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Tenterden Terrier



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FRONT COVER

Illustrating what for many the K&ESR is all about: a rural light railway. The recreation of a 1950s British Railways goods train was brought about by Neil Cave, who organised this photographers' charter. (Alan Crotty)

Tenterden Terrier

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Editorial

All Change

The railway's General Manager, Graham Baldwin, left the Company on 2nd July 2014. After nearly ten years' service, the Trustees wish him well in his retirement. The Chairman will make a further statement in the November issue.

On a totally different theme, and despite his past assertions that he wished to give up the post, readers open this issue of the journal to find the Editor still here. One reason for this is that various changes have enabled him to stay on. Not least of these has been the arrival of able assistance in the persons of Hugh Nightingale and Bradley Bottomley (not forgetting our panel of proof readers).

It may have been less than obvious to readers but the previous, Spring, issue of the *Terrier* was not prepared entirely on the traditional, fraught, editorial day. It was instead the result of online collaboration over a period of weeks. This makes for an altogether much more relaxed approach.

To our existing team we have been fortunate in adding volunteer Jon Elphick, a professional in the publishing field who is now responsible for the initial proof-read, page layout and design. We have as a result been able to negotiate substantial savings with our printers. Which all goes to prove that the more volunteers you have the greater the savings and the easier the job!

Nick Pallant



Pannier 1638 with a mixed train on the Llangollen Railway during a photo-charter on 8th April 2014 (Geoff Silcock)

Lineside News

*Compiled by
Hugh Nightingale*

COMMERCIAL

From the Chairman – Geoff Crouch

Trustees are devoting a great deal of their time to our 'Robertsbridge' paper, which will be the defining document when we run beyond Bodiam. We are considering all aspects of the operation: volunteer resources, rolling stock, finance (including funding), passenger numbers, fare structure and of course the increased costs associated with running another few miles. The extra miles could be dismissed as 'achievable'; a simple extension to what we do now. It may well turn out to be so, but unless we go into the project with our eyes open, we could find ourselves in difficulty. So we are looking at as many different scenarios as we can.

The offices at Tenterden station are no more. They were demolished, with some gusto, by a team led by Dave and Matt Stubbs, together with a group of volunteers. The offices were life expired, but had served us well. New offices are in the process of being built, and will be installed during June/July.

Our partners at the Rother Valley Railway have handed over the Carriage Storage Shed to us, and it is now our job to complete the trackwork. Our thanks are expressed to them once again for their generosity. Our P.Way team, led by Jamie Douglas, has completed the 'double slip' point which we have had in storage for many, many years. This point will save space and enable us to run into the shed in an easier fashion. We will have a formal handover ceremony when the first rake of carriages is installed!

Another project which is bubbling away under the surface is our investigation of the possible harnessing of solar power (for income, not for locos!). It is an extraordinarily complex subject, far removed from household installations, but Norman Brice and Paul Hutchinson have taken it on their shoulders and are evaluating it. We are some way off a decision as I write this.

General Manager – Graham Baldwin

To enable our P.Way department to have a decent window to complete the Rolvenden relay, we did not operate for the February half-term and moved 'Thomas™' to March. In hindsight,

given the alterations to track layout and signalling, this was not the best idea; but we did urgently need to get some cash in. We had hoped that running 'A Day Out With Thomas' in March would mean better weather, and we certainly would not have been able to do it in February as at half-term the line was flooded at Wittersham Road. The weather was fractionally better, but we did not have a particularly wonderful event; and though we carried more passengers than the previous year, the increase was only marginal.

April was not particularly good even though Easter was late in the month. The 'Bodiam in Steam' event was enjoyed by those who visited, and this has given us something to work on next year. Issues with the new ticketing system meant we could not repeat the successful 'Groupon' promotion for the whole holiday period and so, in effect, our visitor numbers for April reverted to previous levels. At the end of the month we were showing a small growth in trading turnover although passenger numbers were down.

In all this time Carriage & Wagon did some magnificent work repairing and overhauling Diana and the RMB. Our catering team also had to manage on-train catering without the RMB until it was ready to enter service, which was not the easiest of tasks.

May was far from buoyant, with the 1940s Weekend performing poorly on the Saturday but very well on the Sunday. Our Gala was beset with problems with *Gervase* failing, and our being unable to use the Junction Road extension. Lots of last-minute alterations badly affected our plans, but thanks are due to the Gala Committee and all our staff for making the best out of what was available. It is fair to say that the event did not meet our expectations.

There are a few staff changes to report. We welcome Jemma Hosmer as Events Coordinator and Graham Adams to our Engineering Department, and we wish Matt Green well at the Swanage Railway – he will be sorely missed. Dave Blackman and Peter Walker have taken over commercial staff rostering from Harry Hickmott.

Company Secretary – Nick Pallant

You will recall that a letter was included with the previous issue of the *Tenterden Terrier* stating that in future only one copy of the journal would be sent to each address where members were resident. This was an entirely well-meant attempt to economise a little, and followed occasional requests from households where one copy could be shared by several people. There was however something of an 'adverse reaction' which led to members of the Board having to step in! As a result it has been decided:

- That each individual Member (or Joint Membership couple or Family Group membership) will receive one copy of the *Terrier* as was previously the practice
- That every Junior Member will receive a copy of the *Terrier* irrespective of there being Full Members at the same address
- That households including several members but only wishing to receive one copy of the *Terrier* should notify the Membership Secretaries accordingly.

The Company Secretary, as line manager for this area of the Railway's activities, offers apologies to anyone upset by the original decision and assures them that no offence was intended. He does, however, ask members to moderate the tone of letters and e-mails sent to the Membership Secretaries, or indeed anyone else in the Company.

The Shop Report – Martin Easdown

Although the first two months of the year were quiet in the sense that no trains were running, the Shop Manager was kept busy: first with stocktaking, and then with the installation of the Merac system. The teething problems the railway has experienced with Merac are well known but, some issues aside, the shop staff are getting to grips with it.

Merac was used for the first time at the Thomas™ event in March, which was reasonably successful for us with an average spend per passenger of £3.51. However it has been tough going since then. April saw some very quiet running days, and as a result turnover was 19% down on the equivalent month last year. May saw two big events with the 1940s Weekend and the Gala; the 1940s has always been a mixed bag for us, with some years OK and others poor. Sadly this year was one of the poor ones, especially on the Saturday, which was absolutely dire. There were

of course competing trade stands, and visitor numbers were not great on that day, but it was still a dispiriting experience. The following two Evacuation Days for schoolchildren proved to be far more rewarding. With no visiting engines and a rather low-key preparation, there were no great expectations for a bumper turnover at the Gala. So it proved, but the takings were reasonable.

With the railway celebrating its 40th anniversary since reopening, we have commissioned a number of limited-edition commemorative souvenirs. These include T-shirts, mugs, pocket watches, a Dapol 00 gauge wagon, thimbles, key-rings and stationery. Other new stock includes K&ESR branded umbrellas, the re-issue of the 'Pride of Sussex' Dapol wagon, flavoured spirits made in Kent and an enhanced range of the popular Robert Opie range of nostalgia.

We would like to welcome our new volunteer in the shop, Jackie Woolgar.

Catering – André Freeman

We are delighted with the work that our C&W colleagues have undertaken on both the RMB and Diana, being very aware of the workload in trying to undertake two projects simultaneously.

The resulting transformation in the appearance of the RMB is something they can be proud of. At our request some additional worktop has been fitted in the area opposite the counter. This has enabled catering staff to work far more effectively when providing ploughman's lunches for large parties. It has also released tables that had previously been occupied by stored products, so increasing capacity and making a significant visual improvement. The installation of a commercial chiller cabinet was always going to be a challenge, as they are wider than Mk.1 doors! Complete dismantling of the chiller was required, together with temporary removal of an internal bulkhead window, in order that it could be 'slid' into place. Such are the challenges of onboard catering!

Early season catering without the RMB was extremely difficult. The complete absence of suitable facilities adversely affected sales and we consider ourselves fortunate to have achieved the results we did. We have also so far been unable to fill the vacant post of On-train Catering Steward – a key role in our small team.

The implementation of the Merac software system in catering did not go smoothly. In order

to achieve good results, any EPOS system must work consistently and be easy to use. In hospitality specifically speed of processing is key, as we conduct around 55% of our daily trade in the space of just over an hour. Despite efforts over many hundreds of hours, we were unable to resolve the outstanding issues and, concerned for our ability to trade successfully, the decision was taken to revert to the previous tried-and-tested software. Thankfully this was undertaken before the 1940s Weekend – traditionally the highest grossing in our calendar. Other ongoing but unrelated IT issues have also significantly hampered productivity. As we become more dependent on IT generally, our lack of in-house resources in this area becomes ever more obvious.

The first quarter was also been plagued by numerous catering equipment failures. A dishwasher is an essential piece of equipment to any catering operation, but ours is now showing its age; it failed. Although repairs were effected in-house, replacement may still be needed in the not-too-distant future.

Sales of fish & chip suppers have been very poor this year, not helped by the absence of a specific leaflet. This has now been corrected, together with changes to our website.

Wealden Pullman – André Freeman

The repairs to *Diana* were also executed to the high standard that is now the norm from our

C&W colleagues. Our thanks to all involved in this work, including the ‘GWR Railcar Gang’ who diverted their efforts, thereby ensuring a speedy outshopping of the vehicle and getting the railcar back into the shed! New cells of a higher capacity were fitted to *Diana* to replace the old life-expired examples, and should ensure we don’t run out of electricity!

This year is the 40th Anniversary of the ‘Wealden Pullman’ and a celebratory service was operated on May 24th. It was interesting to reflect on the changes that we have affected since those first tentative steps were taken 40 years ago. We shared with our guests a few of the (repeatable) humorous incidents that have inevitably occurred over the years via a small complimentary pamphlet. Consideration is being given to production of a fuller edition for wider release, in aid of funds towards restoration of *Aries*.

In that regard, and following on from last year’s success, please find enclosed a book of raffle tickets. Our thanks are due to UK Railtours who have generously provided an excellent first prize – a gift voucher for two people to enjoy a trip with evening dinner on one of their popular UK main line excursions. Thanks also to Adrian Clarke-Monks who suggested the ‘Aries Appeal’ to his employer, London Overground, for their Charity Fund. *Aries* currently remains secure in the workshops of Rampart Engineering at Barrow Hill.



View of the TRAMM on new track and pointwork south of the Carriage Storage Shed, 24th May 2014 (Phil Edwards)

Rolling Stock – Nick Pallant

Mark I's

Pullman set **RU, K&ESR No.69 Diana** and the **'A' set RMB, K&ESR No.59**, are now both back in service following the winter work described in the previous issue of the Tenterden Terrier. *Diana* was the first back into traffic, ready for the start of Pullman services, and was followed by the RMB at the beginning of May. The RMB shows a particularly marked improvement with new lino, a general smartening up of the bar area and the replacement of the 'Sid's Café' Formica with sapele faced panelling – as carried by the vehicle when first built. General internal redecoration and new external paintwork present a much more inviting prospect to the travelling public. A letter of thanks from Catering Manager André Freeman was much appreciated by all Carriage & Wagon Staff, both paid and volunteer.

TSO No.64 has now been red carded pending a general overhaul of this heavily used and very tired-looking vehicle. Extensive renewal of the bodywork, along the lines of TSO No.68 several years ago, is anticipated. In the more immediate future, **TSO No.85** is due into the shed for an 18 month exam and repaint.

Vintage Coaches

Maunsell BNO Brake No.4443 (K&ESR No.54): After several years of 'making haste slowly' the general overhaul of this coach seems to have now put on a spurt. The 'Robertsbridge end' bogie is back under the vehicle, new carpet has been fitted and the seats have been reinstalled. Painting of the exterior is almost complete at the time of

writing, the excellent external appearance being the work of a number of people, in particular Peter Bolton (applying his railway modelling skills on a full-size basis), Shed Supervisor Alan Brice, and of course Meg Gooch who as always has completed a superb signwriting job. Meg was also much involved with similar work on *Diana*.

'District' Coach (K&ESR No.100): We are again able to report that bodywork repairs have continued. There is now likely to be a pause while grant aid is sought for further work. The modified springs previously mentioned in connection with No.100 have been fitted to SE&CR Brake Third No.3062 (K&ESR No.98). There is general agreement that the ride is now much improved; the springs previously on No.3062 have been sent for modification. On their return they will be fitted to SE&CR No.2947 (K&ESR No.88). The ex-2947 springs will in turn be modified in due course and fitted to the District coach.

The 'Woolwich Coach' (K&ESR No.67) has, regrettably, had to receive workshop attention recently following damage to a door lock, a door pillar and the body side. The cause appears to have been nothing less than vandalism which, circumstantial evidence suggests, was caused by 'professional complainers'.

The Great Eastern Railway Six-wheel Brake (K&ESR No.81) has at last reached the front of the restoration queue and is in the C&W shed receiving the preliminary stages of body panel replacement ready for repainting. The L&NWR Balcony Saloon (K&ESR No.82) has also been in the shed – the opportunity allowing drying out in anticipation of its forthcoming general overhaul.

STATIONS

Northiam – Peter Walker

I would like to start by expressing thanks to John Weller, a booking clerk on the K&ESR for 40 years, who retired recently. John has been at Northiam Station for about half that time, and he will be greatly missed.

Conversely there have been some new recruits to the station, particularly in the Tea Rooms, and thanks go to the ladies who have come along to help – usually partners of station staff. As usual, the station is on the lookout for staff to help fill

the roles of Station Master, Booking Clerk and Crossing Keeper. Is anyone out there interested? We are a small friendly team and would welcome your help.

The Merac Ticketing System has been running since Easter; staff have come to accept it, and some even appreciate it! I am sure it will serve its purpose, and very few passengers ask for Edmondson tickets.

On a natural note, we have nesting swans in the field to the northeast of the station. In this area,

lineside, and in and about the stored railway equipment to the west, we have a plethora of dragonflies and butterflies this year. I hope they are not destroying the stock any further!

Our sincere thanks once more go to the Tuesday Group, who are based at Northiam, for their maintenance work. The south side of the station building has been painted outside again and the winter project was the re-paint of the waiting room ceiling. This, together with new white lines along the jet washed platform edge, has uplifted the station.

Our neighbour and friend Ben Lilley has now completed the restoration of his coach. It is fully equipped as a holiday let, and will be in commercial use quite soon. Ben has also purchased a Toad brake van from the Gloucestershire Warwickshire Railway, which will be restored and kept at Northiam, painted in an authentic livery. The balcony is to be filled with glass to make it a waterproof space. Ben has been using a digger in an attempt to level the shared access road; but though doing a great job, it actually requires proper resurfacing. It is therefore hoped that this will come up soon in the Board's budget!

Bodiam Station – Robin Dyce

There have been several personnel changes in the group. Firstly John Hicks, who had been with us for some 12 years, has 'retired' to volunteer with the 'Beautiful Battle' project.

Secondly John Liddell, now aged 86, has hung up his tools to volunteer in the Railway's Museum at Tenterden. John has had a distinguished record with the Bodiam Group over 18 years, being one of the early members to see and work on the potential of Bodiam Station.

Lastly, as reported on page 23, we lost Ron Sparrow, whose sudden but peaceful death came as an enormous shock to us all.

However in May we welcomed a new recruit to the Bodiam Group, Bruce Sharpe, who was an electrician in his pre-retirement life.

During November 2013 the Cavell Van was moved to C&W at Tenterden to be 'smartened up'. The original topcoat was looking very dull and worn, and extruding resin from the wood had caused bubbling and flaking of the paintwork in many places. To speed the work members of the Bodiam Group worked on the van in C&W, but unfortunately this has mollycoddled our colleagues into working in the

warm and dry rather than outside! The Cavell Van was returned to Bodiam in June.

The alterations to PMV 1808 for crew messing facilities were reported in the last issue. As the vehicle is used as a store, maintenance had been reduced – with the result that the roof leaked in several places and the sides were all but bare of paint. Self-adhesive 'flashing' was used as a long-term temporary repair to the roof, and whatever paint was left was burnt off. The whole vehicle was then rubbed down and is now being repainted in 'Maunsell Dark Green' with black ends. At the time of writing the PMV is beginning to look more presentable – especially important as it is stabled alongside the now-resplendent Cavell Van in the platform siding.

The winter rains delayed a start on the station building, but work has now begun on repainting/replacing the woodwork. The lower yard gate (across the entrance to the platform siding) has had a lot of rotten hardwood cut out and replaced; it has been completely repainted and rehung on its hinges. There has also been time to pressure wash and repaint the white line on the platform edge.

The recent warmer weather has meant a lot of grass-cutting, weeding, pruning and new planting. Following restringing, the hops are on target to reach the top by the end of June. The Station Master's garden has been planted with potatoes, tomatoes and runner beans, and the rhubarb has regrown substantially. Tubs have been attended to and the front garden brought back to life.

During April the station hosted 'Bodiam in Steam', which left a few ruts and holes in the surface of the grass exhibition field. These were quickly patched up and the areas reseeded, but the area is still exceptionally wet from about 100mm down from the surface.

Recently the model Oast House in the new waiting room has been completed. We still have to arrange the presentation of our related hopping memorabilia, including a recently acquired large-scale map of the old Guinness Hop Gardens in and around Bodiam.

As always at this time of year we end with a plea for volunteers to help at Bodiam for what is now known as the 'Hop Festival' on 13th and 14th September – see the advert on the back page. We will be featuring more local produce and interests. Please contact Robin Dyce on e-mail robindyce@blueyonder.co.uk if you are interested and can help.

Permanent Way – Jamie Douglas

As ever the guys have been performing wonders in carrying out their works for the department.

After successfully completing the alterations to the running lines at Rolvenden, the steady plod of building the track in the new yard at Rolvenden is continuing with the double slip all but complete. We're now moving ahead with building up the remaining sets of points for the yard, as well as connecting up the double slip to the existing running lines at both ends – giving us extra operational flexibility for works trains etc. in the short term. There is still a large amount of plain line and some point-work to complete, so I am reluctant to forecast a date for completion – as this invariably leads to questions if events draw our attentions elsewhere!

Obviously the team are also still carrying out sterling work in assuring that the running lines remain fit for passenger trains, although I am aware that we are seeing a decline in ride quality over parts of the jointed bull-head track. Unfortunately there is no easy or cheap fix for this; we are using a lot of third- or fourth-hand equipment, which is the reason the K&ESR was able to procure it affordably in the first place!

Once we have completed our major project at Rolvenden, we will need to focus our efforts on joint care – installation of shims (at approx. £30 per rail joint!) and then follow up with either tamping or measured shovel packing. Those who have undertaken this work will know that it's not for the faint hearted, and it is a major incentive to keep pressing ahead with the push to get as much track as possible changed over to flat-bottom rail – which has proved effective in offering far superior ride quality.

Forestry & Conservation – David White

Since Christmas the Forestry and Conservation team has worked mainly out of Northiam.

Some of this time was spent completing a task that had become necessary behind Platform 2 at the station, and involved thinning out and managing the trees in the Memorial Garden. The garden was created by the K&ESR in 2011 as a peaceful location next to the track where relatives could scatter ashes or erect commemorative plaques to loved ones.

The problem was that the trees in the garden had become so overgrown that they obscured the view of Northiam station from traffic on the A28 between Newenden Bridge and the level crossing. The clearance work was carried out in exceptionally cold weather – so much so that members of the team were driven to seek warmth in Northiam signal box!

The weather changed in March, becoming exceptionally warm, so work started to the east of Northiam. The winter storms had caused serious damage to some trackside trees between Northiam and Hexden Channel, and the line was threatened in places. Some serious felling was therefore necessary, so the team secured the services of a tree surgeon.

The surgeon dealt with three substantial trees in one morning. His job was complicated by the fact that two of the trees shared the trackside with telegraph posts, and branches falling willy-nilly could have brought down some or all of the overhead wires. In the event, by means of some skilful abseiling between branches, the surgeon was able to direct the felled timber away from the wires and onto the ground.

The team then used its chainsaw skills to cut the downed trees into manageable sections, which were then stacked ready for burning on a subsequent outing. The quantity of timber felled and brushwood cut meant that a whole day had to be devoted to burning off – the team always prides itself in clearing up after any felling or cutting. Four fires were created and they burned magnificently, due largely to the skill of the team's inspirational fire-raiser and his cocktail of fire-raising fluids and materials.

After clearing up the storm damage the team spent some time removing tree branches that were, or would shortly be, in the telegraph wires; but once again the wet weather limited what could be achieved. Flooded ditches have made it impossible to cut back willow and hawthorn, for example. All that could be done was fishing out waterlogged branches to allow them to dry for future burning.

The team has therefore turned to some of many other tasks that need to be tackled. One useful outing was spent at Wittersham Road station, clearing behind the platform and car park. Further work will be needed here.

Now that the water levels in the ditches are starting to fall at long last, the team has reverted to working between Northiam and Dixter to improve crossing visibility and prevent damage to the wires.

It almost goes without saying that new volunteers for Forestry and Conservation are always needed, and the team is pleased to welcome Bruce Sharpe as a new member.

Tuesday Group Report – Graham Hopker

The winter is always a difficult time to find work, as outside jobs can become very unpleasant – no more so than last winter, with the downpours which always seemed to be heavier on Tuesdays! We could have built an ark and sailed off at either Northiam or Wittersham Road. Luckily we were asked to do some indoor work at Northiam. We completely repainted and emulsioned all three toilet areas, and repainted the ceiling of the Waiting Room. Although not very high, this gave us the opportunity to try out our new scaffold tower.

As soon as the weather changed and we were able to work outside, all the windows and doors on the south side of the station building were given another thorough rub down, prime, undercoat and topcoat. This side needs constant attention as it gets all the weather – including hot sun – which the maroon paint certainly does not like.

A door closer was fitted to the Booking Office door in mid-March, and we continue our ongoing battle trying to keep the rabbits out of the Memorial Garden.

Strong winds damaged a section of fence at Wittersham Road and the railway's advertising hoarding at Northiam. Both sites have been repaired.

The white line has been repainted on platform 1 at Northiam, and the track-side of the station building and signal box have been pressure-washed. This certainly removed the dirt and, hopefully, not too much paint.

Also at this station the hedges have been cut, there has been some strimming of lineside areas and, as is usual at this time of year, the grass in the Memorial Garden and picnic area needs regular attention.

The pump trolley is now used at some of our galas to let the public have some fun experiencing the operation of the trolley – which everyone associates with comedy films. Some temporary repairs have been carried out on the trolley in the past, but the opportunity has now been taken to replace all the wood, including the main structure.

Finally, we were asked to give some assistance with the demolition of the old buildings and tidying of the Tenterden office building site.

MOTIVE POWER

Rolvenden MPD – Paul Wilson

Steam locomotives:

No.3 Bodiam (32670): The new copper main steam pipe is installed and ready for testing. By mid-June it is hoped No.3 will be available for service.

No.8 Knowle (32678): Available for service.

No.11 P class (5753): Further dismantling work has been undertaken. Attention will now have to begin to focus on this loco as Charwelton is due for overhaul in 2019 – which does not leave a lot of time to get No.11 ready.

No.14 Charwelton: Presently awaiting the side rods to be sent away for machining where the brasses have worn surfaces. Before this can be done the centres of the rods have to be accurately recorded on steel blanks so that they fit together on return.

No.19 Norwegian: Available for service.

No.21 Wainwright (DS238): Work continues with the machining of the new piston heads and the fitting of rings.

No.22 Maunsell (65): On washout; she will be off to appear at the South Devon Railway in July for their military weekend, returning here for the main season.

No.23 Holman F Stephens: Available for service. No.23 has been used on RXDs this year due to the absence of Charwelton.

No.25 Northiam: The new hopper ashpan is finished. The boiler is now in the yard for hydraulic test; once the test is complete then the ashpan will be fitted prior to boiler installation. Both injectors have been overhauled.

No.30 GWR Pannier (1638): Having returned from a tour of Britain – North Norfolk, Severn Valley and Llangollen railways – No.1638 is



No.65 Maunsell passes the new Carriage Storage Shed at Rolvenden on 15th April 2014 (Hugh Nightingale)

available for service. A new regulator assembly is being procured as the present one is in need of replacement.

No.32 (6619): Currently stopped for washout.

Diesels

No.40 Ford (BTH): Out of service requiring repairs to the engine governor.

No.41 Ruston: Available for service.

Cranes

No.133 (10t Taylor Hubbard): Available for service.

No.151 (36t breakdown): Available for service.

GWR Railcar W20W – Andrew Webb

The good news is that work on the Railcar has now started again, as it is now back in the Carriage & Wagon shed. Unfortunately, due to the extended period outside, there was an abrupt halt to all work and no progress was made after the end of November.

The initial work will be:

1. Connecting shock absorbers to the bogie bolster
2. Repairing guard irons on bogie framework
3. Fitting new and refurbished sandboxes
4. Fitting large-bore copper pipes to engine cooling system
5. Acceptance of north engine and deliver south engine to Paul Morris
6. Completion of all six door frames ready for cladding

7. Fitting of woodwork in battery compartment to hold main batteries.

All four vacuum exhausters (and one spare) have been overhauled by a professional contractor and are ready for fitting.

I hope to report more Railcar progress in the next edition of the *Tenterden Terrier*.

TREATS – Mike Grimwood

DMMU: During the winter we carried out repairs to unit 51571. Water has been leaking from the ceiling outside the toilet for some time. We also found corrosion to the corner panels on both sides of the vehicle on either side of the corridor connection. It was discovered that the water was leaking from around the roof joints for pipework connections to the three toilet water tanks located above the ceiling.

During the removal of the ceiling and tanks it was discovered that all the woodwork around the tanks and the ceiling panels was rotten and needed replacing; also required were new gaskets for the roof joints, and new hoses. A large amount of cutting-out of corroded steel bodywork and welding-in of new steel sections was also required. The problem with 55-year-old vehicles is that when you start one job, you very quickly end up with another 20!

Both units received an examination and service before returning to traffic.

Class 03 D2023: In service

Class 14 D9504: In service

4253 Locomotive Company Notes – *Bryan Atkins*

Strong progress continues on 4253. The right-hand tank has now been riveted together, which proved to be a lengthy task involving many weeks of well-organised teamwork. The total number of rivets will never be known, as we lost count several times, but it is understood to be well over 2,300. The same number is expected to be needed on the left-hand tank, the construction of which is imminent.

The better weather has now allowed work to recommence on the frames. With the rear frame repairs completed, the cab floor frame has been put up ready to be riveted in. The rear buffer beam has also been reinstated and riveted. Work is now progressing from rear to front of the frame, finishing off the many outstanding welding

and riveting jobs. At the same time outstanding tasks such as the rebushing of weighshaft bearings have been addressed, along with a local fracture of the frame above the front leading horn. Once all work is completed on the frame we can get on with the many critical jobs prior to re-wheeling. A new smokebox and chimney have been ordered, and we hope to have these on the engine by the end of the year, when we expect No.4253 will be back on its wheels.

Weekly progress is best viewed on our website www.4253.co.uk (access What's Happening This Month by clicking on the Latest News tab). This is updated each Monday to review what has been achieved over the previous seven days.

We now have well over 220 shareholders in the project, but are still looking for more to support the rebuilding. Details can be found on the website.

OPERATING

Guards Report – *Bradley Bottomley*

Freddie Drayner has been appointed Assistant Roster Clerk, to help Kevin Goodsell look after the rosters once they have been published, and to support Kevin in finding cover for vacant turns. Congratulations go to Nick Moore (19) who successfully passed out as a Guard on Saturday 10th May. Nick has now taken over the title of the railway's youngest Guard from Bradley Bottomley (20); we wish Nick the best of luck in his new role.

A request for help comes from Peter Taylor, who for the past ten years has put a tremendous amount of time and effort into cleaning the carriage windows, which at times get covered in brake dust; if the windows are not cleaned regularly the dust accumulates and can prove quite hard to remove. So if there are any volunteers who would be willing to give up just an hour or two a week to help it would be greatly appreciated.

Our stock of tail lamps, which all received a repaint a few years back, were beginning to show their age; so, starting in late 2013, they have all been overhauled. The lamps have been stripped down to bare metal and repainted with a fresh coat of white gloss. Their smart appearance has been noticed by many around the railway; with a programme for regular cleaning and

maintenance now in place, this should keep them in good working order for many years to come.

On Saturday 8th March we had our annual Guards

meeting in the station buffet, which was well attended. Changes this year include the extensive remodelling of the track layout at Rolvenden as the new carriage storage shed is fast materialising, which in turn meant ongoing alterations to the signalling system at Rolvenden. In order to minimise passing moves at this station, the crossing move in the middle of the day has been switched to Wittersham Road. Therefore the B-set crews (DMMU and Vintage set) now have their lunch break at Bodiam. On nice days we have been utilising the assistance of the locomotive in cooking our lunch on the shovel, which has provided great amusement to passengers on several occasions.

Forty years have now passed since the railway reopened. The passage of time has brought many changes to the railway, but one thing is still the same: we all share the passion in keeping this eccentric part of our heritage alive and steaming well into the 21st century. Thank you to all the Guards, Shunters and Trainees who have spent their time helping to keep the railway running, and not forgetting all those who have sadly passed on in the intervening years. You have not been forgotten by the generations of families that you've brought enjoyment to.

We have some training dates for Trainee Guards planned for Sunday 24th August, Sunday 14th September, Sunday 19th October and Sunday 9th November. They take place in the Meeting Room at Tenterden. These sessions will be run by Pete

Spratling and Jim Williams, and we hope to incorporate Basic Railway Safety into the course.

Lastly we welcome Andrew Wood and Paul Jessett to the role of Trainee Guard.

Signalling Department – Tony Ramsey

The beginning of the 2014 operating season saw Rolvenden signalmen getting to grips with the new track layout and associated signalling, while other members of the department mastered the mysteries of point-winding. We extend our thanks to all who have helped to maintain the service during this time of upheaval. We are also pleased to welcome two newly qualified signalmen, Keith Allen (Wittersham Road) and Bernie Bone (Tenterden Town), and we congratulate them on successfully passing out.

We are sorry to have to bid farewell to two long-serving crossing-keepers, John Deane and Robert Walters. We thank them for their significant contribution and wish them well for the future. But life goes on, and others have stepped forward to take their place. We congratulate Susan Jacques-Bartlett (Cranbrook

Road), John Gabbé and Glenn Whipps (Rolvenden) and Dennis Astridge (Northiam), who have recently passed out.

The Rules Review Group is pleased to welcome two new members: Paul Heinink as technical author and Graham Williams as secretary. The Group's principal aim this year is to develop an electronic version of the Rules, Regulations and Instructions (RRIs). This will make it much easier both to publish amendments and to create additional copies for new volunteers. If achieved, it is hoped to issue a complete up-to-date set of RRIs to all members of the Operating grades at the beginning of 2015.

Finally, it is with much sorrow that we have to record the death of Gordon Farley, a Rolvenden trainee signalman. Gordon joined us last year, after a 40-year career on the big railway which saw him rise to become the Manager of Ashford IECC. During his short time with us he made a significant contribution to our training plans. We had hoped for more but, sadly, earlier this year he was diagnosed with kidney cancer. We offer our sympathy to his widow and family.



Recently outshopped Diana near the Rother Bridge; on the lunchtime Wealden Pullman, 29th March 2014 (Hugh Nightingale)

GROUPS & ASSOCIATES

CFBS News – Philip Pacey

The 2014 season began in good weather and there have been lots of visitors already. The new event, 'Des hommes et des machines', utilising the railcar between St Valéry port and the depot and including a guided tour of the latter, attracted nearly 700 people over four days in March. Another innovation this year will be a 'Train d'Artifice',

which on the night of 14th July will carry passengers out onto the bay to see the darkness lit up by the traditional 'Bastille Day' fireworks at St Valéry, Le Crotoy, Noyelles and Rue.

Work has begun on restoration of the second Verney railcar, X213. Work has been progressing on the last of the ex-BOB carriages and on the ex-Orange-Buis-le-Baronnies carriage PLM4.

If you visited last April's Fête de la Vapeur you may have noticed a mysterious locomotive lurking in the background. This was a privately owned Piquet 0-6-0, ex-Tramways de la Corrèze No.4, which had come to St Valéry to be assessed for restoration for a long-term loan agreement. By May it had been dismantled to allow access to the boiler.

Two locomotives left the region earlier this year, although only one was from the CFBS. Corpet-Louvet 0-4-0T No.15, known as *La Marron*, has gone to the CF des Côtes du Nord. This diminutive loco, one of three, will be remembered fondly for the part it played in the early years of the preservation era, but it had not been used since 1988. The other departure concerns one of the remaining locos in the locomotive graveyard on the edge of St Valéry. A Schneider 0-6-2T of 1891 arrived at the MTSV, Butry-sur-Oise, on 25th April, having been purchased by a member of MTSV for preservation. Let's hope this initiative is not too late.

I am also departing, in the sense of leaving these pages. From now on 'CFBS News' will be contributed by Geoffrey Nickson whom some readers will know as a long-standing, active, and bilingual member of the CFBS. My first 'CFBS News' appeared in the *Tenterden Terrier* No.71, Winter 1996, just a few months after the twinning of the CFBS and K&ESR. I am sorry to be giving up this task and loosening my ties with the CFBS, but I am delighted to be handing over to Geoffrey.

Ashford Area Group – Ted Micklam

Our Group visit to the annual Steam Festival at the Stoomcentrum in Maldegem, Belgium, was a great success. Its festivals always provide a variety of interesting exhibits and travelling experiences. This year the highlight for many was the diminutive 1893 loco Yvonne with two 4-wheel Belgian standard-gauge tram trailers of 1894. An addition this year was the timetabled railcar excursion to the shed, which had been transformed into a temporary second museum.

The level of interest in our outdoor trips is encouraging us to consider another; if you would like to be added to our Social Outing mailing list please contact Keith Mapley at

keith@mapley.fsworld.co.uk or on 01303 269130.

We do not have meetings in July or August, but thereafter our indoor programme continues with:

17th Sept: ATMOSPHERE 'n' ACTION – John Rose. This will include video of the Bluebell Railway's 'Southern at War' Gala and 'Tornado Times' – John's insight into the Mid Hants Railway's November 2013 Gala.

15th Oct: OVER THERE... – Graham Ludgate takes us on a railway tour to the continent.

19th Nov: PARIS: MUSEUMS & DEPOTS – Michael Bunn. An in-depth study of the railway-related museums and railway depots of Paris.

17th Dec: TRAINS & TRAMS by SHIP – Mike Jackson. Railways and Tramways encountered during his maritime career.

Our meetings start at 7.30pm and end about 10pm. They are held at The Rail Staff Club, off Beaver Road, Ashford TN23 7RR. There is adequate parking and good access. Open to everyone; all we ask is a £2 donation.

Phone Ted Micklam on 01233 503999 or e-mail edward.micklam@tiscali.co.uk

Gardening Report – Veronica Hopker

Following the demolition of the office at Tenterden station we can readily see the extent of the challenge lying ahead of us in order to reinstate the gardens once the new building has been constructed. Plans are slowly evolving, and once all the machinery has finished driving across the area we will be able to make a start on preparing the ground ready for planting.

The flower troughs and tubs will be cleared of the winter pansies and replanted with summer bedding at the beginning of June when, hopefully, all threat of frost has gone.

The hanging baskets have been planted up and Dave Brown has kindly set up the watering systems at Tenterden and Rolvenden.

We plan to sow poppy seeds at Tenterden to commemorate WWI as requested by the Royal British Legion. It is hoped they will flower this year, but they can be difficult to germinate. We will scatter a few seeds around the stations in the hope that we have at least some during the summer.

Weed suppressant membrane and shingle have been laid on the lineside garden to tidy the two lower steps as plants struggle on the two levels due to lack of sunlight. Shingle was also added to a section on the Pullman dock garden, where the Pullman staff service the Wealden Pullman train with water.

In the Signal Box garden, Norman Bowden is now seeing results for his topiary skills. He is trimming the box hedging next to the level crossing gate, which is now a few years old, to form a steam locomotive together with a diesel engine. Another change to the garden is the removal of the *lonicera nitida* bush ('Baggesen's Gold'). This will be replaced by something a little more attractive.

At Rolvenden the little garden just inside the entrance to the platform has been tidied, and bedding plants will be added during the early part of June. Now the watering system is up and running, bedding plants will be added to the pots on the platform.

Northiam station continues to be kept tidy by the Tuesday Group, who cut the grass in the picnic area and Memorial Garden, and trim all the hedges. Liz Brown is getting the flower-beds under control and has planted up the flower pots. The Memorial Garden is beginning to mature – despite the continual raids by rabbits, who manage to bite their way through the wire netting.

Museum Notes – Brian Janes

With the hard decorating work during the winter over we opened the Museum (admittedly a week after the railway started) and awaited the rush... and waited... and waited. Well, to cut a long story short, Museum entries mirrored the very poor showing of early season visitors to the railway. We hope for better things in the weeks to come, despite the continuing disruption of the picnic site with its essential museum access, caused by the laying-in of services for the relocated Old Dairy Brewery in two of the adjacent units.

The generous donor mentioned in the last *Terrier* proved even more generous than promised. In addition to the WC&P enamel trespass and cast iron wagon/carriage plates, there are several other items of significance. In terms of sheer weight an Ashover notice 'Beware of Trains' must count as one of the heaviest items per square inch we have ever handled! Additionally, for 'folk art' curiosity the primitive hand-crafted handle to an Annett's key for the S&MLR's Nesscliff and Pentre goods yard ground frame takes some beating.

There is also interesting paperwork including a most delightful small Festiniog Railway advertising card, which probably dates from the

late 1930s. As well as containing some delightful colour drawings it briefly advertises a shuttle service from Portmadoc to Portmeirion Halt, of which we were previously unaware.

Other acquisitions, this time by private purchase, are of equal importance. We now have a worksplate from East Kent Railway Kerr Stuart 'Victory' class locomotive No.4 displayed alongside our long-held ownership plate from her initial joint owners (East Kent Colliery and the Golford and Waldershare Colliery). We also now possess a set of four Tyer's No.6 single line tablets from the North Devon & Cornwall Junction, which cover the entire line. Has anyone got a spare No.6 machine to display with them?

For once we were successful at auction and an enamel Welsh Highland Railway poster board header is now ours. This, with the advertising card mentioned earlier, much improves our presentation of these railways; though we remain very short of material from these important Stephens-managed railways.

Also on the artefacts front we must mention a carriage foot warmer that was left anonymously at the door. It is not a pure Stephens item, for it is doubtful if his railways ever had such 'luxuries' before the damascene conversion to steam heating of the late Edwardian period, but it is a great curiosity we have never seen before.

We steadily accumulate photos when we can, but they seldom get recorded in these notes. However three gems have recently come our way in the form of photos of the K&ESR Ford Railmotor No.1, probably in 1923, and one is reproduced on page 27.

The seemingly never-ending job of replacing the Cavell Van's paintwork has finally come to an end. The Museum team were greatly assisted by members of the Bodiam Group, particularly Malcolm Burgess and Bill Larke, during the dark winter months. C&W and Museum volunteer Bob Milford added the finishing touch with some fine signwriting.

The Museum team continues to try to demonstrate how proud the Railway is of its heritage, so come and help if you can. If you can't find the time to help, come and see us; entry is free, as is the chat, and the book sales section is great.

(Historic spellings have been used. Portmeirion Halt is the modern Boston Lodge Halt –Ed.)

Letters to the Editor

Sir – I have to say that the latest *Terrier*, No.123, was again of the highest quality both in content and in production. I read with interest Elliott Waters' article on the future possibility of heritage railways making use of ex-BR second-generation four wheeled Pacer type railcars when they finally retire from Main Line service.

Interestingly 33 years ago in *Tenterden Terrier* No.26, Winter 1981, our much-lamented Neil Rose wrote an article with a tongue-in-cheek look into the future titled 'Pipe Dream or Prophecy', illustrated by Roy Chambers' brilliant line drawings. Quite ironically one picture depicts an angler on the Oxney Straight with a, then revolutionary, four wheel railbus of the LEV type, a prototype of the yet-to-be-built 14X series, passing by!

So, although Neil's article of over three decades ago was perhaps a little futuristic, it shows that the idea of the K&ESR again using four wheeled railbuses, first promoted by Colonel Stephens 90 years ago, is still in peoples' minds as we approach the centenary of their first introduction to the line!

*Doug Lindsay
by e-mail*

Sir – Regarding 'Future Trains for Heritage Railways' (*Tenterden Terrier* No.123), the first time I saw a Pacer was at Plymouth when reporting for the Army Reserve. The Class 140 was in North Road Station working the Gunnislake line. After reporting and training I decided to take a ride on it. It was reasonably comfortable, but you could feel every joint in the track.

Some of the early units were based in Devon and named 'Skippers'. They were not popular and were soon removed north, to be replaced by first-generation units. The main criticism was rough riding on the branch lines – only the continuously welded main lines gave a satisfactory ride. I am now back in Pacer territory, where they are in common use on Cardiff Valley services, but make occasional appearances on the Maesteg–Cheltenham and Pembroke lines. They share these turns with the Class 150s, which the passengers will always prefer because of their better ride. Great

Western have recently got rid of their Pacers because of their unpopularity. The Leyland National bodies are modular – I have seen bad corrosion on Leyland National buses that are nothing like as old. Both LN and Alexander (Class 143) units smell of rot. They were a cheap option to replace first-generation DMMUs when BR realised that all their old units were time expired. Incidentally the Class 144s are Leyland bodied, not Alexander.

The Pacers have had a long life, and when they are withdrawn they will be well worn out. Some lines will no doubt buy some, as they did Class 141s which were withdrawn early due to mechanical problems. I would recommend that the K&ESR does not purchase any (would they make it up the bank in the wet?) but wait for the 150s to become available. They are properly built units and much more reliable.

*Tony Pritchett
Chepstow*

Sir – I very much enjoyed reading the Spring 2014 *Tenterden Terrier*. The article by Elliott Waters on 'Future Trains for Heritage Railways' set me thinking about the long-term future of our railway. The rapid pace of change on today's modern railway, in my opinion, opens up some interesting opportunities for the K&ESR. In the Southern Region it will not be very long before we are the only source of semaphore signals for example. The electrification of Brunel's Great Western main line to Swansea by Network Rail will soon see the introduction of direct signalling to the driver to increase the number of trains on the line. It is Network Rail policy, I believe, to remove all signals by 2025. I would suggest this presents us with a great opportunity to capitalise on an asset that is taken for granted.

I think we all recognise that the cost of maintaining our stable of operating steam engines will continue to increase, and at some point may not be possible. One way of raising the funds and expanding our customer base would be to increase the use of diesel traction. As a 'steam buff' I have always found it surprising that people can be enthusiastic about a diesel engine (well a Deltic possibly!) It simply goes to show we are all different. It would be

useful to know how many customers actually ride on the diesel services compared to the steam-hauled services, as it would allow us to gauge the interest in diesel traction. The completion of the GWR Railcar renovation will provide additional data.

An article in *Heritage Railway* 188 (10 April to 7 May 2014) on the Bluebell line diesel gala showed it to have been a great success, with full trains. So why not the K&ESR? If we are to face the challenging engineering and financial times ahead then we will have to develop new ideas and – perhaps even think the unthinkable.

*Ian Cullis
Sevenoaks*

Sir – Regarding ‘The Tragedy of Mrs Mannington’ (*Tenterden Terrier* 123) there is always a danger when we make statements outside our area of expertise. Her loss of peripheral vision was almost certainly due to glaucoma, not macular degeneration, which is why this treatable disease is often not noticed until it is too late. Macular degeneration affects central vision so becomes apparent early on but sadly is untreatable in most cases.

*Martin Wolfson (Dr)
By e-mail*

Sir – Eltham Well Hall Station in London SE9 was a popular, attractive and well-built station which opened in 1895. It became very busy, initially during the First World War as the nearby Progress Estate ‘garden suburb’ was built for the expanding munitions workforce of Woolwich Arsenal and, after electrification in the 1920s, as a typical Southern commuter station. Regrettably it also became well known for the fatal crash of 1972. In 1985 Eltham Well Hall, together with Eltham Park, was closed as a result of the construction of the Rochester Way Relief Road to be replaced by a new station simply named ‘Eltham’.

The Well Hall Station booking office window was kept by Greenwich Heritage Centre and the down side wooden waiting shelter was dismantled by members of K&ESR’s former Thameside Group, with a view to its re-use at Northiam. It is known that the shelter was taken to Northiam Station, but its subsequent fate is uncertain. It is highly likely that its dilapidated remains were disposed of during the works at Northiam in 1989 or during the Bodiam extension.

If anyone is in a position to confirm this perhaps they would be kind enough to contact me via the Editor.

*D. Wiffen
By e-mail*



Eltham Well Hall Station. The waiting shelter is on the right of the picture. (Via D. Wiffen)

THE NEXT GENERATION: Sjors van Dongen

After much demand The Next Generation is back! Andrew Morris continues his look at the railway's younger volunteers.

In this edition of *The Next Generation* I felt that we should travel even further afield to look at a young person who helps keep the spirit of the K&ESR alive. We've had Hastings and we've had Stockton, but now it's time to travel across the North Sea to hear from Sjors (English pronunciation George) van Dongen who, with his family, comes all the way from Amsterdam to help keep our railway running.

Opening with my regular question of how Sjors was bitten by the railway bug, the 18-year-old tells me the same story as most of our young British volunteers.

"The railway bug has been there from the beginning of my life! It all started off with Thomas™ the Tank engine on the telly. After that it was visiting the very few railways we had in the Netherlands, which made my love for trains even bigger, although railways never really became my passion until I came to railway heaven: Britain."

I have to admit that, until Sjors mentioned the fact that there were very few railways in the Netherlands, I was quite ignorant of the fact that Britain is quite a railway haven compared to some countries.

"On my very first holiday in the South-East my family and I visited the Romney, Hythe and Dymchurch railway and The Kent and East Sussex Railway, and I have been hooked on railways ever since..."

But does he have a family history on the railways in the Netherlands? It seemed highly unlikely that a person with no family background in them would be so interested in helping out on a preserved line in Britain!

"Railways absolutely do not run in the family. The rest of them are more into boats than into trains, although lately I have managed to persuade them to come onto the railways with me more often!" Luckily for us Sjors is very persuasive.

But what did the K&ESR do differently to the other railways he visited, I ask? Why did he and his family come back time and time again to this quaint little line hidden in the Kent and East Sussex countryside? "When I first visited the K&ESR I immediately fell in love with it. The rural charm and the lovely countryside formed the picture-perfect railway for me and, on further holidays, visits to the K&ESR became a regular feature.

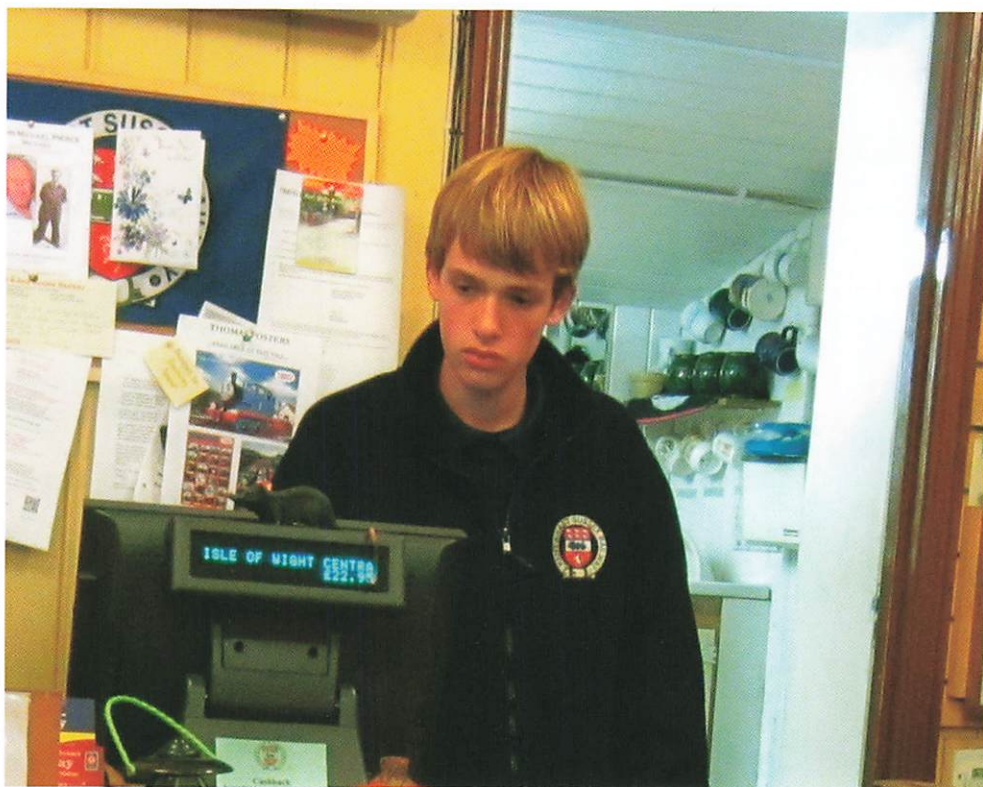
"Apparently I (along with my parents) visited so often that the shop staff recognised me, which is not surprising as I spent many hours in there looking at books and models that they approached me with a leaflet about volunteering."

But living in a different country, did he think volunteering with us would be at all possible? "At that point I never in a million years thought that it would turn into something serious. After all I was very young, only twelve years old, and most importantly I did not even live in the UK. I became a member anyhow, and joined the shop department as a volunteer – which at that time was the only department I was allowed to work in due to my age. Not that I wanted to do anything else at that moment."

But after giving it much thought, and with some probable arm twisting of his parents, he decided to give volunteering with the K&ESR a go, and again the friendliness that our staff are famed for shone through.

"The minute I walked into the shop I was made welcome by all the staff, and felt at ease. From there on I never looked back. Most of our family holidays are now being spent in Tenterden, where I have many happy days working on the railway."

But when he first started there was a slight problem. "The thing I probably found difficult at first was communicating with the staff, as well as the customers. This was not only because my



Sjors (George) at work in the shop at Tenterden Town (Via Sjors van Dongen)

English language knowledge was limited (by the time I started I had only had two months of English training at school), but also because I was a shy boy. However, due to the stimulation and support from everyone I worked with (especially Martin Easdown and Alan Joyce) the shyness was gone within a couple of days. And I cannot think of a better way to learn English than to speak it all day long!"

Again I see that the railway is not only a place for history to be relived but it is a place to help the future develop – from helping people become confident, to helping them learn a new skill, to helping them learn a new language!

Given my own experience with the reactions of classmates at school when I told them that I was volunteering on a steam railway (the main one being do you get paid? And on answering no they would promptly ask why would I want to do it for free?) I was curious to know what Sjors' friends and classmates made of it. "They don't really care actually; as far as I know they don't

have an opinion." Which I was surprised at, given that my friends always had an opinion.

Now Sjors is more established at the railway and has built his confidence up, I ask if he would he want to add to the departments he volunteers for. I remember that during my time as Guards' Roster Clerk I tried to sign him up as a trainee. "Since coming to the railway I have been approached to start volunteering in many other departments. However, due to me being in the UK for only short periods of time, as I'm limited to school holidays, I have not been able to really start volunteering in any other departments.

"Having said that, I do the station announcements at Tenterden on some days when the station master is absent, which I absolutely adore. I hope to be able to start training for both Station Master and Guard when I have left school and can be in the UK more often, so I can spend more time volunteering!" (Anyone else wishing to volunteer in these departments will be made most welcome – plug plug.)



With Charlie the Clown during a Thomas™ event (Via Sjors van Dongen)

As we begin to wind down the interview I ask for his most memorable moments on the railway. Sjors has many that spring to mind.

“My most memorable event on the railway is probably when I did my first station announcement. I can still vividly remember Matthew Hyner’s face when I finished it – he asked if I was sure I had never done any before! Also special was when I first did the cashing up (counting the money at the end of the day) in the shop on my own, and was asked to lock up the booking hall. The first time I saw those trolleys being pushed along the platform I never thought I would be the one pushing them one day!

“Also memorable was my first (and probably last) time serving on the Pullman when I managed to

let a piece of chicken slip while silver-serving it, and it landed on a lady’s lap! Luckily she was using her serviette at the time...” (Let’s hope the lady saw the funny side of it!)

To finish, Sjors asked me to include this little message to all the volunteers he has worked with over the years he has been with the K&ESR.

“I just have to end by saying thank you to the railway and the many friends I have made here. Without them I do not know what would have become of me.”

However I’m sure people would agree with me that we owe Sjors and his family a big thank-you for showing such dedication to the K&ESR, coming from so far to keep our line going strong and steaming into the future.

OBITUARIES

Gerald Siviour 18th March 1936 – 28th October 2013

Gerald Raymond Siviour was born in St Helier, Surrey, on 18th March 1936. After attending Wallington Grammar School he studied at the University of Southampton, where he obtained a degree in Geography and Economics, and then opted to enter the teaching profession, his first post being at Wymondham College in Norfolk where he taught Geography and Geology. It was here he met Diana Margaret Jermy; the couple were married at Brundell St Laurence on 29th November 1964.

It would be no exaggeration to say that railways and almost anything associated were his main interest and motivation outside of his family. During his childhood days trainspotting at Wimbledon he struck up a lifetime friendship with the renowned railway photographer Mike Esau, with whom he produced *Kent Coast Heyday*, and in the dying days of proper steam they made journeys across the length and

breadth of the country specialising in his particular interest – branch lines – including several trips to witness the last days of BR operation on the K&ESR, from whence he developed a interest in the line. Mike Esau, in the obituary published in *Bluebell News*, recalls that Gerry obtained his doctorate while working at Nottingham; his thesis was titled 'Post-War Changes in the Railway Geography of the East Midlands'.

From memory, the first time I came into contact with Gerry was when he visited the line with Mike on 2nd January 1983 for the passenger workings of Ivatt 41241, briefly on loan from the K&WVR. I then readily associated him with a rather splendid photograph he had taken on the now-closed section of the Mid-Hants Railway of M7 No.30378 passing over Ladycroft Bridge west of Alresford on an Alton–Eastleigh service in May 1956.



Kent Education filming at Rolvenden in 1986. Gerry is second from the right, with Jack Hoad on the footplate of Sutton. (Hugh Nightingale)

Gerry was a guard on the Bluebell Railway, but when he first became a volunteer on the K&ESR after his 1985 move to Barnfield in St Michaels with Di and sons David and Mark, he naturally took on the primary role of Education Officer. From what had been a declining revenue stream, his efforts and ability to obtain results by persuasion (rather than motivation) had an immediate effect on numbers during an important period as the line prepared to re-open to Northiam.

The K&ESR has staked several claims to 'firsts' and 'excellence' and I believe the educational video Gerry essentially directed in collaboration with a Kent Education filming team on 17th March 1986 with No.10 was one of the firsts of its type. Jack Hoad was driver for the occasion.

Gerry was never a one-trick pony. He qualified as a signalman and passed out for Tenterden Town box; but however much work he took on he maintained a balance, with regular trips over to Sheffield Park to serve as a guard. One time I went with him for the day and he went out of his way to leave home early so he could introduce me to the reading room/archive, upstairs in the main station building.

He was, actually, an exceptional lecturer, and he gave many local talks with several memorable performances to the Ashford Area Group – most notably one on changes in Ireland. After taking early retirement, not long after moving to Tenterden, he took up as resident lecturer at the Adult Education class 'Talking of Trains', in Surbiton, Surrey. The lectures and field trips were an institution in their own right.

During a work exchange he and the family spent a year in Sydney, and fostered a love of Australia through many return visits. His eldest son Dave, a one-time fellow K&ESR volunteer, now works in the railway industry there.

His diminutive stature presented physical difficulties negotiating traditional five-bar gates, I recall, and he often joked with Mike Esau that the time to give up photography would be when such obstacles could no longer be crossed... neither speed nor alacrity were ever an issue!

When *Whitechapel/Sutton* (LBSCR No.50; K&ESR No.10) shuffled off the K&ESR locomotive roster in January 1994 after almost 30 years of fairly regular use, Gerry and others were appalled at the prospect of no Terrier operation on the railway. At the time 78's overhaul was in

progress but service was still five years away, the iconic *Bodiam* was in a dreadful state of decay and needed a new boiler, and No.10's sleeved cylinders, which had always limited its performance, were completely worn out.

Many other stalwarts including Tim Stanger and Brian Heyes joined Gerry in forming The Terrier Trust (TTT) the following year. The initial objective was for the then Tenterden Railway Company and TTT to jointly fund the purchase of No.3 from the Wheele brothers and finance the manufacture of a new A1X boiler.

Costs were reduced to some extent by a joint order placed with the Isle of Wight Steam Railway, which needed a replacement boiler for its iconic Terrier *Freshwater*. The firm of Israel Newton was duly awarded the contract; it would however be another ten years before *Bodiam* rejoined 32678 in service at the 2006 'All Terriers Great and Small' gala.

Significant though this was, an even bigger challenge presented itself in late 2000 with the opportunity to purchase 78, then running as Southern 2678. Such was the willingness to secure the locomotive, catalysed by Gerry's efforts in his role of Secretary and fundraiser, that the asking price was raised and TTT acquired ownership outright the following year. Mention must also be made of an annual Wealden Pullman and trips to the Chemin de Fer de la Baie de Somme in France to help swell the coffers.

Not long after the famous 'Rainbow' charter in 2002, Gerry and Di moved to Attleborough in Norfolk. He continued to volunteer for a few years as a signalman on the North Norfolk Railway, but it was at Attleborough, after a period of declining health, that Gerry passed away on the 28th October 2013.

The future of his photographic collection has thankfully been assured with the Kidderminster Railway Museum. Many will miss his keen sense of enthusiasm and how many times he could enunciate 'actually' in the course of a lecture. Donations at his funeral and in his memory were shared between Chapel Road School in Attleborough and TTT. It was therefore highly appropriate that his ashes were scattered via the firebox of 32678 on 31st May over Tenterden Bank, the topography he loved so much.

HN (with thanks to DS for his input)

Ron Sparrow 1931 – 2014



members of the Terrier Trust and, as members of the railway, often used the Wealden Pullman train for a celebratory night out.

In the past couple of years Ron designed and installed the electric circuits in the new waiting room at Bodiam as well as helping to fit the opening windows and doors. He also designed and built the power supply, lighting and plumbing for the new train crew mess room in the green PMV based in the platform siding at Bodiam. Ron helped construct the coffin and catafalque of the Unknown Warrior in the Cavell Van, as well as fitting the power supply and specialist lighting.

(Robin Dyce) Invariably he would be the

Ron was born in Dagenham, Essex, and lived in a number of places including Reculver Towers, Balham, Breage in Cornwall and Hildenborough before finally settling in Bexhill-on-Sea. He married June in 1958 at St John's Church in Hildenborough where his funeral took place on 30th May 2014.

Ron joined the railway as a member of the platform staff during 1995 at Northiam station. In those days, before the extension to Bodiam was opened, Northiam was the terminus and he immediately fitted in with the Northiam group helping to organise various activities to increase income.

Ron later rose through the ranks, becoming a Travelling Ticket Inspector before graduating to Station Master at Tenterden and then at Bodiam. When he retired as Station Master he joined the Bodiam Group where his skills as an electrician were quickly put to good use. He could turn his hand to plumbing and was also an accomplished carpenter, and donated a large quantity of woodworking and metalworking tools to the group. Both he and his wife June were full

first member of the group to arrive at Bodiam station in the morning and would always be ready with a tea or coffee as the other members turned up. For some time he also held the unenviable group record for the most tea and coffee mugs broken in one go. He took an active part in the Hop Pickers Weekend event when he could usually be found on the front desk welcoming our visitors. Ron always took a great deal of pride in his work, whatever it, was and had a wicked sense of humour.

In his professional life Ron worked with British Insulated Callender's Cables (BICC) and then Balfour Beatty Building, qualifying as a Phase 3 electrician before 'retiring' to become the site supervisor of a large caravan park in Cornwall. Throughout his life he was a keen sea, coarse and freshwater angler.

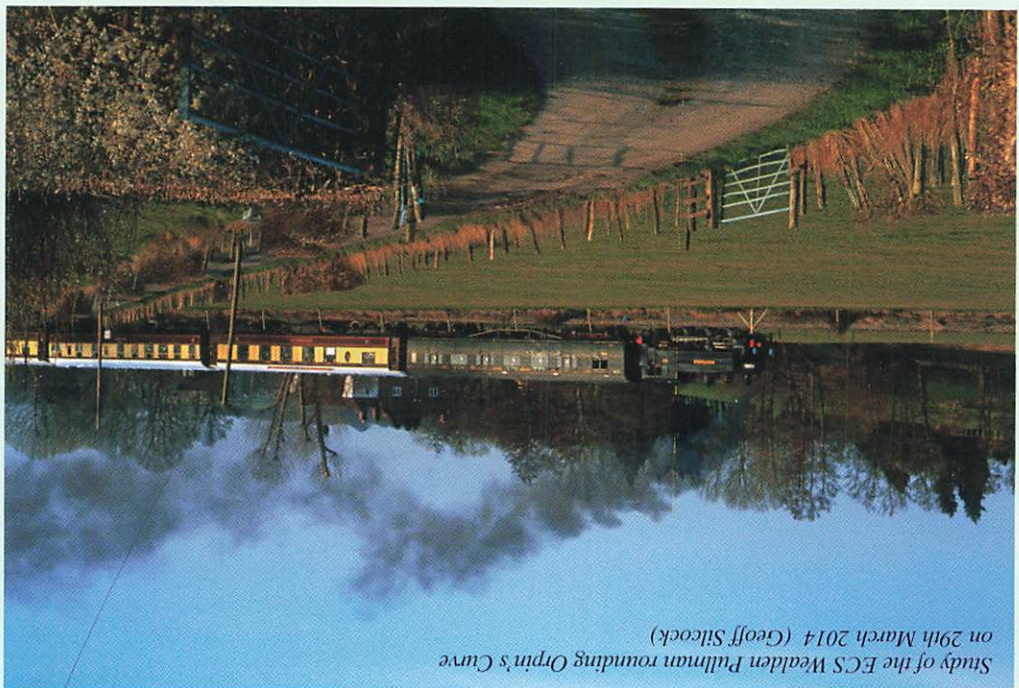
Following a brief illness Ron died peacefully on Monday 12th May in Conquest Hospital, Hastings. He is greatly missed, and our thoughts are with his family, especially June.

RD

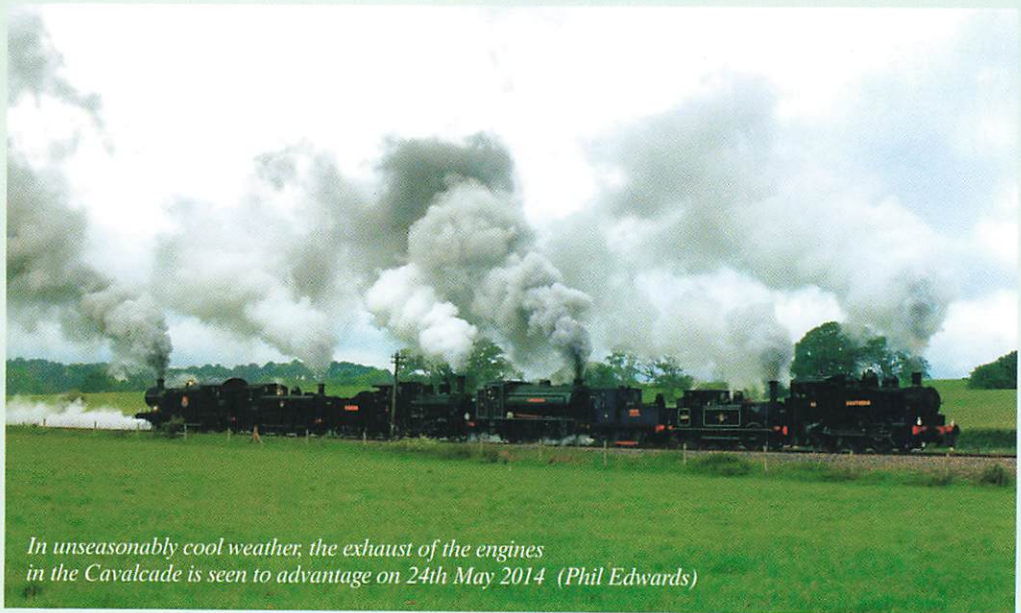
Matt Green, who moved to the Swanage Railway at the end of May, seen here on the footplate on 10th April 2014 (Hugh Nightingale)



Study of the ECS Wealden Pullman rounding Orpin's Curve on 29th March 2014 (Geoff Silcock)



At the county boundary: 'Hayling Billy' and 32678 on the 1.10pm ex-Bodiam at the Rother Bridge on 8th April 2014 (John Wickham)



In unseasonably cool weather, the exhaust of the engines in the Cavalcade is seen to advantage on 24th May 2014 (Phil Edwards)



The K&ESR display stand at the Charing Cross 150 celebrations on 12th April 2014. Linda Brocklebank (Station Agent, Bodiam) in maroon Victorian costume is on the left, and Harry Hickmott (Chief Station Master) in top hat is on the right (Graham Sivy)

To Sleep – Perchance to Dream?

Over the past 50 years the railway's sleeping accommodation has played an essential part in the development of the railway we see around us today. Bradley Bottomley reviews this sometimes overlooked aspect of volunteer life.

As readers of the *Terrier* will be well aware, the 1960s was an era both of immense change in society and of revolutionary turmoil for the railways of Britain – including of course the end of steam. It was against this background that from 1961, in a quiet corner of Kent, a (mainly) young band of enthusiasts had gathered in the hope of saving the Kent & East Sussex Railway. As we know, they eventually succeeded.

These pioneers had many problems but there was one very practical one – where to sleep when coming down for a weekend's volunteering. Tenterden seemed quite remote then, and a good many of the early members came from quite a distance. Going home wasn't an option – many were too young to drive, or just couldn't – and the local railway community described by Doug Lindsey in *Tenterden Terrier* No.121 was, like reopening the line, a far distant dream.

The Railway's first sleeping accommodation, although unofficial, was Tenterden Town station's booking office, which also doubled as the headquarters of the fledgling project. This was effectively the 'mess room' where the early volunteers would prepare and eat their meals and gather after a long day working on the few steam locomotives that lived in the yard, or the occasional adventure down the line.

The result was the predictable mess (in the other sense) and an early manifestation of management displeasure at the doings of volunteers! Eventually it was decided that accommodation in the booking office would not answer in the long term.

It was our late and fondly remembered Carriage & Wagon colleague Dave Sinclair who found the grounded body of SE&CR Composite No.3448 at Ashford Works. Sporting a faded green livery the coach arrived in two halves on Saturday 25th January 1964, having been bought for just ten shillings (50p). It was nonetheless sufficiently reassembled for its first residents to sleep in that very night!



*"There's a lonely shack by a railroad track where I spent my younger days..."
The first mess coach (Nicholas Smith)*



The old mess coach body – now in Tenterden headshunt, but perhaps restorable (Bradley Bottomley)

Well known and fondly remembered by many K&ESR volunteers from the early days, the coach body was located on the platform at Tenterden Town. It apparently had a familiar aroma of grease, stale sweat and cold tea! (*And empty baked bean cans –Ed.*) Although, looking at photos of the coach, it really did epitomise the image of a country light railway station (a typical feature of various light railways, now sadly lost), improvement works to the Tenterden Town station site in 1999 had no place for it.

The coach body still exists – in uncertain condition – in the headshunt at Tenterden. A future restoration project for our Carriage & Wagon Department, perhaps?

Also arriving in 1964, this time at Rolvenden, was a second-hand example of that classic of British improvisation, the prefab bungalow. This was originally called 'The Haven', better

known today by its more familiar name of 'The Palace'.

Many prefabs were being replaced by tower blocks in the early 1960s (*probably a bad move –Ed.*) and were available as 'flat pack' kits on the second-hand market. The K&ESR example was bought by Charlie and Elsie Kentsley, who set up home on the railway. The Kentsleys were well known in the early years of the railway, and are still well remembered by many volunteers 50 years later.

Following Elsie's death and Charlie's subsequent move to sheltered accommodation, 'The Palace' became used by Rolvenden-based volunteers. It earned its name as it literally seemed a palace after its very rudimentary van body-based predecessor, about which the less said the better.

A number of the few remaining social housing prefabs, survivors of the post-World War II

housing crisis, are now Grade 2 listed buildings. We ought also to take care of our example, and it is worth mentioning that 'The Palace' underwent a refurbishment in 2011. It is still regularly used by many to this day.

Maunsell coach No.7400 (No.57 in the K&ESR stock register) had been internally gutted when it arrived in 1971. It was stationed behind the platform at Tenterden and served as the S&TE department's sleeping accommodation and mess coach. It was built to restriction '0' for the Hasting line, with its narrow tunnels. Following withdrawal from passenger service in mid-1959 it served the remainder of its working life as a departmental vehicle. Only the underframe of this coach now survives; it is in the headshunt at Tenterden with, ironically, the body of SE&CR No.3448 residing on top of it.

In 1995, to replace No.7400, a group of volunteers raised the money to buy Swindon-built Mk.1 No.21238. It was ideal for the purpose, having been refitted as a staff sleeping car as the coach formed part of the 'Travelling College' train of 1989. This was made up of

twelve Mk.1 coaches and was intended to carry school children around the country on education trips. The 'Travelling College' was disbanded in 1991, following which No.21238 and its fellows were bought by the Bluebell Railway in 1993.

Other coaches from the train were sold on by the Bluebell to heritage railways around the country, but you can still see two of them at Horsted Keynes being used as staff sleeping accommodation. No.21238, in some ways the best accommodation on the K&ESR, is still used by a number of staff, although it is starting to show its age.

So with the extension to Robertsbridge fast approaching and all the talk of the economic benefits this will bring to our railway, has any thought been given to either refurbishing or replacing the railway's ageing sleeping accommodation? The answer to this is 'yes' – the Board and management are aware of the need to provide purpose-built overnight facilities for volunteers. This aspiration is however in the queue with a number of other equally desirable objectives, and as yet there are no firm plans.



Present-day mess coach No.21238 (Bradley Bottomley)

WEALDEN PULLMAN

The Provision of Perfection

Tenterden Terrier No.122 carried the story of the beginning of our flagship service, The Wealden Pullman, in those very early days of our public operation when it was far from the professional image that we project today. Doug Lindsay continues the story.

At the conclusion of the previous article I explained that, in the late 1970s, I had just made contact with some former Pullman staff and had really got 'into' Pullman and its history – not only of the cars themselves but the people, the operation and whole ethos of the company which, until swallowed by British Transport Hotels in 1962, was still paying dividends to its shareholders. It was these contacts who generously gave me some Pullman jackets, buttons, table lamps and menus.

At the time, c.1979, we were desperately hoping our C&W Department would finish restoring former BR(E) RU Restaurant Car E1955, which had been purchased a year or so previously, to ease the strain on the very limited facilities in *Barbara's* tiny kitchen. E1955 would provide accommodation for 33 guests in the saloon together with a large kitchen and pantry area, something we were all looking forward to! Additionally, with this car in the set, we would not have to rely on a coach from the normal service set (usually Mk1 TSO No.64) to make up the seating capacity required to fulfil the demand for seats. It would also obviate the need to regularly shunt the train, with all the aggravation, time and inevitable losses of glasses etc. in 'rough shunts'!

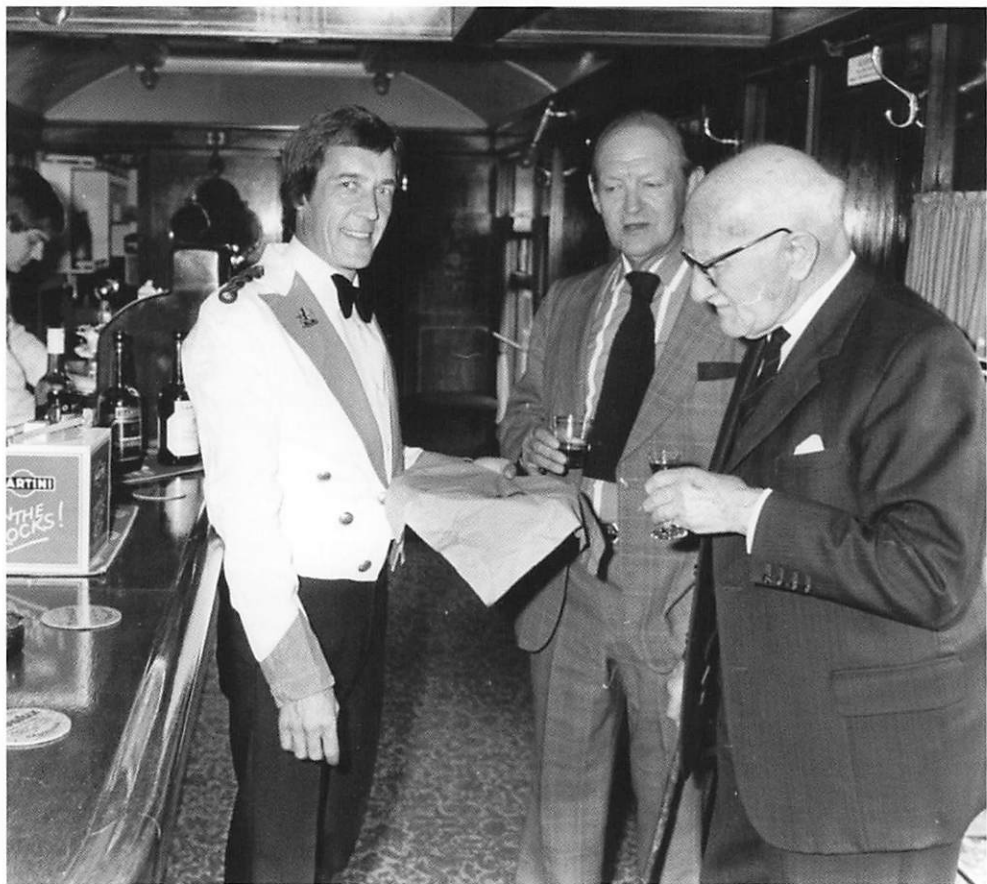
Following a visit by former Pullman conductor George Hubbard I was put in touch with former Catering Superintendent Julian Morel and Stores Superintendent Peter Gower. Subsequently we invited them, with their wives, to dinner on the Wealden Pullman in July 1980 (*Terrier* No.23, pages 36–40). They were impressed with our 'amateur' service, and Peter Gower very kindly gave me four genuine Pullman table lamps, which we used in *Barbara* for a period. These really did enhance the atmosphere in the bar area, particularly on occasions when we hosted special guests for dinner at the four tables.

We were now regularly wearing the donated genuine Pullman jackets, complete with replica Pullman badges made by our badge supplier – along with, at first, K&ESR brass buttons. Subsequently we had replica Pullman buttons specially manufactured. We also trained ourselves to silver serve, again to enhance the service and recreate the Pullman ambiance. Our team of regular volunteers gradually grew as a consequence of our success. In an attempt to meet the demand for seats on the service, we were persuaded by our Commercial Manager to run the Wealden Pullman on six Friday evenings in high season in addition to the regular Saturday evening trains.

These additional services really stretched our volunteer team to the limit, as we were all otherwise employed in 'day jobs' and had to fit in victualling and preparation of the train for two services each weekend. Somehow we managed, as even then there was often a waiting list for seats reaching some 18 months into the future! Your scribe was at the time Pullman Manager and responsible for rostering staff, together with undertaking the role of Pullman Conductor on most services.

As we entered the 1981 season progress was being made with the refurbishment of the RU and we were making plans for its introduction to service. We received an offer from a technical college in Holloway to reupholster the saloon seats, as a project for an upholstery course, for which we were very grateful. Meanwhile carpeting was fitted, once the interior of the saloon had been refurbished with varnished veneer panelling to replace the 1950s Formica. *Barbara* and the BNO No.53 were also carpeted, thereby giving a much more luxurious feel to the whole train. The Pullman armchairs in *Barbara* were re-upholstered and the bar front carpeted and refurbished, and a water heater was fitted to supply hot water to the tiny kitchen and the bar sink for the first time.

In 1981, with the co-operation of the Town Museum, and at the instigation of our one-time Chairman and Pullman stalwart the late John Miller, we mounted a Pullman Exhibition in



Doug Lindsay serving aperitifs to Julian Morel and Frank Harding (Via Doug Lindsay)

Tenterden Museum. This was opened, appropriately, by the former Managing Director of the Pullman Car Co., Mr F.D.M. Harding. It may have been his last journey by Pullman as he enjoyed luncheon with Julian Morel and their wives prior to opening the exhibition. This exhibition helped to promote our Wealden Pullman service and was repeated in 1985. (Terrier No.26, page 39 & No.38, pages 21-23)

The target was set to introduce the new RU into service in August 1981, and to have a commemorative train as part of the occasion. It had been decided to name the car *Diana* to commemorate the recent wedding of HRH Prince Charles to Lady Diana Spencer, and to have a 'celebrity' to officially launch the car into service. Julian Morel, the former Pullman Car Co. Catering Superintendent, offered to name the car and we decided to couple this with the

fact that 1981 was the 150th anniversary of the birth of George Mortimer Pullman. So we ran a Pullman 150 special with an enhanced menu (and price to match!) and invited Julian Morel, Peter Gower and George Hubbard, again with their wives, together with Frank Godbold from the Pullman Accounts Office to be VIP guests aboard the train.

When Julian was unveiling the name on *Diana* he reminded us that there had been a previous *Diana*, a former Gilbert Car which was part of the erstwhile Hastings Car Train. These cars were taken over by Pullman in 1919 and were all named, with Car 34 becoming *Diana*. These vehicles worked the Hastings line until the new series of cars was introduced in 1926, of which *Barbara* and *Theodora* are the sole survivors. It was a fitting connection therefore to the past history of Hastings line Pullmans.

The Pullman 150 special was a great success. Julian Morel cut a commemorative Pullman cake, made by my sister incidentally, and the event was covered in *Tenterden Terrier* No.26. One thing marred the occasion, but fortunately not seriously: the newly upholstered seats for *Diana* were not finished in time. It was necessary to hire in some less-than-attractive plastic/steel chairs until the college was able to finish the proper ones!

With *Diana* now in service we were able to experiment with the enhanced facilities she afforded: facilities that we could only have dreamt about a few years before. We now had two large ovens, two warming cupboards, three deep sinks and a steriliser for preparation/ washing up, a wine cooling cupboard, a fridge/freezer and a Stills boiler for coffee/tea making. Coincidentally, the catering equipment manufacturer W.M. Still was founded in 1874 and for many years supplied railway companies from its factory in Hastings, located in the very same road that George Hubbard lived in until he retired in 1980!

Initially we had no one person who was really sufficiently proficient to cook a 'proper' main course for 65 covers, so we experimented by purchasing ready-prepared frozen main courses. This was not entirely successful as, despite them originating from a reputable supplier, it was sometimes challenging to know what the main constituent was actually supposed to be, as each type looked identical before cooking! We could ably prepare a cold fish or pâté starter, or soup in the cooler months, although we still relied on our local lady to provide a range of desserts for the trolley; and of course the cheese course presented no problem. However we were learning quickly, and the facilities we now had at our disposal were very welcome indeed.

One Saturday good fortune was on our side as one of our customers made it known that he was a professional caterer – in fact he had smelled the burning cardboard tops on the foil containers in which the frozen casserole was reheated! Seeing our plight as would-be caterers, he immediately offered himself as a volunteer and subsequently became a really important asset to the Pullman team and indeed to the catering arm of the railway. That man was Peter Broyd; he is sadly no longer with us, but is fondly remembered for his help, expertise and good humour.

Peter provided a great deal of coaching and an abundance of advice to our team, which now included some volunteers with catering experience, and thankfully the days of bought-in frozen main courses quickly became a thing of the past. We were now able to provide a whole range of suitable dishes, including desserts, as another of our stalwarts had recently completed a catering course locally.

This new-found confidence, coupled with the improved facilities provided by *Diana*, meant we really were becoming extremely professional. Indeed we received visits from other heritage railway catering teams to see how we managed to provide the service, which was now recognised as possibly the best UK heritage railway dining experience.

Diana appeared in national and local press and on mainstream TV when, on 9th June 1982, her most important passenger to date, Her Majesty Queen Elizabeth The Queen Mother, travelled from Tenterden to Rolvenden on the occasion of Her Majesty's visit to inaugurate Petros, our vehicle specially adapted for disabled passengers. A brass plaque commemorating that visit is still affixed above the seat she occupied on that auspicious occasion.

We made the local and national press for quite another reason the previous year when, following a corporate booking one Saturday evening in October 1981, we realised once the party had departed that the Wealden Pullman loco headboard was missing! It transpired that one of the boisterous (and inebriated!) members of the party had decided to take the headboard home, but en route back to London in the minibus had second thoughts and jettisoned it in a ditch near Sutton Valence. This was unknown to us until, following an appeal in the local newspapers, a resident of Biddenden saw the story and got in touch. He had noticed the headboard and taken it home, not actually knowing what it was. He kindly returned it before the next service, thereby providing yet another story for the papers the following week!

During this period of expansion of our catering expertise we also managed to increase the number of services offered and had many charter requests for weddings, anniversaries and corporate promotions. We also benefited from a visit by the BBC, filming a segment for the popular *Holiday* programme. That in itself increased enquiries enormously, as we had been



The Wealden Pullman

D I N N E R

Saturday June 2nd 1984

Fresh Cream of Vegetable
or
Fruit Juice

Gaysdown Chicken
New Romney Potatoes
Glazed Carrots
Green Beans

Choice of Sweet from the Trolley

A Selection of English Cheeses

Viennese Coffee & Mint Creams

W I N E S

Cotes du Rhone Laundun
or
Chenin Blanc de Blancs

(Extra bottles available @ £4.50)

given very complimentary coverage – the BBC compared us to the then recently introduced Orient Express!

Your writer, who had spent some years as volunteer Wealden Pullman manager, accepted the post of full-time Commercial Manager in 1982 and, though still an active member of the Pullman volunteer team, handed the management of the train to other regular Pullman personnel. This occasion was celebrated at a Staff Dinner when my successor was welcomed and I was given a plaque. Thereafter we had, for many years, an annual Pullman Staff Christmas Dinner at one of the local hostelrys (often in fancy dress) and usually followed by much mirth and toasting! We introduced the annual award of an engraved cup for the volunteer who had worked the most Pullmans in the season (and a wooden spoon for the regular who had worked the least!) and these were awarded with much ceremony at the annual Staff Dinner (*Terrier* No.39 pages 23–25).

The Wealden Pullman was chosen in 1987 as the venue for the launch of the late Brian Haresnape's superb book *Pullman – Travelling in Style*. This was published by Ian Allan, who attended along with senior staff from his company and some of its customers. A luncheon was served during the return journey, and the event was reported widely in the railway press. Sadly Brian Haresnape, the well-known and revered railway author, died before his book was published and the occasion was dedicated to his memory.

Barbara had a series of refits and refurbishments in the 1980s and 90s, including a total rearrangement of the seating and bar areas in an attempt to maximise passenger interest (and, of course, revenue!). We had a short period when the train was re-branded as the Wealden Belle and various other changes were introduced including the addition of traditional Sunday luncheon services, named The Rother Valley Limited. It was during this period that the former Maidstone Bus Station building was rebuilt at Tenterden as our new static catering facility, thereby releasing car *Theodora* for possible restoration to service. There followed some years of indecision, with the exterior partially restored; but there were no funds to restore her internally. Eventually, under the guidance of our now full-time catering manager, with responsibility for the Pullman as part of his brief, plans were laid to radically update the whole train.

André Freeman, a man of many talents who had been volunteering onboard the Wealden Pullman and in all commercial aspects of the railway since he was 16, filled the post of Catering Manager in 2001. It was André who guided the rebuilding of *Theodora* as our Bar Car and the return of *Barbara* to a Parlour Car, together with redesigning the kitchen/pantry in *Diana* to better serve the needs of the Wealden Pullman, rather than a dozen or so daily passengers for breakfast or dinner on the East Coast Main Line!

André also had the expertise to reconstruct the electrical circuits on the train to allow for 'shore-based' supplies when berthed at Tenterden, and installed equipment to correctly charge the carriage batteries. This finally brought to an end the once-familiar sight of the train returning in a state of electrical blackout, with dining tables lit only by candles or the odd Tilley lamp hanging from conveniently placed coat hooks (as evidenced by scorched woodwork to this day!). Another benefit that modern technology brought was mains electricity, available (via an inverter) when on the move, enabling commercial catering appliances to be utilised – ensuring full compliance with the latest hygiene regulations.

During that period, following a succession of full-time chefs, we were very fortunate to obtain the services of our resident signwriter and carriage painter, Meg Gooch, as Pullman Chef. Since 2001 Meg has been the mainstay of our now renowned Pullman services and has provided a very wide range of home-made fare, prepared and cooked entirely on the train and, where possible, utilising locally produced ingredients. Her menu repertoire extends to virtually any dish including the wealth of special dietary requirements now prevalent. Our passenger feedback emphatically confirms that our food and service is consistently of the highest order.

Meg is also responsible for the rostering of staff, all of whom are volunteers. The usual complement consists of five Pullman attendants, headed by a Pullman conductor; a bar steward, a chef and an assistant chef. Three or four staff are required to wash up, which is all done, by hand, onboard. An average six-course dinner will entail washing around 1,600 customer-facing items of cutlery and crockery, plus numerous kitchen utensils. In addition glassware is washed separately in the kitchen within *Barbara*.



Pullman staff and wedding cake 1985 (Via Doug Lindsay)

The latest project for the improvement of the Wealden Pullman is the acquisition (thanks to our Pullman donations fund) of another Pullman car, *Aries*. This 1952 car, built to complement the 1951 Festival of Britain cars for service in the famous Golden Arrow, ran for 20 years and then spent more than 30 as a static restaurant outside The Yew Tree public house near Rochdale. Following a couple of changes in ownership she was offered to us at a competitive figure, and is now about to return from contractors who have refurbished her underframe and bogies. Although originally a Kitchen/ Parlour car it is envisaged that she will be restored as a fully seated Parlour car to replace the Maunsell vehicle in the Wealden Pullman set, thereby making our flagship service all-Pullman livery for the first time.

The rebuilding and refurbishment of *Aries'* bodywork will be an expensive operation in both time and financial terms. We shall have to manufacture some new chairs and tables, and replace some missing panels. New glass to modern specification will be required for the windows and doors, as well as new floorcoverings throughout; and a complete rewiring of the electrical systems will be undertaken.

Fundraising for this important project is under way and we are constantly seeking initiatives to raise the necessary funds. Many of our diners are impressed with the efforts we make and have dug deep and increased their 'normal' donations by way of gratuities. We have also benefited from a legacy made by a generous supporter and are running a Grand Draw during this, our 40th year, in order that we may see *Aries* in all her splendour in the Wealden Pullman in the not-too-distant future.

So, with our very professional team of volunteers, we head into our fifth decade of on-train catering. We, the membership and management, must not underestimate the importance of this prestige service and the goodwill and profit it brings to our railway – for we still, unofficially perhaps, hold the distinction in many eyes of the best in British Heritage Railway Catering. Long may we stay at the top!

If you would like to join the Wealden Pullman team, please contact Meg Gooch or André Freeman at Tenterden Town Station. No

previous experience is necessary, as full training is available.

The Year after the War

RAH Weight was a prolific writer on the railways of the Grouping era. At one time he particularly focused on the LNER, but after World War II he often reported on the Southern Railway. In the autumn of 1946 he visited the Kent & East Sussex Railway, his findings at that time subsequently appearing as an article in the March 1947 issue of Meccano Magazine and as an item in The Railway Magazine for May/June the same year. Nick Pallant combines information from both to find out how our Railway appeared a little over a year before nationalisation.

"From a modern corridor train which had been travelling at 65 mph, hauled by a 'Schools' class locomotive, on one of the sunny days of last summer I alighted at Headcorn, a four-track country station on the S.R. London-Folkestone-Dover main line." Thus began Mr Weight's *Meccano Magazine* (MM) account of his visit before noting that this was the connection with the Kent and East Sussex Light Railway, "One of the remaining standard gauge privately owned railways" – a position which was about to change with forthcoming nationalisation.

"The K.E.S. has little that is modern about it," Mr Weight continued. "Indeed, one steps as it were straight into a rural world of long ago when travelling on this entertaining little line, which is 21½ miles long and at its southern end, at Robertsbridge, Sussex, connects with the S.R. Hastings direct line, where freight traffic is regularly exchanged, and passengers and parcels are transferred. The principal intermediate station and country town is Tenterden, 8 miles from Headcorn." This is an interesting series of statements. On one hand Mr Weight was describing unremarkable railway activity for the period, and on the other was evoking the then already-entrenched rustic 'myth' of the K&ESR. Exactly when is the 'rural world of long ago' supposed to have been? Remember that a mere 30 years earlier the Kent & East Sussex had been regarded as a 'modern' light railway! The image now being presented, although perhaps fair enough for the surrounding countryside, seems straight out of a Thomas Hardy novel of the 1870s. A perhaps more balanced view was to be found in *The Railway Magazine* (RM) account, which reported that "Although closely associated with the Southern Railway, the Kent & East Sussex Railway still preserves its individuality. Much of the track has been relaid, and the locomotives and stock are smartly painted in green."

MM informed its readers that there was no intermediate shunting or freight work, few

passengers, and that good time was kept "through the undulating Kent Weald amid orchards and hop fields" by Southern Railway P Class No.1325. This of course pre-dated the 'in via Robertsbridge', 'out via Headcorn' one-way system which BR introduced for freight to overcome the limitations of the cramped yard at Robertsbridge. On arrival at Tenterden the wagons were shunted into the sidings, and the engine and coach went down the hill to Rolvenden. RM reported that its correspondent continued his journey to Robertsbridge by the last train of the day, the 4.30pm from Tenterden Town after (MM) "an interesting stay at Rolvenden where every facility was cheerfully accorded by courtesy of the Engineer and Manager (presumably William Austen Snr.) and his local foreman". This must have enabled him to observe (RM) that "The two-road engine shed there has plenty of room for four locomotives, with a repair shop attached, but little in the way of power equipment, so the fitters have to rely largely on their own resources. There is a one-coach carriage shop, some store buildings, two hand-operated travelling cranes of early vintage, and an erstwhile North London brake van with elevated look-out window used as a store."

The RM account of the run to Robertsbridge is pure legend-building Kent & East Sussex: "This was a far heavier and busier train, made up, at the start, of two bogie passenger coaches and six wagons. Additional wagons were added en route (in MM Mr Weight said that he had been shunted about at several stations) and the train reached Robertsbridge, rather late, with no fewer than 19 goods vehicles trailing behind the passenger coaches. Several parties of hop pickers joined the train at the intermediate stations, and the guard performed the acrobatic feat of walking along the footboards of the coaches to examine tickets while the train was in motion. The cavalcade was headed by 0-6-0 saddle tank engine No.4, built for the London & South Western Railway in 1876 by Beyer Peacock & Co."



K&ESR 0-6-0ST No.4 at Tenterden Town Station in 1946 (CSHA)

Co.” (This cannot have been too long before the alleged incident when No.4 arrived at Tenterden Town and someone spotted a loose tyre. Driver Nelson Wood is said to have then taken the loco down the hill to Rolvenden. No.4 never ran again before BR towed it away for scrap at Ashford.) “It is of interest to recall that, during the recent war when the SR line to Hastings was closed for several days as a result of enemy action, goods traffic was diverted over the K&ESR.”

One would surmise that the following MM description of the K&ESR’s locomotives and coaches was in large part derived from pre-war RM articles, and may have been itself been a source for early post-war writers on the K&ESR. It is nevertheless worth repeating for its contemporaneous view.

“Of the present K.E.S. locomotives No.3 was purchased from the London, Brighton and South Coast in 1901. On that line she was No.70 *Poplar* of the famous Terrier 0-6-0T class built to Stroudley’s diminutive but tough design of 1872 for South London suburban work. Her K.E.S. name *Bodiam* has now been removed and at the age of 74 she is still going strong, having been re-boilered locally to A1X standard and more recently overhauled at St. Leonards S.R. depot. No.4 is a Beattie, Beyer-Peacock 0-6-0T of the former London and South Western ‘saddleback’ type; she too is a septuagenarian, having come to the K.E.S. in 1932 with a bogie coach in

exchange with the S.R. for 0-8-0T *Hecate*, which was built for the local line in 1904 as No.4, but found to be too heavy for certain bridges or sections of track.

“Years ago K.E.S. engines were painted blue, rather like the old Great Eastern blue. Then some were bright green, and now a dark green dress is worn by Nos.3-4.

“There are two S.R. engines on loan to the K.E.S. One is No. 3440 of the

L.S.W.R. Adams 0-6-0 tender type. This has been there some time to assist with increased wartime traffic, which was also worked for a while by an “O1” Stirling 0-6-0 from Ashford. The other Southern is now No.2678 “Terrier”, repainted in the latest black style after overhaul in Ashford Works. No.1325, mentioned at the beginning of this article, returned to her home ground on the arrival of No.2678.

“K.E.S. 1 and 2 were 2-4-0Ts named *Northiam* and *Tenterden*; they were built in 1900. Nos.7 and 9 were *Rother* and *Juno*, old Ilfracombe Goods L.S.W.R. 0-6-0 tender engines acquired in 1910 and 1914. No.8 *Hesperus* was built in 1876 for a small Welsh line and bought from the G.W.R. in 1913. All these have now been scrapped, as have one early steam railcar and two larger petrol ones, which were far from luxurious. The company’s six ex-L.S.W. coaches seen, of which two were corridors not in use, are smartly painted and lettered very much in S.R. style.”

Mr Weight concluded that at Robertsbridge he “congratulated the driver on his handling of a hard trip and bade a reluctant farewell to him and his fascinating railway”. No doubt the driver, duly patronised, said something appropriate as Mr Weight walked out of earshot but let’s not speculate about that...

(Quotations from *The Railway Magazine* are with the permission of the present Editor.)

Gricer's Irregular Musings

In the first of a new occasional series, Gricer returns with his observations on our railway.

Apart from a one-off article of personal reminiscences in the previous Terrier, it has been more than a year since the last Gricer column appeared. Now is probably as good a time as any to re-state the premise under which it is written. Gricer merely observes, attempting to reflect the thoughts of paid staff and volunteers alike. He makes no guarantee that what he says is right, and is invariably happy to be proven wrong.

That said, he has always been encouraged by the overwhelmingly positive comments which this column has generated from colleagues. Gricer likes to think, therefore, that he must be getting it broadly right.

Gricer should also mention that he has always been allowed free rein with his copy; he hopes that this may continue. Celebrating our triumphs and achievements is one reason for producing this column. Another is to encourage informed and reasoned debate about the perceived issues we face. Being in a state of denial about these does us no favours at all; these are exciting and challenging times for the Kent & East Sussex, but it is also no time for the burying of heads in the sand.

Robertsbridge and All That...

One of the challenges in reflecting on events of the past twelve months or more is that Gricer has difficulty in remembering what happened last week, let alone last year. He thinks that he can fairly safely say, however, that the highlight of 2013 was surely something that many of us, Gricer included, thought they would never see: the return of steam to Robertsbridge. Not so long ago, the prospect of it ever happening would have been dismissed as pie in the sky.

That it happened at all is a tribute both to our friends at the Rother Valley Railway and to volunteers and staff at the Kent & East Sussex. In the true pioneering spirit of the heritage railway movement, no obstacle was too great.

And in that spirit, while the restoration of a full

service between Robertsbridge and Tonbridge

may yet be some way off, we might be forgiven for thinking it is now very much a question of when, not if.

Having said that, Gricer is aware that some volunteers, and he wishes to be included among their number, are thinking through the implications of running to Robertsbridge. He is assured that such considerations are also occupying the Board and management. There are issues that an organisation in touch with reality cannot elect to ignore. Suitable motive power is one, and here the volunteer-led initiatives to acquire Nos.4253 and 6619 should be applauded by us all.

On an allied theme, and of at least equal standing, are the issues of volunteer labour and resource availability. (Remember, without volunteers the entire business model for the railway goes down the (ash)pan.) Gricer acknowledges that the employment of a few more paid staff once we get to Robertsbridge is probably inevitable (a few more volunteers would be nice too), but throwing money at any old issue is almost certainly not the way to deal with problems as they arise.

As Gricer has already said, he is told that thought is being given to how we cope with new challenges and, as Robertsbridge is likely to be several years away yet, there should be every opportunity to work out the best way forward.

Nonetheless it occurs to Gricer that the Board (as so often!) almost finds itself in a 'damned if we do, damned if we don't' sort of situation. Leave things as they are – stand accused of lacking vision. Aim for Robertsbridge – stand accused of recklessness. But, muses Gricer, isn't this familiar territory? Without vision and ambition we would still be running trains no further than Wittersham Road. (*Never mind Wittersham Road, more likely Pope's Cottage! –Ed.*)

Look at the enormous leap of faith we took in extending to Northiam. The issue of Bearer Bonds was unlike anything we had attempted before, but it succeeded. So then we did it all again ten years later when we extended to

Bodiam.

Robertsbridge has its own, quite different, challenges. It isn't just another Northiam, nor a Bodiam. Our experience has grown since then,

and our management style has changed hugely. There used to be an old joke among volunteers – that we had a crisis every five years. Those days, Gricer fervently hopes, are behind us – he rather enjoys having something significant to celebrate periodically. Northiam 1990; Bodiam 2000. As long as the aforementioned concerns are addressed in a sensible and realistic manner, there's no reason why Robertsbridge (2020?) should not be next on the list.

Tough Decisions

At this stage Gricer states that he has no reason to believe the financial situation is anything other than robust. He also wishes to state that he has no magic solution or quick fix to matters raised. If he did, he wouldn't be writing this. But he is aware there are several tough issues that need to be addressed.

Gricer has heard it suggested there are occasions when perhaps we could run fewer trains; four instead of five-train services as we already do on a few 'shoulder period' days; occasionally even three steam trains and no diesel; and the free use of the audio-visual guides (few people buy them anyway). We need an informed and sensible debate about these things.

It is said that a three-train off-peak service leaves too long a gap between trains, but in this age of easy access to information people plan their days accordingly. Gricer suspects that very few of our visitors turn up on spec without having researched the railway first (he is as ever willing to be proved wrong about this).

We have had the same basic five-train service since we opened to Bodiam in 2000. (*You earlier mention the need to attract volunteers. We have six manual gates and three boxes to man. OK, there may be alternative approaches, but who is going to volunteer for six moves at Cranbrook Road or Wittersham – or basically three at Bodiam? –Ed.*) A half-hourly service would be wonderful (double track to Bodiam, anybody?) but it's not realisable... Oh dear: Gricer must stop, for fear of some vital function short-circuiting.

But these are issues that will not go away. At the very least, perhaps we should give well-reasoned ideas a try; if they're unsuccessful, then return to the *status quo* or re-address them. We can't just continue saying "It won't work" if we have no sound, factual basis for saying so.

Other Thoughts...

Gricer has also heard comment that the focus on



No.19 Norwegian working the Wealden Pullman (John Wickham)

matters Robertsbridge, and other large capital projects such as the new carriage shed, is eclipsing the day-to-day running of the railway (see comment about 'damned if you do etc.' above.) As always Gricer is attempting to take a balanced view on this, particularly as he realises that, just because someone is considering longer-term and infrastructure issues, they (the issues) may not have much to do with the examples he is about to quote.

He also understands that invariably these projects must be undertaken within a small window of opportunity; indeed, we must never lose sight of the fact that we are most fortunate to have the opportunity to do these things at all.

On a somewhat more light-hearted note, it was interesting to note that the first Santa Specials of the season ran with Hayling Island running boards. So now we know: the North Pole is really Hayling Island (it probably feels like it in a hard winter). You read it here first.

Additionally, Gricer still has his tongue firmly in cheek as he recalls that on one Saturday in April this year the steam service was substituted by diesel, and the diesel service was substituted by... Yes it really happened, and a lot of people were probably left baffled as a result, not least as the steam loco was simmering in the station as the diesel sailed out. As Gricer has written before, it takes a long time to earn goodwill. And just seconds to lose it. *(OK that's a fair point. However, and not wishing to hide behind the 'usual disclaimer' printed in the timetable leaflet, engineering problems will occur, as happened on this occasion -Ed.)*

And Finally (almost)...

... a look back at 2013. If people really are being more careful about what they spend their money on, then it's a tremendous tribute to us all that even more of them elected to visit our railway. The Thomas the Tank Engine™ event in July probably bucked the trend more than any other, with the Tenterden site bursting at the seams. Gricer was working in the shop, where many compliments were received on what a great day it was.

There were similar experiences for the Santa Specials, when the weather could not have been more unkind. Gricer understands there were many positive comments from the 1,300 passengers carried on Christmas Eve in what can best be described as diabolical conditions. (This

year, will a boat replacement service be available in the event of bad weather?)

To those who say people are invariably quick to complain and slow to compliment, Gricer has only been able to find one very mild criticism – probably not unjustified – on popular review websites. That concerned car parking. (Gricer remembers, however, when our Santa literature stated that there was no parking available at the station – there was no rolled hardcore surface then – and that visitors should use the town centre car parks. Imagine the gridlock that would create now.)

When the chips really are down, as happened on more than one occasion last year, we can move mountains. The special charter (was it seven carriages?) carrying more than three hundred passengers to Junction Road was a classic case of "We can do it."

The 1940s event was as good as ever; and although we didn't officially have a Gala, the May steam-up felt every bit like one. For Gricer, the Great War weekend was even better than last year. Additionally the reported large number of visitors availing themselves of discounted fares at various times during the year proved the point that Gricer and other volunteers have already made: if we pitch our fares right then we can have full trains all the time.

Promotions by the Catering department also appear to have played a significant role in drawing visitors. In fact it occurs to Gricer that we should be giving more plaudits to Catering: it's no huge secret that, in its many guises, it keeps the railway afloat. Day in, day out, they're always there feeding our visitors (and staff); there's always a trolley on the train when there should be; the dining experience on the Wealden Pullman is second to none; and when extra resources and facilities are required for special events, they materialise efficiently. So, ladies and gentlemen, let's hear it for the Catering team...

And while he's dishing out the plaudits, Gricer would also like to hand a large metaphoric bouquet to the railway's gardening group. The station garden at Tenterden this spring has been wonderful.

So to the future. This year we will become the proud owners of a new carriage shed where our historic fleet will, at long last, be afforded protection from the worst of the weather.

A new booking office and shop EPOS system has already been installed to replace the old one. Gricer understands that it is already used effectively on other heritage lines, and is considered far more railway-friendly. The old system was certainly not man enough to cope with peak days in the shop.

Gricer also notes that the new system prints smaller tickets, more like those on the Network. He is therefore confident that in no more than two further upgrades' time they will have shrunk to traditional Edmondson ticket size.

Commemorate & Celebrate

Across Britain 2014 will be a year of commemoration. A year to commemorate the start of the Great War, and a year to commemorate D-Day. On our railway we too will be commemorating the Great War – by the time you read this we will have held our 'Pack up your Troubles Weekend'.

But let's not forget the celebrations: 40 years since reopening as a heritage railway, and 40 glorious years of Santa Specials. But above all else, let us celebrate what we already have. A tremendous team of staff and volunteers who invariably go beyond the call of duty, a people-friendly organisation and an enviable reputation for a good day out.

Back in the 1960s our founding fathers fought tooth and nail to rescue our railway. In celebrating more than 40 years of achievement and looking forward to the next 40, let us do them proud. There are difficult issues to be addressed, and tough decisions to be made: occasionally it feels more like a rollercoaster ride than a soporific country railway.

Yet we can get it right, and when we do perhaps the strap-line 'England's Finest Rural Light Railway' can also be upgraded – because then we will justly claim to be 'Britain's Leading Heritage Line'.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2014

1st	Peter Bennion	No.382	£70.00
2nd	J L Norton	No.613	£50.00
3rd	Mrs J Tollerfield	No.297	£45.00
4th	Tony Mighell	No.110	£30.00
5th	L R Davies	No.396	£25.00
6th	Mike Dawes	No.689	£20.00
7th	Trevor Harkup	No.630	£15.00
8th	Mrs G F Brice	No.420	£10.00

March 2014

1st	John L Collard	No.198	£80.00
2nd	Robert E C Jones	No.400	£70.00
3rd	J E F Davies	No.555	£60.00
4th	Mr G W Gudgin	No.328	£40.00
5th	K Bromley	No.532	£35.00
6th	Jeremy Nelson	No.425	£30.00
7th	R Dunn	No.460	£25.00
8th	Martin Casterton	No.346	£20.00
9th	Graeme Elgar	No.618	£15.00
10th	Tony Mighell	No.110	£10.00

February 2014

1st	Adrian Chapman	No.236	£70.00
2nd	J Cheswright	No.467	£50.00
3rd	Frank Cooper	No.184	£45.00
4th	Howard Wallace-Sims	No.234	£30.00
5th	Michael Brown	No.001	£25.00
6th	L R Davies	No.334	£20.00
7th	Mr J M Woodgate	No.443	£15.00
8th	Michael Webb	No.260	£10.00

April 2014

1st	Mrs Valerie Woolley	No.078	£70.00
2nd	Mr E Stockdale	No.162	£50.00
3rd	Mike Hockley	No.524	£45.00
4th	Carol Read	No.060	£30.00
5th	J E F Davies	No.555	£25.00
6th	Ken Deans	No.452	£20.00
7th	Nigel Thomas	No.175	£15.00
8th	Karen Lloyd	No.149	£10.00

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

Donations to K&ESR from the 300 Club

Date	Purpose	Amount £
Oct 13	CCTV for Tenterden buffet	324.95
Sep 13	Vacuum cleaner for Tenterden office	94.19
Aug 12	Donation towards transportation of Pullman Car <i>Aries</i>	2000.00
Oct 12	Donation towards Operations Dept Classroom – Rolvenden	1000.00
Oct 11	Donation towards Bodiam Waiting Room	4000.00
Oct 11	Purchase of 40-foot container, including transport, for Rolvenden Works	2400.00
Aug 11	Purchase of second-hand coffee machine for Tenterden buffet	800.00
May 10	Donation for eight two-way radios plus charger	1337.00
May 09	Purchase of steam cleaner – Rolvenden	1600.00
Jan 08	Donation towards K&ESR purchase of scissor lift for C&W	500.00
Jul 07	Chairs for Rolvenden mess room from Maidstone Hospital League of Friends	50.00
May 07	New lockers for Rolvenden mess room	1644.08
Jan 07	New safety flooring for Rolvenden mess room	2225.00
Apr 06	Donation for new oil store at Rolvenden	3000.00
Mar 06	Donation for Tenterden buffet & mess room central heating	1000.00
Apr 05	Refurbished parts for diesel railcar	120.00
Feb 05	Donation for buffet chiller room	1320.00
Dec 03	Donation for tree felling at Tenterden station	600.00
May 03	Donation for Rolvenden mess room gas boiler	300.00
Feb 03	Donation for purchase of RU from Bluebell Railway	1000.00
Jan 03	Stills boiler, sink & work top for RMB	1777.96
Nov 02	Donation for purchase of Dave Stratton's coach	1500.00
Oct 02	Reservation booking system software	500.00
Mar 02	Reservation booking system software	1250.00
Mar 02	Water softener plant at Rolvenden	1781.00
Mar 02	Safety fencing for Pullman siding	424.00
Mar 01	Tarmacadam at Tenterden	2040.00
Mar 01	Terrier cab fabrication	3000.00
Mar 00	Donation for restoration of Pullman Car <i>Barbara</i>	3584.97
Jan 00	Purchase of water boiler for Tenterden mess room	372.00
Oct 98	Additional donation regarding power for Cranbrook Road crossing	608.57
Jun 98	Donation for map & history board on Rolvenden platform	355.00
Jun 98	Donation for redecoration of toilets – Rolvenden	460.00
May 98	Installation of electricity to Cranbrook Road Crossing	2006.00
Dec 97	Donation for Colonel Stephens commemorative plaque for Museum	150.00
Nov 97	Print rollers	63.45
Oct 97	Transport of portacabin	600.00
Jul 97	Print rollers	49.93
Apr 97	Crane hire	400.00
Mar 97	Donation to purchase Heidelberg printing machine	225.00
Oct 96	TRC donation	250.00
May 96	Donation for rollers for Peerless machine in print room	99.36
May 96	Purchase of laminator and pouches	244.41
Aug 95	Donation to resurface Tenterden station forecourt	1000.00
Jul 95	Donation for purchase of Thompson Platen printing machine	500.00
Mar 94	Contractors' equipment hire – air breakers & breaker steels	518.41
Jan 94	Donation for children's playground equipment	3736.00
	Grand total of donations to K&ESR to date	£52811.28

SIX OF ONE AND HALF A DOZEN OF THE OTHER

A collision at Bodiam level crossing

Kent & East Sussex Railway fireman Chris Robert Blair was driving one of the railway's two Ford railmotor sets on the evening of Monday 8th April, 1929. The train was the 7.20 p.m. from Tenterden Town to Robertsbridge, and at about 7.50 p.m. it was approaching Bodiam station with a single passenger on board, Rev. Thomas Woodhouse of Brighton.

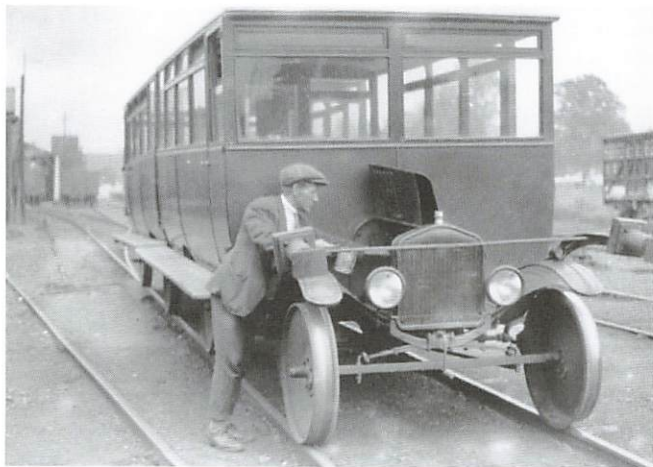
When the railway opened in 1900 the Board of Trade had agreed to having cattle guards instead of gates at the Bodiam level crossing, provided there were white posts 300 yards either side of the crossing, indicating where trains had to give warning of their approach and slow to 5 mph.

By the light of the railmotor's 6-volt headlight Blair saw the post marking the level crossing just before Bodiam station. He blew the whistle and slowed to about 4 mph as he approached the crossing. As he did so, he saw the headlights of a car coming down the road towards the crossing from the direction of Staplecross. He thought it was going at about 20 mph, but when it was about 15 yards from the line it slowed down to walking speed and almost stopped. Blair assumed the car was waiting for his train to pass, and released his brake to continue into the station.

But at the same time the car driver – Clarence Wickens of Hastings – suddenly accelerated in an attempt, it seemed, to get over the crossing in front of the train.

The result was predictable. The buffer beam of the railmotor struck the rear of the car. The front wheels came off the rails and the front axle broke, and all the lights went out. Fortunately no serious injuries were reported, either on board the railmotor or to Mr Wickens and his passenger. After the accident Mr Wickens told Blair that he had slowed down because he was familiar with the level crossing, but he had not seen the train approaching.

In a sequel to this accident, W.H. Austen, who had not long before taken over as engineer of the K&ESR because of Colonel Stephens' illness, took out a summons against Mr Wickens alleging that he had been driving a car in a manner dangerous to the public. He may well have been hoping to demonstrate that, as the volume of road traffic was rapidly increasing, safety at level crossings was the responsibility of road users rather than the railway company – as Colonel Stephens had done after an accident at Biddenden in 1914.



K&ESR Ford railmotor (CSHA)

The case was heard at Battle Petty Sessions on Tuesday 21st May. After the court had heard Blair give his evidence, Harold Glenister, defending Mr Wickens, said that it was "six of one and half a dozen of the other", and there was no case to answer. The magistrates agreed, and dismissed the summons.

These details are taken from a report in the *Hastings and St Leonards Observer*, accessed through the British Newspaper Archive, courtesy of Kent Libraries (Staplehurst branch).

Tom Burnham

AN ADVERSE OPINION

Brian Janes looks at the background to a new exhibit in the Colonel Stephens Railway Museum.



Ellen Terry (1847–1928) was probably the outstanding actress of her age. Born into a family of actors, Miss Terry began acting as a child in Shakespeare plays. Her career lasted nearly seven decades. By the age of 28 she had joined Henry Irving's foremost acting company as leading lady, and for the next two decades and more she was at the top of her profession. She and Irving also toured with great success in America and Britain. After failing in theatre management in the Edwardian period Miss Terry turned increasingly to touring and lecturing, while continuing to find acting success until 1920. She was made a Dame in 1925, although the last few years of her life were affected by increasing blindness and senility.

Although never thought a great beauty in the conventional sense, Miss Terry had an innate charm that quickly endeared her to all who knew her. Scandalously for the period she married three times and was involved in numerous relationships, indeed having two children from one of these relationships. So she was indeed a strong personality, a generous-hearted and free-spirited woman, who was ahead of her time in many ways.

For many years Miss Terry was fond of using residences at Winchelsea in the summer. In the late 1890s she and Irving were driving around the marshlands between Rye and Tenterden and came

upon the the creek on which stood the old port of Smallhythe. On the right was the old farmhouse now known as Smallhythe Place. She apparently immediately decided that this was where she wanted to live and die. Irving told her to buy it.

It was not immediately available but in 1899 she did buy it, with its adjacent farmland, buildings and cottages. She regarded it as a convenient place to live; the village with its then shop was nearby, and the shortly-to-arrive trains from Tenterden to London were convenient by the standards of the time. Travelling to London to her flat and performances seems to have been undertaken using the (now preserved) horse bus to Tenterden, thence by the K&ESR to the main line.

Hearsay has it that Miss Terry and Arthur Taunt, the Tenterden Town Station Master from 1903 to 1931, struck up a rapport when she transferred to and from the bus, as he treated her royally. However, evidence has emerged that at least by 1922 she was less than enamoured of our railway. Her home is now a National Trust shrine to her memory and Philip Shaw, our Finance Director and a local resident, has investigated some of her papers which are now held in the British Library.

He came across a K&ESR timetable for October 1922, no doubt posted to her by Mr Taunt, in which the actress had scribbled, perhaps truthfully, an amendment to one of Colonel Stephens' favourite strap-lines, as shown in the accompanying photo. Perhaps she was starting to suffer from the dementia that shadowed her later years, but the K&ESR was certainly no express. Anyway, she had amended 'Support the Local Line' to 'Cannot Support the Local Line. Life too Short' and signed it!

Readers will recall that the much-needed, if not very comfortable, railmotor accelerated the K&ESR's service a few months later, but no doubt Miss Terry stuck to the motor car that she no doubt used by then. She still divided her time between Smallhythe and her flat in London, travelling for the last time in March 1928. She passed away on 21st July 1928. A funeral service was held in Smallhythe Church and she was cremated at Golders Green (one of only a few crematoria in the country – cremation was only made legal in 1902). One can be sure her remains were conveyed by road.

Cannot Support the Local Line. *Life too Short*

KENT & EAST SUSSEX RAILWAY

TIME TABLE.

Men

OCTOBER 2ND, 1922, & UNTIL FURTHER NOTICE.

DOWN TRAINS

WEEK DAYS ONLY.

STATIONS		A.M.		P.M.	
K. & E. S. Ry.	London dep.	5.20	9.15	NOT SAT	NOT SAT
	Tonbridge	7.5	10.30	2.8	2.40
	Tunbridge Wells	7.19	10.45	3.5	3.43
	Hastings	7.50	11.0	3.15	3.53
	Robertsbridge Jn. S.E.&C.R.	8.18	11.40	3.37	3.25
	Junction Road	B	B	4.12	4.18
	Bodiam	8.28	11.50	4.22	4.28
	Northiam	8.37	12.5	4.32	4.37
	Wittersham Road	8.44	12.12	4.42	4.44
	Rolvenden	8.51	12.20	4.50	4.51
	Tenterden Town	8.56	12.25	5.55	4.55
	Tenterden Town	8.57	1.0	5.56	4.57
	Tenterden St. Michaels	B	B	Stops	Stops
	High Halden Road	9.6	1.10	4.4	5.18
	Biddenden	9.13	1.18	4.12	5.25
	Frittenden Road	B	B	B	B
	Headcorn Jn. K. & E. S. Ry. (arr.)	9.24	1.40	4.25	5.28
S. E. & C. R.	Ashford	9.51	2.24	4.54	6.19
	Tonbridge	10.5	2.30	5.38	7.31
	London	11.23	3.40	7.30	9.21

UP TRAINS

WEEK DAYS ONLY.

STATIONS		A.M.		P.M.	
K. & E. S. Ry.	London dep.	—	7.14.8	12.15	3.40
	Tonbridge	—	9.10	1.28	4.3
	Ashford	—	9.3	1.35	4.15
	Headcorn Jn. K. & E. S. R.	—	9.51	2.4	4.36
	Frittenden Road	—	B	B	B
	Biddenden	—	10.4	2.18	4.45
	High Halden Road	—	10.13	2.27	4.53
	Tenterden St. Michaels	—	B	B	B
	Tenterden Town	arr.	—	10.23	2.38
	Tenterden Town	dep.	7.6	10.40	2.40
	Rolvenden	—	7.12	10.45	2.45
	Wittersham Road	—	7.19	10.52	2.54
	Northiam	—	7.34	11.0	3.8
	Bodiam	—	7.43	11.10	3.18
	Junction Road	—	—	B	B
	Robertsbridge Jn. S.E.&C.R. arr.	7.53	11.22	3.30	6.0
	Hastings	—	8.40	12.9	4.8
	Tunbridge Wells	—	8.51	11.58	4.55
S. E. & C. R.	Tonbridge	—	9.53	1.23	5.7
	Tonbridge	—	9.24.8	12.45.0	6.55
	London	—	—	—	8.57

A—Arrives and departs from Charing Cross.

B—Stops by signal to set down or pick up Passengers.

D—Passengers must give notice to Guard before leaving Ashford. Train stops to set down only.

F—On Saturdays arrives Tunbridge Wells 4.45 p.m., Tonbridge 5.0 p.m., Charing Cross 6.32 p.m.

K—Stops to set down Passengers only.

LL—London Bridge Low Level.

LH—London Bridge High Level

Z—Arrives or departs from Cannon Street

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Managing Director's Office,
Tonbridge, September, 1922.

H. F. STEPHENS,
Managing Director.

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Lost Lines: East Anglia

By Nigel Welbourne, published by Ian Allan, price £18. 128 pages, copiously illustrated with monochrome photographs plus numerous maps and diagrams. ISBN 978 0 7110 3748 9

Having some time ago slated a book from this publisher for even attempting to cram a quart into a pint pot, this reviewer was interested to see how the present, regrettably extensive, subject was tackled. I have to say that I was unexpectedly pleased.

We may have lost lines in the South East (particularly from the ex-LB&SCR rural network) but it is as nothing compared with the devastation wrought upon the railways of East Anglia. The author's approach of a potted, but adequate, history for each line with photos, maps and illustrations of appropriate railwayana works well. This volume would also act as an excellent guide book for any enthusiast visiting the area, as well as being as good introduction to the secondary railways of the region. One gets the feeling that a reader might well be inspired to look more deeply into the railway history of the eastern counties, and in this respect it is perhaps a pity that there are neither bibliography nor any suggestions for further reading, although references to a further book, *Lost Lines: Eastern*, are made.

Many old favourites are featured: the Midland & Great Northern, Kelvedon & Tollesbury, Elsenham & Thaxted, Colne Valley & Halstead, the Lavenham Branch, Wisbech and Upwell and many more. Having my railway roots in Suffolk I was reminded of the Hadleigh Branch crossing the busy A12, which intrigued me as an eleven year old, and also that my late uncle Eric had once fired the tram engines on the Ipswich Dock lines. The chapter on the Mid Suffolk Light Railway makes reference to the pumping engine used to supply loco water at Laxfield. This brought to mind family tales that, in LNER days, this new-fangled internal combustion device was not understood by the local staff; its occasional defects made for pleasant 'away days' for my grandfather, who was Road Motor Depot Foreman at Ipswich.

Mr Welbourne concludes his admirable effort with a chapter on the preservation scene in East Anglia, including the new narrow-gauge lines

at Wells and in the Bure Valley, which rounds this account out nicely. The price is reasonable by today's inflated standards. Recommended.

NP

Inclined Planes in the South West

By Martin Bodman, published by Twelveheads Press, £15. 128 pages with illustrations and maps. ISBN 978 0 906294 75 6

Truro-based Twelveheads specialises in industrial history and minor railways, and this book combines the two themes. It provides a gazetteer of 220 sites in the counties of Somerset, Dorset, Devon and Cornwall at which railed vehicles have been hauled up steep gradients by cable, rope or chain, using a variety of sources of power including steam, water and electricity, as well as self-acting inclines on which loaded wagons descending pulled empty wagons upwards. Inclines completely underground in mines are generally excluded, but a remarkable variety of uses is catalogued, including tub boats on canals. Only a few of the examples listed are still working, such as the cliff lifts at Babbacombe (Torquay) and the Lynton & Lynmouth, but surviving remains are described.

Readers of the Tenterden Terrier will be interested in the incline which connected Conygar Quarry, Clevedon, with the Weston, Clevedon & Portishead Light Railway near Walton Park halt, and in those connected with the Callington branch of the Plymouth, Devonport & South Western Junction Railway. The narrow-gauge East Cornwall Mineral Railway opened in 1872, incorporating an earlier incline to Calstock Quay which had been built in 1859. The ECMR's reconstruction by H.F. Stephens saw the incline abandoned in favour of a wagon lift at Calstock Viaduct. The original winding house at the head of the incline survives in a haulage contractor's yard, although this is not mentioned in the book. There were also inclines connecting the railway with the Greenhill Arsenic Works at Gunnislake (closed in 1925), Gunnislake Clitters mine at Calstock, and the Kit Hill granite quarry at Stoke Climsland.

An introduction outlines the technology and history of the inclined plane, and gives biographies of some of the people involved in its development. The book is well illustrated with modern and period photographs, maps and diagrams.

TB

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 is 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. It should only exceed 2,500 words if you trust the Editor to do his worst to shorten it – or put in a special plea for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Word is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by CD, if carefully packed. Floppy discs are now obsolete.

Typewritten copy can be scanned to extract the words for printing, so can be accepted; but the Editor's task will be easier if you ask a friend to turn it into digital form. 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 an image selected for publication should be at the maximum most basic cameras can achieve. The image size is given in the camera's specification, and for a 5 megapixel 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 it as the camera took it, changing nothing except perhaps for trimming and renaming.

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Images courtesy of Lewis J Brockway

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