



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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*Editor:*

Nick Pallant

*Assistant Editor:*

Duncan Buchanan

*Consultant:*

Tom Burnham

*Editorial Office:*

Tenterden Town  
Station, Tenterden,  
Kent TN30 6HE

*Email:*

nick@kesr.org.uk

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**FRONT COVER**

No 32670 in Tenterden Loop,  
Harry Watson and Dan  
Snowden make ready  
(Colin Avery)

**BACK COVER**

An example of the splendid  
paintwork and signwriting  
on coach No 3062 (Duncan  
Buchanan)

# Tenterden Terrier

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# Editorial

## What More is There to Say?

After overdosing on superlatives in this journal's previous editorial, and much the same being said by others, your Editor finds himself at something of a loss as to what to say this time! 2011 has been a more than memorable year and one hopes that the predictions of another hard winter do not affect the Santa season again. One should, however, draw attention to the legacies that the Railway has received in recent times and which are further mentioned elsewhere in this issue. One particularly generous bequest has transformed our finances and, it cannot be said too often, please remember the Kent and East Sussex when drawing up your will. This is an important source of income and all

bequests, large or small, are very gratefully appreciated.

The Annual General Meeting was held on 8th October the Board election producing the following results:

Norman Brice - 231 votes for, 42 against, 4 abstentions – re-elected

Geoff Crouch – 246 votes for, 23 against, 8 abstentions – re-elected

Finally, the Editor, as Company Secretary, will be contacting everyone known to have continuous membership of the Company and its predecessor organisations since 1961-62 during the later months of the present year. (Yes, there is a Long Membership Award Scheme underway.) If anyone who can make this claim has not received a letter by 31st December 2011 will they please contact Nick Pallant at Tenterden Town Station, either by post or email.

Nick Pallant



*The Morris men perform during Hoppers Weekend at Bodiam (John Liddell)*



# Lineside News

Compiled by Duncan Buchanan

## COMMERCIAL

### Chairman

I am often asked "why don't we do this" or why can't we do that"?

My answers usually contain the words "can't afford it" and "not enough volunteer resources". Since the issuing of the Northiam Bonds, we have been unable to invest as much cash as we would like. This situation was compounded in 1998 when we issued the Bodiam Bonds. During the trading year Jan 31st January to 31st December 2000 our debt soared to over £1.3M and we were hours away from bankruptcy. We shall never allow this to happen again. Those who purchased the Northiam Bonds were very generous people. Only 35% was redeemed, effectively donating £90k to us. Indeed many of our bondholders do not ask for their interest payments which is another example of just how lucky we are.

In 2013 we have another date with our bondholders when the Bodiam issue is due for repayment. We have to plan for maximum redemption and have to look to borrow to pay them back. As if someone on high was looking at our impending problem, we have received donations in the form of legacies this year. They total over £240k and we shall use this money to reduce our borrowing requirements. If the Bodiam bondholders are as generous as those who held the Northiam issue, then .....

From a peak debt of £1.3M+ in 2000, we aim to have reduced this to £400k at the end of 2013, having paid off the Bodiam Bonds. To have paid off £1m in 13 years will be an extraordinary achievement, made possible by the hard work of our paid staff and volunteers. I take my hat off to each and every one of you.

### General Manager

Firstly, I know that some of you noticed that there was nothing from the General Manager in the Summer issue of the *Terrier*.

We had a very good start to the year and passenger numbers have held up acceptably well since. February, March, April and May all showed good growth in passenger numbers and consequently turnover. *City of Truro's* visit for the Gala brought spectacular results. There was a real atmosphere of excitement across the



*Rolvenden Box shrouded in scaffolding ready for painting; note base for new signalling relay room being prepared in front (Paul Wilson)*

railway and a great weekend was had by all. We managed to get No 3 painted in black livery, and one of the most interesting sights was the Birdcage top and tailed with black Terriers. This was repeated for the 50th anniversary of the last passenger train in June, but perhaps the most spectacular sight was the last departure of Saturday 11th June, the A set hauled by three black Terrier locos. Our forties event goes from strength to strength, with record numbers again this year. The Battle of Britain Memorial Flight's display was simply awesome. Since May numbers have been flat compared with last year, but that is actually something to be thankful for in the current economic environment. July's Thomas™ and Hoppers continued the trend of our May events. The organising teams and committees (not least their volunteer members who gave so freely of their time) can be proud of their achievements. Unfortunately, visitors have not spent well on ancillary items, and we need to do more work on this although the state of the economy has to be a contributory factor. If Santa is not hampered by poor weather



conditions we should end up with close on 100,000 paying visitors (97,000 passengers) which would be good.

Speaking of volunteers, it's good to report that we have been able to welcome a number of newcomers this year. Everyone who gives of their time continues to provide a vital ingredient in the success of the K&ESR. To everyone, old volunteers and new, we cannot say it to often, thank you – we simply cannot manage without you. We have lost some close friends too and they were appropriately remembered in the Obituary section of the previous issue of this journal. After ten year's much appreciated effort, Accountant John Cobb has retired. Guard Jim Williams has been appointed to the position of Volunteer Recruitment Manager – good luck in this vital role Jim – and, turning to the paid staff for a moment, we as usual took on some catering casuals for the season.

I make no apology for returning to a very negative subject which, regrettably, had to take up space in the July *Terrier*. I refer of course to the two major thefts from Wittersham Road earlier in the year, including our fork lift truck (which was recovered from the local scrap merchant's yard) and latterly the platform lighting. This was a major loss, and a blow to morale, after the Tuesday Group and John and Sarah Middleton had done such a great job installing the lighting and giving the station a great facelift. CCTV has been installed. The increasing price of scrap metal is a threat to our property and all staff on all K&ESR sites are asked to pay just that bit of extra attention to security – make sure everything which should be locked is locked and if you have reason to suspect trouble call the Police.

But to look on the brighter side again, the Cavell Van is proving to be a great attraction at Bodiam Station and is bringing the K&ESR and what we can achieve to the attention of an ever wider public – not least in military, particularly retired military, circles. We look forward to its inclusion in a special train on November 11th. Also, the new Memorial Garden at Northiam, another Tuesday Group project is a wonderful addition to the Railway.

Turning now to the future, in the short term next year's rover ticket prices will see a 10 per cent uplift to cover our hugely increasing raw material and energy costs, and talking of rovers, dog tickets will go up to £3.

We have received some very generous bequests in 2011, one of which will transform our future

borrowing requirements. There is an article elsewhere on this subject, but one man's generosity will halve our borrowing requirement to meet the Bond redemption in 2013. We have registered the carriage shed extension project with Vodafone's new 'Just Giving' campaign and continue to receive small amounts from Easysearch and Easyfundraising. These are great ways of raising funds for your favourite light railway at no cost to you. Other heritage railways are far more successful than we are in this area and we need to follow their example. Please consider Easyfundraising for your internet shopping.

## Shop

The summer season of June to September saw a switchback of mixed fortunes for the shop. With retail sales volumes nationally down 4% on average in the period June to August (with a further weakening in September) it was unlikely we were going to set the world alight, and we didn't. Nevertheless, both June and July saw small income increases on the corresponding 2010 period; July being helped by a very successful Thomas™ event. During August we experienced the ever unpredictability of retailing at its most extreme: small postcard sales on potentially busy and lucrative days, leading to a low Spend Per Passenger, yet on others it seemed everyone was spending £10 or more. September started brightly with a good Hoppers event (19% up on 2010) but went badly wrong with the least financially successful Thomas™ event for us in many years. During the four day event the gross income was only £10,705, compared to £15,404 for the three day event in July. The SPP held up well during the first weekend, but was poor for the second: it is an established fact that when there are more turn-up customers than pre-booked, the SPP will be lower in the shop as they will have already spent money on the day on admission and food (jacket potatoes with cheese and beans recommended). At least we had the consolation of the debut of shop singing duo Linda Screech and the Gricer wowing the crowd during the 'Wheels on Thomas' song - X Factor here they come!

The word on the street this summer, or at least in the gift shops of the Garden of England, was local produce, so we went for it. Chutney and preserves made in Tenterden and Benenden, honey from Headcorn, beers from Rolvenden and the famous Benenden Sauce all brightened up the shop in a new 'Local Produce' display. Our colleagues in catering also introduced us to

Kent Crisps. The Benenden sauce has gone particularly well and some of our customers appreciate that we stock local produce, although our Scottish jams sell too well to dispense with them altogether. We have also re-introduced embroidered K&ESR badges for the public to purchase, which have made an encouraging start, and the Christmas cards (using last year's designs once again) are now in stock.

I would like to thank again all the shop staff for their support in ensuring that the Tenterden and Bodiam shops have been manned on every running day this year.

### Catering

The absence of catering news in the last edition of this journal was not as a result of there being no news, but one of communications breakdown. Sadly such events are not unheard of in our organisation, but the Catering Manager is confident that suitable safeguards have been implemented to prevent a recurrence.

The season has proved difficult in many ways. Staffing issues continue to occupy a great deal of time, but this year has seen an unusual and seemingly never-ending series of equipment failures. In May, our walk-in freezer room failed spectacularly, resulting in the loss of most of the contents thereof. Just a few weeks later, our ice cream display freezer had its power disconnected which also resulted in the loss of contents. Although frozen goods are covered by insurance, considerable disruption to our business resulted together with a significant repair bill. To our horror, the freezer room failed yet again (for the 4th time in 5 years) in September, although on this occasion staff were able to minimise losses. It should be pointed out that the majority of equipment that has given trouble has been bought new: our eBay and auction purchases have been amongst the most reliable! Sadly the quality of goods produced now can be very poor: a large quantity of supposedly good quality 'stainless' steel cutlery went rusty within two weeks of purchase!

Our station catering turnover has generally met or exceeded budget. Once again, the 1940's weekend traded strongly, maintaining its position as the highest grossing Station Refreshment Rooms weekend in our calendar. This would not be possible without the very welcome assistance of our small team of "Winterhalterers" (aka the washer-upperers!), who work hard to ensure that tables are promptly cleared and cleaned. On-train catering

too has performed well, with turnover remaining ahead of budget. It is however noticeable that trading in all areas is becoming more difficult, with customers seeking out better deals or downgrading to lesser products. A planned investment in a new EPOS (electronic point of sale) system early next year will assist in ensuring that we stock the correct products and in the right quantities. It will also facilitate our ability to offer customer promotions.

As is customary at this time, an appeal for staff to assist with our vital Santa Specials follows. The Christmas period requires a considerable number of catering volunteers to meet our commitments. On-train staff duties involve the distribution of refreshments to our customers. Station based staff are also required for the Refreshment Rooms and burger stall, taking the daily requirement to no less than sixteen individuals (and in addition a further twelve are required for evening Pullmans!). As the database of catering volunteers numbers just 53 individuals, it will be appreciated how difficult it can be to cover all posts! Historically, appeals for staff have been almost entirely ignored by our membership, but do nevertheless form an ideal opportunity for family members to work together for the railway. If you enjoy interacting with customers, please do consider lending a hand. Contact André Freeman at Tenterden Town Station.

### Wealden Pullman

Scheduled Wealden Pullman services have continued to prove popular with our customers. Early season evening trains, where darkness prevails throughout, had a little unsold capacity and we shall revise our plans for next year accordingly. Although the number of Pullman services operated each year fluctuates (largely due to the staging of special events which preclude Pullman operation), our overall figures remain excellent with 98% occupancy on Saturday evening services and 95% on Sunday Luncheons (figures unchanged from last year). Private/corporate charter traffic has however seen a significant reduction.

2012 services are already available for sale, with Gift Vouchers making ideal Christmas presents! It really is a case of "*Don't delay, book today*", as some dates already have cancellation waiting lists.

It is pleasing to report that we have seen some new faces join the team this year, so easing the workload on our (far too) small dedicated team.



Staffing remains extremely tight however and it is a tribute to the efforts of our volunteers & roster clerk that we have operated successfully. We have been privileged to accommodate a number of influential guests this season, who without fail have been complimentary in their comments or subsequent correspondence. Such praise does much to bolster the morale of otherwise weary staff!

Thanks are due to our colleagues in the C&W Dept. for pulling out the stops when an area of wet rot became apparent in *Theodora*. Repairs were swiftly arranged to ensure our services could continue. Further repairs have just been completed at the time of writing, with small modifications made to better resist the external storage that our stock must endure.

### Operating

Thank you. Thank you to everyone who has helped to ensure we have been able to operate the advertised train service. The last few months have been a struggle, it has been a battle, but we won. We ran the trains, albeit on some occasions with some variations on Plan A.

Cranbrook Road crossing gates are back. Thank you to everyone who helped cover the lack of gates.

Congratulations are due to all who passed exams over the last few months. We have had people promoted to Signalman, Crossing Keeper, Shunter, Steam Raiser and Fireman.

There are a couple of Driving exams in the pipeline that will have taken place by the time you read this and at least another Steam Raising exam.

We have encountered no serious difficulties in filling the signalling roster so far this year, including the seven day a week cover, including Fish and Chip trains, required for Cranbrook Road. Many thanks are due to the roster clerks Richard Smith and Tony Pratt, not forgetting all the staff who turned out to cover the duties!

Over the last few months, Signalman Mike Harwood has passed out for Wittersham Road, his third box, and David Johnson and Mike Haizelden have qualified as Signalmen and passed out at Tenterden Town and Wittersham Road Signalboxes respectively. Thanks again to Roger Temple for running his excellent training course which gives trainees the necessary knowledge and skills to become competent Signalmen. The course will be running again in 2012, with six new recruits already booked to

take part. Finally on the signalling side we have to welcome Graham Bridge, Peter Lamont and Anthony Ramsey to the post of Assistant Signalling Inspector. Peter Parascandolo will be retiring from his post as an ASI at the end of 2011 and many thanks are due for all of his hard work. Gerald Beck, the other ASI, will continue for the time being and he also plays an important role within the department so thanks are due to him.

Kevin Goodsell has been passed competent to act as a Shunter. There are several new starters to the rank of Shunter and Guard with their training well in hand. It is hoped that the trainee Guard Logbook will be launched by the end of the year. The logbooks currently in use by engine cleaners are working really well there. Engine cleaners general railway knowledge has increased massively since the logbook's introduction and the same is hoped will happen with prospective Guards. Many thanks are due to Andrew Morris the Guards roster clerk, as well as the Guards and trainees for covering the turns and quickly replying to his requests for help.

Adrian Naude and Ben Boggis have passed their steam raising exams, Harry Watson and Geoff Plane their firing and by the time of publishing two of our Senior Firemen will have had their driving exams, so well done and the best of luck!

The footplate roster has at times been a challenge to fill. Some of this is down to its late publication so we would like to take the time to apologise for this. We hope to rectify this situation in the new year and make sure you find out when your duties are at the earliest opportunity. Thank you to everyone who submits availability and covers the duties. Without all of your hard work we wouldn't be able to run half as many trains as we do.

In the new year at each of the annual meetings we are planning to have a section dedicated to our day out with Thomas™ events. We want to know what we can do to improve the event for you. If you have any ideas on scenarios, things you would like to see, things you want to lose or change the way we do things please bring them along. It will of course be too late for the February event, but we are keen to refresh the events that take place later in the year.

That just leaves me to say thank you, Merry Christmas and a Happy New Year, from Pete Salmon, Matt Green and Howard Wallace Sims. See you on the K&ESR soon!

## MOTIVE POWER

### Steam Locomotives

**No 3 'Bodiam' (32670):** Presently in the shed on washout and annual boiler inspection. Has been running well and as popular as always with crews.

**No 8 'Knowle' (32678):** Available for service. Drivers had reported the air pump kept stopping and after investigation repairs to the governor were carried out.

**No 11 P Class (5753):** Now withdrawn from service for 10 yearly overhaul. There are a number of locos ahead in the queue so it may be some while before the P is under way.

**No 12 'Marcia':** Recently passed annual boiler inspection. Final engineering requirements are being incorporated into crew instructions after which the operating department will finish commissioning the loco into service.

**No 14 'Charwelton':** Available for service.

**No 19 'Norwegian' (376):** The tender is now complete and back on its wheels. The tank has been shot blasted inside and out, with protective paint applied to the tank interior. The outside is primed ready for painting.

The leading and trailing driving wheels are being fitted under the frames. Valves and pistons are fitted on both sides ready for the motion to be connected. Some motion bearings have been renewed and rods are ready for fitting once the wheels are in place.

The loco air brake cylinder is life expired and a replacement has been sourced.

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

**No 22 'Maunsell' (65):** Stopped for washout and annual boiler inspection.

**No 23 'Holman F Stephens':** A specialist contractor has been in recently re-welding the front lap seam joint of the inner firebox. On the J94s this a particularly vulnerable area and the reason for the apparent paranoia about excessive blower use. A successful hydraulic test has been carried out.

Installation of the Armstrong exhaust arrangement is well underway and as soon as the steam test is complete the performance of the new installation will be tested before the loco returns to service.

**No 24 'Rolvenden':** In store awaiting overhaul. Until the Norwegian is out of the shed this cannot commence.

**No 25 'Northiam':** The last few jobs are being undertaken and by the end of November it is expected that the finished boiler will have been hydraulically tested and stored ready to replace in the frames.

As soon as the Norwegian is re-wheeled and can be moved, 25's frames will be moved into the shed to allow disassembly of the motion and assessment of repairs required.

**No 30 GWR Pannier (1638):** Available for service. During November the eccentrics will be re-metalled as they are getting a little worn.

**GWR side tank (4253):** Since arrival in June weekly working parties have been established on Tuesdays and Sundays in order to dismantle the engine. Removed from locomotive so far have

been: buffers, draw hooks, valves, running plates, slide bars, super heaters, steam pipes, and some of brake gear, plus an assortment of little items. The cab and bunker have been removed as well as the side tanks. These items have been put aside as patterns for the rebuild.

The main obstacle to progress is the boiler



*Norwegian tender shotblasted and primed back on re-wheeled chassis (Paul Wilson)*



lift. Once we have removed the boiler we can assess the state of the frames. The lack of the 36-ton crane has been an advantage and provided extra time to free off many of the reluctant boiler fixings. There has been a considerable amount of work to do in the smoke box but unfortunately access is restricted to one or two persons at a time, resulting in progress, on this aspect of the loco, being painfully slow! Meanwhile other areas of the loco have been receiving some cosmetic attention, while work has also started on the dismantling the bunker so that some parts can be used again in the construction of a new bunker. For latest information and pictures please visit [www.4253.co.uk](http://www.4253.co.uk).

The company has been registered, and if any reader wants to contribute to this inspiring scheme, then they should make contact by email on: [GWR4253@GMAIL.COM](mailto:GWR4253@GMAIL.COM) or contact Charles Masterson at Tenterden.

### **Diesel Locomotives**

**No. 20 (GWR Railcar):** Over the years, progress has been achieved by many well meaning volunteers working in often appalling conditions when the Railcar was outside the shed. They experienced temperatures that were either extremely cold or hot under those benign green tarpaulins. Often work was interrupted due to the weather or for access or safety reasons. The Railcar is now situated on No 3 road inside the new carriage shed.

Access is assured and we are now undertaking the final checks of work done over the years. Under floor checks of correctly fitted woodwork, metal work including brackets, bolts screws etc. are in hand. Areas underneath the Robertsbridge cab, small saloon and passenger entrance vestibule are all complete. Above floor checks for Robertsbridge cab, small saloon and passenger entrance vestibule are all complete. Refurbished window top light assemblies have been installed in the small saloon.

Initial fitting of sheeting for the Robertsbridge end cab is underway.

During the first two weeks of October we were very lucky to have help from the 275 Rail Troop of Army personnel. It was immediately apparent that those allocated to the Railcar project had a can-do attitude with a wish to get their allocated tasks successfully completed during their period in the Carriage & Wagon shed.

Their first task was to remove two gear boxes and their attached high/low ratio boxes from the Railcar. Oil had to be drained and they were

placed on individual pallets ready for collection by a specialist repairer during the second week. The frame area around the gear boxes has already been painted.

Their next task was to remove both engines from the Railcar and steam clean. This was followed by cleaning and painting the vacated engine areas ready for the engines to be put back. Each engine compressor has been refitted at the back of the engine. All refurbished shock absorbers have been fitted to the bogie framework. The final task was the installation of the radiator for the second engine.

It has been a great pleasure to meet them all and witness their experience, application and sheer hard work with much wit and humour. We are very grateful, thank you.

During October, we will be in discussion with specialist engine overhaul/repairers to decide the strategy for overhauling the engines. As they are essentially bus engines we are seeking advice from those who have restored and are running preserved buses.

**Planned Working Dates - October to December 2011**

Every Wednesday, October to December.

Also the following Sundays.

October – 2nd & 16th & 30th. November – 13th & 27th. December – 11th

There may be options to work on the railcar on other days midweek. Please contact Alan Brice the Carriage & Wagon Shed Supervisor for details of work available.

**No 40 'Ford' (BTH):** In service and running well following repairs.

**No 41 (Ruston):** Available for service.

**No 44 'Dover Castle' (Class 08):** The major overhaul will restart once outstanding maintenance on vehicles in service has been completed.

**No 46 (Class 03) D2023:** All brake blocks have recently been changed. In service.

**No 47 (Class 03) D2024:** The locomotive is on display at Bodiam. Not in service.

**No 49 (Class 14) D9504:** As mentioned in previous issues of the *Tenterden Terrier* a total service failure had occurred with the Paxman engine in this locomotive.

The overhauled Paxman engine has been installed back in the locomotive. The first test run was completed successfully. An issue

regarding calibration of the engine speed governor for railway use, as opposed to marine use, has been agreed. The second test run is scheduled before publication of this magazine and assuming the test is successful, the locomotive will return to service with full availability. Our thanks to Bartech Marine Engineering for their expertise, advice and assistance during the testing procedures.

Recently, we were very lucky to secure a large quantity of spares that will ensure that we have the necessary back up for ongoing Class 14 locomotive maintenance.

**Class 33 'Ashford' (33052):** in service, powering engineering trains and as emergency standby locomotive. Improvements to the cabs are

planned for the winter period. If anyone is interested in assisting then please contact Richard Halliwell (01580-765859).

**Class 108 DMMU:** In service

### Cranes

**No 133 (10T Taylor-Hubbard):** Available for service.

**No 151 (36T brakedown):** Retubing of the boiler continues although it does not take priority over other essential work.

### Plant

**TRAMM 98211:** In service.

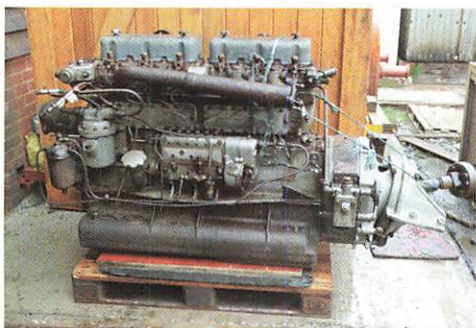
**07 Tamper (73250):** In service.

## ROLLING STOCK

### Mark 1's

Further progress has been made to **DBSO No. 75 Petros**. New window glass, installed throughout most of the coach, has been secured using rubber edging similar to the method used on road vehicles. A reversion to the original BR designed fixing can be made if this is desired at some point in the future. The new method has been risk assessed as satisfactory for use on a single line with a maximum speed of 25 mph.

The original wheelchair ramp on the Tenterden platform side – which was made from a component from a BR 'Brute' luggage trolley – is to be replaced with an easier-to-handle design assisted by hydraulic struts. The little used ramp on the other side is to remain in place. Application of the preliminary coats of paint continues and overhaul of the bogies is underway. Among others, we have been assisted in this latter task by Martin Butler who is normally to be found working among our locomotive colleagues at Rolvenden. Boris



*Engine extracted from GWR railcar by 275 Rail Troop, TA during their two week exercise on the K&ESR (Duncan Buchanan)*

Perkins has made considerable progress with refurbishing the vehicle's electrical system. Inside the coach, the ceiling has been repainted and great progress has been made with re-varnishing the interior woodwork which now looks very smart indeed. Work has also recommenced on installation of three bays of fixed seating at the 'Headcorn' end of the saloon. Particular mention must also be made of the loco-style *Petros* nameplates which are now in place on the vehicle's sides. These nameplates were ordered and donated to the project by the late Dave Sinclair and proved to be his last contribution to the Kent & East Sussex Railway and *Petros* – Dave was the volunteer to whom we will always be thankful for the coach's very existence.

18 month examinations have been completed on. SK No. 63, BSO No. 73, TSO No. 85 and CK No. 86.

### Vintage Coaches

**Maunsell BNO Brake No. 4443 (K&ESR No. 54).** Although it continues to be necessary to give priority to the overhaul of *Petros*, further progress on this coach has been possible. Cladding is now in place on one side and the first coats of paint have been applied to this. This work was much assisted thanks to the annual visit by Graduate Trainees from Interfleet Technology who set about this part of the project with their usual enthusiasm. These visits from Interfleet have now become a well established part of the yearly programme and this assistance to the K&ESR is much appreciated.

**LC&DR 'Ashford' Brake, SE&CR No. 3062 (K&ESR No. 98)** The upholstery for this volunteer led project (Ken Lee has been the guiding light on this) was duly returned and



*GWR railcar in the shed, showing the extent of work that continues to be undertaken (Duncan Buchanan)*

installed and the fitting of door and grab handles is complete. Fitting and adjustments to the brake gear has been completed and a vacuum test was actually underway as this item was being prepared. The coach looks superb in its SE&CR purple lake livery. Thanks are due to Bob Milford for the basic paintwork and Stuart Fielder for the external lettering and lining out. No. 3062's entry into traffic in the Vintage Train is eagerly awaited.



**Pullman Car No. 51 Theodora** has been in the shed on two occasions for attention to the bodywork on one side. Theodora has received

its 18 month exam as has Maunsell CK No. 5618 (K&ESR No. 56). In addition, No 56 suffered a failed brake cylinder recently which led to the need to 'rob' from BNO No. 54. It is perhaps fortunate that overhaul of No. 54 will continue for some while yet as this will give us the opportunity to organise a reconditioned cylinder. The GER Brake (K&ESR No. 81) has had to be withdrawn from traffic pending attention to the bodywork. L&NWR Balcony Saloon (LMS No. ED 33, K&ESR No. 82) is to be returned to C&W from Orpins Siding, Rolvenden, in the near future, also for bodywork attention.

### Wagons & Vans

The removal of coach No. 3062 from its 'restoration site' to shed road No. 2, enabled C&W stores van, **PMV No. No. 1145 (K&ESR**

**No.79)** to be brought under cover for its roof to be made watertight (which seems like a good idea for a stores van!) Jon Colwell, owner of **Box Van No. 503418 (K&ESR No. 138)** has made two separate weeklong visits from Lancashire in the recent past to work on this vehicle and continues to make good progress. He is particularly appreciative of the shed extension as, given notice, we can virtually guarantee him covered accommodation.



*Petros in C&W with bogie run out for overhaul (Duncan Buchanan)*



*3062 stands outside C&W, almost ready service in its new SE&CR livery (Duncan Buchanan)*

## Permanent Way

The department suffered a frustrating series of thefts earlier in the year, where we lost a significant quantity of serviceable track materials from Wittersham Road. Unfortunately, in amongst these thefts we also had our forklift stolen, which has severely limited what the team has been able to achieve over the summer and led to a large amount of frustration throughout the team.

However, by the time you read this we will have acquired a replacement machine, which will allow us to catch up on the backlog of outstanding work as well as carry out additional tasks, such as ballast loading, where we previously would have had to hire in machinery to carry this out.

The team have kept themselves busy over the summer carrying out routine inspections of the line, storing more of our remaining materials remotely to reduce accessibility by thieves, and preparing for upcoming major works.

The planned works we have coming up over the coming months are:

Resurfacing of Northiam Level Crossing

Renewal of five lengths of track between Cranbrook Road and Rolvenden, including repairs to the embankment, made necessary by heavy rabbit infestation

Replacement of the sleepers and rails over Hexden Bridge, to be carried out in conjunction with works recommended by our structures inspector to allow the line speed over the bridge to be raised to 25mph

Renewal of the remaining 300m of track between Cranbrook Road and Tenterden, completing the job started in March this year and removing the last of the major wooden sleeper sections.

Obviously with these works in mind, the usual plea for any assistance that may be available from all members of the railway goes out!

It goes without saying that it is vital to the continuing operation of the railway that we are able to maintain our track and infrastructure in a safe condition; however it is also our aim to ensure that we keep it in a good condition in order that we can offer a comfortable ride to all our passengers.

All offers of assistance will be gratefully received, and training can be provided as required.

## Forestry and Conservation

The group continued work during the months of July and August working from Northiam Crossing towards Cysters Curve removing a considerable amount of unwanted vegetation, mainly willows, which were growing towards the track. We also cut back trees on the telegraph wire side so that no damage would be done by the trees to the wires. At the beginning of September some of the group started work on tree felling on Newmill Straight, next to the farmers crossing. This work took place during the week and we were fortunate enough to get a lift early in the morning with the Ford Diesel. This work is essential to eventually enable the speed restriction in that area to be lifted. The work will take a fair amount of time though, partly due to the ditch being waterlogged for most of the year. At the end of the day we also had a lift back from one of the scheduled trains.

We have recently continued work near Hexden Bridge which involved a tree contractor cutting back the crowns of large willow trees that were causing concern due to the base of the trunks being in poor condition, which included fungal growth. We will eventually fell the remainder of trunks. On the 25th September we had to divert from going straight to Hexden Bridge as I had been told the day before (Saturday) that there was a large ash tree which had fallen from our land onto a farmer's field. The ash tree concerned had a considerable amount of decay in the centre of the trunk which had not been evident from the outside of the tree. We do of course try to inspect all of our trees but sometimes, as in this case the problem is not clearly visible. The group managed to work extremely hard and we cut up and removed the whole tree by lunchtime. We then moved back on to our other work site at Hexden Bridge.

If anyone would like to join us you will be most welcome please contact Peter Thorogood (01580 761219).

## Tuesday Group

Most of our work has been directed to repairing and repainting both the pump trolleys at Tenterden. These were used mainly by the Permanent Way Gang in the past.

The one with the large wheels had to be completely rebuilt as the wood of the main frame was very rotten. As usual our Master Carpenter, Ron Dunn, did an excellent job on this. A hard





*The fallen ash tree being removed from near the Wittersham Road Down Home Signal (Roger Johnson)*

wood has been used so this should last a long time. This one is operated sitting down with feet on the lower bar. The second one is of the stand up – pumping the handle type and was once used by Roy Castle in the Record Breakers TV Series during the 1980's. This one only needed painting but the opportunity was taken to put clear acrylic sheeting over all the working parts as there is a possibility that it may be used by the general public (for a small charge) on a short length of track as an added attraction at next year's Gala.

A start has been made on the car park lighting at Tenterden.

Platform 1 and 2 signs have been made and installed at Northiam

*Some of the Tuesday gang admire their work on the pump trolley; (l-r) Norman Bowden, Ron Dunn, David Brown, Richard Smith (Graham Hopker)*

which should enable clearer directions to be given over the PA during Galas and at other busy times.

At the beginning of October we had the assistance of 17 Kent County Council staff who were on their annual volunteering day. The ages and abilities were mixed and most of the group





were young ladies but all did a very useful job with some helping Chris at Tenterden and the remainder painting containers in the field at Rolvenden green to conform with a planning issue. Most went home wearing green paint on various parts of their anatomy! The remainder helped with strimming and cutting back weeds and nettles.

A start has been made on painting Rolvenden Station to conform with the current Heritage Policy requirements.

### Gardening Group

Since the last report annual planting has continued. The Pullman Dock troughs and the tubs around Tenterden Station were planted up for the summer with a selection of bedding plants - some of which were kindly given by Doug and Eve Ramsden (great supporters of the Gardening Group). As a result the tubs gave us a magnificent display which we hope to repeat next year. This was also due to the fact that the tubs received regular watering.

Throughout June and July weeding, dead heading, cutting back and generally keeping the gardens tidy and looking good for the busy season was on-going.

My thanks to Jan Lelean for looking after the Tenterden gardens on her own while I had my hip replacement during August.

Come September, the hanging baskets were finished and removed. The tubs managed to

struggle on until the final *Thomas*™ weekend but have now been cleared and planted ready for winter. This year we are trying scented primroses which should take us through to Spring.

During the winter we plan to try and improve the condition of the flower beds at Tenterden with a heavy manure based mulch as the soil has been worked for many years and now needs feeding. As a result we hope the existing plants will begin to flourish rather than struggle.

We also plan a few changes to cut down some of the work involved in maintaining the gardens at a good level.

A very worthwhile day was spent at Rolvenden working with volunteers from KCC who helped clear the grass and weeds from around the trees and shrubs in the field. My thanks go to the Tuesday Group for their help in organising trimmers and helping with raising the canopy of some of the small trees to assist with their growth. Despite the rabbits and weeds, the various trees and shrubs planted over the last few years are surviving and doing quite well. It is planned to spend another day cutting back the weeds from around the remainder of the trees.

Gardening help is always needed - flower bed type gardening to mechanical - that is strimming or lawn mower. If you have an odd hour or two please get in touch with me - Veronica Hopker - 01303 862811 or email [veronicahopker@fsmail.net](mailto:veronicahopker@fsmail.net)

## GROUPS & ASSOCIATES

### CFBS News – Philip Pacey

My wife and I spent 10 days at St Valery in July, including the weekend of the 40th anniversary of the CFBS and the 14th July holiday the following week. We shared a *gîte* with other CFBS members, from Paris and Frankfurt, and I was able to spend several days lending a hand on the railway.

We arrived on 6th July to find regular services being hauled by the Corpet 2-6-0, the Cail and the Breton locos. The Haine St Pierre was in the workshop, having been subjected to a thorough overhaul, and I was allowed to help with the finishing touches of a repaint. The loco returned to service on the 8th and took part in the 40th anniversary events on the 10th, but suffered a hot box (or boxes?) and was back in the depot, with wheels and motion removed, the following day. The Buffaud, lifted and banished to a dark corner of the depot, took no part in the celebrations.

On the 7th, while I was painting the HSP in the depot, the Corpet 2-6-0 failed on the Le Crotoy line. The crew, unable to operate either of the injectors, dropped the fire at Morlay and radioed for help. A diesel was sent to bring the train home.

Saturday 9th July saw the little Corpet 0-4-0T at the depot being prepared for its starring role the following day. A group of volunteers, myself included, engaged in a 'séance du travail', initially cleared and cleaned the paint shop so that it could be used for a reception in the evening. Meanwhile, on the quay at St Valery, frantic efforts to finish work on the new turntable succeeded. Word reached the depot, and a decision was made to let the loco of the next train from Noyelles, the Breton, be the first loco to be turned on the turntable. A large group of staff and volunteers gathered at the depot; the approaching train was halted; we climbed aboard – mostly into the van but a few





St Valery, on Saturday 9th July. The new ticket office is seen in the background. Both turntable and ticket office were officially opened on the following day. (Phillip Pacey)

squeezing in among startled passengers – and the train proceeded to the quay. The loco was duly turned, smoothly and effortlessly. Then, with the loco out of the way, a picnic table, glasses, champagne, and a basket of shrimps appeared from nowhere, and the group reformed to drink a ‘vin d’honneur’ on the slowly revolving turntable.

By comparison with this impromptu event, the reception in the evening might have fallen a bit flat, and it is true that one of the three speeches was longer than it might have been. But it was a privilege to be there, and the occasion was made the more special by the launch – from a cardboard box under a table – of a new, large format and splendidly illustrated book by Maurice Testu, *Le Chemin de Fer de la Baie de Somme: du réseau des bains de mer au CFBS*, published by La Vie du Rail. Highly recommended (but not cheap).

The next day, Sunday 10th July, was really two events in one: the annual Fête de la Gare de Cayeux, and the 40th anniversary of the CFBS. As is my wont, I opted to travel to Cayeux on the *drasine* and spend the day there as one of the team giving rides on the *drasine* when traffic permitted. Meanwhile the 40th anniversary was marked by the circulation, from

Le Crotoy, to Noyelles, to St Valery, and finally to Cayeux, of the original train, reconstituted, comprising the Corpet 0-4-0 and two coaches and a brake van. Travelling on board were people in ‘period’ costume (that is, costume recalling the ‘Belle Epoque’ rather than the 1970s!); we had seen some of these folk, including two deep sea fishermen in oilskins, catching a train out of Cayeux soon after we arrived. When the special train reached Cayeux, a band could be heard playing from inside the van, and some of the passengers, on descending from the coaches, performed a dance routine. Presumably the same thing had happened at the other ports of call. On the quay at St Valery, the turntable and the new ticket office were officially inaugurated.

One of the joys of working with the *drasine* on these occasions is that it is last to leave, making the journey back in solitary splendour through the cornfields and poppies in what always seems to be a glorious, golden evening. This occasion was no exception, although we found ourselves catching up with the previous train on the long ascent of ‘Mont Blanc’, the cause of the delay being, I believe, the aforementioned hot box (or boxes).

Returning to the railway on Wednesday the

13th, I arrived at the depot to find three volunteers from the K & ESR, Chris, Peter, and Trevor, the first two of whom I had met here before. It was Trevor's turn to ride on the footplate; the others, myself, and various other people, worked on renovating a low-sided wagon.

Th 14th of July is of course 'Bastille Day'. St Valery and Le Crotoy celebrate it with a fireworks display as soon as dark falls. This year we were very fortunate to be invited to join a party of CFBS members on board the Verney railcar, resplendent in new white livery. Setting out from the depot, we enjoyed a smooth ride to Noyelles, a rather less smooth journey to Le Crotoy and back to Noyelles, and then we ran out along the embankment, stopping to picnic just as the sun was setting in spectacular fashion across the Bay. Then, as darkness fell, we watched the fireworks at St Valery, to our left, at Le Crotoy, to our right, and further to the right – more or less due north – at Rue. A magical experience which we were thrilled to be part of.

#### **Wittersham Road**

Firstly, many thanks from myself and Sarah for all the kind commiserations we received from everyone, following the damage and theft of the

platform lamps. I am pleased to report that replacements are now being looked into; the replacements will be cosmetically similar, but hopefully will not be as attractive in terms of scrap value!! The insurance assessor visited the station in late August and once their decision has been made, work on replacing the lamps will commence – hopefully in time for the 'Santa Specials'.

Congratulations to Sarah on passing her Basic Rail Safety Course – quite an achievement considering that the operating side wasn't something that she had lots of enthusiasm for!

The September Thomas™ events were popular, and it was nice to have an 'Indian Summer' for the second weekend, for our visitors to be able to enjoy the station and the trains – an added bonus was that the local farmers had not started the manure-spreading, so this year staff and visitors were spared the somewhat overpowering 'odour of the countryside'!

The Booking Office is now finally looking much more welcome, and less like a store room, and if anyone has any small items of railway-related memorabilia to enhance this area, they will always be gratefully received – special thanks to Doug Ramsden for his generous donation of posters (and also bedding plants!).



*Volunteers during July Thomas event at Wittersham Road; (L-R) Koen Van Son, Matt Hyner, Charlie Masterson, Peter Harris (on Footplate), Sarah Middleton, Graham Bridge (John Middleton)*



Finally, as it is 'that time' of year, Sarah and I would like to wish you all a happy Christmas and fruitful new year from Wittersham Road.

## **Bodiam**

The completion target for the restored Hop Pickers Hut for the Hop Pickers Weekend was achieved - just. The hut looks really good but needs to weather down a bit to look more like the real thing. As has been mentioned previously the hut had been rebuilt both higher out of the ground on new foundations as well as the structure being some 12 inches taller in itself. This required a lot of landscaping around the hut to provide level access to the thresholds whilst at the same time maintaining air circulation beneath the structure to keep it dry. The wallpapering inside has been much praised by ex-hoppers as has the collection of period family effects and hopping memorabilia on show. Alongside the Hoppers Hut the gardening store has also been completed and is again in full use. As always, when building works are being undertaken we tend to make a mess of the surroundings so prior to the Hop Pickers Weekend yet another clear-up had to be organised. Pam and Sheila Stevens have continued to work on the front garden and platform and station flower tubs to much appreciation.

Although the summer has been somewhat disappointing the grass and hedges continued to grow at their usual rate requiring constant attention to keep them under control and attractive. However, we are experiencing in the grass car park and in some of the ash surfaced paths circular holes about 50mm diameter leading to similar sized underground tunnels but with no soil being thrown out. So, with no molehills, it can't be moles but what animal does this, leaving a perfectly formed circular hole with no mess? Some of the tunnels run just beneath the surface and which promptly collapse when somebody walks on them.

Previously it has been reported that one of the platform lamp columns had to be replaced as it had become rotten and dangerous. Whilst not yet dangerous another four of the wooden columns are to be replaced, due again to rot and at the same time the metal lamp heads will be restored to as new condition. In the meantime the lamps have been replaced temporarily with bulkhead lights.

Generally throughout the wet summer we have not been able to undertake much work outside so, in particular, progress on painting has suffered. The late September and early October

heatwave has enabled us to catch up a bit but overall we have a considerable backlog to carry forward into next year.

We know that we have reached autumn as we no longer have weekday public trains although occasionally a Driver Experience course arrives to cheer us up. It was very noticeable that whilst daily running was operating during the 'summer' European accents and languages became much more common than in previous years, no doubt due to the current strength of the Euro.

Bodiam station has never had much capacity to shelter our visitors waiting for a train when the weather is inclement. To preserve the heritage of the platform and station buildings it was decided to construct a new waiting room in the yard adjacent to and on the Robertsbridge side of the toilet block and construction work has just started as this article is being written. In particular, thanks are due to Humphry Atkinson, Paul Vidler and the late John Miller for designing and planning the new building which will be constructed entirely by volunteers. Funding has been obtained from the 300 Club, the Peter Kynvin Memorial Fund and a top-up from the Railway for which we are very grateful. The building will be clad in black stained weather boarding similar to the toilet block and will be fully insulated so that some of the Railway's recently extended collection of hopping memorabilia can be displayed for the interest and education of visitors waiting for their train thus creating another specific destination within the Railway, in keeping with our Educational Charity function.

## **Museum**

The museum building, formally the rather prosaic Unit 1a, has been rightly and properly officially christened 'The John Miller Building' in honour of our late founding Curator.

You may have seen from the Railway Press that *Gazelle* and one of our pump trolleys will be visiting the National Railway Museum at York for its RAILFEST special exhibition in the first week of June 2012. The exhibition theme is biggest, smallest; fastest, slowest; etc to mirror the London Olympics. The Museum and Railway will have a stand there and will need to be manned so we shall be looking for helpers when arrangements are finalised.

The new Museum Committee continues its work and has had four meetings, working towards 'accreditation'. However, progress is still blocked by continuing government re-organisations of the museums' bureaucracy. It

has been announced that the government machinery will be working by November, but the rules were not yet available when these notes were written in October. Regrettably David Swan, a most valued member of the Committee, has had to retire for health reasons, but we are most grateful for his work to make accreditation possible.

Visitor numbers had slowed a little but they nosedived in August and by the end of September were down on last year with 4,806 visitors against last year's 4,924. Sales however continued to be very healthy and already exceed last year's total, and donations of books continue to roll in; a trend for which we are most grateful.

The Committee is however busy spending the proceeds to continue to improve the museum. A five figure bequest from John Miller will be reserved for future development work and other donations and potential bequests would be most welcome to work towards improving the physical structure of the museum.

We have received a notable gift of Weston, Clevedon and Portishead Railway photographs and other items from Peter Strange, author of the excellent 'Weston Clevedon & Portishead Railway - A Pictorial Record' published by Twelveheads Press about twenty years ago. We are very grateful indeed to Peter for this donation and for the strength it lends to our collection on this important Stephens' railway.

Cleaning and conserving exhibits is an important part of our work. We continue to improve exhibits and our volunteer restorer has cleaned and painted lamps, pots, buckets and rail gauges and if you want to see prime examples of his handiwork look at the bikes in the museum. The appearance of such well restored period pieces really impresses our visitors.

A huge amount of effort continues behind the scenes to re-organise the Museum (and Company) Archive following the building work and the influx of material from the late Curator's house. Steady progress is also being made on electronic cataloguing using standard museum industry programmes. This work has absorbed enormous amounts of time but should result in a more accessible archive which will hopefully encourage further use by researchers of Holman Stephens' contribution to railways and rural life.

The Curator and Assistant Curator jobs have still to be permanently filled. Let us hope there are candidates coming forward soon. We remain

acutely short of volunteers to man the museum on operating days and to work behind the scenes, so if you think you can spare a few afternoons a season to help please contact the Museum team at Tenterden.

### **Rother Valley Railway**

Since the report in the last *Tenterden Terrier*, there has been so much progress to report, that it is probably best to set this out in engineering order, rather than the time scale.

Readers may recall in the last *Tenterden Terrier* that the bridge building programme at Robertsbridge was about to start and this involved five structures between Robertsbridge station and Northbridge Street. At the time of writing these are underway and it is estimated that they will be completed by the end of this year. Circumstances in terms of the construction company were changed and currently the works are being carried out by DDF of Hastings who have made an excellent job of both the reinforcement and shuttering of concrete works. Additionally they have proved to be excellent ambassadors to the Rother Valley Railway by patiently answering the many questions posed by villagers who have found the rebuilding of this new line very fascinating.

For the sake of simplicity and to avoid confusion, the Rother Valley Railway has renumbered the bridges numerically from Robertsbridge eastwards, starting logically with number one being the first bridge on the branch leaving the main line station. K&ESR historians may recall that each bridge carried a four figure reference number in British Railways days. The progress to date is therefore as follows:

#### **Bridge No.1**

Because this structure is interesting and carries additional support beams dating back to the Kent & East Sussex era, it has been decided to carry out repairs rather than demolish the abutments and start again.

The first task was to excavate the embankment to the base of the western abutment and to add strengthening by constructing a new internal wall. When exposed, a fracture at the base of the northern wall was noticed and this was made good by pinning, shuttering and concreting. It has since been back filled with soil which has been extensively rolled in order that the track will rest on a firm base when relaying takes place. The base of the bridge which allows for a footpath and slow flowing stream, has been thoroughly excavated allowing for the construction of a concrete base with





*Bridge 3 in early stages of demolition; note left hand side leaning inwards abutment, these were not secured to the other side and thus floated on a sea of clay (Duncan Buchanan)*

reinforced steel which stabilises both the eastern and western abutments.

#### **Bridge No. 2**

As reported earlier, this bridge was built for the Rother Valley Railway in mitigation of Southern Water's need to construct a major pipeline from Darwell to Bewl Reservoir under the railway embankment. The work that will be required in the near future is the lifting out of the steel deck which will then be removed for shot blasting, repairs and painting prior to re-installation towards the end of this year.

#### **Bridge No. 3**

This bridge was totally demolished earlier this year because it was completely beyond repair. This has been replaced by two new abutments and a concrete base. This splendid new structure is nearly complete and will receive its new steel deck towards the end of this year.

#### **Bridge No. 4**

At the time of writing, work has started on this bridge with the concrete base and two abutments nearing completion. This structure is being built in the same style as bridge numbers 2 and 3, although it is smaller owing to the

continuing reduction in height of the railway embankment as it nears Northbridge Street

#### **Bridge No. 5**

This is the smallest of the five bridges and is adjacent to Northbridge Street. As the river Rother, slightly to the west of this site has severely scoured the southern bank of this water course, steel piling is to take place shortly to make the railway embankment sound. Once the work has been done, this bridge will be completed in readiness for a new steel deck and subsequent track laying.

#### **Bridges**

As has been reported earlier, the single track steel spans that were sourced from Staplehurst by a generous supporter, will be used to provide the decks for bridges 2, 3, 4 and 5. They are being transported to a specialist restoration company at Lamberhurst which will carry out shot blasting and painting in readiness for final repairs before being brought back to Robertsbridge.

In addition to these spans, two longer single track bridges were sourced from Reading. Network Rail had declared them redundant and





*DDF sorting out the reinforcing before the first pour; note the upright rods are ready for the walls and a later concrete pour (Duncan Buchanan)*



*The concrete pump from South Coast Pumping. Its 34m reach is evident and is the only way to actually do the pour simply (Duncan Buchanan)*





*The completed Bridge 3; only needs bridge span and backfilling of the embankment to finish off a clean job (Duncan Buchanan)*

these spanned narrow roads at Cow Lane in the former goods yard west of Reading station. These bridges, some 20 metres in length, are planned to cross bridge No. 6, over the River Rother east of Northbridge Street and a further stream at bridge no. 7 east of the A21 Robertsbridge by-pass. This work will be part of phase 4 (the phases run from Phase 1 at Bodiam to Phase 6 at Robertsbridge Junction Station). The programme of work at this location has not been finalised.

#### **Ashford Area Group**

Our pre-Christmas meeting on Wednesday 21st December will feature professional railwayman Bob Parsons illustrating his 48 years with railways and the ferries. Bob's career was varied and he has many humorous tales, including memories of Ashford in the 1970's! At this meeting we will reveal details of some of our plans for 2012.

In the meantime make a note of these dates in your diary:

Wednesday 18th January 2012 (Alan Crotty – not to be missed!),

15th February and 21st March ; details to be announced.

We continue to meet at the former British Rail

Staff Association Club off Beaver Road, Ashford TN23 7RR at 7.30pm on the dates given above. There is onsite parking, level access and liquid refreshment is available at reasonable prices. Continue south on Beaver Road past the HOME PLUS Furniture Store (TN23 7RR), at the end of a long wooden fence on the left is a sign (black on yellow) "PRIVATE ROAD ACCESS ONLY TO ASHFORD RAIL CLUB". Enter this road turning left at the foot of the multi-storey car park. Turn left again to enter the club's car park through a wooden gate.

We are now completing the plans for our 2012 indoor meetings. Any offers to speak or requests for subjects or visits are most welcome.

Ted Micklam 01233 503999. Email: edward.micklam@tiscali.co.uk

# THE SHOPPING LIST

*Graham Baldwin, General Manager, takes a 'Blue Skies' look at future projects for the Railway. As he explains, this is a purely personal view and not anything he has presented to the Board.*

One of the difficulties we have in operating the K&ESR is servicing debt. With the redemption of the Bodiam Bonds looming fast, my foremost priority has been to ensure that we have sufficient cash and that any required borrowing is in place. Now Robertsbridge also looms and, to enable us to operate efficiently and profitably over an extended railway, we have some major infrastructural needs to deal with. Then there are the 'nice to haves'. Probably every member has their own list of items that they would like to see on the Railway, and it seems as though every one of our staff has let me know of their personal requirements (for the Railway!).

From my perspective I would like to see K&ESR capable of running to Robertsbridge in the same journey time that we currently operate to Bodiam. Some customers already comment that the return journey time is too long. We must try to ensure it gets no longer in terms of length of journey time. Over the last couple of years we have been looking at areas with speed restrictions. For example we must improve sight lines, bridge structures and, working with that objective in mind, achieve what we need to be a first rate heritage railway with appropriate infrastructure.

I believe K&ESR should be a really top class working museum, with the sort of facilities that such an enterprise might expect. I have compiled a list of my beliefs about the infrastructure and capital requirements which I have provisionally costed at £9 million. I thought it would be interesting to share these and the reasons why they are on my shopping list. Some of them are already on the Development Committees list, others are not. Many, I am sure will never appear unless we are able to raise sufficient monies to fund them. Some though will, I hope, be funded by benefactors who wish to see the projects happen.

I must also record that these projects are not on a list hitherto before the Board. Many are staff suggestions and ideas, a few are purely personal ideas (maybe just like yours?). You might disagree with the amounts allocated but some of the items have relatively recent accurate figures. Building costs are expensive. Remember they



include fees and that we have to comply with current building regulations. Museum, office and public facilities need temperature control/air conditioning. Prices are a mix of contracted out jobs and jobs where volunteer labour is available, but I have worked on the basis that we need our volunteers to operate and maintain the existing setup.

I will start with Tenterden and then work down the line.

## **Tenterden**

Number 1 on my list is finishing off the Carriage and Wagon works extension, by providing extraction, heating, and work level lighting. The shed extension has been well used from day one but we should not leave the project unfinished. Cost of completion will be approximately £40,000.

The next priority is to greatly improve our retail offer at Tenterden Town. These facilities need to



be at the front of the site (street facing) so the first job is a new office building at the back to release the space. I would, as No. 2, like to see the offices in a building above a new enlarged meeting room, a museum facility to show K&ESR in preservation (therefore post the Col Stephens Museum era). It should also include a toilet block at the side of the yard rather than in the middle of it. Provisional cost is £1M. There is a small opportunity to get this part funded by providing the new heritage era museum, but by and large this has no commercial return but it is the first step.

Number 3 is therefore a new retail building to house enlarged catering facilities and shop. The enquiry office should be here too. Having retail facilities that are open 363 days a year, a more extensive range of goods in the shop, a greater catering facility with a bar capable of delivering functions, is a way in which the business can generate sustainable income levels. When we bring passengers from Robertsbridge to Tenterden we should have really first class facilities on site to make the trip worthwhile, and ensure visitors spend their money here. This will have a commercial return but could cost around £2m to deliver to a high standard.

This now leaves the refreshment room area available for conversion to educational facilities/museum space, with covered track space behind for display of some of our prize possessions. Estimate for that – another £1m. So we have spent half of my shopping list amount on just 4 projects, but these are the biggest and at the place where we take most of our money.

Number 5 is a Reverse Osmosis plant for Tenterden. It would be much more efficient to fill locomotives here if we could eliminate a five minute stop just outside Rolvenden station. Passengers do not like time in the loop at Rolvenden when it is difficult to tell them what is happening. I will return to that later. I have £70,000 in for that, which would include running in a new water supply for the site as at present we barely have enough water flow for the toilets on busy event days and this project could be undertaken before 1-4.

Next on the list is a second platform with a footbridge. Now the purists might not like the footbridge, but visitors to steam railways do. The purists might be excited by the second platform as, of course, the station originally had this. There would be room for Platform 2 if we have sufficient siding space at Rolvenden to store carriages. We would be able to add more flexibility to the timetable too. I have £100,000

on my 'personal' shopping list for this project. I would then look to 'seal off' viewing areas around the railway so that visitors had to pay admission, as we have many folk who enjoy the railway without paying and I do think they should pay a token 'platform ticket' to be able to enjoy our railway. It will bring in much needed income.

Number 6 is putting educational facilities into the Carriage Shed. This would mean moving the office and mess facilities to the middle of the building. Our visitors find C&W extremely interesting and it would be good if we can have a display on the history of carriages and an access ramp to see what is going on in the shed. This is probably part grant fundable, but my list has a project cost of £85,000 including the viewing ramp.

Number 7 is a minor one – a wooden play train for the picnic area in front of the museum. Just £2,500 but it would be a major attraction for children and be a positive feature as cars pass into the car park.

Number 8 is to put 'Grasscrete' or similar into the top part of the car park which is currently rendered un-useable in wet conditions. Believe it or not, this is £30,000, or was four years ago when I looked at it.

No. 9 on the list was for an ultimate coffee machine. However the catering department have advanced this project and purchased a suitable item. To do this the 300 club has provided the necessary finance.

My No. 10 is £9,000 for an improved external telephone system. As technology advances we are lagging behind on this, but are avoiding investment because we cannot afford it. We also of course preserve an analogue system as part of the railway's heritage, but with so much digital communication we would benefit from improvement. This is another potential stand alone project which could easily proceed with an appropriate sponsor.

### Level Crossings

Project No. 11 is one issue, but four crossings need automation to speed up our journey time.

Rolvenden and Northiam are real safety issues in my view as members of staff are asked to venture onto the A28 to close the gates to traffic. We have had a number of minor incidents at Northiam, one of which I saw. Cranbrook Road is now regularly staffed but to speed up journey times we need to eliminate provisional stopping times from the working timetable. We can save about four minutes from journey time if we do not stop at Wittersham Road, when journeys are

extended to Robertsbridge. This is a little used station and it might be that we only stop there on Sundays, Bank Holidays and special events. This is just a current idea but worth considering and barriers would be required.

Total cost of automated and semi-automated barriers is likely to be circa half a million. It may be more.

### Rolvenden

Project 12 on this list is number one on my desk because we are currently looking at the building of a Carriage Shed in the field opposite the sewage works. Budget £500,000.

The soil sub-structure is very poor but we can place track on the surface and the building can relatively easily be deep piled. Everything is achievable but the current issue is at what cost. £500,000 has been generously offered by RVRHT to pay for this project. We are currently trying to find a way to achieve this within budget.

Number 13 then is a loco running shed. We desperately need to get locomotives that are in good running order away from the Engineering Shed and to provide Ops with its own preparation and disposal area. Under cover storage will reduce long term overhaul costs and make the locos easier to keep clean. We need to re-site the coal storage along with this and we will be more efficient if our road-rail access point is here.

The building should contain reasonable visitor facilities explaining how steam engines work, for example, with histories of our engines and more.

This project might be grant eligible but total costs are likely to be £1 million.

Number 14, and of prime importance, is volunteer accommodation. We are hugely dependant on our volunteers who come here for several days at a time and our current facilities are no longer acceptable (understatement!). In the relatively short term we need to provide better facilities, with a decent kitchen and lounge area. For a new building £250,000 is a reasonable budget. I would like to add a classroom for ops training into this structure to double up as an Railway Experience Day facility room. That is number 15 which adds an additional £50,000 on my list. There is a short term fix for this, but I view the volunteer accommodation as so important that my view is that it needs to be our next major project.

There is little opportunity for grant funding for this and I see sponsorship from Travelodge as unlikely!

Number 16 is the relatively small cost of a wheel drop which will make some of our engineering work much easier and save an enormous amount of time. £100,000 for that.

There would also be also £100,000 for No. 17 which is to extend Rolvenden Platform to 5 Mk1 coach lengths and the corresponding track work to accommodate that.

And then there is No. 18 - re-accommodating S&T. We will have grabbed their footprint from Tenterden. Let's say £40,000 for that.

Finally for Rolvenden (and No. 19) I have £1

million pounds in for new locos. This is because I believe that we need a couple more locomotives that were built for passenger journeys rather than for shunting. Quickly I must say I have nothing against USA and J94 tank engines and they do an admirable job for us, but I personally feel that we need some different motive power that is less stressful for crews and built for the job we ask. I am



Northiam Cottages 1&2. The former is cosmetically hidden (Duncan Buchanan)



hopeful that we might persuade some loco owners to bring their locos here, particularly as our facilities improve, and this million might drop off my list! NRM, for example, might let us have a long term loco or two if we are able to keep them under cover and overhaul them.

### **Wittersham Road**

As stated above there is some discussion that we will stop less at the station but it will still probably be the terminus for Thomas™ and Santa trains. On my list of working "small" projects is an extension of the platform here so it does not appear on this list. I do think that we need to make the P Way area more secure and we could easily spend £20k on this. That is number 20.

### **Northiam**

Business has increased in the last couple of years at Northiam and the opening of the Mill Pedal Car Museum has increased traffic here in 2011. So what for Northiam?

I would like to see a railway carriage converted into a classroom. We have looked at this recently, when a Bullion Van became available, but just cannot afford to do this right now. The project, No. 21, would cost around £40,000.

I would, as No. 22, also like to see Cottage Number 2 restored (or replaced) and a model railway layout housed as a stand alone attraction. This would be particularly suitable with the toy museum opposite but if it needs a new building, with toilets, power, etc we are possibly talking £80,000.

We need to develop Northiam because it will be the preferred passing place for trains when the Robertsbridge extension is complete and trains run the whole length of the line. A footbridge is desirable in safety terms (let's say £50,000 for Project No.23 if we can get an ex BR one, overhaul and install). Number 24 is to tarmac the car park and extending it. Just add another £50,000 for now.

### **Bodiam**

I believe that Bodiam should stay the way it is, except that No. 25 would be a sensible sized museum facility on the history of Hopping. On current costs you could add £200,000 for this but it is certainly potentially grant aided.

### **Other Projects**

There are a number of carriage restoration projects I would like to see, and my No. 26 would be the restoration of the L&SWR invalid saloon, which would make a great wheelchair access carriage for the Vintage Train, although it is relatively heavy for low capacity. This could be grant funded as such a project would make a

suitable Heritage Lottery bid. I have allowed £60,000 for this assuming this was contracted out. The main problem here is the resource capacity of the Carriage and Wagon department, and there are more pressing issues (Projects 27 – 30) which are getting a complete Maunsell train by restoring CK No. 55 and re-organising the catering vehicles to get to three well equipped carriages (RMB, *Diana* and the second RU). I have added another £ ¼ million for all of these. Until we can store all the carriages under cover, bringing more carriages into traffic will only further burden the maintenance and overhaul programme.

I have included three other projects on my shopping list

I would really like to see a "whizzy" exhibition trailer for us to take to shows and exhibitions. We have a current price of £18k for that. So why not a heritage Company Van (a mock 20s type – that would be nice) a further £30,000 (Numbers 31 and 32)

CCTV is going to come sooner or later. An ISP based system might now be achievable across K&ESR for £25,000 as Project No. 33.

And finally No. 34 - a Carriage Wash Facility. That might be at Tenterden or Rolvenden.

Currently Peter Taylor does an heroic job on this but he will not be able to do it forever and no-one has shown any interest in helping him. I have allocated £150,000 for that job.

Well that's about it. It does not include my working small project list of just under £50,000 as we should be able to fund those jobs in the next two or three years.

To save you adding them up the grand total is 34 projects at just under £9 million pounds. If everybody agreed with all of these projects and we did them all within two years we might keep to these prices, but of course for K&ESR there is unlikely to be uniformity of opinion, there is certainly no money (unless dear reader you fancy generously shelling out for one or more projects) It is fairly widely known that RVRHT have said they will provide the carriage shed for Rolvenden if it can be achieved within a specific budget which is a generous and wonderful start.

I hope you have found my 'personal' shopping list interesting and thought provoking. You can if you like dream about how K&ESR would look with all of these wonderful pieces of infrastructure. Perhaps now you will let me continue dreaming in peace of what could be achieved if we had all the rest, now my list is not secret any more? No more projects please until we have completed at least 20% of the above!

# GUARDS AND SHUNTERS WANTED

*Have you ever wondered what it would be like to work on England's Finest Rural Light Railway?*

*Have you thought about joining us as a Guard or Shunter but never got round to it?*

**If so WE NEED YOU!**

We are looking for people to join our ranks as guards and shunters. This is a physically demanding job and you will hold a lot of responsibility but it is enjoyable and every day is unique.

From running the normal service trains, fitted freight, shunting Tenterden yard to playing with trucks at Thomas™ there is always something new to do and something new to learn.

As a trainee there will be support all the way, from a personal mentor you can turn to if you need help, practical on the job training along with help with rules etc.

If you are interested and would like to try something new contact Andrew Morris, Guards Roster Clerk, on 01233 860099, email [andrewmi5@hotmail.co.uk](mailto:andrewmi5@hotmail.co.uk), for a chat and a full Job Description.



# ROAD TRANSPORT ON THE K&ESR

## Part 2: The motor takes over

*John Miller regrettably died before he was able to complete Part 2 of his article (see Tenterden Terrier 114, spring 2011 for Part 1). However, John's notes have been written up by Brian Janes.*

Like all railways the K&ESR relied for local delivery services on the horse. The declining economic circumstances of the late twenties however decimated the Railway's ability to pay for the, very expensive, services of a horse. By 1931 it had to rely on the charity of the Chairman, William Mewburn, to loan a horse to carry on any sort of delivery business. It was nevertheless essential to deliver to points away from its stations in the face of increasing road competition.

Despite the enforced receivership of early 1932 a horse had to be acquired to pull the remaining dray (illustrated on page 45 of Part 1). 'Monty' Baker contacted the Editor following Part 1 of this article confirming the vehicle's identity and commenting on the state of the horse in 1933 (see Letters, Tenterden Terrier No 115, Summer 2011). However the writing was on the wall for railway horse delivery services - except for urban areas where they were ideal for the short distances involved - and total horse numbers were dropping steadily. On the GWR, for instance, horse numbers had dropped from 2,800 to 1,700 in the ten years to 1936.

Austen could clearly see that the only hope of retaining traffic lay with delivery by the more flexible motor lorry. In early January 1936 the horse era came to an end when a Mr Barden offered to buy 'the horse, one van, one lorry, harness and all appliances appertaining hereto' (including some recently purchased fodder) for £5 (£252 in today's value, using the RPI). The offer seems to have been gratefully received and the driver, Tom Beech, retired. Meanwhile the totally unwanted, if apparently cherished, horse bus slumbered on till 1948 when subsequent events brought its deliverance and attention by the nation.

The horse's nemesis had been the delivery of a 2 ton Bedford Lorry from the Tonbridge Motor Services Ltd, Speedway House, Tonbridge which had been registered as CKL 545 on 27th December 1935. 'Bedford' trucks had been introduced in 1931 as a notably modern design, with an advanced and smooth engine evolved from a Chevrolet design. George Gray, an ex Tank Corps driver and mechanic, who had come from the Selsey Tramway on its demise in 1935 to help maintain the railmotors, became its driver.

With the greater flexibility open to a motor it could be based at Rolvenden and roam to the other stations as necessary. Such flexibility had already been exploited by the larger railway



*Delivery service notice at Northiam, 1938. This board was erected on the site of the present picnic site (CSRM)*

companies and the LMS, for instance were, by this time, offering a delivery service within 10 miles of any station. No doubt the potential threat of Southern Railway services had prompted the K&ESR to action. The availability of the services was soon splashed on a brash new notice board at Northiam station, as it would be in today's market orientated world, as a brand new service. Indeed Austen was so proud of the new service that he managed to get the two photos accompanying this article into the Railway Gazette road transport section on 8<sup>th</sup> April 1938; and that magazine rarely stooped to report light railway issues. With the lorry came the many legal restrictions that were imposed on motor vehicles and to help legally exploit the new transport the company lashed out 6d for the Vauxhall Motors Ltd guide to the legal situation.

The first motor lorry seems immediately to have earned its keep, and more, and it was joined by another 2 ton Bedford WL Tilt Truck, FKN 415, again from Tonbridge Motors, on 30<sup>th</sup> November 1938. It was the long wheelbase (13' 1") variant with hinged sides and a loose tilt like its predecessor.

Although the financing of the first lorry is by no means clear it was possibly purchased by Austen personally; he certainly purchased the second for £260/14/2 and was paid back, somewhat belatedly, in instalments (We have records of £100 paid in May 1942 and a final balance of £60/14/2 in May 1943- so presumably he charged no interest). Such repayments could be found in wartime, and immediately after, as the government was paying, an advantage that was to be used again.

The lorries clattered on with their mundane but



*The first K&ESR lorry (CKL 545) in 1938 at Rolvenden. Note that it is backed up to the raised portion of the platform for ease of loading. (CSRM)*

essential duties throughout the war though at some time FKN 415 became the Rolvenden-based vehicle with the usual motor ailments of the period. FKN 415 also managed to hit a Ford car (FKP 119) at Wittersham in November 1943 and smashed in its radiator, which cost the insurance company the grand total of £2/17/6 including painting. Normal repairs seem to have been carried out by C Milstead and Sons, general engineers of West Cross Tenterden a regular provider of services to the railway. Operating 6 days a week the lorries earned their keep and on at least one occasion they were hired out on a Sunday to local coal merchants, R J Bennett, to shift some coal. They got through the petrol though, probably about 40 gallons a week at 1/10d a gallon equivalent to about £3.50 per gallon (77p per litre) today. Incidentally petrol went up to 1/11½ d in the crisis period of May/June 1940 but had reverted to 1/9d by July before going back up again a few months later. It stayed at the higher price throughout the war.

By the end of 1947 the drivers of the two lorries were reported as Mr Price at Tenterden and Doug Vidler at Rolvenden, who was later a guard till at least 1954. A Mr King was also a driver at Northiam in the 1940s.

The 1935 Bedford clearly had a hard wartime life and must have fallen by the wayside at some time after January 1945; for we have an insurance certificate valid till then. It was replaced (again with Government funds) by a larger Bedford 3/4 ton OLAD Tilt Truck that was registered on 10<sup>th</sup> October 1946. Otherwise, regrettably, we know little about this vehicle. It may have been of the square-nosed O series, like the well known military lorries, but as likely it was one of the more familiar round-nose civilian type that had come back into production in late 1945. It was presented with its older brother for inspection to its new owners at 11pm at Tenterden Town Station on Friday 30 January 1948. Such matters had to be dealt with by near-military due process in the brave new world and, unsurprisingly, the 14-month old vehicle was assessed as 'Good'. The vehicles then passed to British Railways Southern Region, Chief Mechanical Engineer, Road Motor Department, Brighton. The 1938 lorry was assessed in March 1948 as having a good engine (possibly new?) but generally in bad condition: not really unexpected after nearly ten years of hard service in wartime and its immediate aftermath. It was still in existence at the end of June but then disappeared with its nearly new companion into the great nationalized maw.

*Source: CSRM Archive files*



# Letters to the Editor

Sir - I was saddened to see that the new lamp heads at Wittersham Road Station have been stolen and the wonderful Victorian lamp standards destroyed in the process. After many years without heads, it was pleasing to see them complete again and somehow this makes the wanton vandalism somehow even more distressing. However I should like to correct an error in the report regarding their provenance before inadvertently it becomes accepted as fact.

The lamp standards were not in fact recovered from Cranbrook Station, as reported, but from Ashurst and Cowden on the line between Edenbridge, Eridge and Uckfield when stations on that line were equipped with electric lights in the early 1970s. It still amazes me that the Tenterden Railway Company (as it then was), short of money as it always seemed to be, was able to justify the purchase of several lamp standards at considerable cost, openly admitting at the time that it had no use for them! But then, someone had done the same with 2 Pullman cars 10 years previously and aren't we pleased they did . . .

The erstwhile Wittersham Road standards, being of London, Brighton and South Coast Railway origins, featured decorative leaf patterns cast about 1/3 of the way up the column which was ribbed, while those of South Eastern Railway origins, such as those at Cranbrook, were cast in the well-known barley-twist style. The only photograph I have been able to locate of the standards in position at Ashurst or Cowden is on the web site [www.disused-stations.org.uk](http://www.disused-stations.org.uk) while the best known picture of one of Cranbrook's standards adorns the front cover of Chris Gammell's book 'Southern Branch Lines 1955 - 1965'. Of note in the photograph is the beautiful climbing rose in full bloom: the owners of Cranbrook Station kindly donated the station nameboard and cast railings for use at Wittersham where they still stand. While recovering these, the late Paul Sutton had a little poke around in the brambles and found the rose which he transported and replanted at Wittersham where, as far as I know, it still blooms to this day.

*Appledore*

*Mark Toynbee*



*Driver Mike Harman on footplate of Martello, 14th June 2011. (Ian Scarlett)*

# Bodiam Nursery and plants for garden railways

If there was a prize for the plant nursery in the most beautiful location then Bodiam Nursery would surely be a winner. Situated next to Bodiam Station's level crossing the site offers views of the K&ESR's arrivals and departures. Over the fields of the Rother valley you find recently planted vineyards and ahead, only a musket-shot away, is Bodiam Castle.

This is a beautiful and historic, but not timeless scene. Trains and the seasons come and go and around the nursery there have been changes too. Jill and Dave Kaye took over Bodiam Nursery two years ago and have made great progress towards creating a wonderful centre for plants whilst doing justice to the spectacular surroundings.

On arrival you notice new signs and timber fencing. Once inside you find a smarter sales area with raised beds built from local oak. Customers appreciate seeing plants grow in their habitat so these have recently been planted with examples of the coastal and country plants on sale. Customers see that the plants are well kept and sensibly priced too. They are very nearly all grown by the nursery or sourced locally. They are maintaining the nursery's reputation for acers, ornamental and fruit trees and a wide range of hardy shrubs and

perennials. They have supplied the Castle and farmers markets with herbs grown in peat free compost. In 2012 they will use their shop for selling soft fruit grown on site and other local produce.

Jill offers customers planting services and sound advice based on her experience as a gardener as well as grower. You will find out whether a plant is suited to your local conditions be they inland or by the sea as Jill has a strong interest in coastal planting.

Visitors are sure to be delighted with the latest development at Bodiam Nursery as Dave has built a 45mm gauge model railway layout on the lower benches. Track is laid between plants selected for their suitability as 'Plants for Garden Railways'. Here you will find dwarf conifers, alpiners and herbs providing the scenery. Garden railway enthusiasts find the scene unique and inspiring.

In 2012 Bodiam Nursery plan to hold model loco running events at weekends including live-steam loco meetings for enthusiasts who will run their own locos around the circuit. The recent trial meetings proved great fun for the public and members of the Kent 16mm Association of Narrow Gauge Modellers and the Sussex G-Scale Society. The former had adjusted the gauge of their wheels on their locos from 32mm to 45mm gauge for the event. Dave expresses his thanks to all who helped and in particular to Humphrey Atkinson from the K&ESR's Tuesday Group who helped keep the project on track.

The Bodiam Nursery website will in due course show details of their plans for next year. It is well worth a visit!

Jill and Dave can be contacted on 01580 830811.



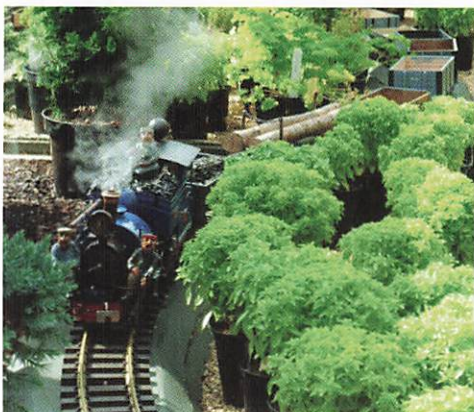
PLANTS for GARDEN RAILWAYS

## BODIAM NURSERY

Bodiam, Robertsbridge, East Sussex TN32 5RA

Tel: 01580 830811 Mob: 077 4062 1756

[www.bodiamnursery.co.uk](http://www.bodiamnursery.co.uk) email: [info@bodiamnursery.co.uk](mailto:info@bodiamnursery.co.uk)





# "How do they do that"?

## Getting Locomotives and Stock onto the KESR

*Jon Middleton, Station Agent Wittersham Road, explains our road to rail procedure.*

Some of our visitors (especially at events such as Thomas™ and the Gala) occasionally ask "How do you get Locomotives etc onto the railway?", and perhaps a few *Terrier* readers have often pondered the same point?!

As we all know, at present the K&ESR doesn't have a connection to the 'Mainline', so how is it done?

Locomotives and stock are transported by road, and arrive at Wittersham Road Station; this has a siding which can be used to load and unload locomotives and items of rolling stock.



*Trailer being set up for loading at Wittersham Road (Jon Middleton)*

The example given is the departure of Thomas™ in February this year -

Once the low-loader has negotiated the narrow lane to the station, and has been positioned in the station yard, the tractor unit is uncoupled and moved out of the way.

The low-loader trailer can then be lowered at one end, and a temporary line is laid, using specially designed ramps, between the siding and the trailer.

Once this is all packed and in alignment, the locomotive (or rolling stock) can be moved off the siding – movement is controlled by using a powered winch or by using the tractor unit with a hawser attached to the front of it.

Once the locomotive has been slowly and safely moved aboard, it is secured and chocked in place; then comes the tricky bit – reversing the low-loader out of the station yard onto the road; this is no mean feat, as the whole ensemble has to be reversed up a slight incline whilst turning at the same time!

Once on the road, time to head off back up the narrow country lane!

Of course, the reverse applies for items being delivered to the railway, but just as much care and skill are needed!



*Ramp setup (Jon Middleton)*



*The trailer and Thomas reverse out of Wittersham Road (Jon Middleton)*





*Final departure of Thomas (Jon Middleton)*



*The GER coach returns to home; not only locos move this way (John Rose)*



# GRICER'S MARK I MUSINGS

Having toyed with the word 'heritage' in his last column, Gricer has been giving the issue further thought. Railway heritage, he argues, comes in several guises. Firstly, there is the blanket type: it is now pretty much accepted that all preserved lines are heritage railways in that, at the very least, historic rolling stock and locomotives are part of Britain's heritage.

And then there's the heritage that is unique to each individual line. This is a little more tricky. Take any preserved railway, and think of a unique piece of heritage that it regularly commemorates and for which it is well-known. (Yes, Gricer knows every locomotive and many items of rolling stock are unique - so they do not count. And thus, for the purpose of this exercise, Gricer will exclude our own Cavell van - which he has already considered previously.) He came up with a few ideas - Welsh narrow gauge and slate, for example (does any line celebrate slate-mining traditions?) Now toss another equation into the pot: substitute 'unique piece of heritage' with 'unique social history,' also subject to the caveat that the aforementioned items are excluded.

Gricer couldn't think of any line that is able to celebrate both a unique heritage *and* social history (cue avalanche of letters to the editor). Until he came to the Kent & East Sussex, the original light railway - something we celebrate every day we run trains. And secondly, with its

fine social history - the great tradition of hop-picking, and all that went with it - commemorated each September. It made Gricer think that there could be a good few lines that, in this context, have nothing unique about them at all. And, while he concedes that unique is an oft-misused word, he considers that the Kent and East Sussex is indeed just that. We are quite possibly alone in that we are able to celebrate not just a unique and significant role in the story of Britain's railway development, but also a unique part of its social history.

## The Power of Three.

To put it mildly, it has been quite a year for special events - several of which Gricer commented on in the last issue. Since then, among others, we have had the CAMRA beer festival, a now well-established event in our calendar. The bands were good, and it's always pleasing to see the railway throbbing with people. If only we could devise some way of persuading them to channel a little more of their cash in our direction.

June also saw us commemorate fifty years of preservation, an occasion that for the umpteenth time in recent years had Gricer wondering, "How do you follow that?" What a fine, and unique (that word again...) sight the three black-liveried Terriers made. An occasion that prompted one loco driver to remark to

Gricer what a joy it was for footplate crews to work as a team *with*, rather than battling *against*, their locomotives. The event was widely reported in the railway press, making it to the front cover of at least one journal. And while the significance of proceedings might just have been lost



*The great tradition of hop picking, and all that went with it - commemorated each September (John Liddell)*



on the average visitor, it was nonetheless an outstanding day. If heritage lines have a signature, then the Terrier must surely be ours.

### Insult Corner.

Hands up everybody who made straight for this bit. Well, don't expect too much, but it's a shame to get this far and not carry on...

Some time ago, Gricer was discussing his column, in usual light-hearted vein, with the editor. With sparkle in eye, the latter made a pseudo-derogatory comment about Gricer's ramblings, to prompt him to respond, "I've never been so insulted in my life," (not since last Tuesday, anyway.) Whereupon the editor's eyes lit up. After a thoughtful pause, he pondered in a sage way that only editors do, "Have you noticed how heritage railway people are always *insulted*? Never upset, cheered off, offended... but *insulted*." (*How many times have you heard 'It's an insult to Volunteers' when something happens someone doesn't like, or seen the phrase somewhere in a magazine? - Ed.*) Gricer cannot honestly say that he had. It's quite an event if he notices what the weather is doing, let alone in which form people take umbrage. Still, it made him wonder: perhaps the word insult is slipping its way into heritage railway parlance; perhaps we feel that no other word will do... insult just sounds right in our environment. Just as we have heavy snow rather than pouring snow; a stock market crash rather than a stock market smash... You get the drift.

Gricer sincerely hopes that nobody will be insulted by him pondering this issue (albeit with tongue firmly wedged in cheek). And if you are, please do not write to the editor advising him so. By all means, tell him you are contumeliously affronted, slighted, offended, upset, put out, deprecated, humiliated... But please, not insulted.

### Deep Joy. And not.

What do you get when you cross a shoe box with ten adults, a fridge, a water cooler and a tea urn? Tenterden station mess room. Gricer makes no apology for raising this again: mess room facilities at Tenterden are wholly inadequate. On one occasion during September's Thomas <sup>TM</sup> event, it was so overcrowded that Gricer found himself having to sit outside to eat his lunch (on a luggage trolley, thank you for asking). This is acceptable (just), on a balmy September day, but... well, enough said. There were several volunteers who couldn't even find room outside, and Gricer observed more than one wandering around

aimlessly with plates of hot food. Which, Gricer suggests, presents a difficulty in that we are not encouraged to eat 'in public.'

The cry of 'no money' will doubtless, and not unreasonably, be raised. There are many, many demands on the money we do have. And of course none of us expects anything to happen overnight. Which only makes the issue even more pressing. But the fact is that several, no, many, volunteers refuse to use the current facilities. Gricer (as ever standing ready to be corrected), understands that there are one or two forthcoming projects that, in the general scheme of importance, would not appear to rank near the top of the tree in terms of things that need addressing. *Per se*, he cannot imagine they would finance the provision of a new mess room, but perhaps we ought to think about re-prioritising (awful piece of management-speak, sorry).

On a positive note, it is excellent to hear that plans are underway to redecorate our overnight accommodation for staff at Rolvenden. That is a welcome start, but there is still a long way to go. For surely nothing is more important than our staff and volunteers.

### 'Sir: I have a cunning plan...'

It was while basking amid the proceedings of the Fiftieth Anniversary celebrations that Gricer's thoughts turned to the early days of the preservation society. How things have progressed since then; and surely they must have developed way beyond its founding fathers' wildest aims. Which set him thinking: what, exactly *was* their aim? 'To save the line,' seems the obvious answer. Which is fair enough. And that they did. But then what – as if saving the line were not a mountainous task on its own.

During the early 'sixties, 'tourist' railways were very much in their infancy; after all, there was still a decent amount of steam available on the 'real' railway. So that, Gricer presumed, could hardly be at the forefront of people's minds. Was there, then, a plan – beyond 'saving the line'?

The editor reports that several volunteers have expressed an interest in hearing more, via this journal, of our early members' reminiscences. Many are still with the Railway today, therefore both the editor and Gricer set about establishing the facts. Of which, Gricer, concludes, there are one or two slight variations (hardly surprising considering the passage of time), and one fairly broad conclusion. 'It was

going to be another 'Talyllyn,' recalls one volunteer, without even having to think about it. Another observed that it was the intention to re-open the line from the Robertsbridge end, initially to Bodiam; while a third positively recalls the plan was to provide a commuter service from Tenterden to Robertsbridge - while admitting that nobody seemed quite to have considered how viable, both practically and financially, this might have been. 'I'm not sure anybody had given any thought as to precisely what the Railway would be,' recounted another. 'With hindsight, the views and hopes expressed were wildly optimistic, but we stuck to the basic idea of re-opening.'

That optimism is reflected in the memories of a

fifth member who recalls committee meetings where there 'were long and heated discussions relating to locomotive and rolling stock liveries.' (Plus ca change!) This being despite the fact that the Preservation Society did not then own the Railway, let alone any rolling stock. It was with some trepidation that Gricer suggested to one person that, notwithstanding all they had achieved, perhaps they had been a little naïve. "I suppose we were really," he replied, reflectively. Gricer put the same question to another: "With the benefit of hindsight, would you say you were all a little naïve then?"

"Oh, absolutely!" was the enthusiastic response. To which Gricer can only reply, "Thank goodness."



"We hope to reopen next year" (CSRM)



## BOOK REVIEWS

### RAILWAY PRESERVATION IN BRITAIN

Bob Gwynne, 64 pages. Shire Publications, Price £6.99.

ISBN 978-0-74781-041-4

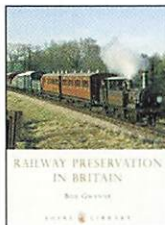
Books that adopt a "broad brush" approach have disappointed this reviewer in the past. He has several (not all railway-related), in his own collection. They cannot be easy to compile: what, for instance, to leave out; and what to include within the extremely limited space available? It's rather like attempting to write a history of England on a couple of sheets of A4 – nigh-on impossible and leaving this reader with a somewhat empty feeling at the end.

This book – published in association with the National Railway Museum – falls into that category. To attempt to cram the entire, multi-faceted, sixty-year preservation story into sixty-four pages is gallant indeed, but one only has to consider the detailed tomes of several hundred pages produced on individual heritage lines, to appreciate that the end result can only be extremely basic.

Accordingly, our own line receives scant coverage – on this occasion through no fault of its own. This is not a jingoistic whinge on the part of your reviewer, merely an expression of disappointment that the original light railway – a hugely significant milestone in Britain's railway story – should be relegated to the status of "also ran." Put it another way: while plenty of railway alumni (including the Rev. Awdry!) make it to the index, our own founding father, one of Britain's great railway pioneers, does not.

Understandably, there is a reasonable degree of coverage of the embryonic, grand-daddy of all heritage lines, the Tallylyn. Sadly, however, the confines of the book mean that similar comprehensiveness cannot be extended to other equally noteworthy lines. On several occasions, your reviewer found something of particular interest, only to be left desperately wanting to know more as the narrative moved on to another topic. He also found there to be rather too much about individual locomotives. Locomotive preservation and railway preservation are quite different (even if one can hardly exist without the other). Perhaps the former might be better-suited to a separate volume.

The book is well-illustrated – with some particularly good colour photographs of preservation's very earliest days – and has been stocked, and sold, in our own shop. In that there is little new within its pages, it is unlikely to be of interest to dye-in-the-



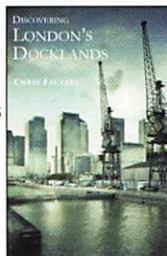
wool enthusiasts. However, it will appeal to those who have visited a heritage railway or museum, and wish to learn a little more about the movement in general.

Gricer

### Discovering London's Docklands.

Chris Fautley, 96 pages, Shire Publications, Price £6.99, ISBN:

9780747808459



This reviewer has to admit that, as a long time resident of the leafy suburbs, he approached this book with some degree of trepidation. Was this not about that 'Mad Max' like forbidden zone, the cradle of Kray-era criminality, which had later opened up only to become the lair of crisis-causing financiers and dubious newspapers? Setting such prejudices aside, one plunged in to the narrative to be pleasantly surprised at what a fascinating area the author, a K&ESR Volunteer and regular contributor to the *Terrier*, describes. From the outset Chris Fautley makes it clear that *Discovering London's Docklands* is about the East End docks, centred on the Isle of Dogs. The ancient Pool of London port area and the installations on the south side of the Thames, including the substantial Surrey Docks complex, are excluded. This in no way detracts from the book, in fact it provides a focus which avoids a sprawling text and a more expansive volume.

In addition to explaining the history of the London docks and the central place they once had in the national transport infrastructure, the author includes details of the railway facilities which served this vast complex. He does this sufficiently to interest the enthusiast without irritating the general reader and also gives due coverage to the Docklands Light Railway, that most modern manifestation of the light railway concept. Indeed, the DLR is largely the recommended way of seeing today's docklands and threads its way through the book just as the real thing threads itself through the area served. The description of today's docklands, the sometimes stunning architecture, the excellent conservation of buildings and items from the areas past are all included to an admirable degree. Neither is the local population's sometimes jaundiced view of these developments without mention. The final chapter deals with a most unexpected aspect – the open spaces and parks which now provide 'green lungs' for the area.

*Discovering London's Docklands* sees its subject from a refreshingly different perspective and this reviewer was actually glad to have his 'Dodge(y) City becomes Yupeeville-on-Thames' attitudes not just challenged but demolished. It probably needed an author viewing the subject from his home on the south coast to do this! Comprehensively illustrated, excellent value for money and thoroughly recommended.

NP



Driver Henry Marforth ties the knot with Zowey, 24th September 2011 (Katie Phillips)



Coach No 3062 on test at Bodiam, October 2011 (Robin Dyce)

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Northiam Station with signalbox in sight (Duncan Buchanan)

## TEN MORE YEARS

*Doug Lindsay updates the late Neil Rose's previous crystal gazing articles*

It seems incredible that it is now 30 years since Neil Rose wrote the entertaining article 'Pipe Dream or Prophesy' (*Terrier* 26, *Winter* 1981). For those who have not seen it, Neil attempted to predict how our Railway would look and operate in 1991, then, ten years into the future. It was a very thought provoking article, and indeed was extremely entertaining, whilst being to some degree lighthearted as well. He attempted not only to look at how we would be running the Railway in 1991, but encompassed how he thought the lifestyle would become around us. He foresaw three day weekends, no local 'bus services so shoppers and anglers used our trains at reduced fares (!) for whom we would be running a regular railbus service.

The article was illustrated with a couple of lovely prophetic line drawings by the now departed Roy Chambers and we all, in 1981, hoped they'd portray what we were to experience ten years on. Some of Neil's predictions were to come to pass, although some were to take a lot more than ten years including the re-opening to Bodiam!

His predictions about Northiam were almost

right except the signal box was eventually built at the Bodiam end of the station and thankfully (!) we still have traditional hand operated style crossing gates there. However, it is still a bone of contention that his prophesy that the boxes can be switched out to allow the railway to be operated with just one signaller at Tenterden, something that would be very useful with our still chronic shortage of volunteers. Another item he mentioned, that thankfully didn't come to pass, was that Pullman Car *Barbara* became the static buffet at Bodiam, she is of course very much part of our revered Wealden Pullman service, and not the 'Rother Pullman' as predicted by Neil, and since 1981 has been the subject of several re-builds including being returned to a full Parlour Car. Neil was quite correct about the ex-Maidstone 'Bus Station becoming the Station Refreshment Rooms at Tenterden and the fact that there is explanation inside detailing its history for visitors to see. Perhaps the most disappointing prediction was the idea that we would have an Ivatt Mogul locomotive on our stud by 1991 and sadly another twenty years on we still haven't been able to acquire one. Apart from that, his

motive power notes are broadly in line with actuality except of course we no longer have Terrier *Sutton*, or Austerities *Linda* or the first *Rolvenden*. On the subject of motive power, I am pleased we didn't acquire the prototype BR Railcar LEV1 which he predicted, although I accept that perhaps Col. Stephens would have done so if he were still about. Finally it is amazing that thirty years ago Neil suggested we would have a permanent staff of twelve reporting to a General Manager, it may not have been the case by 1991, but well underestimated for 2011. In fact we have 28 permanent staff and a dozen seasonal staff this year. Sadly his prediction that we would draw our volunteers from a membership of about 5,000 in 1991 still has yet to happen, even thirty years on and we still have only about 2400 paid up members.

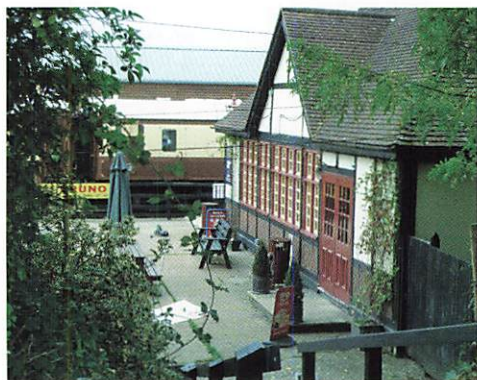
In 1991 Neil wrote a follow up article in *'Terrier No.56, Winter 1991'* entitled 'An Unpredictable Day' in which he 're-visited' his prophesy and admitted to some of his forecasting errors but also was pleased that some of them had become reality like the 'Bus Station project and better track maintenance. Interestingly he mentioned that the use of Birdcage coaches was still to occur and that he'd omitted to mention the still (1991) unrestored GWR Railcar. He then went on to describe his visit to the railway on a typical weekday in the tenth anniversary year of his previous article, admitting that his prophesy of 2000 passengers a day was a bit on the high side!

Neil wrote another follow up article in *'Terrier No 87, Spring 2002'* entitled 'Ten Years On' where he again revisited the railway in July 2001 with a view to see progress towards his original 1981 predictions. In this article he fully admitted many omissions from the previous two articles and also reviewed some of the facts

including passenger numbers, ticket prices, and the motive power situation. He then went on to describe the service on offer that day in July 2001 and the personnel involved. All now very interesting when one looks back ten years. Neil finished the article by predicting what the railway would be like on July 5th 2011.

Sadly Neil's much lamented passing in 2009 has prevented him writing a further update, so I have taken it upon myself to keep up the 'series' in the hope that it may record our achievements as well as perhaps providing some encouragement to our continual progress.

So to July 2011, and Neil's wish to see Terrier *Bodiam* in service with a Birdcage coach has at last come to pass, he would be pleased, but his prediction that the GWR Railcar "will be restored and available for duty" has still yet to happen! However, we must salute the years and years of effort that has been put into the restoration of the Railcar by just a handful of determined volunteers and I am sure that in 2021 it *will* be operational! He was right that we are still not running to Robertsbridge, however, he would be very pleased that a further mile of track has been laid to Junction Road and that we have actually run passenger trains there albeit, so far, for just one weekend. I am sure also that he would have been delighted that some of these trains were headed by No.3 *Bodiam* and that they included a Birdcage coach as well as several restored Victorian and Edwardian four and six wheeled coaches so typical of the Colonel Stephens era. He was almost right too about the fares, he predicted £12.50 for a round trip, and actually 2011 fares are £13.50 for a Day Rover, so a very good guess. Passenger numbers were pretty close too with 357 travelling on July 20th, slightly up on his prediction of 300. The service operated was similar too with three steam departures and two DMU services offered as our standard mid-week service. The loco in use on the Mark1 set was No.23 and the Class 108 two car set operated the diesel service. Steam crew were Mike Harman and Matt Hyner and the DMU was driven by Chris Lewis, the guards were Tony Mills and Graham Bridge. Signalmen for the day were Colin Avey, Clive Norman and Mike Goodwin, Stationmasters on duty were Chris Baker, Crispin Champion and Brian Chaney with TTIs checking tickets. July 20th was a Wednesday, an unseasonal overcast and chilly day but trade was fairly buoyant with 92 passengers pre-booked for Ploughmans Lunches and Teas which kept Dave Tibbatts and his two assistants busy in the RMB Car.



Tenderden Refreshment Room (Duncan Buchanan)





*DMU sets out with Birdcage to cover for failed steam set, August 2011 (Colin Avey)*

It must be noted that just to operate this July weekday service there were 26 personnel directly involved, mainly volunteers, covering train crew, buffet, booking offices, signalmen, shops and museum.

This total is quite apart from a further 30 or so people involved on site that day in office duties and restoration of locos and rolling stock including three working on the GWR railcar! The following weekend was a Thomas™ three day weekend which would stretch our volunteers and staff to the limit and would require *three times* the amount of personnel to be successful and shows that we desperately need to increase the numbers of volunteers and members if we are to continue to grow.

Some of the services we now operate weren't predicted by Neil and were probably just considered a 'pipe dream' back in 1981. Our ever popular DMU Fish'n'Chip specials for instance and the fact that the Wealden Pullman now offers Sunday Lunches as well as the Saturday Dinners, plus chartered services, and the vast number who partake of Ploughman's Lunches and Afternoon Tea on the service trains, these were all in the future then. He is unlikely to have predicted that we would operate a computerised booking and ticketing system either but would appreciate that through this system we can 'gift aid' fares and

reclaim tax back from the Exchequer!

He did mention the visiting locomotives, particularly the Ivatt Mogul (!), but he would never have foreseen such locos as *City of Truro* running on our railway, however he would have loved to have witnessed the O1, No.65, on her visit in May 2009, a visit that so many of us had been waiting for and which occurred the week before he died. Nor could he have predicted that we now have a large GWR 2-8-0T locomotive No. 4253 on the fleet, albeit in ex-Barry condition and owned by a group of members who are busily getting the required parts and finance to restore it

As regards his penultimate paragraph in the 2001 article regarding operating and information, we still are not able to operate with only one or two signalboxes open and we still have traditional gates at Cranbrook Road. Personally, I prefer these gates in spite of the problems they cause to manning and train timing plus the obvious difficulty in restarting trains on the bank in wet weather if they are not manned. I'm afraid that modern automatic lifting barriers have no place on our traditional rural railway. However we do indeed give passengers more information now than we ever did by way of descriptive leaflets, larger and more numerous information boards at stations and of course with most visitors now using the



internet we have the benefit of being able to inform them, in depth if required, of our current offer and our important history.

Another item mentioned saw the use of Mark 1 rolling stock which is still the case of course and has since been enhanced with the addition of the RMB Buffet Car thereby negating the use of a 'catering' PMV which he noted.

Happily, Neil's 'greatest uncertainty' about the possible further development of land north of the line between Tenterden and Cranbrook Road has not succumbed to housing or any other redevelopment, fortunately the Local Authority Planners have still resisted applications for same. The area was designated as 'an area of outstanding natural beauty' and so hopefully it will continue to be as it is a perfect backdrop to our Railway location in the Jewel of the Weald.

Another of Neil's predictions, which didn't luckily come to fruition, was the Northiam footbridge which I feel would have spoilt the rural charm of the station and not helped our less-than-able passengers at all as the traditional board crossing is far easier and more appropriate.

So what of the next ten years? Where will we

be in 2021? Will our final goal of running to Robertsbridge be accomplished by then? I will stick my neck out, as Neil did several times, and suggest we may just achieve that, if not by 2021 then very shortly afterwards.

The impetus has now stepped up a gear since 2001, there is far more action taking place, not the least of which is the return of rails to the site of Junction Road made possible by a change of landowners. Perhaps this same type of movement will assist us in the Robertsbridge area and also perhaps the increasing cost of road fuel and the more urgent need for alternative transport will encourage the planners and highway authorities to accept that the level crossings at Robertsbridge are now a necessity rather than a hindrance!

If we are indeed running a regular service to Robertsbridge in 2021 then a lot has to change. We will need far more staff/volunteers, we will need to increase our locomotive and carriage stock, and our operating costs will be tremendous. Hopefully these will be offset by a far higher revenue from fares and other retail activities and indeed a much higher membership number than now. On average we have, at present, about 20% of our membership

*No 32670 arrives at Tenterden Town with the Vintage train, August 2011 (Colin Avey)*





as 'regular' volunteers (twice that of most heritage railways), so if we are to remain viable, and to do that most of our 'staff' must be volunteers, we will need a membership of not just 5,000 as predicted by Neil for 1991, but possibly 7,000-10,000 to provide enough volunteers based on the national '10% average'.

Will we be lucky enough to acquire that much needed extra motive power? As has been said so many times, the Ivatt Mogul 2MT is probably the perfect loco for our extended railway, being fairly simple to maintain, having enough speed and water supply from its tender to avoid too many water stops and extremely economic as far as coal & water are concerned. Also, given that we are unlikely to ever have turning facilities, the tender cabs on these locos provide comfort for the crew for half of their daily journeys. Perhaps the Standard 84xxx Class 3 2-6-2 tank version, as now being built from scratch at the Severn Valley Railway, would make another excellent contender, for it should have the extra power needed for heavy trains on Tenterden bank. Perhaps it will be completed by then and even have paid us a visit in order that we may try it out. Perhaps the once suggested idea that it could be 'batch built' as a very suitable sized loco for Heritage railways will have come to pass by 2021 and we will have one (or two!!) in our own stud. Maybe we have become known as such good hosts for locomotive owners that several have opted to bring 'new' locos to our railway in preference to their previous locations, thereby helping to solve our loco shortage, but who can predict that? One thing is certain, and that is with the enthusiasm and drive we have demonstrated over the past fifty years there is every possibility that the next ten will see no lessening of this, maybe, just maybe, we will see a growth in the thirst for nostalgia and preservation of our wonderful industrial heritage by both ourselves and our potential visitors.

Will our visitor profile alter over the next ten years? I am sure that may be dependant on the economics of our Country, particularly as regards road fuel costs and its implications for the ability to get to Tenterden. Maybe there will have to be a step change in how we organise our leisure time, we may have to rely far more on the railways and public transport. If that is the case, and we have achieved our goal of reconnection at Robertsbridge, then maybe much of our revenue will come from visitors arriving by electric trains at Robertsbridge, or electric 'buses' at Tenterden

even! Also, should the connection be made at Robertsbridge, we may even have through services arriving on our line at weekends for Bodiam Castle and Tenterden composed of Chinese built Class 199 DMUs operated by GSRL (Great Southern Railways Ltd)!. Just imagine it, advertised Summer weekend services from Rye, Hastings, Eastbourne and London direct to Bodiam or Tenterden for those holiday makers and tourists who now have to rely on public transport for sightseeing as road fuel is over £30 per gallon! It just may happen. Whether it will happen by 2021 is debateable, but I can foresee that it *could* happen, eventually.

If inflation continues as it has done recently there certainly will be changes in our visitor habits and our 'product', to use a horrible modern description, will have to reflect this. We have to continuously upgrade our 'offer' to ensure we retain, and even extend, our share of the leisure market. Leisure and Tourism will become an even more important part of our economy if we believe the pundits of today, whether the indigenous populous will be able to afford it, or whether it will be mainly incoming tourists who provide the custom is yet to be decided, but I am sure with our flexible and knowledgeable staff and volunteers, who by then will have had sixty years experience of effort in campaigning to keep this last vestige of the Colonel's Empire going, will rise to the occasion.

Maybe, if not in ten years, but possibly in twenty, the whole scenario will change out of all recognition. Road fuel is no more, everyone will use public transport, both freight and passengers. Internet shopping will have made shops 'redundant' and all our supplies will come from distribution centres in containers. These containers would be consigned to various centres by block train and Tenterden would become the 'centre' for the Weald Area of Kent. Daily freight trains would once again travel up to Tenterden from our Main Line connection at Robertsbridge to the new Weald Distribution Centre (WDC) north of Tenterden Town station near the London Beach Golf course, well away from the town. From there, electrically powered delivery vehicles (similar to the old milk floats) would distribute the goods direct to households and commercial premises where required almost silently.

Our passenger profile would become quite different too. The vast majority of the working population would now work from their homes as we'll all be connected to even faster

*Barbara ready for her next service (rather than being Bodiam Buffet) (Duncan Buchanan)*

electronic means to do business and shopping. A lot of education would take place remotely by this means too, and children and young adults would possibly only attend an actual school once or twice a week. For those who need to commute to an office, probably still located in larger cities, and those who need to attend school would have to make the journey by public transport. A system of electrically powered 'omnibuses' would connect with the railways to make this possible. We, at the KESR, would once again be operating commuter trains, but in this case they would be the Class 199 DMUs of GRSL, where we would operate them to Robertsbridge and then GRSL would take over to London or other destinations taking scholars to various schools and the commuters to their offices. These trains would operate throughout the daylight hours as much of our working and educational time would become 'flexi-hours' thereby avoiding expensive 'peak' use of energy and evening out demand both for transport and energy requirements.

We would also have a much more evenly spread tourist market due to the flexible working of everyone and the lack of time spent shopping in the traditional way. Our leisure hours would be when we want them, and therefore we at the KESR could manipulate the market to some extent by advertising and incentivising our passengers to come at agreeable times to intertwine with our commuter and freight traffic thereby making every train a viable operation. Not only would these trains always be showing a profit but our 'track access' and operating charges to the passenger and freight operators from the national network for through services would also be very profitable. Our predicted 500+ tourist passengers a day would make a vast contribution to our funds, apart from fares, by purchases in the shops and



buffets/restaurants, we would also receive commission payments from the local 'bus companies and national railway companies from the sale of through fares. Lastly there would be useful payments from the government from RESTS, the Regional Energy Saving Transport Scheme, which all participating rail connected heritage railways would be benefiting from.

This all may sound very alarming and thought provoking, but I am sure it is no more so than the predictions made by Neil in 1981 when he envisaged LEV1 type railcars and Ivatt Moguls operating trains to Dixter and Oxney Halts carrying shoppers and anglers as well as tourists!

After all, our original 'three Maidstone Grammar School boy' founding members predicted back in 1961 that we would 'soon' be operating commuter railcars, daily freight trains as well as tourist steam trains once we obtained the Light Railway Order.....and that was the vision *fifty* years ago!



# ***Forthcoming Events on the*** **Kent & East Sussex Railway**

**37th Year of the Santa Specials:-** all steam of course

Running on 3rd, 4th, 10th, 11th, 17th, 18th, 22nd, 23rd and 24th December – pre booking essential. Phone 01580 765155. Leaflet available on request.

**Post Christmas Running** Wednesday 28th to Monday 2nd January inclusive (two steam and two diesel except 2nd January three steam and two diesel).

**Mothering Sunday 18th March 2012** – watch website [www.kesr.org.uk](http://www.kesr.org.uk) for details.

*(Brian Stephenson)*





# Legacies And Gifts

(John Wickham)

*Graham Baldwin, our General Manager, outlines the methods and means you can use to help the railway*

This year we have been fortunate, so to speak, to receive over a quarter of a million pounds from legacies, and although some bequests have been for specific purposes, the vast majority of the monies received have not, and this will be of tremendous help in dealing with the repayment of the Bodiam Bonds.

Donations are an important part of our income as a charity, and in the past we have not deliberately sought substantial gifts other than through appeals, but in the next couple of months we will be producing a leaflet specifically designed to encourage legacies in particular. It is also fair to say that other Heritage Railways appear to have benefitted more than K&ESR in the past from legacy income, and perhaps one of the reasons we have got significant debt, and have such major infrastructure requirements, is that until this year we have lacked this ingredient.

Legacies are a wonderful way to ensure that the railway benefits materially in some way, and provide a lasting memory of an individual's contribution. Like any donation, it can be for a specific project, e.g. towards the overhaul of a locomotive, or of a general nature. As our debt reduces to manageable levels, we can use substantial donations and legacies to improve our infrastructure, or acquire rolling stock. We will need to invest several million pounds in our infrastructure in the next couple of decades and substantial legacies and gifts will be important in achieving this objective.

There are three particular types of legacy:

**A Pecuniary Legacy**, which is a gift of a specific amount of money.

**A Specific Legacy**, which is an item of value, such as a house or shares.

**A Residuary Legacy**, which is a percentage of all that remains after your expenses and other legacies have been settled. This has the benefit of ensuring your gift is always within your means, whatever your financial circumstances are later in life. This is one of the more favoured ways of leaving a legacy.

It is important that, to avoid misunderstanding, any monetary legacy should be stated to be free of inheritance tax and be made in favour of the Kent & East Sussex Railway Company Limited (Registered Company No. 1007871). Inheritance tax is currently payable at 40% on the amount over the inheritance tax threshold which is



currently £325,000.

Will writing can be difficult and sensitive and we would be happy to confidentially discuss or help if required.

This year we have opened the wonderful memorial garden at Northiam where we can remember departed members and friends of K&ESR. Memorial plaques, which are a permanent feature, can be purchased, and there are details of how to do this in the new leaflet. Donations from the living are important too! They will be a major part of our investment programme. Regular donations are very helpful, and when they are for specific projects we can incorporate them within our budgeting process.

If you would like to make regular donations we can provide a direct debit mandate to make that easier.

There are a number of large companies who make their charitable donations via some of the internet organisations such as [easyfundraising.org.uk](http://easyfundraising.org.uk) and we currently receive just a little income from this method. If you make on-line purchases, please register with easyfundraising and name K&ESR as your designated charity. At no extra cost to you, companies involved in this scheme, which include the big name high street retailers, insurers, holiday companies etc, donate a small percentage of transaction value. If the current number of registered users became half of our membership we could earn as much as £5,000 per quarter! As I said at the beginning of this article, donations are an important part of our business. Our members continue to be generous in this area and we are grateful for that support. Please consider additional ways to help the railway, such as easyfundraising, and how you can help the railway in your will thus ensuring your memory will live on with the Kent & East Sussex Railway.



## 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 continues to be increasingly important. 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-part.

### Text

Copy should be sent in electronic form in word-processor format (Word 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. Do not embed photos within text. Submit photos separately.

### 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

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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>

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**Finance Committee**

Lin Douglas  
Karen Bridge, Lynda Manktelow  
Barry Saunders  
Graham Sivyer  
Elizabeth Reid  
André Freeman  
Martin Easdown  
Lin Batt, Yvonne Bates, Rosemary Geary  
Roger Allin  
Peter Walker  
Harry Hickmott  
Brian Janes  
Paul Wilson  
Peter Thorogood  
Jamie Douglas  
Nick Wellington  
Peter Salmon  
Matt Green  
Clive Norman  
Graham Williams  
Peter Tobutt  
Vacant  
Jim Williams  
Derek Dunlavy  
Philip Shaw (*Chairman*);  
Norman Brice;  
Graham Baldwin; (*ex officio*)  
Lin Douglas (*ex officio*)  
John Harding; Brian Janes; Claire Walker  
Carol Mitchell (*Chairman*);  
Graham Baldwin, Geoff Crouch  
Stella Nuttman

**Employment Committee**

**Membership Secretary**

