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Tenterden Terrier



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FRONT COVER

No. 6619 on Wittersham Bank on 27th May 2013 with the 10.40 Tenterden - Bodiam train. (Phil Edwards)

BACK COVER

Royal British Legion Standard Bearers, John Hayward (left) of Robertsbridge and Terry Kirby from Isle of Oxney attend the Cavell Van at Bodiam, 2nd November 2013 (Hugh Nightingale)

Tenterden Terrier

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Editorial

A Year for Remembering

2014 – a year of anniversaries and not least, of course, the centenary of the outbreak of the Great War. We shall be marking that tragic event on 28th and 29th June and will return to this theme over the next few years.

The Great War set in motion numerous social and technological changes, some of which, in the fullness of time, brought about the great

upheavals which affected the British railway network in the 1960s. That in turn led to the growth of the heritage railway movement and this year also marks the 40th anniversary of the reopening of the first part of the Kent & East Sussex Railway. That topic is covered elsewhere in this issue and will also be commemorated at the Gala to be held on 24th – 26th May. We have much to be proud of from the past 40 years but with Robertsbridge on the horizon, the Bodiam Bonds paid off and much needed infrastructure improvements underway at Rolvenden we can truly say that, though we remember the past, the K&ESR has its sights firmly set on the future.

Nick Pallant



No. 32678 ascends Tenterden Bank with the Remembrance train on 10th November 2013 (Alan Crotty)

COMMERCIAL

From the Chairman – Geoff Crouch

Our Railway has undergone many changes during the course of its life.

The wish to connect up as many bits as possible has usually been the driving force, and this was sometimes followed by the Financial Fire Brigade, trying to keep the business afloat.

'The Railway' has learnt that without financial stability, everything else is meaningless.

Your Railway is in safe hands; the Board will not spend what it does not have.

The Board and the Management have worked together to reduce debt down to a new low, but the cost of debt reduction has been a lack of cash to invest in our infrastructure. If we look around us we can all see 'things that need doing'.

Now that the Bodiam Bonds have been paid off, we have the opportunity to move forward and look at our infrastructure in a new light. That light includes a glimmer from the west, which is the RVR heading our way; a little faster than anyone could have predicted a few years ago. We must accept where we are, and we will make the necessary plans.

In November the Board changed personnel and we welcomed new faces – Graham Hukins, and Paul Hutchinson MBE. Well, they are not really new, just old faces in different roles....

Each brings their own skills to the table and we look to further strengthen the Board in the coming months/years.

The role of the Chairman and the workload attached to it is growing to the extent that I asked Trustees for some assistance. From this was created the new position of Deputy Chairman, and Ian Legg has been elected to the role.

Ian is working on the 'Robertsbridge Budget/Plan' with the General Manager, myself and others, to ensure that we have a cohesive plan in place when the time comes.

The work being done in field 51A carries on the great traditions of Permanent Way. When a big project is announced, we get help from the usual suspects (many thanks), but also from new Volunteers – from inside and outside the Railway. I am sure that Jamie Douglas will be using his influence to get the newcomers to become part of the crew on an ongoing basis.

Finally, many thanks to everyone who helped get us through the awful events of Christmas Eve 2013. Those on duty stepped up to the plate to ensure that as many children, with us to see Santa, got their wish. The weather meant that we had to throw the Timetable out of the window and run what we could. We received many compliments for our efforts, and few criticisms.

General Manager – Graham Baldwin

There is a buoyant feel about the railway as we start 2014.

We ended 2013 with another good Santa Special season and Christmas Eve was certainly a day to remember. We had been hit by storms over night and during the previous few weeks well above average rainfall which resulted in flooding too. We had no electricity at Rolvenden or Wittersham Road.

Despite this everybody worked tremendously hard to deliver the best 'Santa' experience that we could and I am very proud of how we performed that day, although we ran shorter distances than advertised and got up to two hours behind the published departure times.

The vast majority of customers thought we did well, but quite a few were intolerant and we have issued over £2000 in refunds (claimed against insurance). I was particularly disappointed by a conversation with one customer, whose access road was flooded; she also had no electricity for six days, but complained vigorously because our journey time was shorter than advertised, although we had delivered the rest of the experience!

The bad weather ran into the post Christmas period and on one day we had just 81 passengers. This is the worst I have seen for a fully timetabled day and justifies the decision to dramatically reduce post-Christmas operations.

We welcome Karin Woolstencroft to the team as Event Coordinator, replacing Liz Reid.

Minster Cleaning will replace Brightday, after five years, for carriage cleaning.

2014 looks encouraging. We have three new group visits for 2014 and group travel organisers have expressed substantial interest. SMS Cruises have booked over 700 places already.

Footplate tasters are nearly sold out. We have also

sold a lot of Pullman vouchers. As you will read elsewhere, the new Carriage Shed is at last being built, and we are well on the way to replacing the offices. There are some interesting plans for our events this year, including a refresh for Hoppers and 'Wallace and Gromit' make their first appearance on the line.

The K&ESR 40th Anniversary Gala is being planned for the Late Spring Bank Holiday weekend, May 24th, 25th and 26th.

There is a lot to look forward to – it just needs to stop raining!

Company Secretary – Nick Pallant

2014 Annual General Meeting

Please note that the AGM this year will again be held in **Zion Baptist Church, Tenterden High Street**, during the afternoon of **Saturday 11th October**. Nominations for election to the Board will close at 2.00 pm on 19th July 2014. The necessary nomination forms can be obtained from the Company Secretary. This item is for information only; a formal Notice will be issued in due course.

Awards

Members will probably aware that we run two award schemes – one for 25 years service as a Volunteer and a second for 50 years of continuous membership of the Company and its predecessors. The actual awards are made at the AGM in October. I shall be contacting those who I am able to trace and appear to be eligible over the next couple of months, but it would be of great assistance if anyone who thinks they have a claim to either award would write to me, Nick Pallant, at Tenterden Town Station.

And a message from the Membership Secretaries

We have been making some changes in the system for dispatching the *Tenterden Terrier* and other mailings-out to the membership. Almost inevitably, when we made a start on this with the Winter issue of the journal, the gremlins got to work and a few problems were encountered.

We would like to apologise to anyone inconvenienced and assure you that we are taking the necessary steps to prevent any re-occurrence. If you have any queries about this or any other membership matter please either write to the Membership Secretaries at Tenterden Town Station or email kesr.membership@yahoo.co.uk.

Wealden Pullman – André Freeman

It is pleasing to report that, thanks to the efforts of the team, the 'Wealden Pullman' finished the season on budget. That sentence is of course far easier to write than it is to achieve: the previously

reported unavailability of *Barbara* for the early part of the season had resulted in a budget shortfall of around 37% by the end of May. A number of late season charters did much to address this, coupled with a small increase in the number of covers on some scheduled services. Our heartfelt thanks to all those who have worked so hard to deliver a high quality service to our customers.

We continue to welcome new faces to the team. Small increases in staff and availability really can make a very significant impact on the workload generally, so we are delighted that our team has shown positive growth again this year. New volunteers are always required of course – contact Meg Gooch via meg@kesr.org.uk for further information.

A small increase in ticket prices has been made for 2014 services, primarily due to the dramatic increase in the price of coal. The familiar pattern of operation is scheduled, but one small change is made to Sunday Lunch services. The majority of these continue to depart from Northiam Station, but due to the track and signalling alterations at Rolvenden, run to Tenterden first rather than Bodiam.

The repairs carried out to *Barbara* in 2013 appear to have resolved the longstanding water ingress problems. Sadly however Maunsell NBO 53 continues to be affected with similar issues, but to a far greater extent. Despite our best efforts, it is evident that this ongoing problem is having a detrimental effect on the vehicle. The return of overhauled NBO 54 to the set cannot come a moment too soon.

Diana has been receiving some bodywork repairs in C&W over the winter. Please see report under 'Rolling Stock'.

Ticket sales for the *Aries* raffle proved popular with members and visitors alike, amounting to around £6,500, which, when added to other donations and Gift Aid received, has made a very positive contribution to the restoration. In this regard, the contracted works have now been completed at Ramparts Barrow Hill, where *Aries* remains under cover.

Bodiam Bonds – Philip Shaw

The final redemption figure of the half-million Bodiam Bonds that were issued was £357K. This means that £143K was not cashed, or 28.6% - £2 for every £5 paid back. In addition, around £10000 of the redeemed Bonds were then donated back to the K&ESR by those who had claimed repayment, effectively pushing the net unpaid figure over 30%.

Catering - André Freeman

At the end of the season we were able to breathe a

sign of relief – the budget had been achieved and we've had some positive feedback along the way too. Whilst there was no snow for 2013's Santa Specials, rain, high winds, flooding and electrical blackouts all created their own challenges.

As one season ends and another begins, it may seem that each is much the same, but there are subtle differences to each that bring new challenges to be met.

One change that is currently in progress is to a computerised advance booking system. This is far from a subtle change, but the railway had clearly outgrown the 'shoebox technology' manual system hitherto in use – the time taken to process/check/reconcile bookings, calculate stock requirements, apportion income and disseminate information to staff at multiple locations was becoming difficult to resource. At the time of writing, implementation of the new software system is ongoing, so we have yet to experience the changes it will bring. What remains clear however is that the administration of our railway will continue to grow more onerous with each passing year, whether we use ink pots and ledgers or touch screen computers!

During the extended closed season this year, some changes in equipment and configuration are being made in the Station Refreshment Rooms at Tenterden. With the increase in popular homemade dishes offered, together with an eye on future new opportunities, the life expired cooking range is being replaced. Further alterations, necessary to ensure we remain compliant with current legislation, are being undertaken concurrently.

The Shop Report – Martin Easdown

The year 2013 ended up being a satisfactory one for the shop with turnover up 19% on 2012. The total income figure for the year was £158,491 (£132,076 net of VAT) and expenditure totalled £95,828 (£79,857). The expenditure figure was swollen by reprints of the Guide Book and "Rails across the Rother". The Spend-per-Passenger average for the year rose from £1.53 (£1.34) to £1.63 (£1.42).

The shop/refreshment outlet at Bodiam had its second best year ever, earning £20,050 (shop £8,224, catering £11,826) whilst Northiam took £5,815 (shop £1,381, catering £4,434). Online sales for shop items fell 11% to £1,696.

WAY AND WORKS

Permanent Way – Jamie Douglas

By the time you read this there will, I'm sure, be a great deal of progress to see in field 51A at Rolvenden – the site of the new RVR funded Stock Storage Shed. As I write these notes from my office just outside Dublin in late January, the shed contractors are due on site today to begin work setting out and then constructing the foundations of the shed.

Then in approximately two weeks' time they should begin erecting the steel frame of the building. By the time we begin running trains in mid-March, the contractors are hopeful that the shed frame will be complete, the roof sheeting on and the side sheeting completed on the railway side of the shed. This clearly will be big, high visual impact progress.

However, do not let this detract in any way from the achievements of the volunteers of the Permanent Way Department, who since our last update written in late September have barely stopped. As planned, November saw us finally able to remove the 10mph speed restriction over Hexden Bridge, after installation of the fabricated packing to level the bridge and then the subsequent ballasting and tamping of the track approaches. This process saw areas of the track either side being lifted by as much as 8-10 inches.

No sooner had we finished our work at Hexden Bridge than we had to inspect the line as being fit for traffic for the Santa Specials we then moved on to mobilising for our planned works at Rolvenden, delivering materials and tools to site in preparation for the most complex track renewal we have undertaken since well before the extension to Bodiam – the removal of Sewage Works Siding, three Points and Crossings (P&C) units and approximately 350m/385yd of plain line from the existing running lines.

The project also involved widening of the track formation to accommodate the extension of Rolvenden passing loop and installation of extensive track bed drainage and S&T cable ducting, the assembly of three new P&C units and installation of somewhere in the region of 500m/550yd of plain line. It also had to be completed in just 10 weeks, on a tight budget and utilising almost exclusively volunteers – although the track formation widening, drainage and ducting installation works were carried out by our contractor – Andrew Wood Plant Hire.

Work on this project began in earnest on Saturday 4th January; the site soon became a hive of activity. Planned works included some craning which needed to be carried out before the track was removed – the removal of a spare set of DMU

bogies and the lifting out of the old Up Inner Home Signal. However, things were sent to try us on Day 1 of the project – the 10T steam crane suffered a mechanical failure during preparation! After some hasty re-planning and seeking of alternative methods we were able to get the bogies moved, but the signal removal had to be taken out of the plan.

During the first two days, the bulk of the track marked for removal was out, with just a small amount remaining to be taken out on Monday morning.

Our contractor was then able to get on with preparing the track formation to accept the extended loop and make a constant gradient from one end of the site to the other. Again, we encountered one or two issues as we moved on with the groundworks, with certain areas of the site showing early signs of failure of the previous formation. This was visible where the clay sub-base had begun to form peaks between the old sleepers. We therefore made the decision to excavate a little deeper to give ourselves extra depth of formation to more evenly distribute the weight of passing trains over the sub-base.

We also encountered some formation problems in the area under the old Sewage Works Siding – one of the team got rather wet feet whilst marking out track position datum points when he found a soft spot in the formation! Again, we excavated the

problem area, replacing the porous top soil with hardcore fill. It is expected the formation over the whole site will begin to dry out over the coming months following installation of additional drainage around the entire area and therefore improve the ground conditions for the long term.

With the railway having been constructed along the bottom of the Rother Valley, it is only natural that we need to ensure that all the water that runs off the surrounding higher ground is effectively managed and not allowed to simply wash over, under or through our track, underlining the need for effective drainage.

Whilst these groundworks were ongoing, the team were not idle. Whilst they were unable to get on the formation, they took the opportunity to pre-assemble the first of the new points on the nicely levelled and ballasted shed site. This took approximately four days for the team to complete, after which the point was broken down into sections and carried over to be properly installed in its final position. They then moved onto building the second of the new points, which we decided to build in the correct position from the outset owing to it being significantly longer than the first and this would make moving it rather more difficult.

Alongside all of this point building, other members of the team carried out works to complete the temporary point at the Wittersham Road end of the



Volunteer Frim Halliwell views the position of the Tamper's tines during PWay work at Hexden Bridge (Jamie Douglas)

site, and then went on to lay some of the first new track in the field to give us some additional siding space as we have needed to bring in significant materials by rail. And it saves running all the way to Wittersham Road when we want to swap vehicles around!

Once the new yard layout is connected up at the proper end we will remove the temporary point and cascade it back for use elsewhere in the yard.

The sheer amount of labour intensive work that has gone into achieving as much as we have is amazing. I generally do not believe in naming people individually for their contributions as invariably someone gets missed out and then feels unappreciated, so instead, please accept my sincere thanks for your efforts in achieving as much as we have. I am pleased to say that we have received a good deal of assistance from volunteers from other departments – which is particularly good news.

Lets not forget that there is still a long way to go however, with four further P&C units to build up, including a double slip, as well as somewhere in the order of a further 500m/550yd of plain line to lay so for anyone else who wants to get involved, there is still plenty of opportunity!

07 Tamper 73434 was used extensively on the Hexden Bridge upgrade works where it really earned its keep, achieving 6-8 inch lifts in one pass. Following this we managed to get a couple of weeks access to the Carriage Shed in December for some maintenance, during which we had hoped to be able to replace the cab roof guttering over the front cab doors. However, owing to time constraints this was not achieved and will have to be programmed in for another time.

Ballast Regulator 77329 was also used extensively during the Hexden Bridge upgrade work, ploughing and brushing the ballast throughout the site to

ensure proper distribution of the stone, as well as removing excess ballast to avoid wastage. This machine also received maintenance at Tenterden in December.

TRAMM 98211 is very much in service and performing very well, seeing extensive use in support of the Hexden Bridge upgrade where it was used to clear the site and the major project works at Rolvenden to realign the running lines to accommodate the connection into the new RVR funded Stock Storage Shed – delivering several hundred point timbers and sleepers to site as well as bags of small track fittings. This machine was also maintained at Tenterden during December; the opportunity was taken to repair the rear cab floor which was suffering with some rot, and one of the top door runners was repaired.

Forestry & Conservation – David White

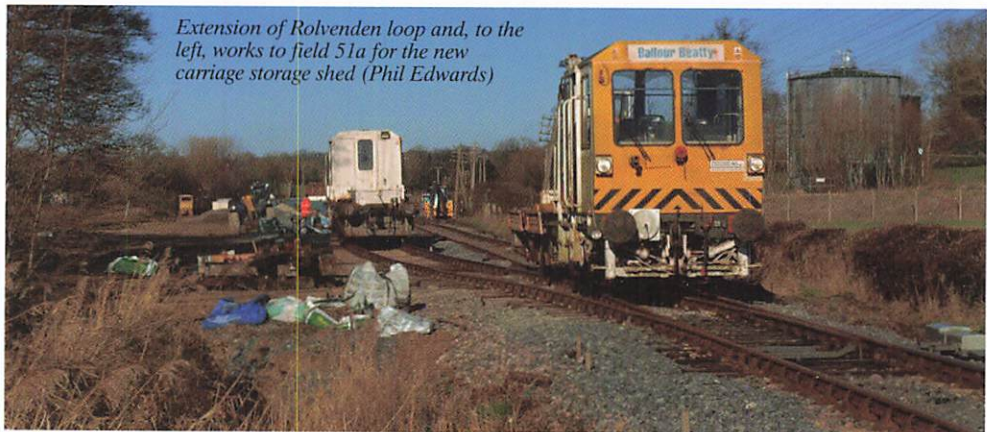
The wettest winter since records began did its best – or worst – to make the work of the Forestry and Conservation team as difficult and unrewarding as possible.

The trouble began with the violent St Jude's Day storm in October that swept across southern England. For us, it left some lineside trees in a dangerous state. As a result, routine clearance work at Northiam was set aside as the team was given the job of repairing the damage between Wittersham Road and Rolvenden.

At Pole 70, branches of an oak tree had broken; obstructing sightlines and possibly endangering railway operations. Normally, this would have called for the services of a tree surgeon. But in this case the tree was considered climbable and with the aid of a rope and chainsaw the branch was removed and burnt.

Further back down the line at Pole 83 the branch of a mature large willow, which was in poor condition,

Extension of Rolvenden loop and, to the left, works to field 51a for the new carriage storage shed (Phil Edwards)





Not the early stages of someone's 4mm layout, but an overview of the works at Rolvenden (Paul Jessett)

in spite of ever rising water levels around the fires.

The team also cleared the head shunt at Wittersham Road and two members of the team lent their weight to the track work at the site of the new Carriage Shed at Rolvenden.

Tuesday Group Report – Graham Hopker

had collapsed into the adjacent field. The team cut off the branches, sawed them into logs, and left them to await burning.

As ever, a lift back from the work site was welcome. The team was able to book a trip back from Northiam to Wittersham Road on a brake van hauled by *Charwelton*, which was returning to Rolvenden from a Railway Experience Day.

Recognising that some volunteers are available midweek as well at weekends, the F & C team has begun a programme of midweek work to tackle the smaller jobs. As a start, a three-man team cut back undergrowth and the overhanging branches of a tree which was obstructing the view at Wittersham Road sidings.

In the last outing before Christmas, the team had the task of removing willows along the fence line on the Bodiam side of Northiam station. Logs and branches were cut and hauled up by rope to be burned off on the other side of the track. Again, the work was made more difficult by flooding of the lineside ditches, with the lower part of some of the willows totally submerged and therefore inaccessible to chainsaws.

Heavy and persistent rain also made starting the fires problematic, with the willow wet and slow to catch. However, with expert coaching – and a witch's brew of cooking oil and other unmentionable ingredients – the fire was eventually persuaded to perform.

In the New Year the team were engaged in work at Northiam station. The work involved thinning out the trees behind Platform 2 and along the siding.

In spite of extremely wet conditions on January, the indefatigable fire-raising members of the team managed to light two fires and were able to burn off a considerable amount of timber and undergrowth,

managed to find a dry period to complete the painting of the Tenterden Signal Box.

We repaired the fence at the bottom of the Tenterden car park by the kissing gate. We also repaired and replaced a few coping slabs on the platform edge and rebuilt the garden retaining wall at the far end of the platform with sleepers.

At the end of October we started on what will be our next ongoing job – the repainting of Northiam Station – by preparing and undercoating the window frames on the south side; the side that takes all the weather.

Ron and Steve Dunn have spent some considerable time, and used their carpentry skills, repairing the canopy uprights at Northiam. We have used hardwood which will, hopefully, be cost effective by lasting for some years.

We erected a post and wire fence the whole length of the Tenterden car park boundary on the east side in one day by working as a production line with two people using a post rammer to erect the posts and then the remainder of the team stretched the wire between the posts.

At the end of November we spent a couple of Tuesdays helping Chris Furmston to erect the narrow gauge railway tunnel for the Snow Queen experience included in the Santa Special Event.

On December 7th we spent an enjoyable day carrying out our Santa Special duties on both the "A" and "B" sets.

December 10th saw us gather for a very enjoyable Christmas lunch which included a variety of seasonal merriment from the usual comics!

Finally, in early January 2014 we helped Chris dismantle the tunnel and generally cleared up the Tenterden site.

Bodiam Station – Robin Dyce

Despite the leaking roof the group has been working to provide new train crew messing arrangements in the Green PMV 1808. Because of the work to provide the new carriage shed at Rolvenden, only a few trains will pass there for about a year, which means that the 'B' set train crew has to take lunch at Bodiam rather than at Tenterden. New kitchen furniture has been installed together with microwave and kettle; power and fresh water supply with dirty water discharge to sewer is also being provided. A wall is being constructed part of the way down the vehicle so that the Tenterden end can still be used for Bodiam Group storage, especially long items.

The Cavell Van, which has been looking very tatty recently and normally on display at Bodiam, has been taken to the C&W shed at Tenterden for a complete renovation. Although Museum staff look after the Cavell Van, they needed extra help to speed the job, so the Bodiam Group was split in two with four people helping Museum and C&W staff at Tenterden. At the time of writing the van has been completely stripped of paint on the outside and work has started on repainting. Group members report that it is much nicer to work indoors at Tenterden than outside at Bodiam!

Work on the new waiting room has slowed but it is hoped to finish the project just after Easter.

We are very grateful to Christine King for painting a large mural on the Robertsbridge end wall which depicts a view over rolling Wealden land with the occasional Oast House. The floor has been professionally laid and the oak effect is spot on. None of this could have been achieved without sponsorship from the Ashford Group, for which we are extremely grateful. Recently we have been very lucky to be loaned, by a local landowner, a large map of the Guinness Hop gardens in and around Bodiam dated 1909. It is based on Ordnance Survey maps and is over 6-foot square. We are looking at ways to get it copied for display in the Waiting Room.

27 people attended the Bodiam Group Christmas luncheon at "The Castle Inn", Bodiam

We welcome Andrew Hillier to the Group and I must apologise for getting Graham Holden's surname wrong in issue 122; most definitely Holden and not Brice.

As everybody knows the weather has been awful. We have made little or no progress on gardening, painting the outside of PMV 1808, the station building or the fences and gates. Likewise, it has also not been possible to rake out and replace pointing between the coping bricks on the platform. Some of these jobs can only be undertaken when there are no visitors around, so we are going to have to be innovative in how the works are carried out.



(Robin Dyce)

Rolvenden MPD – Paul Wilson

With the Permanent Way works at Rolvenden this winter meaning no trains run until 15th March, it may be thought that there is nothing to do – so we can all sit in the warm and drink tea!

Far from it, and in fact the workload is probably even greater than when trains are running. All the locos have to be winterised, which means lagging all vital exposed parts, removing and storing parts that are highly susceptible to frost damage and draining the boilers. Water columns have to be isolated and drained, which as some crews will know involves them in the process, as the last trains of the season are run. The work is duly completed, and then all we get is endless rain and no frost!

Then efforts can be directed to ongoing maintenance and repairs...

32670 (3) needs a new copper main steam pipe as the steel one fitted in the new boiler 13 years ago is now badly corroded. This will have to take a lower priority than work on the Class 5 locomotives, including 21 and 25; the latter two being vital to maintain services in 2015.

32678 (8) has been winterised with no outstanding works required. She will be the main Class 2 engine until 32670 returns to service if we are not able to carry out motion repairs to Charwelton before the start of the RXD season.

753 (11). Work on the overhaul is progressing very slowly.

Marcia (12). Work is underway to select a contractor to carry out firebox renewal.

Charwelton (14). With the three month shutdown and winterisation of the boiler, the opportunity is being taken to carry out the annual boiler exam three months earlier than required. This will then give 14 a clear run through the whole 2014 season. There is some work required to the side rod brasses pending resource – if not done then 14 will be restricted to RXDs only until the work is completed.

Norwegian (19) Has settled down well into service. The LH piston gland blew constantly and could not be sealed. A modification has been carried out to allow use of bronze packing to replace cast iron which worked well. The RH piston will be modified as well. 19 has been evaluated hauling the Pullman set, which seems

to have caused no problems thus far. She is a powerful loco with weak frames so has to be handled with care. As long as handling is sympathetic then this additional haulage capacity makes her a far more 'useful engine'.

Wainwright (21) Work on the overhaul had been interrupted as resources were allocated to other tasks but is now underway again. The motion is being erected and preparations made for re-wheeling. New gauge frames are being fitted and other boiler repairs carried out. The old tubes are due to be removed to allow a full inspection of the boiler internals. The Locomotive Trust has agreed some modifications to the cab and bunker to make the appearance more in line with "Maunsell".

Maunsell (22) is presently stripped for washout and annual boiler inspection.

Holman F Stephens (23) has been winterised with no outstanding works required. The loco is due to be withdrawn for 10-yearly overhaul at the end of September 2014.

Northiam (25) is now back on its wheels; the fitting of side rods and motion is underway. The brake gear is being overhauled and the combination brake and injectors have been sent to a contractor for evaluation to see what refurbishment is needed, and how much needs to be spent.

1638 (30) was winterised with no outstanding works required. She is due to leave K&ESR in March for appearances on the Severn Valley and Llangollen Railways. The engine looks excellent in the authentic BR black livery with BR crests – thanks for these and the fitting thereof to Geoff Silcock. She will be withdrawn for 10-yearly overhaul at the end of September 2014.

6619 (32) The protracted work since June is now complete and she passed her steam test with the Boiler Inspector on 31st January. Barring other issues, the 10-yearly overhaul now falls due after New Year's Day 2015. The impetus to raise funds for the ongoing purchase has flagged a bit recently; the matter of paying the remaining £141,000 remains. A Shareholders Special will be run in mid-summer. Having seen what has been achieved so far with the 4253 project, the challenge has been set to emulate their fundraising techniques!

Ford (40) is available for service.

Ruston (41) is also available for service.

10t Taylor Hubbard crane. This is undergoing boiler work at time of writing; due to be in service mid-February 2014.

36t Ransomes and Rapier crane is available for use.

4253 Grand Draw 2014 – Mark Yonge (Press Officer 4253 Ltd.)

A record amount of £8670 has been raised in the latest winter Grand Draw, which will considerably contribute towards the ongoing restoration of the locomotive.

This stunning result has been largely achieved by the incredible prizes donated by the Orient Express Company, which offered two seats on one of their luxury main line trains, and Shepherd Neame, who donated a brewery tour and supper for two.

The winner of the Orient Express prize, Derek Bardrick, was astounded when his winning ticket was announced, saying that “I have never won anything like this! It’s a fantastic surprise.”

Derek is a Great Western fan and has followed the progress of the 4253 locomotive restoration with interest. He has, in the loft of his house, a large computer controlled model railway based upon the Great Western and Southern Railways in the Plymouth area. The modelling of the Saltash Bridge over the Tamar Estuary has to be seen to be believed.

Commented Charlie Masterson, Chairman of the 4253 Locomotive Company: “We were absolutely delighted to receive these gifts which undoubtedly persuaded our supporters to aim their purchases at the top prizes. This amount of money will ensure that the re-profiled wheels are put back under the locomotive, complete with all the running gear. With its new bunker and side tanks, this engine, so long forgotten as a relic in South Wales, will finally begin to look like a restoration project nearing completion.”

The 4253 Locomotive Company would like to extend their sincere thanks to Pat Thompson of the Orient Express Company and our supporter Doug Lindsay, and Graham Hukins, the visitor manager of Shepherd Neame, for arranging the top prizes. Without their generous assistance, the draw would not have achieved this record result.

The Terrier Trust (TTT) – Hugh Nightingale

It has been a long time since any notes on TTT have appeared in this journal. Consequently

some readers may even be unaware of the existence of TTT.

TTT is a separate Charity that owns 32678 outright and 75% of No.3 “Bodiam”/32670. The remaining 25% in No.3 is owned by the K&ESR Company Limited, which is also a Corporate Member of TTT in its own right.

Existing Hire Agreements are in place between TTT and the K&ESR; however some shortcomings were exposed some years ago, which resulted in an embargo being imposed on Third Party hire by TTT. Led by Chairman Tom White and with assistance first from former Trustee Ian Scarlett and now Graham Hukins, the Agreements have been overhauled and it is hoped they will be signed off in the not too distant future.

It was with regret that the decision had to be taken by the K&ESR to cancel the Hayling Island event at the end of October following the failure of 32670. On inspection, the fault was traced to corrosion of the main steam pipe. In any case, 32678 had been experiencing problems with the Westinghouse air pump; in spite of the efforts of Peter Cloake it was tough and go whether the repairs would be satisfactorily completed in time. The sense of loss, after much planning and anticipation, was compounded by the news of the death of Dr Gerald Raymond Siviour, founder member and Secretary of TTT. He was also a former member of the TRC/K&ESR in which capacity he served as Education Officer.

One aspect that did go ahead on 2nd November was the attendance of the Royal British Legion; Standard Bearers John Hayward and Terry Kirby are featured in the Cavell Van on the rear cover of this issue. Returning from Bodiam to Tenterden by DMMU, those near the front were treated to the magnificent sight of an iridescent blue kingfisher flying low over the waters of Oxney Straight, parallel and ahead of the train.

32678 ultimately did work the Remembrance train on 10th November, now sporting a new four-hole number plate correctly positioned over the top strap of the smokebox. TTT wishes to record its thanks to Mr John Wickham, who not only provided this and thereby achieved a long-held aspiration but also for provision of a 32636 plate, intended for the aborted Hayling event, and in which guise 32678 may yet be decorated in the future.

GWR Railcar W20W – Andrew Webb

On Tuesday 4th February, four of the Railcar team witnessed the running of the north engine from the Railcar at the works of Paul Morris. The engine runs very well, with that distinctive AEC sound, in marked contrast to the time last run at Tenterden. This is good news and when we can accept this engine it will be delivered to Tenterden and the south engine will then go for overhaul. Unfortunately no more progress on the Railcar can be reported. All work on the Railcar has stopped. It had to be moved out of the Shed to allow room for carriage maintenance over the winter and unfortunately access is not available, at present, for work to continue.

I hope to report some Railcar progress in the next edition of The Tenterden Terrier.

4253 Locomotive Company Notes – Bryan Atkins

Progress continues to be made on 4253 thanks to well-supported working parties every Sunday and Tuesday. The right hand tank has now been completed with a trial fit. The tank is now in the process of being riveted together which is expected to take most of the spring. Meanwhile all components for the left hand tank have been manufactured and painted and trial construction of this one is expected to start once riveting of the right hand tank is well under way. The left hand side is not as complicated as it does not have to accommodate the vacuum pump, and so progress may be faster.

Meanwhile the boiler has received attention:

tubes, smokebox and tubeplate have been removed, allowing a formal inspection of what remains. The Boiler Inspector was pleased to announce that we did not have a static exhibit and he provided us with a schedule of work to complete. The barrel itself is in good condition; however there are areas requiring replacement around the firebox outer wrapper.

Much work has been achieved on many smaller components, such as sandboxes and brake beams, as well as associated items for the water tanks such as filler caps.

As the wheels have been returned from profiling, it is our aim this year to re-wheel the locomotive by the end of 2014. Both patches at the rear of the frames have been installed. A new front pony truck stretcher has been made. We hope to complete all outstanding work on the frames by the end of the summer prior to re-wheeling. The successful Christmas Draw has provided the resources to finance this expensive hurdle, and we are grateful to the many KESR members who have kindly supported us.

Our other locomotive, 5668, has been taken to Rolvenden for the winter period while the railway is closed. This allows the group to carry out preventative work, and bolt back on so many of her missing parts, such as sandboxes, splashers and tanks. The locomotive will be covered up properly and stored for a future date.

Weekly progress on the engine can be followed on www.4253.co.uk and commentaries can be found on 4253's Facebook.

THE ROLVENDEN (VIRTUAL) SHED SHOP

Find it on: www.4253.co.uk/salesandpromotions

**This is a market place for unwanted / secondhand items
which connects sellers and buyers.**

***Railwayana, transport related items, uniforms
clothing and overalls, models, tools, books***

**Ideal way of selling or buying all those interesting but specialised items at
prices you feel are acceptable !**

For a full explanation of how the Shed shop will work check out:

www.4253.co.uk/Sales_And_Promotions

Rolling Stock – Nick Pallant

Mark I's

There has been quite an emphasis on these workhorses of the fleet over recent months. Steam heat repairs have been completed, once again using Shed Supervisor Alan Brice's Wallis & Stevens 'Advance' roller as a steam generating plant.

Pullman set **RU, K&ESR No. 69 Diana** and the **'A' set RMB, K&ESR No. 59**, are both receiving urgent attention in the shed at the time of writing, the long winter break this year allowing the opportunity for some much needed work on both vehicles. On RU No. 69, the main intention was to check and replace any steel structural members which were corroding. Removal of the build rail level repair 'skirt' revealed however that the coach was in much better condition than might have been the case. Small repairs to the vehicle side 'Z' framing, a cross member and the bottom of the crash pillars has nonetheless been undertaken. On RMB No. 59 (which received more general bodywork repairs some time ago) the roof has been repainted, new lino is to be laid and the Formica will be replaced with Sapele faced ply. The ceiling is being repainted; tanks are due to the Railcar gang for their help with this and also with the ceiling on the RU. They are unable to have shed space at present, W20W having had to go outside whilst the catering vehicles are worked on.

Vintage Coaches

Maunsell BNO Brake No. 4443 (K&ESR No. 54): Internal varnishing is nearly finished and the refurbishment of the toilet is well under way. The roof canvas has been fitted and painted and by late January Maunsell green undercoat was being applied to the exterior of the vehicle. New bolster coil springs have been ordered for the 'Robertsbridge' end bogie.

'District' Coach (K&ESR No.100): Bodywork repairs continue as opportunity permits, much resource having to be devoted to the other jobs going on around the Department. The springs are to be modified to improve the ride and this work is also to be extended to our other four wheelers on shortened PMV underframes. The work on the springs is being undertaken by the same specialist contractor making the new springs for No. 54.

Help to Other Groups

The **Tampers** and the **Ballast Regulator** have been allowed shed space in recent weeks to assist in keeping these vital infrastructure items in good order. This work was undertaken by former C&W Manager Clive Lowe, who is always a welcome guest in the shed. Regular carriage shed residents TREATS have also made use of the far end on No. 2 road for routine maintenance on their **Class 14** and the **DMMU**.

People

It has been realised for some time that the Department needs to plan for its future and we welcome the appointment of C&W Apprentice **Anthony Wilson**. He is settling in well and seems to be enjoying the job. We have recently said goodbye to **Martin Butler** who had been with us for some time as a casual employee and welcome in his place long standing Loco Department Volunteer **Dave Brailsford** who is joining the paid staff for a few months.

Volunteers, particularly with the relevant skills, continue to be welcome and if anyone would like to join Carriage & Wagon would they please phone Shed Supervisor, Alan Brice on 01580 765511 during normal working hours Monday to Friday. Alternatively, email me, Nick Pallant (C&W Depot Clerk amongst everything else) at Nick@kesr.org.uk.

Finally we held the **annual C&W staff dinner** in the Station Refreshment Rooms during the afternoon of Sunday 19th January 2014. It was once again a pleasant occasion enjoyed by all. Thanks are due to our colleagues in the Catering Department for a splendid meal.

The Tenterden Terrier photographic collection is currently being catalogued.

We have, however, come across an uncredited CD of photos showing the Cavell Van at Wittersham Road during the vehicle's return on a low loader from restoration in Derby.

Some of these pictures appear to have been taken from the signal box.

The editor (contact details on page 2) would be very grateful if the photographer could identify him or herself so that we can make an appropriate note.

CFBS News – Philip Pacey

The very successful Fête de la Vapeur in April was followed by a spell of bad weather, but then the sun emerged in July and August, bringing the holidaymakers with it. Week beginning 15th August was the busiest, with between 1800 and 1900 passengers per day. The weather deteriorated thereafter, but at the end of the season, after the last Père Noël train in December, 161,274 passenger journeys had been recorded, including the Fête. Excluding the Fête, the figure stands at 154,018, still enough to beat last year's record total of 152,781.

All seven of the CFBS's own steam locomotives, all of which were in action at the Fête, went on to play a part during the season, although following its relaunch at the Fête, the Pinguely returned to the workshop, where it remained before entering regular service at the end of August.

Diesel locos, including the 'heritage' locos 351 and 352, have been giving cause for concern. Training is being given in to how to treat them with loving care. The motor of 352 has been removed and placed in the 'fourgon' which once served as a ticket office on the quay at St Valéry; now, at least for a while, it will function as a mobile workshop in which the motor can be stripped down. Work on MoB no. 2 is proceeding satisfactorily. A delegation from the CFBS has travelled to Germany to assess progress on the Naval Rolls-Royce, which has been in course of restoration there since 2008. It is expected that it will return to St Valéry soon. Meanwhile, for me the hooting of 351 and 352 is a characteristic element in the soundscape of St Valéry which it would be a shame to lose. But perhaps not everyone would agree.

It is expected that Verney railcar X213 will join X212 in service in 2014. Verney X214 is currently being dismantled, to provide spare parts for the other two.

The programme of restoring carriages continues. Ex-BOB 'fourgon' D522 entered service at the Fête. Ex-BOB carriage AB208 is under restoration, as is the ex-Orange ~ Buisles-Barronies carriage PLM4, hidden inside which a ticket has been found dating from 1947, for a journey from Camaret to Vaison-la-Romaine.

The Fête was followed by the annual 'Transbaie' event on 13th May. The start was signalled by a blast from the whistle of the HSP. Shortly after that, the CFBS participated in another public event, this time a new one, a 'Fête de la Nature' at Morlay held on 15th June where a halt has been reinstated complete with station signs. The Verney X212 railcar operated a shuttle service from Le Crotoy.

Trackwork during the winter has been concentrated on 800 metres of 4-rail track between Noyelles and St Valéry. There is still some concern regarding the relatively low numbers of visitors travelling on the Cayeux line, in spite of improvements to the timetable and more frequent use of steam locomotives. However, 'trains de Noël' ran between St Valéry and Cayeux for the first time in December, the line between St Valéry and Noyelles having been taken over by the track gang.

Following the resignation of Jean-Marc Page as CFBS President after 18 years, this crucial post was filled by Maurice Testu, Vice President since 1983. Now another longstanding member of the team has stepped down from a hugely important role. Jean-Michel Candillon has been 'responsable commercial et exploitation' (traffic manager?) for no less than 25 years. Do not fear, the CFBS is in good heart. This year's leaflet lists all the usual annual events, and a new one: 'Des Hommes et des Machines' on 1st, 2nd, 8th and 9th of March is a spin-off from the 'Journées du Patrimoine' and another venture into 'industrial tourism'. Based at the Depot, it will include rides on the railcar and a guided tour of the workshops, for groups of no more than 15. Since the Fête, membership has increased significantly.

During the period July 2012 – June 2013, 6,680 volunteer hours were recorded, compared to 5,210 during the previous 12 months (and which of us hasn't at some time or other forgotten to sign for the hours we have worked?). The introduction of a regular 'Thursday Gang' (an idea borrowed from the K&ESR?) is making itself felt.

For my part I do not expect to return to St Valéry as a very 'membre actif', and for various reasons I did not visit at all in 2013. I dare say that there will continue to be other ways in which I can help, and I will endeavour to keep

this column going, with news from various sources, but if anyone is interested in taking it over please make yourself known.

Gardening Report – *Veronica Hopker*

By the time this report is printed I trust the Jet Stream will have moved and the persistent rain will have ceased!

Jan and I have continued working on the Tenterden gardens throughout the winter months although December took Jan away as she assumed her annual role of “Mrs Christmas” on the Santa Specials.

Although through November and December there is very little growth or movement except the dying back of annuals and the slowing down of perennials, we always have plenty to do with clearing leaves and trimming the plants back. Plants have been moved from the garden in front of the offices and bulbs have been lifted and distributed around the gardens.

With the arrival of January and all the rain, we have been dodging the showers and preparing the flower beds ready for the Spring. The bulbs are beginning to push out of the ground so soon the whole cycle will begin again. This year we plan to try a few experiments to bring more colour to the gardens and attract more bees and butterflies.

At Northiam we have Liz Brown working and planning to enhance the flower beds and flower pots on the platform for the summer season. As usual our thanks go to Doug Ramsden, Mark Taylor and (when on holiday release from college) Seb Dunn for keeping the grass cut at the station. During January Martin Keable and his Forestry & Conservation team spent time cutting back the willow tree in the Memorial Garden and pruned the trees behind Platform 2 to improve their shape and removed self-seeded trees to give more space for the specimen trees planted some years ago.

The troughs at Wittersham Road have been completely renewed by Paul Bridger, who very kindly filled them with fresh compost and planted them up with bulbs. He also tidied a strip behind the fence to stop the platform being invaded by brambles and weeds. In the spring the bulbs will give an attractive display.

The little garden at Rolvenden is surviving well and, hopefully, spring will find the bulbs coming up again this year. Plans are in hand to

plant the tubs again with annuals by the start of the running season.

With our gardening group growing it is hoped that improved station environments will attract not only the bees and butterflies but also more visitors to enjoy our railway.

Ashford Area Group – *Ted Micklam*

“Is it really worth the trouble?” This is not a question often asked at the railway. However, it did go through my mind as I contemplated co-ordinating another year’s programme. Then I looked at what we had achieved since 2005: more than ninety very sociable and informative meetings and ten enjoyable excursions to some fascinating railways. These enabled us to donate no less than £19,230.35 to the railway!

In 2013 our meetings continued to be well attended and we had a sell-out trip to the CFBS Fête de la Vapeur. All this and the generosity of our supporters and speakers, many of whom would not accept any expenses, enabled us to flourish. During the year we contributed financially to the Bodiam Waiting Room project.

Our outdoor visit this year is a return to the Steam Festival at Stoomcentrum in Maldegem, Belgium; this time not clashing with the K&ESR Gala but on Sunday 4th May. The Festival programme has yet to be announced but involves intensive running on the standard and narrow gauge lines. Three or four visiting locomotives are being sought, including a 1920s built engine (Tubize 2069) from the Netherlands. Mainline excursions usually add interest and there special exhibits of rolling stock old and new. By taking our luxury coach through the tunnel we get adequate time to buy Belgium specialities, stroll round the museum and have a ride behind most operational locos. All this for £38 inclusive; no wonder that, at the time of writing, we have 62 seats reserved! Contact Keith Mapley at keith@mapley.fsworld.co.uk or on 01303 269138.

Our indoor programme continues with:-

16th April – The Midland & Great Northern Railway – Rob Poole

21st May – The Channel Tunnel 20 Years Ago – Ian Dow

18th June – Southern Steam on Film – Wilf Watters

Our meetings are held on the third Wednesday

of the month, except for July and August, starting at 7.30pm and concluding about 10pm. They are held at The Rail Staff Club, off Beaver Road, Ashford, TN23 7RR. Open to everyone; all we ask is a £2 donation.

Ted Micklam 01 233 503999 or
edward.micklam@tiscali.co.uk

Museum Notes – Brian Janes

Acute pressure on Museum resources has arisen over the winter from the deteriorating state of the Cavell Van's paintwork. This has been a concern since its contract overhaul.

Despite at least two patch painting jobs at Bodiam, resinous wood led to a decision to bring it undercover and strip the body to bare wood. Other priorities meant no C&W resources could be spared so a bare bones winter squad from the Museum had to plod on alone on this major job, joined latterly by a squad of our Bodiam colleagues. In this key commemorative year for WW1 it is important that the job is done to a high standard and it is expected that the work will not be completed till the main season is well underway.

However, as the van's existence was completely omitted from the Railway advertising leaflet (Timetable), perhaps there may be fewer disappointed visitors!

In the Museum some important refurbishing has nevertheless got underway. John Doody is redecorating the rather tired Victorian room and with a little re-organisation this should continue to be a key introduction to the life and times of Colonel Stephens. Other small, but expensive, jobs such as re-covering the SR dining car chairs for the video viewing area continue to absorb time and cash. Other planned presentational improvements that had been started had to be dropped with the Cavell

Van such priority, and in truth the Museum currently looks a mess. With luck it will be straight by the time we open for the season, hopeful by Easter.

Progress on sorting the archive has continued through the winter and the Stephen Garrett papers are now fully integrated in the archive. Last time these notes commented that items of paperwork trickle in and it is surprising what is still out there. No sooner said than proved in spades; who would bet on an RVR notice of Christmas 1901 services being found stuffed up a house chimney? It will be on display shortly.

We continue to be tempted by auction entries but were again outbid, though we have been very fortunate with donated items. One generous donor has promised a WC&P enamel trespass and WC&P cast iron wagon/carriage plate which should be at the Museum by the time you read this. The WC&P is being well served at present as through the good offices of the Gauge O Guild, a somewhat mysterious 'The Station' sign from Clevedon has appeared.

It is a sign in the standard Stephens' cast iron lettering style which came from the town centre in Clevedon and it originally had a finger pointing above the letters. Enquiries are underway as to precisely what building it was attached. The Guild were collecting a model railway from the Oxford area and the board was attached to the door of the shed in which the railway was housed. The owner, who was downsizing to sheltered accommodation, was the retired chief highways engineer for Somerset County Council who had decided to preserve it when changes were made in the town centre. It was recognised by a member who was also a member of the Colonel



WC&P Railway Clevedon 'Station' sign (Brian Janes)

Stephens Society following an article in their house magazine, 'The Colonel', and found its way safely into our hands. Nearly as serendipitous as the RVR notice up the chimney!

As always we continue to be very tight in manning the Museum and are always on the lookout for more help. The Museum has quite a lot of donated material for sale. It would be really helpful; both to raise funds and to create much-needed space, if anyone could help by

selling other items through EBay. This would include rarer books, postcards, other railway-related paperwork and photographs.

Although the material would need to be collected from the Museum, the sales and despatch of items could be undertaken at home. It would not therefore require much or regular travelling to Tenterden, if that were an issue. If you think you can help in sales or as an attendant please contact the Curator at brian@kesr.org.uk.

OPERATING

From the Footplate – *Pete Salmon*

It's been a while since we've had an update of goings on from the footplate side of the Operating Department; this doesn't mean nothing has been happening!

We have recently had a re-shuffle of the Inspectors and have now appointed Mike Harman as Locomotive Inspector. Mike is a K&ESR Driver and Footplate Inspector of long standing with a wealth of experience on a wide variety of locomotives from volunteering on the North Yorkshire Moors Railway. In addition he is a driver on the "big railway" for South Eastern Trains.

We are pleased to welcome back Adrian Chapman as a Footplate Inspector, and long standing driver Dick Dickson comes on board as a Footplate Inspector for the first time. Matt Green and Pete Salmon will carry on their current roles as Footplate Inspectors. We have also appointed Mark Stuchbury to the role of Firing Inspector. He is in the process of appointing two assistants to assist him with the training and ongoing assessment of our Firemen.

In connection with the above we are currently reviewing our Footplate Competence Management system to ensure that we have a system that complies with modern day competence assessment requirements and is manageable for a largely volunteer run operation.

With the likelihood of operating to Robertsbridge getting ever closer, we are working hard to progress more staff to Driver and Firemen to ensure that we can cover an increased amount of turns without putting too much pressure on existing volunteers. The promotion prospects are currently excellent for

anyone prepared to put in the effort required to become a competent and professional railwayman. It's a great time to join us if you haven't already! There were several promotions through the department in 2013 and we expect several more this coming year. Well done to everyone who has gained a promotion recently.

When train services resume in March we will have a new look track layout at Rolvenden in the area of the new carriage storage shed. Prior to re-opening we will need to ensure that Drivers are briefed on the new layout and associated signalling changes. Once all the construction works are completed later in 2014 we will have some very welcome sidings and storage space to relieve the overcrowding in the sidings at Tenterden, for which we are extremely grateful.

2013 saw the introduction of the HOPS system for footplate staff. This system has been developed by members of the Gloucestershire Warwickshire Railway for use on their own line and subsequently made available for use by other railways such as ourselves. This is a powerful system which has many other possible uses such as record keeping, but currently our focus has been to get it operational for rostering.

HOPS has made it easy for crews to submit availability online and to offer cover for vacant turns. Crews now have the option to view their own personal rosters as well as an up to the minute version of the roster online. With some aspects of rostering pretty much automated, the Roster Clerk's job has become much easier. Many thanks are due to Roster Clerk Terry Hannocks and also to Kev Goodsell for his work setting the system up. We are also very grateful to all the staff who submit availability and offer to cover turns for us, thank you!

In a more general Operating Department change of personnel, Graham Bridge has been appointed as Operating Administration Assistant following Howard Wallace Sims retirement from the post. Graham will be working in the Operating Office on one day a week arranging medicals, updating records, databases and filing all the necessary paperwork such as assessments and various logs and reports etc.

I'd like to thank Howard for his hard work during the 10 years he has held the post and for his help in smoothing the transfer to Graham. We all wish Howard well in his partial retirement. However we will still see him around the railway regularly in wearing his other hat as Railway Experience Manager.

Along with Matt Green and Pete Salmon, Graham Bridge is temporarily based in a temporary office at 142 High Street. This will be the case until the new offices at Tenterden Town Station are completed. Staff medicals are taking place in the new office until further notice.

The Santa season suffered a little from the stormy weather, however we did manage to run all our services, albeit on Christmas Eve some trains terminated at Rolvenden and Wittersham because of flooding. PWay and Operating staff went out at dawn on four occasions during December to inspect the line before services and removed several trees and branches from the line so we could operate. On Christmas Eve fallen trees damaged the overhead wires between signal boxes which caused failures of the Block Instruments; S&T staff worked hard to get this rectified to keep Pilotman working to the minimum. In wet and windy conditions none of this was pleasant work and we are extremely grateful for the dedication and determination of our staff doing this largely unseen work to keep the line operational.

Guards Department – Bradley Bottomley

2013 was a busy year for the Guards department; we have managed to cover the vast majority of turns, with a little help from the Operating Manager and his Assistant to make up the difference. In 2013, we worked through a rather cold spell at the start of the season, then into a very long hot summer and finally a stormy end to the Santa Specials. I would just like to take this moment to thank the Station Staff and Guards on duty on Christmas Eve who worked through what can only be described as a challenge day.

Since last year, the Guards and Shunters roster has been on HOPS, which has proven popular with many in the department. Congratulations to Robin Collett, Martin Macfarlan, Kevin and Ben Goodsell for receiving General Manager's Awards at the AGM in October.

We also welcome back Nathan Tutty to the Guards department.

Last of all we welcome four new Trainee Guards: Nick James, Tim Hall, William Elsdon and Freddie Drayner. We wish them all the best with their training in the coming year ahead.

Signalling Department – Tony Ramsey

Members of the Signalling Department continued to work hard during the closing weeks of 2013 to ensure that all required turns were covered. We congratulate those Crossing Keepers who passed out during this period: David Houghton (Cranbrook Road); Freddie Drayner, Ray Hollman, Rowan Jackson and Dave King (Rolvenden Gates).

In October, ten trainees sat the signalling exam and all ten were successful. We offer them our congratulations. The next Signalling Course begins in March 2014 with nine new trainees. It will be led by Joel Pearson, whom we are very pleased to welcome as our new Signaller's Training Officer. Joel brings to the role his experience working for two train operating companies and also as a Signaller with Network Rail and the North Norfolk Railway.

The Rules Review Group has been busy behind the scenes and, this Spring, we plan to issue revised versions of the Rule Book Glossary and Section K, the General Instructions Sections 6, 8 and 10, the Local Instructions, the Signaller's General Instructions, and the Electric Token Block Regulations, together with a new Periodical Operating Notice. At the same time, the title of the compendium of operating publications will be changed from "Rule Book" to "Rules, Regulations and Instructions". This is to avoid confusion between the compendium of operating publications and the Rule Book itself. New cover sheets with the new title of "Rules, Regulations and Instructions" will be issued accordingly.

Finally, we would like to express our thanks to the Catering Manager and his team for the excellent post-Christmas lunch which over 30 of us enjoyed in the Tenterden Buffet in January.

RXD Report 2013 – Howard Wallace-Sims

This report covers all activities managed by the 'Railway Experience' section of the Operating Department.

The total number of participants in each course is shown in the accompanying table with the figures for 2012 in brackets. The total income was £87,033, which represents the total that has been paid for courses run in 2013. Some were paid for in 2012 and we have already taken money for 2014, so the figures don't represent the income for 2013 but the value of the work done. The equivalent figure in 2012 was £86,355.

No Signalbox Experience days were sold in 2012, but we ran three in 2013 at an enhanced price. These will not be run in 2014 at the request of the Signal Inspectors. This is because the ongoing track and signalling alterations at Rolvenden will mean that Signalmen will be too busy to host visitors.

A reduction in Steam Tasters in 2013 was expected due to 6619 being in service; this engine is not suitable for carrying taster passengers. But we fitted them in elsewhere and 6619 didn't run as often as programmed.

We now advertise an 'Intermediate' ARXD, which is for four people; each drives a freight train Rolvenden – Northiam and return. Two ride on the footplate and

two with the Guard, they then swap after lunch. We sold two places last year and filled the other two with a reporter from the Civil Service Motoring Association and the other with a BBC reporter and cameraman. This resulted in a write up on the CSMA magazine and excellent air time on BBC local news.

We ran a number of one-person ARXDs with cruise passengers having a single trip with cream tea in the afternoon.

We operated a group Behind the Scenes tour for Ffestiniog Travel as part of a railway touring holiday that they were running. This was run on a non-operating day using the DMMU and was judged very successful by the participants.

We even ran a special RXD for a blind man, involving two round trips Rolvenden – Wittersham Road. This was very interesting and satisfying to take part in but was very stressful for the Driver and Fireman. We had hoped to run some sort of special day for the visually impaired but this showed that it was not possible.

I would like to thank those of you who helped to make 2013 another successful year for RXDs.

Hopefully we can equal or exceed the income in 2014.

Course	Number of Courses	Total Participants
Introductory RXD	35 (35)	269 (272)
Advanced RXD	1 (2)	2 (4)
Diesel ARXD	0 (0)	0 (0)
Special RXD	1 (0)	1 (0)
Goods ARXD	0 (0)	0 (2)
Steam Taster	55 (49)	55 (49)
DMMU Taster	15 (19)	15 (19)
Signal Box Experience	3 (0)	3 (0)
Behind the Scenes	12 (9)	52 (37)
Group Behind the Scenes	1 (0)	17 (0)
Diesel shunt ARXD	0 (1)	4 (0)
Steam shunt ARXD	0 (1)	4 (0)
ARXD + cream tea	3 (5)	3 (5)
Intermediate RXD	1 (0)	2 (0)
Total	127 (122)	429 (388)

TICKETS PLEASE!

Roger Allin, Chief Booking Clerk, reports on passenger numbers for 2013, with the assistance of John Harding, deputy Chief Booking Clerk.

There was a healthy increase of 12% in passenger numbers in 2013 over the previous year, and I have set out in the tables below how we fared month by month, and the success of the individual special events in bringing in the crowds. Most of our visitors buy their tickets at Tenterden booking office, however the contribution of the booking offices at Bodiam and Northiam and the Travelling Ticket Inspectors (TTIs) should not be forgotten. I have therefore also included a table of figures prepared from these sources.

It was cold and snowy for the two Thomas weekends in February, but the numbers turning up to enjoy themselves were encouraging, and, more importantly, an increase over 2012. However, the cool and cloudy Spring seemed to go on and on, but eventually Summer did finally appear, and with the sun came the passengers. The 1940's weekend was as popular as ever and the sight of a Spitfire soaring in a bright sky was a joy to watch. Another thrilling spectacle was at the World War 1 weekend when a biplane performed such swoops and climbs (sometimes upside-down) that the crowd felt queasy just watching.

The Return to Robertsbridge weekend was a well-organised success and it was wonderful to see the tremendous progress that has been made at that end of the line – and also included was the bonus of riding an open-topped heritage bus through the Kentish countryside between Northiam and Robertsbridge.

The Santa Specials performed their magic and the year ended on its usual high, despite the atrocious wet weather that made operating the railway in such conditions so difficult.

John and I would like to take this opportunity to extend our thanks to all the booking clerks who will now be

getting to grips with the new Merac computer system. Our passengers often fire some surprising questions at us ('do your carriages have roofs?' 'Well, er.....yes'), and our visitors from abroad sometimes pose a few language problems for us. Not so the Dutch however who form the majority of our European customers and whose command of English is generally impeccable – they seem to love coming to Britain and to love our heritage railways. But there's also a smattering of Belgians, Germans and French, the occasional Aussie, and sometimes Americans. I've noticed that once the Americans have bought their tickets, they invariably ask where the bathroom, or washroom, facilities are. Such a basic word as 'toilet' doesn't seem to feature in the American vocabulary – worth remembering next time you cross the pond.

Table 2 – Number of passengers at the main special events

	2012	2013
February Thomas (4 days)	2909	3669
Kent Big Weekend Out	600	429
Steam Up (3 days)	-	1866
1940's weekend	2169	2547
CAMRA Beer Festival	45	621
World War 1 weekend	896	1035
July Thomas (3 days)	3285	4477
Hoppers weekend	1382	1087
Return to Robertsbridge (2 days)	-	2234
September Thomas (2 days)	2501	2900
Santa Specials (9 days)	12352	11947

Table 3 – Passengers buying their tickets at Bodiam, Northiam and from Travelling Ticket Inspectors

	2012	2013
Bodiam	4955	5220
Northiam	3218	3344
TTIs	1032	1062

Table 1 Monthly passenger figures

	2012			2013		
	Days	Trains	Passengers	Days	Trains	Passengers
February	8	45	3882	8	42	4780
March	4	18	1341	5	25	1666
April	19	98	5888	18	92	8182
May	19	104	8225	21	116	11691
June	21	110	8175	19	98	8002
July	25	131	11034	24	126	13053
August	31	164	14529	31	159	15116
September	22	121	10380	21	119	11575
October	11	53	3348	12	56	3186
November	3	10	644	3	7	604
December	13	83	13294	14	90	12640
Total	176	937	80740	176	930	90495
Catering:						
Wealden Pullmans & Charters		57	3481		62	3312
Fish & Chip Specials		10	441		7	293
Grand Total			84662			94100

For ease of comparison, I have included the Santa Special trains run on 30th November in the December figures. Also, as is the tradition, I include figures for the trains running on 1st January with the December results.

FUTURE TRAINS FOR HERITAGE RAILWAYS



Class 141 at Stanhope on the Weardale Railway (Elliott Waters)

Elliott Waters takes a look at modern rolling stock that could one day be running up and down a heritage railway near you.

The 21st and 22nd September 2013 saw a steam passenger train operating between Robertsbridge Junction and Northbridge Street – another step towards the eventual aim of rebuilding the line all the way to the present limit of operation at Junction Road. That shuttle service was operated by a London Brighton & South Coast Railway A1X class Terrier and three vintage coaches. But that poses a question. With the end of mainline steam slipping further and further into the past, what does the future, the future in which the K&ESR will again run to Robertsbridge, hold for heritage railways? Will we continue to see the use of steam engines and vintage coaches, or are we likely to see more 'modern', always a relative term, types of rolling stock introduced? We have already seen this happen on some railways – including our own - with the introduction of diesel multiple units, which are a cheap and efficient way to run a service during off peak periods. What will happen when the current rolling stock on our network is retired? With the renewed onset of electrification of

Britain's railways, the next mainline DMU to see mass withdrawal will be the Class 142, 143, and 144 'Pacer' trains. You either love them or hate them. A total of 96 Class 142 'nodding donkeys' were constructed from 1985 to 1986 to the Leyland National bus design with the purpose of decreasing costs of running rural branch lines in the provincial sectors of British Rail. These units were also intended to improve the rolling stock over these routes, displacing the first generation DMUs such as the Class 101 and 108. Approaching 30 years old, the Class 142 units no longer meet the modern requirements of a privatized railway, and are due to be withdrawn by 2019. The Class 143 and 144 units were built to the same specification as the 142, but with Walter Alexander bodies, as opposed to the Leyland National based coachwork. These units were all introduced in the north with a cascade of 143 units to Wales and the West Country in 1992.

Would a Pacer unit be suitable for Heritage Railways, and a line such as the K&ESR? The predecessor to the 142, the Class 141 has already entered preservation, with three examples having been saved from scrap and helping their host lines to operate a

low cost service during the off peak periods. It could be said Colonel H F Stephens was the father of the Pacer with his then revolutionary Ford Rail Motor. This was essentially a Ford bus on rail wheels that earned its trade up and down the K&ESR from 1923 to 1937 in order to reduce costs. The Pacer trains are similar in this respect, in that they were also introduced to reduce costs for operating the more isolated branch lines in the country. *(The four wheel railbus continues to be re-invented with BR using the Wickham, AC Cars and German versions in the 1950's and 60's. One W79978 actually operated for a while on the K&ESR post-preservation. Ed.)*

The Pacers are suited to low speed and branch-line duties, being designed for this purpose. These units are lightweight at 25 tons maximum; however they do suffer from the inherent issue of squealing on tight curves due to the long wheelbase two-axle configuration of these vehicles. The Pacer represents the start of the current DMU age, these being the first of the second generation DMU's, and helped keep some of the most scenic branch lines in the country open, whilst improving passenger comfort and safety with the introduction of automatic entrance doors removing the dreaded door on the catch scenario. *(Yes, but the more complicated they make them the more there is to go wrong. Ed. speaking as C&W man!)*

The Pacer was followed by the development of the Sprinter, a more modern DMU that was mainly built for inter-regional and high-density services to

replace loco hauled trains and elder first generation DMUs. These Sprinters were the start of a new era in passenger comfort and safety, with later sprinters such as the Class 158 featuring rolled aluminum bodies and air conditioning. These units still have a number of years left before possible retirement, with the current train operators keen to keep hold of these useful trains as long as possible.

With some Heritage Railways already starting to use modern equipment such as LED signals and automatic crossings, the discontinuation of Edmonson tickets by some lines, and the increasing use of MK2 coaches against the traditional MK1s, how long until we see the first of the current mainline DMUs withdrawn and placed in to retirement on a Heritage Railway? Will we always see the widespread preservation of steam locomotives, or can we expect other types of traction to be introduced to these lines? Whilst a Pacer's introduction to the K&ESR is unlikely as the closest they came to the area is Bristol, they are a piece of railway history. These trains are representative of an era of DMU development, and what the younger generations who don't remember steam on the mainline, or even the first generation Class 108 DMUs consider as 'Heritage'.

(Hm... that should get some blood pressures rising. Letters to our correspondence column always welcome – Ed.)



Class 142 and 158 pass at Sheffield (Elliott Waters)



The Winter Floods



Top Left: Flooded land between the highway and Wittersham Road Yard (Stuart Phillips)

Bottom Left: Not as deep as it seems at first glance – this PMV body is grounded in Wittersham Road Yard (Bradley Bottomley)

Above: No 5668 is not marooned as it might appear. The Railway is effectively forming a causeway across the middle of the picture (Stuart Phillips)

Below: The valley again looking as it might have done around year 1500 (Stuart Phillips)



SATURDAY GANG 2013



No. 25 Northiam before work on its overhaul began (David Hunter)

Beginning in 2008, the Tenterden Terrier has previously covered the activities of the Saturday Gang – the Loco Department's Youth Group. Previous articles have described No. 14 Charwelton's overhaul & preventative work which the Gang carries out. David Hunter now continues the story.

Once Charwelton's overhaul – our original 'flagship' project – was complete we could refocus our attention on two projects (note, *two* projects!) This came about during early 2009 when the final niceties (such as fitting the wooden floor to the footplate and a few odds and ends) left were insufficient to keep us busy. As a result we were moved on to Hunslet austerity No. 25 Northiam. This overhaul would be both longer and more extensive than the work which had been undertaken on Charwelton. With No. 14 we had inherited a locomotive where most of the motion works were already complete. Northiam on the other had still needed a complete overhaul, with everything waiting to be dismantled.

So we began the long process of stripping No. 25 down to the main constituent parts (boiler, frames, motion). This in itself is very laborious and often difficult, though the Austeries are easier to work on than some of our Victorian locos. However, I won't go into too much detail as this stage because

there is a full length article waiting to be written once Northiam is back in traffic

Once we were occupied on No. 25 lo and behold another project came our way - the tender of No. 376 Norwegian. The Loco Department's main focus had been on the 'loco part' of No. 376 and lots of very extensive work was taking place. So, to enable the project to progress faster we were allocated the task of overhauling the tender. This had a novelty factor because, like many on the K&ESR, we had never worked on anything but a tank locomotive. We of course had to face all the usual issues of rust and weather damage and just for a change had to 'rehome' some plants that had decided the tender was a good place to grow!

Because No. 376 was seen as the priority project we focused much of our effort through 2009 on returning the tender to an operational state. This involved dismantling the frames, removing the tank and dropping the wheels. As with most overhauls, we started the long process of de-rusting the frames and refurbishing/repairing various components. I cannot understate how much human effort this sort of work takes but the Saturday Gang never turns down a challenge! During July 2009 we prepared the tank to be taken away. We de-rusted the top section and painted all

parts that our contractor wouldn't be working on. We then cut four large holes in the tender top of the tanks to allow it to be craned out of the yard and taken to the contractor's premises. Once the tank had been removed and was waiting for shot blasting we then had a long wait for the work actually to be carried out - the contractor had gone into in to receivership. The resulting long delays were frustrating to say the least.

Progress was slow and steady throughout 2009 and this continued into 2010 and we did switch for periods of time between Nos. 25 and 376 in accordance with the availability of work. However we were able to complete the de-rusting and painting of the tender frames by early 2010. Then came the difficult job of reassembling everything we'd dismantled. As always it took several goes to get things the correct way round or interlinked. Our progress did slow during the year though, we painted the frames and prepared as much as we could. It then became a case of waiting for the tank to be shot blasted, though the new contractor could work on site at Rolvenden which saved sending it away. So we shifted our attention back to *Northiam's* boiler overhaul for most of 2010.

In March 2011 we returned to the tender. The wheel sets were ready to be reunited with the frames so it became a case of preparing and fitting

the axleboxes and springs. However we weren't able to actually lower the tender onto the wheels until August (due to various other projects which were in the way). As is so often the case with a loco overhaul, you spend months preparing for an operation which takes a day. However one Saturday we very carefully reunited the wheels and frames - a major milestone.

Following on from that the tank was prepared, the contractors finished their work, the remaining motion works were carried out and the tank was lifted back onto the frames (and secured very quickly!). With the mechanical tasks accomplished all that was left was to paint it. Sadly we weren't allowed to keep it in engineer's red oxide paint so after a number of 'painting days' we put it into black. After that the tender was swiftly reunited with the loco which was progressing.

From December 2011, with 376 *Norwegian's* tender complete we refocused our efforts back on to *Northiam's* overhaul and assisting in running repairs / maintenance of the service fleet. Plenty of work has been completed on No. 25 to date, particularly to the boiler. As I write this the Gang are working hard on the frames and motion. As for a completion date, you will know when you see the loco steaming hard on her way up to Tenterden!



Work on No. 25 Northiam, Note that the ladder is secured (David Hunter)



No. 376 Norwegian's tender looking more like a garden centre (David Hunter)



No. 376 Norwegian's tender undergoing overhaul (David Hunter)

I wanted to spend a little time writing about the gang members themselves and how the group dynamics have changed over the years. The 'original' Saturday Gang that I wrote of in 2008 has, of course, got a bit older! We have, I'm pleased to say, grown substantially in number since then with some new younger members making some of us feel rather old! The volunteering our members do at Rolvenden has been fruitful in many ways. We have developed many important life skills and it has certainly proved useful when job hunting.

The thing that keeps us going is that wonderful vibrancy which is the product of genuine enthusiasm for the work we do. I always think the

moment you stop having fun is the time to quit. The work we do (both overhauls and maintenance) are dirty, laborious and sometimes seem never ending. However we tackle it as a team and keep each other going. Of course a plentiful supply of cake, tea and biscuits helps in this regard! So not only are we concerned with the work we do but the Saturday Gang is very much about the people, because without people there won't be a Gang.

The Saturday Gang has faced up to the many challenges and difficulties they have encountered and continue to make a valuable contribution to life and working of the K&ESR. Long may it continue.

Warwick Deeping's train to Bodiam

Tom Burnham looks at a literary vision of the K&ESR in the 1920s

"She sat with a Warwick Deeping, Her legs curl'd round in a ring," begins John Betjeman's poem "Station Syren". Although Warwick Deeping's books are little read today, in his heyday, between the First and Second World Wars, he was one of the most widely read novelists in the English-speaking world, much to the dismay of intellectuals like Betjeman.

I recently came across a reference to the Kent & East Sussex Railway in one of Deeping's novels, and it raises some questions on which the author's own life story throws a little light.

"Roper's Row", published in 1929, is the story of a young man's struggle to overcome his physical disability and his poverty-stricken rural background to qualify as a doctor and to play a leading role in medical research. Although the book is set mainly in London and Wiltshire, in Chapter VIII the heroine, Ruth Avery, takes ten days' holiday in Hastings at the end of September, where she becomes friendly with Sally, another young woman of about her own age, and "these young things went on expeditions together. They visited Rye and Winchelsea, and Battle Abbey; Sally Sherman made pencil sketches of Rye Church and the Mermaid Inn.... On the last day but one of Ruth's holiday these two young things took the train to Robertsbridge, and changing there, travelled down the Rother Vale to Bodiam. They were bound for the castle, that black-grey shell floating like an Arthurian idyll on stillness of its moat. Bodiam and water-lilies and a green valley,

and swallows skimming; but the swallows had gone, and the day had an autumnal savour."

After tea, sitting at "a round table set just outside the fence of the caretaker's cottage, with the green grass going down to the water and the willows, and the black shell of the castle reflected in the moat" and at which "much jam was consumed plastered thick upon country bread and butter", Sally sketches the castle and then, as the sun is setting, climbs to the battlements.

"I say, the sunset's simply gorgeous. The whole valley looks full of fire. Come up."

"I can see it quite well here. What time is the train?"

"Any train, my dear, on a day like this."

Sally was, perhaps, a little too sanguine about the train service; the timetable for 1929 shows that, having presumably missed the 5.39 p.m. to Robertsbridge in order to admire the sunset, they would have a long wait by the light of flickering oil lamps on Bodiam station for the 7.49 p.m., which would bring them back to Hastings at 8.41, after a change at Robertsbridge.

The description of the visit raises various questions. Bodiam castle had of course long been a tourist destination, and it featured extensively in K&ESR publicity. The caretaker's cottage dates from the restoration of the castle by Lord Curzon in 1919-1925, and there is generally no suggestion that the story is set long before the time when it was written. And at the

risk of disloyalty, I wonder whether by the late 1920s, two young women on a tight budget and with no particular interest in railways would have travelled to Bodiam by train rather than motor bus? There again, Deeping's description of the train journey is surprisingly matter-of-fact. Other writers of the period, such as F.J. Harvey Darton in the 1920s and Richard Wyndham in the late 1930s, regarded the K&ESR as a quaint survival, worth seeing in its own right, even for those who were not railway enthusiasts. Surely this could have provided Deeping's prolific pen with some purple passages? In early October, hop-pickers, too, might well have been encountered, with further opportunities for jolly Cockney repartee?

George Warwick Deeping was born in 1877, the son of a doctor in Southend-on-Sea. He started out on a medical career, like his father and grandfather before him, taking an MB degree at Trinity College, Cambridge in 1898 and then training at the Middlesex Hospital. While there, his father retired from practice and moved to a house in Elphinstone Road, Hastings, while Warwick Deeping himself had already begun to write historical novels – his first was published in 1903. Although he qualified as a doctor he practised only briefly, giving up a medical career to become a full-time writer and garden designer. In 1904 he married Maude, the daughter of a Captain in the Hussars, and the couple lived first in rented rooms at Sedlescombe, then at Gate Farm, Battle, and finally in 1911 they had a bungalow built for them in Whatlington Road, Battle.

Deeping joined the Royal Army Medical Corps

during the First World War, despite his limited practical experience of medicine, and served in the Gallipoli campaign, as well as in France and Egypt. He ended his service as a Major in charge of a field ambulance unit. His experiences during the war and the changes in society following it provided the themes for many of his post-war novels.

Shortly after he was demobilised in 1919, Deeping bought Eastlands, a Georgian house at Weybridge in Surrey, which was once the home of the actress Fanny Kemble. He lived at Eastlands until his death in April 1950, extending the house and buying more land to enlarge its gardens.

Deeping was certainly familiar with Sussex in the 1920s and was all too aware of the crisis in traditional farming and the new world of bungalows, chicken farms, corrugated iron and old railway carriages. However, it seems highly likely that he motored over from Weybridge on his visits to pick up "atmosphere". So, although he may well have revisited Bodiam castle, it was probably by car, like some of the characters in his 1932 novel, "Doomsday". His impressions of travelling by train to Bodiam very likely dated from his residence in Hastings in the early 1900s. The line along the Rother Valley – and its rolling stock – would still have been quite new then, and it was not yet regarded as a quaint survival from earlier days, as it became a mere twenty years later. Ruth and Sally, then, are seeing the Rother Valley line through the eyes of an Edwardian medical student, rather than a typist and a shop assistant of the late 1920s.

*A K&ESR scene in the 1920s
(O. J. Morris)*



3rd February 1974

The Editor recalls the Day the Kent & East Sussex Re-opened as a Heritage Railway

Some time in the week of 21 January 1974 I was working at my desk in Deptford Town Hall when the phone rang. It was Philip Shaw to discuss a Museum related matter. After a few minutes conversation Philip added, in a throw-away manner with which I was to become much more familiar 25 years later, "Oh, by the way we're reopening on Sunday week." This news was half expected – the Light Railway Transfer Order had been granted two months earlier - but I recall a slightly-stunned feeling. My next move was to go up the corridor and tell a colleague who was later to be much involved with the revival of the Lynton & Barnstaple Railway.

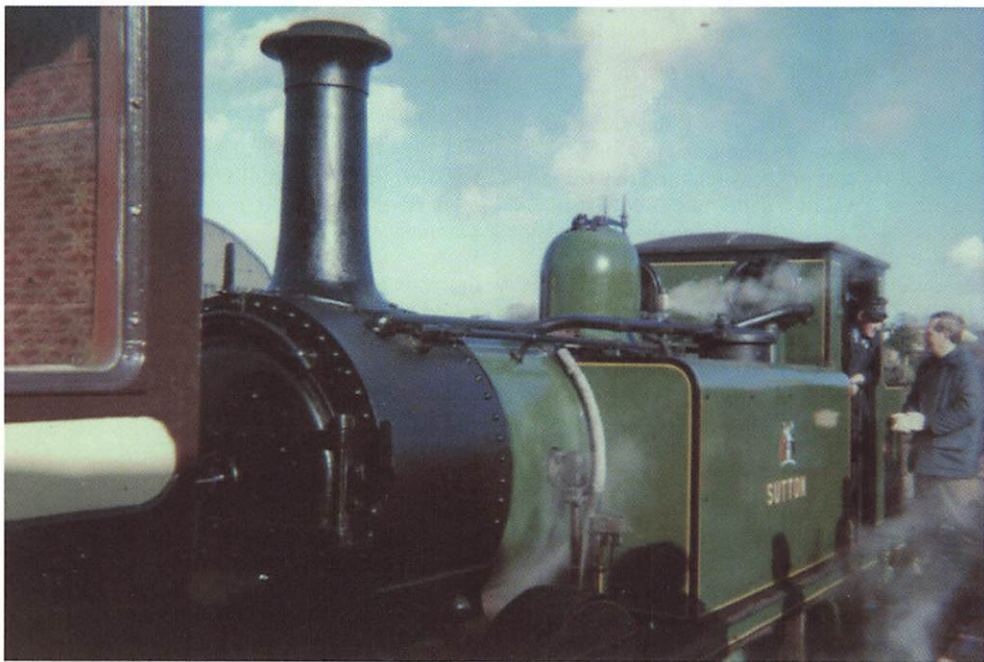
Sunday 3rd February dawned cold and bright, the sun streaming from a blue Kentish sky with a pattern of chasing clouds. Angela and I were living near Rochester at the time and were up early for the great day – and that's when a problem arose.

My fondly remembered but temperamental Renault 8 Gordini (French answer to the Lotus Cortina) decided to play up. Having sorted that

out we headed for Tenterden and in the process managed to miss the historic first train - the 11.30 am, which consisted of the GWR Railcar. It says everything about the time it had taken to revive the K&ESR that I had first arrived in 1961 as 14 year old schoolboy and travelled to the re-opening with my wife!

This was the time of the infamous 'Three Day Week' crisis and it was typical of the K&ESR, that it had 'made it' whilst the strikes of that winter continued, the rest of the railway network was on Sunday shut down and there was a shortage of coal. The K&ESR services were, in fact, the only trains to run in Kent that day.

It was recorded at the time that it was not until after 11.00 am, and much to everyone's relief, passengers actually started to turn up. After going down to the then limit of operation near Pope's Cottage P. Way hut, No. 20 stopped at Rolvenden where No. 10 *Sutton* (now on the Spa Valley Railway) coupled on to front of the railcar which was hauled unpowered back up to Tenterden Town. It was at this point that Angela



3rd February 1974, Jack Hoad (on footplate) speaking to Peter Davis (Chairman at the time of re-opening) (Angela Pallant)



Yesterday Once More – The classic view of Orpins Curve on the afternoon of 3rd February 1974 (Angela Pallant)

and I actually arrived and parked in the former road transport yard (the freehold of which came with the Railway) which stood at the entrance to what is now Rogersmead. The leftward view from the Station was then *very* different indeed.

There was now a lull until 12.30 pm and what many people (which I have to admit included me) regarded as the first 'real' train. This view was also shared by the media and just about all of the subsequent publicity featured this second departure. It was during this interlude that I came across the legendary Robin Doust who had been Secretary in the days of the Preservation Society and the later Association. We both expressed the feeling that after the tumultuous events which had marked the way to reopening this low-key event was something of an anti-climax. But on later reflection it was somehow appropriate; a ceremonial re-opening a matter of days after the final inspection by HMRI would have been almost an intrusion. Ceremony could wait until a summer's day in June.

Sutton plus a Maunsell BNO (impossible to deduce which one) and a CK (I think the presently out of service 'Lowlight' K&ESR No. 55) made up the 12.30 pm. This train was very crowded and looking back I suppose we were lucky to get seats. There was much whistling of the sort that now winds up the neighbours and

the crack of celebratory detonators on the bank which might now be a positive danger to residents. A nice historical touch was to have Jack Hoad (who had driven for the old Company) on the footplate accompanied by Volunteers Colin Edwards and Mike Artlett (both still members). To complete the picture, Bill Austen Jnr., son of Colonel Stephen's assistant, was also present in one of the coaches.

For the 14.30 train, a third Maunsell coach (the other BNO) was added together with No. 17 Manning Wardle *Arthur* – now on the Middleton Railway) with Dick Dickson (still driving) on the footplate accompanied by a young Volunteer called Mike Hart – destined to be hero of the Welsh Highland revival et al – who few people had then heard of. John Hilton took Jack Hoad's place on No. 10 during the afternoon.

Two further trains ran during the afternoon, the 15.30 plus an additional working at 16.30, and during the day over 800 passengers were carried. Finally, it was only during the evening, whilst watching ITN's coverage of the day, with its footage of the 12.30 return working at Cranbrook Road, that it sunk in that the Kent and East Sussex Railway had begun to re-open. The road thus far had been long but there was longer one to be travelled and, with Robertsbridge yet to come, we have not finished travelling it yet.



No 3 at the head of a typical train of May 1974. This, and the following five photographs are part of a set by an unknown photographer, which came into the Railway's possession in recent years (CSHA)

THE WAY WE WERE



An early appearance of USA No.22 Maunsell in revenue earning service at Tenterden Town (CSHA)



Manning Wardle Arthur with the Shell Tanker. Location uncertain (CSHA)



Tenterden Town early summer 1974. At first glance, and apart from the signal box, this could almost be the 1930s (CSHA)



The Norwegian at Rolvenden with Hunslet Hastings (now at Mangapps Farm) in the background (CSHA)



Nos. 23 and 19 in a view that captures the atmosphere of the early heritage era K&ESR (CSHA)

Cavell Van – The Models

On a recent visit to Bodiam Station I examined the fine restoration work which has been carried out on the Cavell Van, SE&CR No. 132. I watched the video, examined the replica casket, read the history panels and then turned to the rear. The simple cross caused me to remember my grandfather who fought in the First World War, came through unscathed by wounds and who I loved and respected dearly.

A thought struck me. Could I make a model of the van for my layout? Now, I am no scratch builder so on visits to the model shops I kept a look out for a suitable model. On a visit to Eastbourne the seaside model shop proved to have the required 4mm scale item. This was a made up plastic kit in Southern green which would be suitable for a repaint. (*This sounds - and the photo looks-like the excellent Parkside CCT kit. We own the similar BY. Recommended - Ed.*) I used Tamiya X9 for the body and Humbrol Roof White. SE&CR lettering and tare weights were from HMRS transfers. This made an acceptable exterior for the van.

I nonetheless wanted to go further – I wanted an

interior with coffin-draped flag and flag as these things had so impressed me during my visit to Bodiam. A chance find at a toy fair led me to acquire a Hornby Dublo CCT van in poor condition. It had once had opening doors but no longer, and it was no good to me without these. My next move was to look for the Wrenn version which had been produced in several liveries. The brown was scarce so I settled on the green one relatively cheaply for £12. This I repainted using the same paints as for the first model. The interior was painted in Humbrol light cream. The underframe was interchangeable with the Hornby item and I had almost achieved what I wanted.

The interior cross and alter were fabricated from styrene card and respectively painted white and purple before being glued into place. The coffin I shaped from a piece of balsa and the flag is from the side of a printed paper cup. A fabric flag is available from BEC models.

Overall, I have produced something representative of the original. I hope it is of interest.

Arthur Collins



The Wren/Hornby hybrid model of the Cavell Van (Peter Bolton)



The kit built version without opening doors (Peter Bolton)

The Tragedy of Mrs Mannington

In his second contribution to this issue Tom Burnham describes a fatal accident on the K&ESR over a century ago

A mile or so east of Robertsbridge are the ruins of its former Cistercian abbey. The abbot's house became a farmhouse after the Dissolution and for some forty years The Abbey was the residence of William Mannington JP, a prosperous and successful farmer and hop grower – or, as he sometimes described himself, a “yeoman” – who leased Redlands, Abbey, Udiam and Ockham farms. He was an alderman of the East Sussex County Council and prominent in various other local organisations. In 1873, William Mannington married Sarah Parsons, of Lewes.

On Friday 24th November 1911, Mrs Mannington left The Abbey to go and buy some stamps at Salehurst post office. She was 65 years old and was very deaf. She also had poor eyesight, particularly to the side - nowadays she might be diagnosed with macular degeneration. When the housemaid, Bessie Goldsmith, saw her leave the house at about half past two, she was wearing dark glasses and a motoring veil, even though it was an afternoon in late autumn. She turned off Redland Lane, which led on towards Robertsbridge, and walked up the footpath that crossed the Church Bridge towards Salehurst, a route that she often followed. On the path she passed Thomas Mephram, a gypsum miner from Northbridge Street. Just then, the wind blew Mephram's hat off and into a field, and he

climbed over the fence to pick it up.

The 2.35 p.m. Kent & East Sussex Railway train to Tenterden and Headcorn was about three minutes late leaving Robertsbridge that afternoon. Hauled by a tank engine running bunker first, it rounded the curve out of the station, went over the level crossing at Northbridge Street and picked up speed on the straight track towards Junction Road. The driver, Edward Brazier from Rolvenden, sounded his whistle about 130 yards from the ungated crossing at Salehurst. Seeing no one at the crossing, he turned to his fireman to tell him to put some more coal in, and watched him as he shovelled.

As he climbed back to the path with his hat, Thomas Mephram heard the train approaching and looked round. He didn't see Mrs Mannington, but supposed she had crossed the railway before the train came and continued his walk.

Sadly, this was not so. Perhaps thinking that the train had already passed, she had started to cross the line, had not seen or heard the train approaching, and had been knocked over. Some time later, between quarter past and half past three, Eva Brockway, the eighteen-year-old daughter of a gardener and groom at The Abbey, was returning home along the path. She saw a

body lying on the railway at the crossing, and at once sent for help and for the police. When her father, John Brockway, reached the spot, he found Mrs Mannington lying face downwards beside the line with her head towards Robertsbridge. An examination by the local medical practitioner, Dr Samuel Bartlett Blomfield, who was called to the spot, showed that Mrs Mannington's arm was broken in several places, and the top of her skull was practically torn off. In his opinion, Mrs Mannington's injuries were consistent with her having been knocked down by the engine and a wheel passing over her head. Death must have been practically instantaneous.

An inquest was held the following day at The Abbey by Charles Sheppard, the Coroner for the Rape of Hastings, who expressed his particular sympathy as he had known Mrs Mannington for many years. The K&ESR was represented by Mr J. Munn-Mace and the police by Superintendent Dalmon. After visiting the scene of the tragedy, the jury heard the evidence (on which much of the description above is based) and then brought in a verdict of "Accidental death". One unexplained aspect was a three-quarter inch bolt, perhaps from an engine, found near the scene of the accident, which had human hair on it. Edward Brazier said that he had not found such a bolt missing when he examined the engine after the accident, and nor had he seen any trace of blood on the engine.

Mrs Mannington's funeral was at the parish church at Salehurst on the following Monday afternoon, and was conducted by the vicar, Revd Edward J. Sing, and the curate, Revd Charles Baring Andrews. She was buried in the part of the churchyard nearest to The Abbey. William Mannington left The Abbey in about 1915 and retired to St Leonards-on-Sea, his house and farm being taken over by his son, John Mannington.

It may be mentioned that at a special meeting of Salehurst Parish Council in December 1895, Holman F. Stephens, engineer of the then proposed Rother Valley Light Railway, is reported to have assured those present that "there could be no possible danger in a level crossing of a light railway, as this would be. The trains would run at a very moderate speed and would not be frequent.... Wherever the footpaths ran across the proposed line there would be no deep cuttings or high embankments or sharp curves. There would be no more danger



*Sarah Elizabeth Mannington
(via Tom Burnham)*

in crossing the line than in crossing an ordinary tramway in the streets of London."

William Mannington's previous relations with the RVR had been difficult. In November 1898 he had been unable to agree compensation for the use of some of his rich pasture land for the railway, and a hearing before the Deputy Sheriff of Sussex and a jury had been needed to fix the sum. Giving evidence, Mr Mannington said that "he considered the railway a serious damage to his dairy-farming, and did not think it would bring any advantage." In August 1901, after the railway opened, a train collided with some of Mr Mannington's bullocks which had wandered on to the line. One of the bullocks was killed, and a carriage derailed.

I first came across a reference to Mrs Mannington's death some years ago, from a short and in some respects inaccurate report in *The Times* (it said she had been knocked down by a light engine). Most of the details above are from the *Hastings & St Leonards Observer*, which now forms part of the British Newspaper Archive. Online access was courtesy of Kent Libraries (Staplehurst branch).

Tales of the Uninspected

Chris 'Gricer' Fautley reminisces on twenty-seven years as a travelling ticket inspector...

"Well, Chris: we've hit a cow," the guard reported matter-of-factly.

That much I already knew, but I was rather hoping for an update on when the train might be moving again. The guard had climbed down to the trackbed to walk forward to the footplate crew, and I stuck my head out of a window to glean the latest information. The unscheduled stop was on the way back to Tenterden and just short of Newmill Bridge, slightly south of Rolvenden station. It was the last service of the day, and the light was failing; news of the incident had spread rapidly through the train. At least, as rapidly as it could through a four car train with about six passengers on board.

It was an autumn day some time during the late nineties, and the occasion of, as I recall, one of our early forays into the world of diesel galas. Hence the low passenger count – in fact I think I might be correct in saying the only passengers were staff and volunteers. The locomotive was, I think, the Class 33. There was certainly some excitement among the younger generation, although my principal concern was just how long we might be stuck here in the middle of nowhere.

In the event, it wasn't long – we were on the move again within twenty minutes amid wisecracks about what was on the menu for that evening's Pullman. In hindsight, it was probably the most eventful thing that has ever happened (to me at least) at one of our diesel galas.

Party Time

Parties, we know, are a big source of income for the railway. The inevitable coach parties, yes, but also birthday parties, wedding parties and even funeral parties. In recent years I have noticed an increase in what I call 'girlie-afternoon-out parties,' where the participants are hell-bent on having a jolly good time. They've very often arranged a little quiz, and the wine – and occasionally, champagne – flows. Lovely.

The funeral party was probably one of my more bizarre ticket inspecting experiences. It will have been the late 1980s, when trains only ran to Wittersham Road. About thirty mourners duly boarded the first service train of the day,

accompanied by the ashes of the deceased; I didn't like to ask if he or she had a ticket, but I guess it would been a single. We duly processed down the line through Rolvenden and came to a halt at Pope's Cottage, about half a mile beyond. A member of staff climbed down from a carriage, carrying aforesaid casket of ashes; windows opened along the length of the train and heads popped out. A eulogy was read and the ashes scattered. I remember thinking, "If there's a blast of steam now from an expected place - or worse, a gust of wind - we're in trouble." But there wasn't, and after a few minutes we were again on our way – to the bemusement of a small group of Dutch tourists who were also on board and had witnessed the whole affair. I tried to explain what had happened, but I don't think they understood. When we arrived back at Tenterden, the funeral party filed off one by one. For some reason that I still cannot explain, I found myself at the carriage door, rather like a minister of religion, shaking everybody's hand as they departed. I don't think I said, "Hope we'll see you next Sunday," but maybe I should have. Everybody seemed very happy – although I'm not too sure about the Dutch tourists. I doubt they've returned to the UK since.

In recent years I have also found myself in the presence of several wedding parties. Not receptions, for which we occasionally cater on the Pullman, but the bride, groom and a small group of friends simply going for a ride and maybe indulging in some light refreshment. Somewhere I latched on to the theory that in railway circles it's good luck to present the bride with a lump of coal; to be frank I really can't remember whether this is fact or whether I merely made it up. (*You are, you are muddling up sweeps and New Year – Ed.*) I suppose realistically speaking the last thing you want when you are clad in your pristine marital attire, is some beaming official presenting you with a lump of filthy rock. (Yes, I did use a paper napkin.) That said, it is always a practice that has been well-received.

Any Questions?

One of the most frequent questions passengers

used to ask was what are the numerous parallel 'channels' just beyond Rolvenden. It is, or was, of course, the crayfish farm – now no longer extant – and a question that is less regularly posed as vegetation reclaims the land.

Another popular question has been, "You don't get many fare-dodgers do you?" I suppose the honest answer is we'll never know, although I certainly know of ticket inspectors who have found cases of wanton fare avoidance. I do recall a very strange incident, though, many years ago: a large group of adults and children boarded at the last minute at Tenterden and were told to pay on board. I worked out their fare – understandably a considerable sum – whereupon one of the women furiously protested that it said at the station £1 for adults, 50p for children. I assured her it most certainly did not, but she stood her ground and said she had seen a sign on the platform saying as much. Which of course, she had: the sign publicising the first class supplement. Well, she wasn't going to pay the full fare, and that was that. Wasn't there anything cheaper? Of course there was, so we slowly went through every permutation of fare possible until they finally settled on the cheapest – singles to Rolvenden. They paid up and duly alighted, having spent their entire journey debating fares rather than enjoying the ride.

It's also worth mentioning that one of the ticket inspector's prime roles is to collect fares from passengers who board at unstaffed stations. Maybe it's just me, but it has always been a mystery how these people seem to have a knack of vanishing into thin air once on board. I'm sure there's nothing deceitful about it, and I have always tried to make a mental note of what they are wearing so I can find them on the train. This can be extremely difficult, especially if they are not wearing anything particularly striking. You'd think it would be easier with those wearing something, shall we say, flamboyant. Not so. Yet how hard can it be to find a middle-aged lady wearing a bright scarlet dress accompanied by a man in a homburg? They can't all be hiding in the loos, surely?

Changing Times

Like most volunteer jobs on the railway, the role of the ticket inspector has changed considerably over the years. When I started in 1986, the ticket inspector was responsible for



'Gricer' – Licenced to clip (Nick Pallant)

selling refreshments; cans of pop and chocolate bars (or on hot days, *liquid* chocolate bars), pretty much summed it up. It's all a far cry from the range we offer now. We were also responsible for cleaning the train at the start of service – something guaranteed to make smart uniforms anything but. In addition, we had to climb down onto the track and fill up the water tanks for the toilets. This invariably entailed dragging an industrial-size hose through mud, ash and ballast; I soon came to realise that a

boiler suit and thick rubber gloves were an absolute necessity. I also seemed to have a propensity to bang my head on just about everything – buffers in particular. A hard hat soon became part of the cleaning apparel. To the casual observer, it must have seemed as if I was there to the rod the drains rather than be a smartly-uniformed ticket inspector.

We also used to have inspectors on board Thomas services; it was all part of the experience. In the early days, the event was billed as *Friends of Thomas the Tank Engine*. Thus we had the Tall Thin Station Master, (*now elected as the tall thin Director – Ed.*) and the Very Smart Ticket Inspector. Tickets were similarly clipped on Santa Specials, too – although it soon dawned on me that we were nothing more than litter collectors. To this day, it remains a mystery how so much mince pie ends up on the floor. Maybe we should issue instructions. Open mouth; insert pie; chew. How hard can it be?

It's also worth mentioning that for both of these events, there was no such thing as seat allocation. You were booked onto a certain train, that had a certain number of seats. Thereafter, it was every man, woman and child for themselves: the heritage railway equivalent of boarding a budget airline flight.

The early nineties also saw the introduction of Railway Experience Days. Up to six participants tried their hand at various roles throughout the day – driving, firing, signalling, guard and so on. This required a certain degree of organising; two ticket inspectors acted as co-ordinators to ensure everything went to plan. Of course, the trouble with plans is...

I remember one notable occasion when I had one timetable, the footplate crew had another, and the signalman had another. The guard didn't have one at all. I think we used the guard's. It all seemed to go rather well. Suffice to say, our current range of Railway experiences is rather more polished.

Diesel Days.

For me, one of the more memorable experiences was working on the Hastings diesel unit. That said, I was probably one of the few volunteers who actually enjoyed it – maybe because I used to commute on them. Of course, in pre-preservation days, they never did make it to the Kent & East Sussex Railway, but I always

argued that if Colonel Stephens could have got hold of them at the right price, they would have been running all over his light railway empire. It was never popular with passengers, either – unlike our Class 108 unit today. Maybe it was a question of familiarity breeding contempt, but I always found it pleasant to work on.

When it arrived on loan at our railway in 1993, it was probably the most powerful thing running anywhere on a heritage line. At that time it merely comprised two power cars and nothing else. It was only a little later that a third coach arrived.

I particularly remember one spirited run. It was the unit's last working of the day, and we left Northiam (then the end of the line), extremely early. There was nobody about, and we hadn't brought anybody down with us either. Suffice to say, we made rather good progress (possibly because we had an ex-Hastings mainline driver at the controls), arriving back at Tenterden just a few minutes after we should have left Wittersham Road. For some reason the signalman did not seem too pleased to see us.

Another attraction in working the unit was that for much of its stay with us it was berthed at Northiam. Coming from the East Sussex side of the border this meant, for me, a shorter journey at the start and end of the day. The unit made a single trip to Tenterden in the morning, a round trip in the early afternoon, and a single back to Northiam at the end of the day. Consequently, this resulted in layovers of up to ninety minutes at Tenterden, leaving plenty of time for important railway tasks – such as tea-drinking and catching up on the gossip. I, for one, was sorry to see it leave us.

But that was all in the past, and times have changed. Now, after twenty-seven years and for a variety of reasons, I have decided to hang up my ticket clippers – or whatever it is you do when you “retire” from ticket-inspecting. I know I have made well over a thousand trips down the line (there are plenty on the railway who have done far more), but for now I am devoting my time to helping in the shop – where I have also been a volunteer for some years. Of course, I shall miss the ever-changing scenery, and meeting colleagues along the line. I guess I could always use my member's free tickets. But not walking up and down the train; not taking fares; not selling guide books... doing *nothing*. It wouldn't be the same.

Letters to the Editor

Sir - Your article about On Board Catering in the Winter 2013 Terrier brought back fond memories from the period when Pullmans returned to the Hastings line after the War, resplendent in their traditional colours. They were unclassified, non-supplement cars, *Barbara* being one of those so used, although they no longer bore their names.

I occasionally travelled with my Father, in the school holidays, in the Pullman car on the 9.02 from Tunbridge Wells (Central, in those days) and by taking a leisurely breakfast it was too late for anyone else to be served before the arrival at Cannon Street at about 9.55. Food rationing was a problem at that time and some of the regulars would bring their own eggs to augment what items the catering department had been able to provide. The Attendants' service was, of course, impeccable.

Later, in 1947, one of the two saloons in each car was converted to a bar, with no seating but with padded cushions on the walls away from the bar, in the manner of the medieval misericords. The bar was perhaps of more interest on the return journey (5.06 from Cannon Street), but this was not for us. The cars had initially been marked "Refreshment Car" but after conversion the term "Buffet Car" was used, as shown in a picture in J. Morel's book. There were no stops between Tunbridge Wells and Cannon Street in either direction, not even London Bridge.

Hamish Forbes
Bridport, Dorset

Sir - Regrettably two photos in my article in Tenterden Terrier No. 122 about GWR No. 5668 were not credited. One was from my own collection so little harm done. The picture at the top of page 29 was, however, only permitted to be used if a credit to www.rail-online.co.uk was shown and I would be glad if you would print the necessary acknowledgement and apology.

Phil Edwards
by e-mail

Apologies are indeed offered to both our contributor and the owners of the photograph copyright - Ed.

Sir - Thank you for publishing my letter in the Winter 2013 "Tenterden Terrier".

It contained an error which was entirely my fault, for which I apologise.

The 1961 photograph of 11224 referred to shows it in unspecified livery, not green.

It appears to be still black.

Colour-Rail's website produced only three views of the class, two of 11220 (in 1959 and 1960) and one of 11222 undated. All were in black. The report of six new green shunters, 11220-5, in *Trains Illustrated* is presumably incorrect.

Curiously, I have an image in my mind's eye of seeing a green Drewry shunter at Ashford shed, c.1960.

Peter Clark
By e-mail

OBITUARY

John Bernard Snell

1st January 1932 - 3rd January 2014

John Snell died at the age of 82 years at his home in Dymchurch adjacent to the Romney, Hythe & Dymchurch Railway, one of many that he was involved with during his long career in the history of heritage railways. Widely known and respected for his sharp intellect, wry humour and the author of many books, he will be greatly missed by all who know and admired him.

Born in Fiji and spending his early days in New Zealand, where he experienced his first love of railways before moving to England, he attended Bryanston School and Oxford University where he

trained as a barrister. His first experience in railway preservation was when he joined the Talylyn Railway in 1951. John was reputedly its first volunteer and this was the of course the first fledgling line to attempt preservation. In L.T.C. Rolt's history of the line (*Railway Adventure*), he refers to John Snell thus; 'John had written to me after leaving Bryanston and wanted to volunteer prior to going up to Oxford. Though fresh from school and quite unskilled, in looks, manners and sheer height, he seemed much older than his age. He was one of our keenest of volunteers and

proved a valuable addition to what might loosely be called 'paid staff'.

Upon leaving University, John never worked in the legal profession, preferring to work initially for London Transport and then British Railways. Always remaining an interest in the heritage railway movement, he subsequently worked as Managing Director of the Romney Hythe and Dymchurch Railway from 1972 – 1999. Inheriting a very run-down operation, he was responsible for investing much into its infrastructure, locomotives and rolling stock, turning the railway into the fine attraction that it is today.

Following his retirement at the end of the last century, John spent a short time as a Director of the K&ESR trading subsidiary Colonel Stephens

Railway Enterprises before joining the Rother Valley Railway at Robertsbridge. The remaining years of his life were spent with the RVR in the role of Director of the Company in 2005 and Trustee of the Rother Valley Heritage Trust in 2007. John was also a former Vice Chairman of the Heritage Railway Association and had been a Director of the Paignton & Dartmouth Railway.

Apart from his salaried working life, he wrote several notable books as well as extensively filming and photographing railways. John's wealth of experience during a lifetime spent in the railway industry, has proved invaluable to the Rother Valley Railway, which gratefully acknowledges his contribution to its aims and objectives.

MUY

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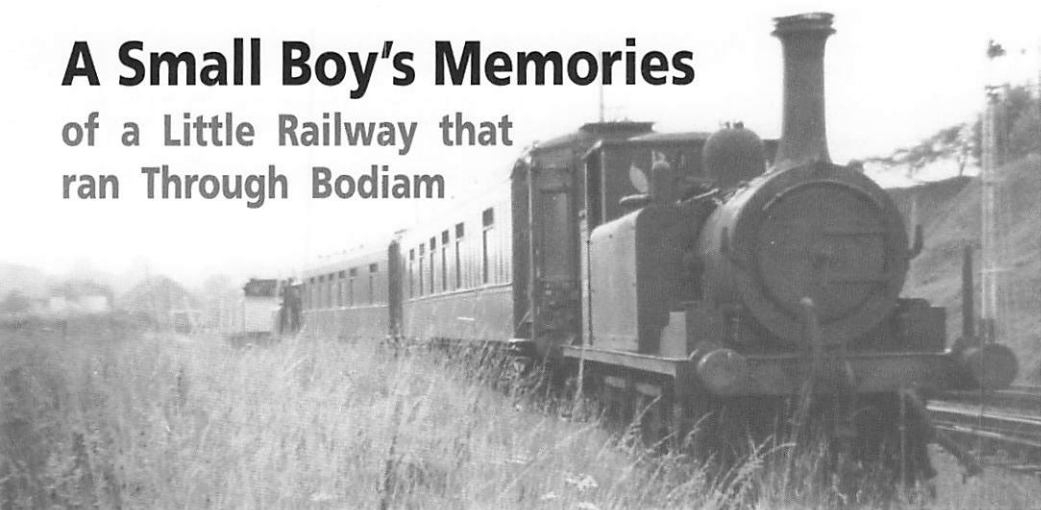
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1st John Cheswright	No. 467	£200.00
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14th Frim Halliwell	No. 029	£ 10.00

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

A Small Boy's Memories

of a Little Railway that ran Through Bodiam



Robertsbridge Yard in the 1960s (Tim Spafford)

K&ESR member Tim Spafford looks back to when many years ago, he spent his holidays at Bodiam.

I was born in November 1947 and my family lived for a while in East Finchley North London. My father's mother and my Great Aunt lived in half of a huge house called Ockham which overlooked Bodiam Station. Great Aunt ran the administration of the Guinness Hop Farms in the area, a very high powered job for a lady in those days.

Many times when I was young the family stayed there for holidays. Christmases there were magical and my Dad used to set up my O gauge Hornby train set in the hall which divided the house into two parts. Goodness knows how he squeezed it into the back of our old Austin 7 called Lizer.

I used to get up early in the morning to see and hear the single coach train, Terrier hauled, on its journey up to Robertsbridge. I was allowed free roam of the hop farms and regularly took their cocker spaniel called Simon for walks around the Bodiam and Udiam farms. I can remember the day when they replaced the farm horses for new-fangled contraptions called tractors. I had rather poorly legs but Simon always kept me safe. Our regular route was along the farm tracks which ran parallel with the railway up to Junction Road. Sometimes we used to venture down the hill to Bodiam station. I used to chat away to the stationmaster, I think his name was Harry Batchup.

All the freight and short passenger trains were



RH Class No.30263 with K&ESR rolling stock on the site of what is now Robertsbridge Junction (Tim Spafford)

Terrier hauled. As many members will know, the 01 class 0-6-0 were only used on the section from Tenterden to Headcorn. In those days one always thought things wouldn't change, but of course they do and, of course, early in 1954 the passenger service was no more.⁶

The Terriers from St. Leonards shed continued to haul the short goods trains and there remained the Hodsons Mill traffic at the Robertsbridge end of the line. Then the Drewry shunters arrived; suddenly the Terriers were redundant. The diesels continued hauling what was left of the goods traffic and Drewry No.11223 hauled the very last goods train through Bodiam on 10th June 1961.

During my stays at Ockham House as a small boy I regularly had to be taken up to The Middlesex Hospital in Goodge Street London to have treatment on my feet. My Mum used to take me up to London by Schools class 4-4-0 hauled trains. An ambulance used to meet us at Cannon Street and took us up to the Hospital. On one memorable hospital visit the ambulance crew drove us back to Cannon Street where they convinced the train crew I needed space so they tucked me up in one of the Hastings Gauge Pullman Cars which doubled up as a Buffet Car. Mum and I benefitted from First class service. Can you imagine the present NHS giving such facilities! Two of the six Hastings Gauge Pullmans, *Barbara* and *Theodora*, are today the mainstay of the K&ESR's 'Wealden Pullman' and one of them may perhaps even be the one in which I travelled in all those years ago.

A few years later just before my relations moved from the Bodiam area I remember taking photos at

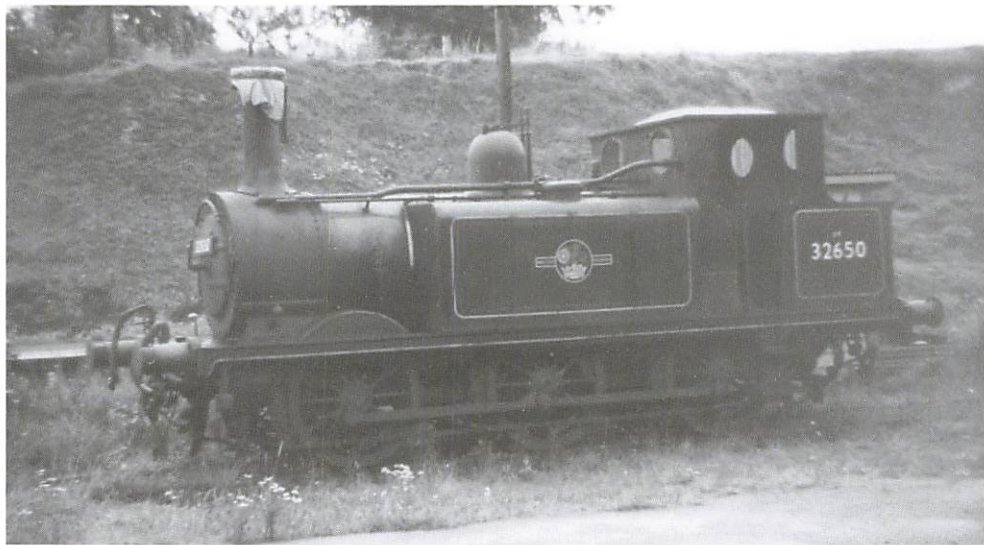
Robertsbridge of two Terrier tanks and a H class 0-4-4 T in the old goods yard – today the site of the exciting new Robertsbridge Junction development. The H class was to be used on the proposed line at Westerham which came to nothing because of the building of a new-fangled thing called a motorway. Would you believe, the dreaded M25! Notice the two Pullmans in the photos. The H Class went to the Ashford Steam Centre and when that too failed moved on to the Bluebell Railway where it can today be seen in service.

Notes about Ockham House

- Oc - - - Old English for water
- Ock - - - - at Ockham was doubtless the little stream running from Westwood past Valley Garden to No Man's Land and so out to the marsh under the railway.
- In 1920 Ockham had then been sold by their trustees to a Mr. Jones and it was from him that Guinness hired the farm and Udiam.
- There were 40 acres of hops about this time.
- The front of Ockham House was built in 1725, the back very much earlier.
- The house is timber framed.
- The garden wall was no doubt bought or stolen from Bodiam Castle which was for a time used as a quarry.
- The Iron garden gate was bought many years ago when it was at Maidstone Prison. It was altered and brought to Ockham in 1925.



Ockham House, Bodiam (Tim Spafford)



No.32650 (later K&ESR No.10 Sutton) at Robertsbridge in the 1960s (Tim Spafford)

BOOKS

How to be a Railway Signalman

By Dave Walden, 128 Pages, Ian Allan Publishing, ISBN No. 978 0 7110 3770 0, price £18.00

This is a newly published and excellently presented reference book aimed, according to the accompanying press release, at those planning to take up a signalling role on heritage railways but also offered as a valuable aide memoire for established signalmen.

A high degree of clarity has been achieved in in describing the principles of signalling equipment. Provision and operation, including some historical background, by means of a very readable text accompanies by plenty of helpfully captioned photographs of the equipment under discussion, both indoors and outdoors.

The author goes on to explain various aspects of the Rules and Regulations that govern the working of the railway, along with the local operating conditions that may apply at individual signal boxes, before concluding with a chapter describing a number of out of course and emergency situations that might arise. At the end of the book are given a selection of the more commonly used bell codes, a useful Question and Answer section to assist in consolidating the knowledge gained while reading the book. There is also an index.

As is often the case, there are occasional questionable statements to be found, most of which one can allow to pass, but I certainly cannot agree, for instance, that the onset of darkness can even be classed as poor visibility, let alone as an adverse weather condition, as stated under Explanation of terms on page 8 of this book. This appears to be a fallacy which has been gaining ground in recent times, maybe because after-dark operation is a relative rarity on many heritage railways.

I also felt that the explanation of local signal box operating conditions and emergency situations did become rather complex for an audience of prospective signalmen, even though I have always believed in allowing new recruits to understand exactly what they are embarking on! However these later chapters would certainly be helpful to more advanced trainees as general revision aid.

In conclusion, I would recommend the book as being informative and instructive for anyone with an interest in studying signalling in greater depth. There is also wise advice to be found - from the fact that in many situations the best course of action is to stop and think to the advisability of releasing a window catch on arriving for duty so that it can be opened quickly should the need arise!

CEN

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-parter.

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.

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Guards Inspector
Consultant Civil Engineer
Volunteer Publicity Officer
Volunteer Recruitment Manager
Health & Safety

Finance Committee

Lin Douglas
Shirley Johnson & Debbie Hayes
Graham Siver
Karin Woolstencroft
André Freeman
Martin Easdown
Lin Batt, Yvonne Bates, Rosemary Geary
Roger Allin
Brian Thompson
Harry Hickmott
Brian Janes
Paul Wilson
Jamie Douglas
Nick Wellington
Peter Salmon
Matt Green
Clive Norman
Graham Williams
Peter Tobutt
Vacant
Jim Williams
Derek Dunlavy
Philip Shaw (*Chairman*);
Norman Brice; Geoff Crouch
Graham Baldwin; (*ex officio*)
Lin Douglas (*ex officio*)
John Harding
Carol Mitchell (*Chairman*);
Graham Baldwin, Alan Crotty,
Geoff Crouch, Lin Douglas
Colin Avey & Chris Garman

Employment Committee

Membership Secretaries

