the stairs in contemplation of having just shifted about 2 tons of books and, given that the word "ton" is derived from the same source as that of a tunnel of wine (a cask which held 216 gallons),



that we could have done more than justice to that quantity! We set to to load the van and half an hour later, with no traffic wardens in evidence, we were off, leaving a relieved club librarian who could now terminate the expensive Library room lease. John gaily informed the 'tired two' that the heater wasn't working but shifting all those books, and the layers we had worn for the pleasure of travelling by South Eastern Trains, kept us nearly warm enough till John wove his way through South London, the van picked up speed and some heat finally seeped in. Two hours later and after a warming mug of coffee in the C&W mess we pushed the slipping van through about 8 inches of freezing slush and offloaded the books into the Museum.

So as I write I am surrounded by piles of first class ex-library railway books. We have taken a good many for the Reference Archive but I now have to price and shelve them to offer to your good selves. As we have so many and limited room we are offering them at very good prices so come early when the Museum opens at Easter. And because they are so sought after we are seeking offers for the bound copies of the Railway magazine, Modern Railways and British Railway Illustrated listed nearby. Any offer over £10 per volume received by the end of May secures. Only snag, buyer collects ... I have had enough of transporting them.

What's that? Another Collection waiting at Margate?\*\*\*\*\*@@ !!!

## Sale of Bound Magazines

### Railway Magazine

Volumes are half year until 1939 with the first half given as [1] and the second as [2] except where indicated

1897[2]&1898[1]bound together+ ;1898 [2] & 1899[1] bound together (some lose pages)+; 1899[2]& 1900[1] bound together +; 1900[2]+\*; 1901[1] (split binding); 1902[1]\*; 1902[2]; 1904[1]\*; 1904[2]; 1905[1]; 1905[2]+; 1906[2]; 1907[1]\*; 1907[2]; 1908[2]\*; 1909[1]; 1909[2]\*; 1912[1]; 1913[2]; 1916[1]; 1917[1]; 1921[1]; 1922[1]; 1923[1]; 1923[2]; 1925[1]; 1926[1]; 1926[2]; 1928 [1]; 1928[2]; 1929[1]; 1929[2]; 1931[(full year)+; 1932 (full year)+; 1933(full year)+; 1934[1]; 1934[2]; 1935[2]+; 1935[2]+; 1936[1]; 1936[2]; 1937[1]; 1937[2] \*; 1938[1]+; 1938[2]; 1939[1]+; 1939[1]+; 1939[2]+; 1940; 1941+; 1941+; 1943+; 1943; 1945+; 1946+; 1948+; 1949; 1950+; 1951+; 1952+; 1953; 1953; 1954; 1955; 1955; 1956; 1957 +; 1958\*; 1958; 1959; 1960; 1960; 1961; 1961\*.

### Modern Railways (blue binding)

1965; 1966; 1967; 1968; 1969; 1970; 1971; 1972; 1973; 1974; 1975; 1976; 1977; 1978; 1979; 1980

### British Railways Illustrated (red binding)

1991/2; 1992/3; 1993/4; 1994/5; 1995/6; 1996/7; 1997/8; 1998/9; 1999/2000

*All volumes are in good to excellent condition except those marked \* which have some rubbing stains or slight splitting to the binding.*

Binding is standard binding except those marked + which are non-standard

**Bids to be made in writing** to Brian Janes, K&ESR, Tenterden Town Station, Station Road, Tenterden, Kent TN30 6HE or e mail to [brian@kesr.org.uk](mailto:brian@kesr.org.uk).

**Bids must be at least £10** for post 1920 volumes and **£15** for pre 1920. All bids received by 31 May 2010 will be considered. The successful bidder will be notified and the volumes held for collection at the Museum when it is open.

# Volunteering Staff Vacancy

## VOLUNTEER RECRUITMENT MANAGER

**Background:** Following the untimely demise of Stan Kemp K&ESR now seeks a Volunteer Recruitment Manager to oversee the vitally important role of welcoming new volunteers to our organisation and ensuring that they settle into their chosen departments.

This role has been upgraded to Manager status to reflect the importance of its position and the job holder will be invited to attend monthly management meetings as a member of the railway's management team.

### **Job Description:**

- Creating and maintaining a new member pack, to be issued to all new volunteer members with their first membership card.
- Responding to initial enquiries by e-mail, telephone and/or letter and ensuring interest is maintained wherever possible.
- Liaising with a potential volunteer to guide them to the most appropriate department.
- Monitoring all new volunteers for an agreed period to ensure that they are happy, and taking appropriate action if needed in conjunction with Department Managers
- Introducing a "buddy system" for all volunteers.
- Understanding the individual changing volunteering needs and priorities of Department Managers
- Organising an annual Volunteer Recruitment Day in conjunction with the Events Co-ordinator and the Director for Volunteering
- Maintaining and fostering good relationships with Department Managers.
- Working in close liaison with the General Manager, Department Managers and the Director for Volunteering.

Resources for which the job holder is accountable

People	New volunteers
Budget	Planning and costing recommended expenditure
Safety	Nil direct, but helping to progress new volunteers to Basic Railway Safety Training where required

Budget Responsibility; To be agreed with General Manager as appropriate

Reports to: General Manager

The successful candidate will need to be cleared by CRB and have ISA registration by the end of 2010.

Liaison: General Manager, Department Managers and Director for Volunteering

Closing date 31st March 2010.



## Scott Wilson

Scott Wilson was born on 3rd September 1962 in Maidstone, Kent to parents June and Ted. Paul (Wizz) Wilson, the Engineering Manager, is his elder brother. He married Michelle on 29th May 1993, a service attended by many friends. They had two children, Anthony and Amy. On Saturday 31st of October 2009 Scott died unexpectedly and suddenly from a brain aneurism. He was 47.

As a young teenager he joined the railway with his brother Paul. There were several teenagers around at the same time who worked in many of the departments; Scott could often be found where the action was. He eventually became Plant Manager (1985-1989).

Scott's love of fast cars became apparent: Paul had the money, Scott had the mechanical skill and the end result was a line of fast Vauxhalls and an ex RoverV8 powered police car. The ultimate machine was his V8 powered based Land Rover in which many people had exhilarating/hair raising rides.

Scott had a fantastic sense of humour which extended to practical jokes on individuals. He had no sides to him; what you saw was what you got. On one particular occasion at Southfleet (from where all the rails and sleepers were recovered for the Northiam extension) Scott was stopping for a meal break in one of many twelve hour working days. The appetite generated by the workload was immense and all the Volunteers were losing weight. On this particular evening a former Chairman had turned up in his pin striped suit and wellies to assess the progress. Scott had come in for dinner and found his meal in the biggest brown dog bowl to be found on the floor by the chairman's feet. He barked, got on his hands and knees, gulped the food down, stood up, licked his lips and beard and sat down.

The timing of Northiam extension was such that at Southfleet Scott took two weeks off work to help the track recovery there. During this time Scott kept the much abused plant running. Scott stripped a spare dumper of its major components to keep the two working machines going. On one night one of these dumpers had broken its steering ram. Scott was unable to remove it. He then spent hours rebuilding the stripped dumper and replacing

all the components so there were two dumpers for the following morning.

Scott was a very capable person who could think on his feet and was a great team member who would help anybody. On one occasion on the NYMR the Shed Master (a very authoritarian old school character) asked Scott to fit a new rubber conveyer belt to a coal hopper. The Shed Master made it clear how much the belt had cost and that if he mucked it up to make sure he was not in the yard when he returned. Scott set about fitting the belt with some trepidation, and soon realised the belt was too short to be joined up even with the adjusters fully slackened. He then set about making a clamp rig with scrap material from the skip, making pullers from threaded bar. When the belt ends met, the tension was phenomenal. Scott put the joining strip on and released the clamping mechanism; no one else would get near the conveyer. He then plugged the electrics in and, using a broom handle, pressed the starter. It worked perfectly: unbeknown to Scott the entire shed staff was watching behind the main door expecting a calamity. The fitting of the belt had been left for months as no one was brave enough to tackle the job! When the Shed Master returned he looked at Scott and the conveyor and made the comment 'Ya needn't look so smug, I wouldn't have given you the job if I thought you couldn't do it!' He then promptly strode off.

He achieved many things in his life. He worked as a car mechanic and was about to start a new business with a colleague. He was teaching Karate to children/ teenagers which he had taken up three years previously. He was such a warm and fun character that he was very popular in this role. Letters were read out at Scott's funeral from some of these children thanking him and missing him. For all of Scott's fun and bravado, he thought the world of his family and was a very loyal friend who would always give a helping hand to anyone.

Scott is survived by his wife Michelle and children Anthony and Amy, his parents Ted & June and his brother Paul.

The funeral service was held at Thanet Crematorium 12th November 2009. Not everyone could fit into the crematorium as so many people wished to pay their respects to him. At the reception afterwards many people

had many stories – Scott would have enjoyed the anecdotes and the food.

The three words that sum up Scott Wilson best are these- ‘very good mate’.

*DJH*

## Roger Francis Willes, ‘Cherry’

1930 - 2009

Roger was born 4th June 1930. His Father, Frank Willes, was a signalman at Canterbury West, was also known as ‘Cherry’ because the family went fruit picking during the summer months to supplement their income. Nicknames have a reputation for sticking, but for one to be passed from father to son is perhaps unusual.

During Roger’s childhood the Willes’s lived in Beaconsfield Road, Canterbury, where the family kept chickens and grew their own vegetables in the garden as well as on an allotment. Also at the bottom of the garden ran the Canterbury to Whitstable railway. ‘Cherry’ knew the times of the regular goods trains that ran daily on the steep gradient past their garden before the line disappeared into the Tyler Hill tunnel. The engine crew all knew his father and would wave setting a foundation for ‘Cherry’ to follow. He would also visit the Canterbury signal box and soon learnt all there was about the railway. Disaster struck when he was eight years old. ‘Cherry’ was helping his mother use an old mangle in the garden to squeeze the water from the wet washing when his left hand slipped and went into the metal cogs. This resulted in his index finger being amputated and a vision of not being able to join the railway. Nevertheless, at St Dunstan’s school he was helped to overcome his disability and following the usual interview and medical joined the Southern Railway as a cleaner in July 1945.

He spoke of his cleaning days with great affection, and his knowledge of the railway and locomotive classes was extensive. He helped other cleaners, shared his knowledge and became very popular at Ashford Motive Power Depot. In 1946 he passed the firing test and began to be rostered on goods and branch line workings. In 1947 a vacancy occurred for a fireman working Monday to Friday on the Canterbury to Whitstable goods. His application was accepted and he now could wave to his parents, sister and visiting cousins as he passed the family house. He enjoyed this time as the locomotive was collected from Ashford on a Monday morning, stabled at

Canterbury until being returned to Ashford on Friday evening. The crew needed to drop the fire, coal the bunker and light up in the morning, great experience for a young fireman.

Cherry’s promotion to fireman the following year meant taking his place on the full roster and he began main line work covering all routes between Ramsgate, Dover and Folkestone via Ashford, Tonbridge and Maidstone into Victoria, Charing Cross, Cannon Street and Blackfriars. He also enjoyed the Hastings line and the branch through Lydd. The classes he fired and later drove after passing for driver in 1954 read like a litany of Southern legend – ex SE&CR O1, C, L, D and E; Maunsell’s N, U1, Q, Schools and King Arthurs as well as original and rebuilt Bullied Pacifics. There was also a variety of other tank locomotives which included Stanier, Fairburn and BR Standards. From all these he chose the E class as his favourite. He said, “they ran well, steamed well and used less coal than the others”. Following the end of steam he moved onto diesels, DMMUs and EMUs. But life was never quite the same until a chance meeting with someone he knew brought him to the K&ESR as a driver back on steam. Steam of course also returned to the main lines of South East England and ‘Cherry’ was one of a number of drivers selected. He always had the misfortune of looking old for his age. He was working up and down the Folkestone Harbour branch, or so the alleged story goes, when an American came up to him and said “Hey old timer did they get you out of retirement to work this train?” He still had quite a few years to go before retirement!

‘Cherry’ married his first wife Jean in 1964 and they had two sons. Julian was born in 1966 and Adrian in 1968. They settled into family routine until 1976 when Jean had a series of strokes and died at the tragically early age of 42. ‘Cherry’ and his boys overcame this setback thanks to an understanding British Rail Manager, friends, neighbours, his Mother (his Father had died in 1966) and a lady called Hazel. ‘Cherry’ and Hazel eventually married in 1980. The boys excelled and today stand tall in the community. He was also a very active member of the Red Cross and played a major part in the Ashford branch attending various events and training others. He leaves his wife Hazel a legacy of stories and friends.

Two of his stories that he recalled on a regular basis are as follows. One is from his BR days the other from the K&ESR.





*Left and above: No 25 with memorial headboard on the morning of Stan's funeral. (John Liddell)*

*Below: The late Stan Kemp at work (Graham Hopker)*



Shortly before he qualified as a driver he was covering a firing duty that relieved an up Charing Cross at Ashford. The train duly arrived it was a rebuilt Bullied Pacific. They filled the tender with water it was one of the larger tenders. The boiler was full, the fire made up and they had a good run stopping only at Waterloo and Charing Cross.

After detrainment they propelled the train round the curve into Cannon Street to work the 13.10 express to Ramsgate first stop Folkestone Central. 'Cherry' went off to make a can of tea

whilst his driver filled the tender with water and, after drinking the tea and eating his sandwiches, they made the fire up ready for departure. The fast run to Folkestone Central was uneventful, the engine steamed well and they arrived 2 minutes early. They then proceeded to Folkestone Junction and Dover Priory.

Leaving Dover his driver said, "let's have a go at the bank and see how early we can be at Martin Mill". 'Cherry' agreed and started shovelling for all he was worth. They stormed

up the bank past the Castle and on into Martin Mill arriving four minutes early laughing at their achievement. They continued to Walmer, Deal and Sandwich where 'Cherry' began to have difficulties with the exhaust steam injector. He tried the live steam injector but that also only worked intermittently. Checking what could be the problem he noticed the tender water gauge was showing empty. "We must have lost all the water on the way here", he said to his driver. His driver went quiet and admitted forgetting to top up with water at Cannon Street. They nursed the engine to Ramsgate, uncoupled in the platform then, went on shed and took water with the water in the boiler bobbing in the bottom of the glass. That story was a favourite of his and had many different versions as did the following.

John Collard had just retired from the LFB and had started as a volunteer at Rolvenden. John had cleaned the J94 and then joined the crew on the down at Rolvenden. The trip went well with John doing much of the firing. Leaving Tenterden for the second trip to Bodiam 'Cherry' told his fireman to drive whilst he would supervise John. 'Cherry' continued his instruction until they arrived at Rolvenden on the up and the fire needed attention for the climb to Tenterden. 'Cherry' told John where to put each shovel of coal whilst another cleaner and his fireman took water. They left Rolvenden and after passing Orpins the fireman opened up and they began to climb towards Cranbrook Road. The gates were open and the engine was going well. John became concerned when the steam pressure began to climb towards the red mark. He said to 'Cherry' "we had better put the injector on or she will blow off". 'Cherry' replied, "I put the injector on a few minutes ago, just open the doors; you're with a real railwayman now".

How true that statement was. He was a professional with 50 years of BR service and nearly 10 years more voluntary work on the K&ESR. This latter period has added more stories and memories. Cleaner Patrick Judson has told us that 'Cherry' was always helpful and encouraging to newcomers to the railway. He would share interesting tales of days gone by when he used to drive Southern express services out of Ashford. "He always had time to expand on the workings of the engine and give guidance as to the correct use of the shovel when firing under supervision. One knew that a good day was in store if you turned up at 7.00 for cleaning duties and saw 'Cherry's' name on the roster for the day. My most vivid memory of Cherry was

when we had a visiting engine *Bellarophen* and I rode a number of times on the footplate with 'Cherry' who spent most of the time complaining about the state of the engine and that if the K&ESR maintained it then it would be fit for purpose. It had an open type footplate and I can still see 'Cherry' driving it now. A real railway gentleman, friendly, helpful and never one to take the 'mick' out of a novice."

Fireman Paul Halden particularly recalls two trips. "On the first, on which I was a trainee under the guidance of Henry Mowforth, I chatted with 'Cherry' before we left the shed on the Norwegian. His professionalism was evidenced by his boots which were polished to perfection! All went well that day until we noticed a plug leaking on our last trip and the engine had to come off before our last climb to Tenterden, to be replaced by the Class 33. Back in the lobby he showed me his photo album with pictures of him on the 'Arrow' which he had driven in BR days. Clearly he had pride in his railway career.

"On the second occasion I was a qualified fireman and there was just the two of us on the Norwegian again. This time 'Cherry' showed me his photos before leaving the depot and...yes...his boots were shinier than ever! After arriving back at Tenterden on the second trip we became aware of some unusual platform activity & saw a camera crew. We were told that local TV wanted to get some footplate shots so to be prepared. 'Cherry', modest as ever, told me to 'show them what we do' and left me to throw a few shovelfulls in the box and assist the female reporter to do the same. The last trip was uneventful until we returned to the depot. We stopped at the entrance as rules dictate, blew a short blast on the whistle and moved slowly onto number one road to take water. As we stopped 'Cherry' turned to me and said 'Well that's it then, my last trip!' When I asked why he told me that he had to retire due to his age. As we disposed of the engine it suddenly hit me that I had been his last fireman in his long career...I felt honoured. On the way out of the depot to the car park he took some time out to show me his new small car. He was proud of the fact that it only had three cylinders. He looked at me and grinned 'If it was good enough for a School's then it is good enough for me!' 'Cherry' was one of a disappearing generation of steam men and I will miss him."

He will indeed be missed, because his experience and stories would have continued to



hold young volunteers and older members spellbound, perhaps due partly to his colourful language. Like the locomotives he drove, he was a legend and will remain with us as such.

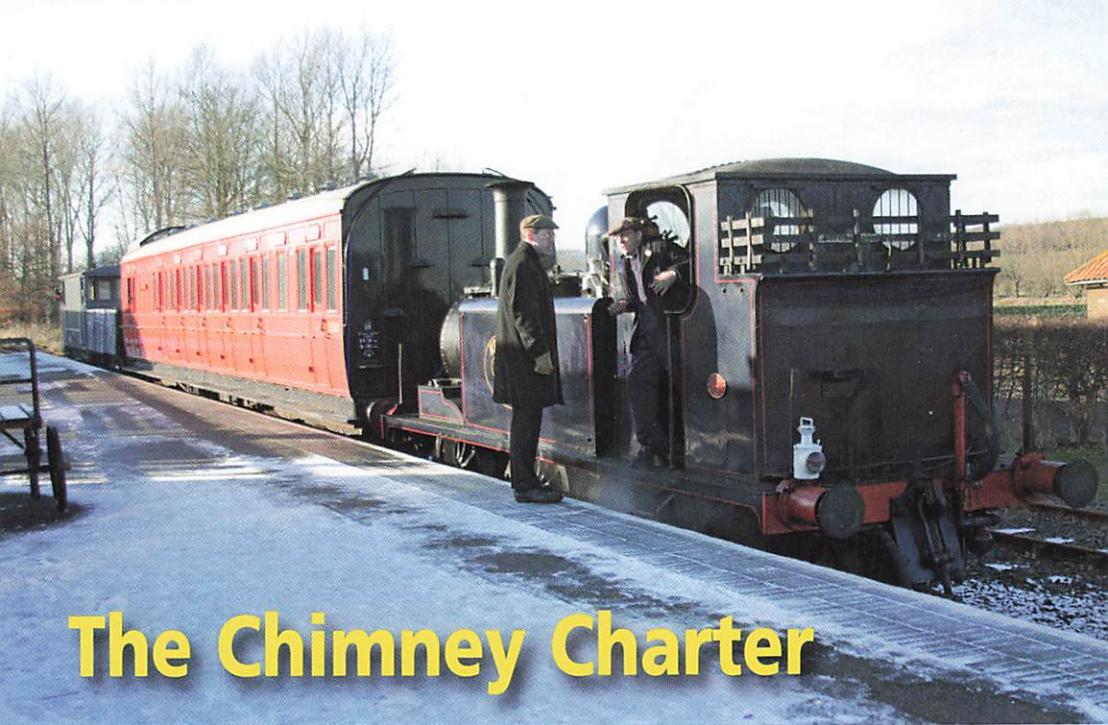
After he finally stepped down from the footplate in 2005 he kept active and continued the family tradition of gardening and vegetable growing right up until the start of his final illness in August 2009. He passed away on 19th December. He leaves behind his wife, sons and

grandchildren. As his cousin David Lloyd has said, "If there is a railway in Heaven he will be there, continuing to show his skills with a shovel and regulator".

*The editor would like to thank Paul Halden, Patrick Judson and Graham Williams for their help in producing the above as well as, and not least, David Lloyd for providing very full biographical details together with the first draft of this obituary. NP*



No 25, Rolvenden, on the Rother levels (Ted Micklem)



# The Chimney Charter

by Hugh Nightingale

For more years than I willingly register, or at least care to remember, it has been an ambition to do something on the K&ESR with a Terrier on January 2nd, and particularly when this date fell on a Saturday – the exact anniversary of the closure of the original railway to all passenger traffic and the final demise of the Northern Extension to Headcorn.

The quirks of the calendar meant that the last time January 2nd fell on a Saturday was 1999. At that time 2678 was still in private ownership and some weeks away from its return to traffic, having last steamed on the line in 1958, whilst No.3, which had come out of service at the end of the 1985 season, was still in the early stages of a complete rebuild. That said, its future, at least, was now secure, being jointly owned by The Terrier Trust (TTT) and the then Tenterden Railway Company.

The obvious choice was of course *Knowle* that had recently returned to traffic at the phenomenally successful Gala in May, to be teamed up with the 'Birdcage' in its early BR-red livery, because she had played such an important role in 1954. This formation would also recall the famous steaming of K&ESR No.10 *Sutton* back on New Year's Day 1993

*No 3 on the Chimney charter at Bodiam, 2nd January 2010 (Ralph Tilley)*

with a single Maunsell coach and mimic an equally famous photograph of *Fenchurch* with a 'Birdcage' taken decades ago on Bluebell.

Work outstanding from the overhaul required prior to the annual boiler examination and steam test eliminated the black Terrier so we fell back on No. 3 – the excuse for the Charter, after all, was to make very occasional use of our annual free steaming as a fundraising venture to part offset the cost of a pattern and casting of a new chimney for *Bodiam* that TTT had agreed to pay for.

In the wake of the picture-perfect Sentimental Journeys Charter of 32678 and the BR-mixed of November 9th, and with authenticity abandoned by necessity, we had to come up with something that would at least look good. So the 'Tilmanstone' liveried wagon and the SECR brake were to be added to the 'Birdcage' to produce a minimalistic mixed train.

Whilst the pathway was obviously still available, initial plans had to be rejigged as 3 faces the opposite way to 32678. Fortunately our timings were reasonably accurate; it was left to James Palk to provide the spit-and-polish, organise



the formal planning and put forward a suggestion that was pure genius.

Everything was set fair...or rather wasn't. Mother Nature decided to do her worse from mid-December and just when it looked like the weather might be easing over Christmas itself, yet more of the white stuff was dumped on New Year's Day.

The forecast had been okay-to-good, so imagine the disappointment around 07:00hrs on the big day with 10-10ths-cloud cover, some ice, the remains of the snow and just a bright strip on the horizon away to the south-east.

By the time I'd parked at Rolvenden at 08:15hrs, dawn had officially broken and there were encouraging signs the cloud was beginning to break up. Geoff Silcock was already there and Ralph Tilley would be down soon from Tenterden, but who else? Holidays, illness and other commitments had already eliminated some potential supporters and the icy conditions would doubtless take out many more.

The sun came out just as Driver Mike Harman and Fireman Terry Hannocks were completing their final preparations. The original idea had been to take the 'Birdcage' out to Wittersham Road to attach the wagon and brake; James Palk's plan was to have the stock prepared in Orpin's siding presenting an opportunity to record the whole train at that location. It didn't quite work out; No.3 had to thaw the ground-frame points leading to a slight delay and then right up until guard Graham Hukins – like Terry a TTT member – gave the right-away, the Terrier was almost totally obscured in steam.

With no-one else about, Geoff and Ralph went off to Wittersham Road for photographs whilst I drove straight up to Tenterden Town; my initial thought of driving down to Wittersham Road and back cancelled due to the potential of ice off the main road and the anticipation Rebecca might be delayed by the conditions. There I found No. 24 *Rolvenden* with the service train in the loop and a large area of ice towards the back of the platform in the process of being cordoned off.

After returning to Rolvenden, the train had to run ECS up the bank as it was routed into the loop at Tenterden Town. With few passengers about, I had time to walk partway down Rogersmead to photograph *Bodiam* just below the station. At the time of writing it is known

that the ascent was photographed in at least three other locations as well.

Station pictures proved disappointing due to the long shadows; departure was at 11:10hrs and due to the paucity of participants a few ordinary passengers took advantage of the opportunity to ride as far as Northiam and pick up the DMMU from there.

Surely was this not one of the most amazing trains of the preservation/heritage era? On the actual closure day 56 years ago, No.3 was essentially spare engine at Rolvenden and played a minor role, so here, in the brilliant mid-winter sunshine was her opportunity to...shine. It mattered not that the train was almost empty as it steamed serenely like a swan across the waterlogged and snowy marshes; the white exhaust arching elegantly over its back – or, for that matter, particularly authentic. Here was the iconic K&ESR locomotive plying her trade as she has done so often – admittedly there being more off years than on – for more than a century with a miniscule mixed train so typical of those last days of normal operation.

At Wittersham Road we took the Through Road in order to reduce the journey time and as the train crossed the Hexden Bridge, keen eyes spotted cormorant and heron about their daily routine, with fields of Kent ewes alongside us by New Barn.

The time spent at Northiam was a delight. The train terminated in the Up platform, everyone crossed, and then once the Up train from Bodiam had cleared, we organised some false starts in the direction of Bodiam with the cooperation of the crew and signaller Ted Micklam, himself a TTT member. These of course were suspended for the passage of the DMMU; the last move being back into the Down platform to collect participants and for No.3 to take water. But a real highlight was the sight of at least one Whooper swan; a rarity indeed in this part of the country, perhaps encouraged by the winter wetlands adjacent to the railway?

Thanks to the kind cooperation of several members of the station staff at Northiam, Rebecca was able to keep everyone supplied with hot drinks whilst we awaited the return of the DMMU.

At Bodiam itself, there was yet more opportunity for photographs at the west end of the station, with the Castle in the



background and a flight of lapwings for company. After the run-round we set off, this time passing the service train worked by No.24 at Northiam by way of the Up platform non-stop. The schedule allowed for one photographic run-past by the train, and this we opted to do on the west face of Wittersham Bank.

There we waited a few minutes due to the encroachment of the only cloud of the day. With no apparent movement in the shadow, we decided to go for it and were rewarded by the sun gently but dramatically breaking through as the train climbed the hill. This left time for some more stunning scenes back at Wittersham Road, the little train drawing curious glances once more as it had done at other locations throughout the day.

*Bodiam* took water at Rolvenden where we crossed the DMMU once more. On regaining Tenterden Town, it was decided to abandon the 'Birdcage' in a siding as other than Ralph, no-

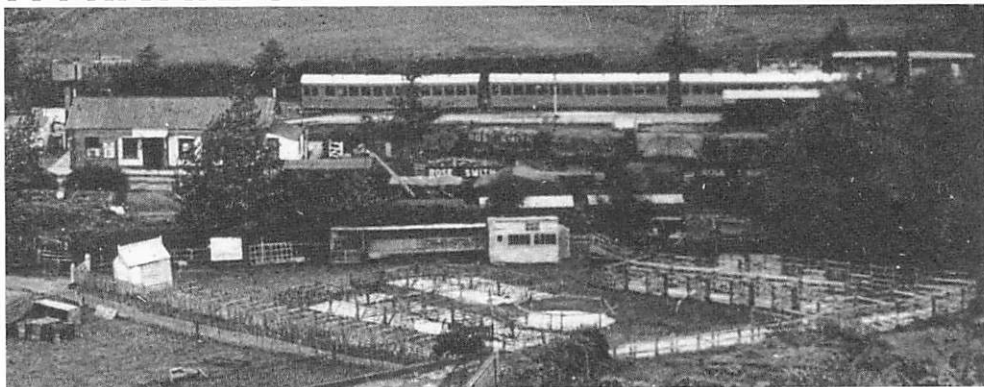
one wished to return to Rolvenden. This was speedily accomplished just before the approach of No.24 on the service train; No.3 with just 'Tilmanstone' and the SECR brake departed from the loop.

Whilst in no way a success regarding the offset of the cost of the new chimney, a very worthwhile sum of £280 was raised, plus the recruitment of a new member, which is all grist to the mill. Hopefully and in the course of time, many of the photographs will appear in print and it is likely that one of the scenes will be used for a new postcard. But most importantly, the ghost of No.3's lack of participation in the events of 2nd January 1954 has been laid to rest by the working of this memorable little mixed train.

And the ambition to witness a Terrier ply its trade on the K&ESR, on the exact anniversary of that sad but unforgettable day over half a century ago, had at long last, been achieved in the most glorious manner.



# A PRIVATE OWNER WAGON AT TENTERDEN



*Tenterden Station with wagon visible. (This needs to be overlaid with an up to date image in a future issue)  
(Col. Stephens Historic Railway Archive)*

There are in the Museum Archive some nice photographs of the Town Station taken from the top of the church tower. One, certainly taken during the 1920s, shows a very full station yard with two nice examples of private owner wagons prominently displaying the striking title 'ROSE SMITH'. Many readers will know that Private Owner wagons were a very prominent feature of the pre-1948 railway that brought much interest to the goods train (never 'freight' train, an Americanism first introduced by the NER in the 1900s but little used pre-nationalisation) which we have tried to demonstrate on our railway with interesting liveries like Nathaniel Pegg, Tilmanstone Colliery, Tenterden Brewery Co and Huxford & Co (both of the latter fictional) on incorrect types of wagon. Such wagons would have brought coal to customers and either returned to the collieries for re-loading or have been held empty for loading instructions.

The Rose, Smith wagons are of particular local interest, not because we had a lady coal merchant, as between the Rose and the Smith there is an intermediate comma, but because there is a strong local connection with the latter gentleman. Rose, Smith and Co were coal factors supplying fuel to industrial and merchant customers and did not sell coal direct to the public, using another company, Albert Usher & Company Ltd, for that purpose. The Company was an amalgamation of earlier companies and had offices at 38, Eastcheap, London, E.C. Its principal directors were George Rose of Harefield Place, Uxbridge, Middlesex, and Jesse James Smith of Morghew Hall, Tenterden, Kent, who died in 1956 and is buried at Rolvenden. Rose, Smith and Co had something like 3000 wagons in service between its incorporation in

May 1918 and coal nationalisation in 1947. These ran mainly from the Midland coalfields to industrial works, docks and coal merchants in Southern England.

As Rose, Smith supplied only merchants it would be nice to know who was receiving supplies from the company and what use had been made of the local connection with Jesse James Smith. Colonel Stephens, probably following the precedent set by the North Eastern Railway stationmasters, expected his station agents to act as coal merchants to increase traffic and, through commission, their earnings. Arthur Taunt the Tenterden station agent till 1930 is known to have been active in this business and is a prime candidate, but although Monty Baker has childhood memories of at least two private owner wagons marked 'A Taunt' we unfortunately have no photographic verification of this. Certainly Taunt, who in addition to his railway duties was a Town Councillor and one-time Mayor, would have had close social, and perhaps business, connections with Jesse Smith.

Rose, Smith wagons were all black with white lettering and Albert Usher wagons were painted red with white lettering. For some time our railway had one of our engineering wagons painted in a largely fictional and incorrect version of a Rose, Smith livery but this has disappeared under other liveries. With its strong local connections it would be nice to be able to re-create an 'authentic' Rose, Smith wagon. All we need is an RCH specification 12 ton coal wagon (a notable omission from our collection) some black and white paint and some time. Volunteers anyone?

BMJ

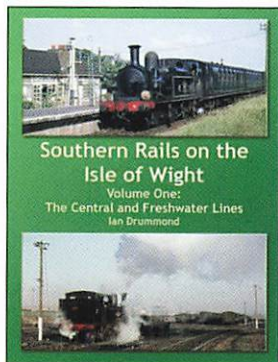
# BOOK REVIEWS

*Southern Rails on the Isle of Wight. Volume One: The Central and Freshwater Lines. By Ian Drummond, published by Holne Publishing, price £19.95. 156 pages with mixed colour and monochrome photographs plus maps. ISBN 978-0-9563317-0-0*

"Oh no, not another book about the Isle of Wight Railways". That thought, which has probably just passed through your mind, is exactly the same point with which the author begins what is, overall, a rather nice offering. . He

then goes on to explain that he has been able to draw on a wealth of unpublished material (we think mainly photographic) as well as now available technology to enhance both photos and diagrams. Mr. Drummond also informs us that he hopes this volume will be the first of a series covering all Southern lines. The publisher's covering letter with the review copy expands on these themes by telling us that the aim of the projected series is to bridge the gap between the photo album approach and the learned tome.

The volume under review meets all these objectives reasonably well. The photographs are unfamiliar, at least to us, and the colour/monochrome mix is pleasing. The publishers claim that their computer enhancement produces a "three dimensional effect" does not mean that this is a book full of holograms. It does however go some way to describe the significant enhancement of detail which has been achieved. The colour enhancement of Ordnance Survey 1250 scale maps is novel. The text meets the stated aim by including little new in the way of information but providing adequate facts to meet the needs of someone seeking either a primer or quick reference to the subject. The area illustrated is of slightly quirky interest in that it covers the less well known western side of the island, including the allegedly under appreciated Newport – Sandown section and the light railway-like Freshwater, Yarmouth and



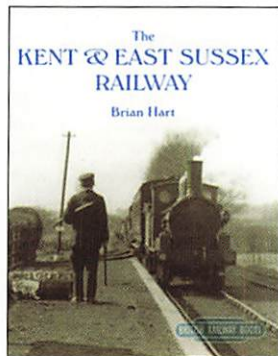
Newport. (There is a good picture of FY&NR No.1 illustrating that loco's family resemblance to *Charwellton*). The present Steam Railway is covered in its pre-preservation days and one is referred to the forthcoming Volume Two (rest of the island?) for the heritage scene. We found the several references to Volume Two slightly irritating although the publisher no doubt sees this as a good marketing ploy and doubtless appreciates that a combined volume would have inflated the price beyond what the target audience would be prepared to pay.

One wishes the author and the publishers well with this venture and it will be interesting to see the later mainland volumes. The market segment is, however, that once covered by Bradford Barton and in more recent times by the Middleton Press, the products of both publishers now often being sold on two or three times. As such, the author and publishers are fishing in an already crowded pool, a position alleviated by their presentational 'USP' of photo enhancement, colour diagrams, colour/bw photo mix and more text than has often been used in comparable works. We said at the beginning of this review that it was a rather nice offering, which it is, but we suggest prospective buyers have a look at a copy before deciding whether than want to part with five pence short of twenty quid.

NP

*The Kent & East Sussex Railway. By Brian Hart, published by Wild Swan Publications, price £34.95. 282 pages. ISBN 978 1 905184 57 6*

With all due respect to Stephen Garrett's most excellent and long lived Oakwood press summary history, we have been waiting a long time for a definitive, in depth, history of the old pre-preservation K&ESR. Has Brian Hart now come up with the goods?



He states in his introduction that his sole intent is to offer a contribution towards our knowledge



of our railway and is at pains to stress that this book is not intended as any kind of exhaustive account. Well, can I beg to differ. This seminal work is as near as anybody could come to making some sense of a rationally mad venture. You may not be able to dot the I's and cross the T's of the locomotive, carriage and wagon history and you will search in vain for service details, traffic and detailed business details. But you will find lots of details of railway personalities, arguments, thefts, accidents and even a murder because setting a railway in its social context is this author's forte. In nearly 300 eloquently written pages he amply justifies his comment that a descriptive subtitle for the book could be 'The Life and Times of a Local Railway'.

No book is entirely free of errors of fact, and historical interpretation is also one of those dark arts that we historians love to argue over. However, even in these areas this one scores well. It sets a standard that many others would do well to strive to match.

Holman F. Stephens' favourite line was in its day a model of its type, which even in its later decrepitude charmed everyone who came to know it. Emerging from the numerous and frustrating 19th century efforts to bring the railway to Tenterden it became an example to be followed elsewhere. Particular attention is paid to these formative years, the early years of the K&ESR, and many long-forgotten contemporary, largely newspaper accounts, emerge. The ebb and flow of public opinion in

Edwardian days is very evident, and demonstrates some telling insights into Stephens' vision and determination. Brian Hart breathes life into the story of our small concern over-shadowed by the major railway companies and pitted against growing competition from road hauliers.

The social and economic catastrophe of the Great War, followed by years of economic depression and social and technological change brought to an end the world for which it was conceived, and by 1930 our brave and independent railway was pushed to the verge of collapse. Kept in being by the efforts of Stephens' successor, W. H. Austen, and the benign attitude of the Southern Railway it survived and reached nationalization in 1948 staunchly independent. Changed attitudes brought the end of that era, and this book and that railway come to an end in the summer of 1961.

Finally the book is excellently served by illustrations which are well worth the price alone. With the possible exception of Henry Casserley's brilliant, but perhaps too often used, cover shot of Harry Bateup greeting Juno at Bodiam, you will find scores of unfamiliar and revealing images. The author has delved deep into our own Colonel Stephens Railway Museum Archive and reveals a journey of discovery and delight through an era, and a world, that has now entirely vanished.

Buy this book and treasure it.

BMJ



*RVR extension west of Bodiam (R. K. Dyce)*



# 2009 SIGNALLING COURSE

*Volunteer Rachel Smith outlines last years signalling training*



*The course (L-R) Roger Temple (course tutor) then the trainees: Michael Goodwin; David Blackman; Philip Crow; Brendan Connell and Rachel Smith (Tony Ramsey)*

With the 2010 season now under way and this year's cohort of prospective signalmen already well into their training, the 2009 trainees wish to say thank you to Roger Temple for all his hard work in preparing and delivering last year's signalling course. This comprised 12 lectures, which took place at weekends between January and September. There were also site visits to each station for trainees to familiarise themselves with the layout of the track, as well as a DMMU trip down the line in order to learn the route and see the signals from the train crew's angle.

In addition, Pete Spratling, assisted by Paul Curran, delivered three practical sessions, where all had a chance to practice lamping and point-clipping, hand-signalling and acting as Pilotman. Pete has also prepared an excellent training manual for each of the boxes, to complement Roger's extensive notes, as well as a very useful glossary for those of us not so familiar with railway terminology!

In order to pass out as signalmen, all the

trainees needed to be passed as crossing keepers for the crossings which they will eventually supervise from their respective boxes (Cranbrook Road for the Tenterden signalmen and Northiam for the Wittersham men). Thanks are therefore due to Peter Parascondolo for his role in passing us out for the crossings and also for overseeing our training and progress throughout the course. Clive Norman's valuable contributions to some of the lectures deserves a special mention and, last but not least, we would like to thank the many signalmen on the railway who have taken us as trainees during our box-practical turns. We appreciate their willingness in passing on their skills and experience while overseeing us as we have learned to work our respective boxes.

We all hope that our future work for the Railway will do credit to Roger's teaching of what has been a very thorough and interesting course, and hopefully you will see us all working as signalmen at Wittersham Road or Tenterden in the not-too-distant future.



## Notes for contributors

With the coming of the electronic age our printers are set up to receive largely digital text and this is an advantage to us as it keeps the cost down. This will become increasingly important over the coming months (not years-things are moving too fast). So please try to follow the guidelines set out below.

### Content

The Tenterden Terrier will continue to major on K&ESR news, features on aspects of the current K&ESR and historical articles on Colonel Stephens' and other Light Railways, particularly those of the South East.

There is only one criterion here, and that is pre-digital. Any written or photographic contribution must be INTERESTING to the reader, not just the writer, and should only exceed 2500 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 (Windows is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by CD (floppy discs are now obsolete), if carefully packed. Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form.

### Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work.

For current events digital photography is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less.

Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

## The Kent and East Sussex Railway Company Limited

Registered Charity 262481

*(Limited by guarantee and not having a share capital)*

Registered Office:

Tenterden Town Station, Tenterden, Kent, TN30 6HE

Telephone 01580-765155 Fax: 01580-765654

Email: [enquiries@kesr.org.uk](mailto:enquiries@kesr.org.uk)

Websites: Railway <http://www.kesr.org.uk>

Museum <http://www.hfstephens-museum.org.uk>

**Patron**

Christopher Awdry

**President**

Vacant

**Vice President**

Vacant

**Directors**

Norman Brice JP – *Chairman*;  
Dick Beckett; Geoff Crouch;  
Derek Dunlavy; Brian Janes; Ken Lee;  
Ian Legg; Carol Mitchell; Stuart Philips;  
Philip Shaw,

### COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED

*(A wholly owned subsidiary)*

**Directors**

Norman Brice JP – *Chairman*  
Geoff Crouch; Derek Dunlavy; Brian Janes;  
Keith Jones; Philip Shaw

**Company Secretary**

Nick Pallant

**General Manager**

Graham Baldwin

**Officers:**

Accountant

John Cobb

Accounts Office

Karen Bridge, Lynda Manktelow

Appeals Co-ordinator

Barry Saunders

Sales Manager

Graham Sivyer

Events Co-ordinator

Elizabeth Reid

Catering Manager

André Freeman

Shop Manager

Martin Easdown

Customer Service Assistants

Lin Batt, Yvonne Bates, Rosemary Geary

Chief Booking Clerk

Roger Allin

Chief Ticket Inspector

Peter Walker

Chief Station Master

Harry Hickmott

Museum Curator & Keeper  
of the Archives

John Miller

Engineering Manager

Paul Wilson

Forestry & Conservation

Peter Thorogood

Permanent Way

Geoff Crouch

Signals & Telecommunications

Nick Wellington

Operating Manager

Peter Salmon

Operating Assistant

Matt Green

Signalling Inspector

Clive Norman

Guards Inspector

Graham Williams

Consultant Civil Engineer

Peter Tobutt

Volunteer Liaison Officer

Vacant

Volunteer Recruitment Manager

Vacant

Health & Safety

Derek Dunlavy

**Finance Committee**

Philip Shaw (*Chairman*);  
Norman Brice;  
Graham Baldwin; (*ex officio*)  
John Cobb (*ex officio*)

**Employment Committee**

Carol Mitchell (*Chairman*);  
Graham Baldwin, John Cobb,  
Geoff Crouch, Ruth Gower

**Membership Secretary**

Stella Nuttman





**STOP**

OPEN CROSSING  
GATES BEFORE  
PROCEEDING

**PASSENGERS  
MUST NOT PASS  
THIS POINT**

By Order

**BEWARE OF THE  
TRAIN  
DO NOT TR  
ON THE R**