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Tenterden Terrier



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FRONT COVER

On 30th July Foxcote Manor awaits the arrival of the Sunday Wealden Pullman at Northiam.
(Phil Edwards)

BACK COVER

Someday soon? Perhaps not for a while, but from this angle 4253 looks almost complete.
(Phil Edwards)



German visitors crowd Rolvenden platform on 5th August.

(Alan Crotty)

Tenterden Terrier

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Editorial

Help!

Over recent months the Editor has at last got round to working on a much-suggested sequel to his book *Holding the Line – Preserving the Kent & East Sussex Railway*. A constant theme which has come up (since 1974!) has been shortage of volunteers and appeals for more people to help run the K&ESR. Well, as the saying goes, ‘The more things change the more they stay the same.’ Throughout the 2017 running season there seems to have been, both on social media and via e-mail, a constant series of appeals for help from Roster Clerks, Managers and even the Deputy Chairman. On asking why this was so, it was a relief to find that this wasn’t the result of any management or Board ogres running riot, but nonetheless disconcerting to hear that a number of people have reduced their activity owing to

family circumstances or advancing age. These are exactly the reasons why the Editor has reduced his involvement since January; so, while he is obviously not alone, he is perhaps not in the best position to ask others to do more!

The problem has however been discussed with Deputy Chairman Geoff Crouch, who is more than happy to make use of this column to make a further appeal. If you are already a volunteer please consider doing an extra turn or two. In particular, there are the challenges of staffing Santa, with all the personal demands at this busy time on the volunteers that we *do* have. Just one extra rostered turn now or at any other time would help *your* railway. If you are considering becoming a volunteer don’t be shy – we are known for being friendly and welcoming. Details of the departmental heads and supervisors, plus the Volunteer Recruitment Manager, can be found on page 47. They will be delighted to hear from you.

Nick Pallant



(Phil Edwards)

Readership Survey

We would like to know what you think of the *Tenterden Terrier*. Does it meet your expectations or do you think it could be better? Although we are publishing the questions in this issue of the journal, you can answer it online by logging onto www.ksr.org.uk/tenterden-terrier-feedback

You can photocopy this page to avoid damaging your copy of the magazine, or you can reply by

letter (anonymously if you wish). Send your answers to Terrier Survey, Tenterden Town Station, Tenterden TN30 6HE, by 31st January.

In the interests of impartiality a third party – the railway's Commercial Manager, André Freeman – will receive and collate all responses. Complete the survey and you could win a prize (details are given below).

1. How satisfied are you with the present *Tenterden Terrier*?

Very dissatisfied ☐ Dissatisfied ☐ Neutral ☐ Satisfied ☐ Very satisfied ☐

2. Would you like the option of receiving your copy of the magazine in electronic form over the Internet?

Yes ☐ No ☐

3. Would you like the printed *Terrier* to move to A4 size or remain A5?

Change to A4 ☐ Remain A5 ☐

4. Do you feel that the magazine has the right balance between 'Lineside News' and feature articles?

Yes ☐ No ☐

5. Which three 'Lineside News' items do you enjoy reading most? You may choose any items, not necessarily from the most recent magazine. We will use this information to help us in the selection of future features.

6. Do you think the balance between contemporary coverage and historical subjects is about right? (Historical includes earlier phases of the heritage era.)

Yes ☐ No ☐

7. Do you like 'The Next Generation' feature about our younger staff?

Very dissatisfied ☐ Dissatisfied ☐ Neutral ☐ Satisfied ☐ Very satisfied ☐

8. Do you like the 'Gricer' feature (freewheeling comment)?

Very dissatisfied ☐ Dissatisfied ☐ Neutral ☐ Satisfied ☐ Very satisfied ☐

9. Do you like the 'Focus' features (such as the *Aries* item in issue No.133)?

Very dissatisfied ☐ Dissatisfied ☐ Neutral ☐ Satisfied ☐ Very satisfied ☐

10. Do you think that the photos/text balance is about right?

Yes ☐ No ☐

11. Are there any other comments you would like to share with the team?

Thank you for providing feedback. If you'd like to enter the competition to win an afternoon tea on the K&ESR, let us know your name and

address (or e-mail address). Readers who are not members of the Kent & East Sussex Railway are also welcome to respond to this survey.

From the Chair – Jamie Douglas

It seems slightly surreal, as I write this in late September, that I have only a few short weeks remaining as a Trustee and Chairman of the Kent & East Sussex Railway. By the time you read this I will have retired by rotation, having completed my three-year stint. I have chosen not to offer myself for re-election in order that I can spend more time with my family – something I have grown to appreciate even more since my wife, Helen, was appointed to the role of Products and Reservations Manager. Sometimes it seems there is no getting away from railway matters...

I thought it might be a useful exercise to have a look at the piece I wrote just over three years ago, where I set out my priorities for why I wanted to be elected as a Trustee, and reflect on this a little.

The first concern I outlined in that address was the number of vacant turns on the rosters, and the effect that these have on service delivery. I think it is fair to say that this concern is as pressing now as it was three years ago. There still seem to be too many blank spaces on the roster and the potential impact of this has only increased; I'll come back to this later.

There is plenty of work to do in terms of volunteer recruitment, progression and retention. We have plans to improve things like staff accommodation for those wishing to stay overnight before and/or after a turn of duty; but, as always seems to be the case, things cannot progress as quickly as we might like and, more often than not, for very good reasons.

I feel that I have had to spend a lot of time and effort trying to ensure that the pace of development has not left other areas behind. Make no mistake, the railway must continue to evolve – and more quickly than it has for 40 years – but it must evolve as a cohesive unit rather than a minority of elements from within just causing chaos.

The next concern outlined in my election address that I would like to revisit is around questioning ourselves – examining whether we are doing things as well as we might. There is

always room for improvement; again this is as true now as it was three years ago. Quicker, cheaper, more efficiently, more pro-actively; just plain *differently*! Just because we've been doing something the same way for the past 40 years doesn't mean that there is no other way of doing it.

This leads me into the last concern I touched on in my election address – visitor numbers. Here is something that I can honestly say that we have all worked very hard to turn around. We have seen a marked improvement in our commercial performance, with the real pivotal moment being the 2016 Santa Specials. After some very difficult decisions, and even more difficult actions, we put in place a new commercial team during summer 2016. The results speak for themselves.

The Santa Specials are such an important event for the business because they fill the bank account with sufficient reserves to sustain us through the closed season. There is no denying that there have been times during the past three years when I have held real concerns that the K&ESR that we all know and love so passionately might not be able to continue to operate in anything like the form that it was. Perhaps this is stating the blindingly obvious, I know. So in the run-up to the 2016 Santa Specials, following the previous record-breaking 2015 Santa season, we were wondering what rabbits were hiding in Santa's sack that might mark the step change that we were looking for...

Wow! Everyone stepped up to the plate and, quite frankly, we smashed it! It was followed by an excellent February Thomas™ event, which exceeded the expectations of our commercial team. Shortly after this we held a new event, with *Flying Scotsman* visiting the K&ESR – albeit a 9m long model of the loco and three Pullman carriages made out of Lego. I know this has all been covered previously, but I think it serves to underline the rapid turn-around in the performance of our railway.

Of course, it follows that we must not forget that the fortunes of business can just as easily swing back the other way, so it's not champagne on ice all the way just yet. However, for now there are

some rather happier faces in the Finance Office than there have been for a while. I'm sure Geoff will fill out more detail on our current financial position in the coming months and I draw your attention to the Donations, Legacies and Finance item on page 7.

To come back to a point I touched on earlier, the upturn in visitor numbers has raised the stakes should we not be able to deliver our advertised service. Two years ago, if we had to cancel a train or two, we would have upset maybe 50 people. Now we stand a chance of upsetting 100 people or more, and, in the age of social media, the consequences of each and every disgruntled visitor have increased exponentially. Each one can reach hundreds of friends and acquaintances with a single post on Facebook or Twitter. We have to do our utmost to make sure that their posts reflect a positive experience when they visit us.

This ties in neatly with a point I made at the 2016 AGM – perhaps we need to alter our mindset. Thousands of lovely people pay £18 each for the privilege of visiting our railway. We need to think of each of them as our guests, and treat them as such, in order that we stand a better chance of a positive social media post. This is incumbent on every one of us. Whether or not our role has the potential to be guest-facing, there is always something we can do to enhance their visit. It might be being the smiling face of the K&ESR from the footplate, answering questions, or simply waving at the trainload of guests from the lineside.

This also includes finding a better place to hide something that might one day be useful, in spite of having moved it a dozen times over the past four decades and its now being in full view of our guests. We need to stop thinking of the railway as being our personal storage facility/scrapyard for the things we cannot keep at home.

We are heading in the right direction, and we have plenty of good feedback that shows it, but we must continue to be self-critical as there is still plenty of room for improvement.

Our railway still has many challenges to face. This year we have, despite the tremendous efforts of the team at Rolvenden, struggled with locomotive availability. There have also been far too many occasions when the roster clerks have been desperately ringing round the night before to cover a turn. I am always loath to ask our

volunteers to step up and cover an extra turn or two per month, or even per year, but it all makes a difference. You all do a tremendous amount; there is no doubt in my mind that most of you do as much as you can. But if any of you could commit to an extra turn or two, please do. How about the wider membership? I'm certain that you all have skills to offer which could be of enormous help in the running of your railway.

Finally I'd like to thank (though it has been a mixed blessing) those who voted to give me the opportunity to make a difference. I've learned a great deal from the past three years. I have worked with some truly dedicated people on the Board, and it has been a privilege to do so. I hope that the Trustees have become more visible to more of the staff and volunteers, and more willing to talk and to discuss things that are going on, and why.

Most of all, I hope we have set our K&ESR on a course to make it ready for the extension to Robertsbridge, and to be sustainable. I, for one, know of a certain five-year-old who will be wanting to volunteer in the future, and I have seen it as my duty to make sure he gets the opportunity.

Deputy Chairman – Geoff Crouch

So, Jamie is stepping down as Chairman; and I know that he takes with him the Board's thanks for his input. We all look forward to seeing him around the railway as a PWay volunteer, on track plant operative and perhaps leading a few other projects as well.

He has mentioned the smiles on the faces in the Finance office, and I can confirm that I am the one who smiles the most. We are in a strong financial position, and it is wonderful to be able to plan investment rather than make cuts. It makes my job such an enjoyable one.

When Jamie leaves at the AGM, we will have no Chairman – until January when a new one will be elected. From the AGM until January I will take on his role as Deputy Chairman and ensure that the calendar change from 2017 to 2018 is a seamless one. I have been sharing the job with Jamie for the past few months to help him have more time with his family, and will simply continue this through until January.

We must build on the successes of the new Management team, and continue to safeguard our railway for future generations.



Company Secretary

Following the retirement of Philip Clark-Monks, the Board have appointed Mr Charles Mavor to the post of Company Secretary. He will be assisted in the role by Phil Edwards.

The rebuild of W20W has progressed to trial fitting of some sections of steel external cladding.

(David Brenchley)

Donations, Legacies and Finance

This financial year has been a very good one for us. The business has performed well with the Management team playing to our strengths, despite uncertainties over loco availability. We are benefiting from the increased cash which our website is generating. Advanced bookings are strong, with income streams of around £250,000 sitting in our bank on an average day. This figure is around 40% up on last year, and will grow further as the website is further developed. We have also had some generous bequests, totalling over £250,000 – so far.

Donations, including Gift Aid, make a massive difference to our ability to make changes to our infrastructure. What have we done, and what will we do, with this money?

1. We have built the 'Secondary Catering Outlet' which in turn will increase income, which we can re-invest elsewhere.
2. We will concentrate all of our steel storage containers out of sight at Rolvenden, tidying up the railway in one fell swoop.
3. We will replace the crumbling platform at Tenterden, and also replace the coping stones at Northiam.
4. The roadway at Northiam will be replaced before the end of the year.
5. The roof of the station building at Northiam will be refurbished.
6. We have sourced and purchased new volunteer accommodation for Tenterden.
7. Generous donations from an individual means that the Great Western Railcar Project, which has been starved of funds for many years, can now move forward at pace (but we still need more to finish it!).
8. Do you remember the blue RU, 'Freeman's Folly', which used to reside for many years at Northiam, and was almost a fixture there? This will be sent away for external works and brought back for us to fit out.

This isn't a definitive list. Many small items and projects have been finished or will start as and when we have the staff resources to move forward.

We are investing again after many, many years of being cash starved. Money will not be wasted, with all works being approved by the Management/Site Managers/Finance Committee and Board. Sounds a long-winded process? A good project with sound financial reasoning can be approved within a month; if safety is key, within a few hours.

Donations and legacies make such a difference to us all. Remembering the railway in a will ensures that future generations can push forward. Your railway has never been on such a strong financial footing. It is there because of your efforts.

I'm looking forward to another great year in 2018.

Geoff Crouch, Finance Director

News from the Booking Offices

Chief Booking Clerk Chris Baker reviews the season so far.

It has been a busy 2017 in the booking offices, but we have survived.

Our booking clerks at the three ticket issuing offices (Tenterden, Northiam and Bodiam) are usually the first point of contact for visitors to our railway, so it is essential for them to promote good customer relations skills. We need to ensure that our passengers are given information which enables them to obtain the most enjoyment from their day with us. At the same time we can promote other parts of the railway, encouraging our guests to visit the shop, museum and refreshment rooms which will enhance our income.

For example, whether passengers are local or have been seen before, there is an opportunity to talk to them about membership benefits (*Do you know that if you become a member you can have three free trips a year?*) Discussion will often lead to the on-train catering service, the Pullman, gift vouchers, driving courses and the like.

The booking offices have been busy this year – we have just survived our third visit from Thomas, which followed so quickly after the Hoppers Festival. Earlier this year we had record numbers for the ‘Bricks Britannia’ (Lego) exhibition and the 1940s weekend in May. At times during our summer season it was difficult to provide booking clerks at all locations, particularly when we ran each day from 22nd July to 3rd September.

I would like to thank all those volunteers who gave their time for the railway during this season. There are no cash rewards or gongs to give out, but if there was to be a medal ceremony for attendance up to the end of September, the podium would look like this:

- Gold Medal: Harry Hickmott
- Silver Medal: Dave Blackman
- Bronze Medal: Peter Bainbridge

Interestingly, all the medals have been earned ‘down the line’, showing the dedication of the regulars at Bodiam and Northiam.

We have gained three new members of our team this year. In May, Lesley Lee qualified as a Booking Clerk; Veronica (Ronnie) Warner passed out in June as a Booking Clerk and a TTI; and Sjors van Dongen (George) came back to us and re-qualified in September.

We are looking for new members of our team to strengthen the numbers for next year and to provide flexibility in operation. Many of our Booking Clerks also hold grade cards for Station Master, TTI, Platform Assistant and others, so if you volunteer for other parts of our railway, why not add the Booking Clerk qualification? New volunteers are very much welcome, and full training will be given.

Shop Report – Craig Tyler

The hectic but busy summer has now come to a close. The shop will have been open on October running days by the time this edition is published, followed by November and the big preparations for the Santa Specials. Although I am stepping down from my official duties in the shop, I intend to continue to provide a brief overview of progress in future editions of the *Terrier*.

Firstly, starting with July’s Thomas... Over the three days this year we achieved a healthy 11.9% increase on last year’s July Thomas. The Sunday was the busiest day in terms of revenue with the Monday, as usual, being the quietest.

Secondly, the Hoppers event in September was similar to last year and plans for 2018 include more specialised merchandise in keeping with the event. This follows an approach to us being made by a new supplier.

Thirdly, September’s Thomas event saw a revenue increase of 7.9% on last year and an interesting shift of the busiest day. 2016’s was the Sunday, but in 2017 the busiest day was the Saturday. The average spend per passenger will appear next time, as the finalised figures were not available at the time of writing.

Finally, Halloween week and the Santa Specials are approaching. Like last year, we have been fortunate enough to secure a book signing with the author of *The Story of the Santa Special* – a children’s book in which Grandpa and two young twins embark on a festive family adventure. Taking place on the 16th and 17th December, be sure to journey down to the railway and get your personalised, signed copy.

Product and Reservation – Helen Douglas

Wow, what a lot has happened this summer; it seems that there has been so much going on!

We have seen the benefit of having some part-time support for the team, in the guise of Liz Reid. Liz joined us temporarily to assist with

resourcing, and specifically she put a lot of time and effort into the events programme from May – with the assistance of events stalwart Paula Oliver – specifically providing us with an excellent 1940s weekend, which was very well received by our visitors. This year we allowed platform entry (via an enhanced platform ticket) to those from the local community who didn't wish to travel on the train, and it was agreed by all the exhibitors and stallholders that this really helped add to the general festivity and atmosphere around the place.

Huge thanks go to Liz and our hard-working volunteers for their support for events through the summer. This includes Hoppers, this year in memory of Robin Dyce, and so ably set up by the very organised and proactive Bodiam Group. I thank them for their support in putting on an enjoyable and memorable event.

Having had Liz with us and seeing the advantage of having additional resources, we have brought in a full-time Commercial Assistant, Karen Gay.

Karen is a Tenterden resident with an excellent background – including running her own recruitment business for 27 years – and we're already reaping the benefit of her administrative organisation and excellent people skills. We are working very closely together to plan and advertise the Halloween and Christmas events, and are already getting ahead of where we were this time last year with regard to planning the calendar for next year, groups advertising, railway experiences and the production of our 2018 public timetable.

Another success story has been bringing the education element to our products and events. 'Bricks Britannia' included an educational slant as well as entertainment; we've hosted another excellent Evacuation Experience for schools, and a few well-received Victorian experience days towards the end of the summer term.

This was our tenth year of Evacuation, and it is with sadness that we have agreed to take the reins from Keith Harcourt and John Hooker

for the 2018 educational experiences programme. I offer my sincere thanks for the many years of hard work and dedication that Keith and John have undertaken to provide products that we are really, really, proud to share with schools far and wide.

So I am now 12 months into the role; I have worked through the full calendar cycle, and all that that has taught me. I would like to take this opportunity to thank those who have put in time to cover turns on the rosters this year, and those who work quietly behind the scenes on a regular basis. The biggest joys of my role are working with an extraordinary team of volunteers across our railway and sharing with them their passion and love for our railway and I am truly very, very, excited about 2018 and all that the coming year has in store for us.



Karen Gay with Driver Beth Peppercorn.

Operating Department – Pete Salmon

Well, 2017 has certainly been busy! 'Bricks Britannia' was an extremely busy event with a lot of involvement from Operating Department staff, both with the actual event and with the provision of train services. It was extremely satisfying for train crews to run nice full trains – a trend that appears to be continuing, with a successful 1940s event and healthy bookings on ordinary trains.

Over the winter period we finally commissioned the 'new' classroom facility at Rolvenden. This is a second-hand Portakabin which was originally earmarked for Locomotive Department use. After the closure of the Meeting Room at Tenterden, this was identified as a suitable alternative building for training and meetings; it has seen a considerable amount of work to redecorate, adapt and equip it for its new purpose. There is also a small office, which has been used to replace the old Running Foreman's office, now re-allocated to the Loco Department. Thanks are due to Mark Singleton who donated a large TV screen and installed much of the Internet and telephone equipment. Special thanks also to Nick Wellington and Dave Hazeldine who made big contributions to the project. The building is hardwired for the Internet and has Wi-Fi and conference calling facilities for meetings. Since commissioning the building has been well received and heavily used.

One of the prime uses for of the classroom is for training. So far this year it has seen several sessions of the excellent Signalmen's training course, run by Joel Pearson and Tony Ramsey, as well as the Loco Dept's Mutual Improvement Classes, which are managed by Brendan Connell and Mark Williams. Mark is also now the Chief Running Foreman at Rolvenden.

2017 has also seen the removal of detonators (fog signals) from use on the K&ESR. This involved an immense amount of work re-writing large sections of the Rule Book by the Railway Rules Working Group, led by Mike Harwood. The revisions to the Rule Book were issued at the annual meetings of the three sub-departments – Guards, Signalling and Footplate – along with a briefing on the new system for train protection. There have also been training sessions on train protection specifically for signalmen and four more general groups, where the new procedures

were practised using the Class 03 and Ruston locomotives on Tenterden Bank.

On the footplate we are continuing to attract new volunteers, including a healthy number of youngsters. With the extension to Robertsbridge getting ever closer, we will inevitably be running more trains and will need more staff to crew them, so now's a great time to join our team! We're delighted that Ben Boggis is now passed out as a steam driver. On the DMMU, Barry Smith and Richard Stone have recently been passed out as drivers.

Our loco crews have recently had the experience of a larger-than-usual loco in 7822 *Foxcote Manor*. Although she developed a valve fault, preventing her from working for several weeks, she did re-enter service following repairs and performed admirably, giving enjoyment to visitors and crews.

To accommodate 7822 we had to look carefully at how a larger loco would fit the railway. As such we had to implement some temporary instructions for her use and make some timetable modifications to avoid fouling track circuits. Thankfully the knowledge gained from this experience will make it easier for us to host larger locos again in the future.

For the past few years we have used a system known as HOPS (Heritage Operations Processing) for rostering; you may remember it being mentioned in these notes before. In the past few months we have met with the HOPS developer Danny Scroggins with a view to expanding our use of this powerful software. As a result we are now looking at making far more use of it as a means of storing records and managing staff competence. Roster Clerk Terry Hannocks recently attended a HOPS workshop at Kidderminster to learn how we can use the system better. It may seem a little bit at odds for a Colonel Stephens railway to use so much modern technology, but as long as it stays in the background and is a useful tool it can only be a good thing.

In an initiative to improve the cleanliness of our carriages we have recently helped out with organising and running a couple of carriage cleaning days. On one occasion we had a charter with an extended mid-day break, so took the opportunity to hold the train at Wittersham

Road for a few hours while a happy band of volunteers had a good clean of the side of the train that is hard to reach at Tenterden. We need to ensure that our trains stay as clean as possible to present a good image to our passengers, so if you are able to help out, either as part of the gang on specially organised occasions or simply when a train is somewhere accessible at Tenterden, please get in touch. Every little helps, so even a few minutes cleaning before or after the service can make a big difference.

Finally an appeal for a few things. To keep our locos looking clean requires a lot of rags; if you are clearing out your wardrobe and have anything like T-shirts or other cotton-based items suitable for our use, please feel free to leave them at Rolvenden. With many people donating clothes to charity shops, we have had to resort to buying in cleaning rags – so here's an opportunity for you to save your railway some money.

We also need a supply of firewood; this needs to be wood rather than chipboard or flat panels. Pieces small enough to fit in a firebox are ideal, or things we can easily break up like pallets.

Guards Report – Graham Williams

After 18 years as a Guard, Peter Taylor has stepped down from the role. I would like to thank him for the great effort he has put in and all the duties he has done in that time. In March Graham Bridge resigned as a Guard after seven years.

Nick James passed out in the Guard's role on 20th June, on one of the hottest days of the year. Nick had given up the job of Assistant Roster Clerk to concentrate on his training.

Neil Jackson has now taken up the role of day-to-day rostering.

We welcome new trainees Brian Richards and Neil Jackson (Shunter).

S&T Engineering – Nick Wellington

The S&T focus continues to be towards the preparations for transfer of the interlocking at Rolvenden to the new relay room. The power feeds have already transferred, taking advantage of the power control board recovered from Eastbourne and rewired by Mark Singleton. Some cable installation has already commenced and the relay racks have been reconfigured to our requirements. The first transfer of function should be taking place in November.

Signalling Department – Tony Ramsey

Despite the busy summer schedule, I am pleased to record that we have once again succeeded in covering all the required Signaller and Crossing Keeper turns. Thank you if you played a part in achieving this.

In addition, several members of the Department contributed to the recent Operating Skills Weekend arranged for the South East branch of the Institute of Railway Operators. It was most encouraging to hear the complimentary remarks made by these professional railwaymen.

We are pleased to welcome four newly qualified Signalmen: Margaret Leadbeatter and Kenneth Yarham at Tenterden Town, Dennis Astridge at Wittersham Road and Martin Skinner at Northiam. We also congratulate those who have passed out as Crossing Keepers: Mark Singleton at Cranbrook Road, Keith Dorey at Rolvenden and Robin Moyser at Northiam.

We are sorry to have to bid farewell to three Crossing Keepers: Ron Spencer (Cranbrook Road) due to moving away from the area and Will Salmon and Harry Watson (Rolvenden) due to the pressure of other commitments. We thank them for their contribution and wish them well for the future.

The Railway Rules Working Group is continuing to review the various sections of the Rules, Regulations and Instructions. Sections H (Working of trains) and D (Passing Signals at Danger) of the Rule Book have now been reviewed, and changes made which will come into force in March 2018.

The Group has also considered feedback from members of staff resulting in changes being made and is now reviewing Section 5 of the General Instructions – 'Accidents, fires and bad weather'.

Notwithstanding the cramped conditions at Rolvenden, the 2017 training course has continued – both for trainees and for qualified Signalmen wishing to refresh their knowledge – with a mixture of PowerPoint presentations, film clips, role play and our model railway.

In between these classroom sessions our Training Officer, Joel Pearson, has continued to produce helpful online revision workbooks. We wonder what further initiatives he has in store for us in 2018!

Rolvenden MPD – Paul Wilson

Available for service:

No.8 Knowle (32678): Hydraulically tested in June after re-tubing and back in service in July.

No.30 GWR Pannier (1638): A driving spring had to be changed recently, losing a day in service; otherwise performing well.

No.19 Norwegian: Continues to give sterling service despite hiccups with the air pump. This year 376 has again been used on a four-car A-set to preserve steaming days on 1638. The next washout is due after Christmas.

Cranes:

No.133 (10t Taylor Hubbard): Available for service. A full service was carried out in August, and its annual boiler inspection is due at the end of the year.

No.151 (36t breakdown): Available for service. Its annual boiler inspection is due before Christmas.

Stopped for routine work or unscheduled repairs:

No.40 Ford diesel: Bodywork repairs continue. It would be really nice if we could put together a group of keen, skilled volunteers to give this grand old lady the TLC she really deserves. With the arrival of 08888 the Ford can be given less challenging work to do and become more the working museum piece it deserves to be.

No.14 Charwelton: It has now been determined that the loco requires a major rebuild, including a new boiler and cylinder block. Once these items are attended to and the motion is overhauled we will have an almost brand-new locomotive, which should once again be very popular on railway experience days.

Overhauls:

No.11 P class (753): Stored pending restart of overhaul.

No.21 Wainwright (DS238): Resplendent in its new Longmoor Military Railway blue colour scheme, No.21 is expected to be back in service in October. Final lining out and fitting of the 'Major General Frank S Ross' nameplate will take place in November.

No.22 Maunsell (65): In store pending overhaul.



No.21 at Rolvenden.

(Phil Edwards)

This will commence as soon as 25 is completed.

No.23 Holman F Stephens: In store pending overhaul following 6619. This may seem a long way off, but in reality it isn't. It also ensures we achieve the agreement held with the owners, lacking for a while now, to keep one 'Austerity' in service all the time.

No.25 Northiam: Now nearing the end of its overhaul, 25 should be in service in time for the Christmas period.

No.32 (6619): Stored pending overhaul.

No.3 Bodiam (32670): Stored pending overhaul.

Diesel Fleet News – Mark Stuchbury

Class 03 D2023: Based at Tenterden, this loco continues to undertake the lion's share of carriage shunting as well as moving stock into and out of the carriage shed. Due an external repaint in early 2018, it is anticipated that 08888 will take over D2023's work, allowing the loco to be temporarily taken out of traffic.

Class 03 D2024: Cosmetically restored externally, this loco is currently securely out-based in the back siding at Bodiam. Having a Gardner 8L3 204hp engine in decent condition, the medium-term plan is to remove the engine and gearbox and have them stripped down and restored, to enable an eventual exchange with D2023, whose own engine and gearbox is due for overhaul.

Class 08 D3174/08108 Dover Castle: This loco remains at Tenterden in the queue for its overhaul to be completed. Plans are now being drawn together to see this work recommence when resources and shed space can be allocated.

Class 08 D4118/08888: Work progressed during the summer to finish off the recommissioning of the loco, culminating in an expanded examination of parts and systems to give a baseline for all examinations and maintenance going forward. A detailed Vehicle Maintenance and Inspection (VMI) document has been produced, which becomes the equivalent of a 'Haynes Manual' on what, how and when to inspect and carry out maintenance tasks. The loco was formally signed off and handed over to the Operating Department in mid-September for driver training to commence.

As part of the plan to gradually restore 08888 back to original 'as built' condition, a set of additional marker lights has been obtained. Together with installing the missing wiring conduit, the original four marker lights have been reinstated on the rear cab bulkhead by Jamie Douglas and Chris Stuchbury. The original marker lights were reduced from four to two on each end by BR during the 1970s and early 1980s when locos went through General Overhaul. Further work will be done to replicate the same on the front radiator end when the loco goes in for a repaint during 2018.

Class 14 D9504: Significant work was undertaken during last winter and spring to deal with some engine starting problems. The opportunity was taken to give the loco an external repaint, returning it back to its original BR dual green livery of 1964.

The loco has performed very well during the summer, being used on a number of occasions as back-up to work passenger services when steam was not available. It also continues to be used for engineers' trains as well as for guest engine moves – when locos are delivered by road to Wittersham Road and require moving to Rolvenden.



7594 in company with D9504. (Mark Stuchbury)

Class 25 D7594/25244: The loco remains at Tenterden and is in the queue for restoration. Some work was undertaken in early October to infill various body side panels and cab windows with plywood to protect the locomotive both from weather and from unwanted attention by vandals and other intruders. The opportunity was also taken to refit the weather-proof tarpaulins that protect the engine and generator from the elements.

This loco was built in June 1964 as a dual-braked, steam-heat-equipped Sulzer Type 2 by BR's Darlington Works, and spent the majority of its working life on freight and passenger traffic in the North West and Scotland. Withdrawn by BR in July 1986, the loco initially went to the Swanage Railway and then on to the Nene Valley Railway from where it was subsequently purchased by members of the K&ESR. As a long-term restoration project the aim is to provide a steam-heat-capable diesel-electric Type 2 loco ideally suited to support longer operations to Robertsbridge.

Class 33 D6570/33052 Ashford: Following significant interest from a number of members around the railway, the owning group has drawn up plans to overhaul the engine to enable it to re-enter traffic. Works have already commenced, concentrating on air system component overhaul and improved maintenance documentation. 2018 should see the start of bodywork improvements.

Class 108 DMMU M50971 & M51571: This two-car unit continues to reliably and regularly fulfil its role in front-line passenger operation, being popular with both staff and passengers.

GWR Railcar W20W – Andrew Webb

Luggage compartment tongue and groove panelling is in place, the doors are complete internally, and tilting window surrounds and accessories are being fitted.

The Headcorn-end buffers and drawgear are fitted, the new steel footplate is temporarily bolted in place and all the holes lined up and reamed, but we still await assistance with final riveting. This has delayed the rebuilding of the cab framework, which will commence immediately this work is completed.

The overhaul of the second engine is progressing at our contractors. A visit in September confirmed progress, and we expect the engine back by Christmas so that we can fit both



Work progressing on W20W, with BNO 53, in the C&W extension on 7th October 2017.

engines in the New Year. Work continues on installation of the electro-pneumatic control system, and Headcorn-end cab connections will be made once the cab is re-instated.

Many of the external steel cladding sheets have been in stock for several years. Most of these have now been cleaned and primed, ready to be located and trimmed so that fitting can commence in the New Year. In the meantime the wooden frames need to be coated in fire-retardant 'paint', and insulation material has to be procured and fitted.

(Phil Edwards)

three years away now. Those with mechanical skills would be especially welcome to help us with engine fitting and connections, but there are still myriad bits and pieces to be cleaned and painted ready for fitting when required; and assistance is needed with general re-assembly and fit-out.

Do come along to the C&W shed at Tenterden any Wednesday and have a chat with the team. Occasional Sundays will also find the team beavering away – please call or text Chris on 07956 230607 to confirm dates.



Freshly overhauled BNO 53.

(John Wheller)

Pullman Car *Aries* – John Wheller

Since the report in the Summer edition, attention has been totally focused on dealing with the problem of residual asbestos both in and under the vehicle. Regrettably this has led to no progress being made on the coach reconstruction.

In August the C&W shed residents were moved out to allow *Aries* to be placed over the inspection pit, ready for our contractor Amstech to set up for the asbestos removal. This proceeded; it took longer than planned due to the extent and location of the material, but was finally cleared and air tested. As a precautionary measure some locations have been encapsulated

with two coats of ET 150. This is a sealant which has been painted over areas that cannot be fully cleaned for whatever reason; the purpose is to indicate areas to avoid disturbing during overhaul except under controlled conditions.

A survey has been undertaken of the underside of the Pullman to enable an estimate to be prepared and a removal programme determined. It has been decided that no work will take place on *Aries* until all the asbestos contamination has been dealt with.

We have however been looking to the future and considering what components need to be made for *Aries*, as they are of course not available to

purchase. One such element is an additional sliding topight, because we are reconfiguring the vehicle from a kitchen/parlour to an all-parlour car.

Ron Nuttman is undertaking this task, which is far from straightforward; he is making a new unit from scratch as well as repairing one which is damaged.



The Carriage Storage Shed with newly painted doors, kindly financed by Rother Valley Railway.

(Phil Edwards)

Rother Valley Railway

Now that the summer has drawn to a close, the RVR is pleased to report both visible and behind-the-scenes progress.

Following the successful completion of the purchase of the old track bed from Junction Road to Austen's Bridge, our Environmental Consultant is now undertaking the necessary ecological and environmental surveys. Once this has been finalised we can plan the reconstruction of this section.

Discussions and correspondence with the remaining two landowners and their agents continue.

Part of the main Robertsbridge Junction station building containing the toilet facilities was completed in mid-August, and formally opened by Hugh Merriman MP on Thursday 24th August. He offered his full support in progressing the reinstatement of RVR, and praised its potential for the significant contribution that it will make to the local economy.

Intense work has been going on for the preparation of the Transport and Works Act (TWA). Documentation required for the draft Order contains a significant number of prescribed schedules in addition to all the drawings, plans and detailed reports. We continue to work with our legal advisers to prepare these schedules and to undertake the appropriate consultation. Formal letters describing the TWA process have been distributed to all local residents, landowners, businesses and organisations. It is anticipated that the draft Order will be submitted to the Department for Transport sometime this autumn.

More details will follow in the updates section of rvr.org.uk

Trevor Streeter
for Rother Valley Railway
<http://www.rvr.org.uk>

From the Assistant Editor

The last of the area groups which were such a feature of the K&ESR – and indeed other heritage railways – in earlier preservation days, for finance, recruitment and publicity, has ceased this summer with the closure of the Ashford Area Group. Please turn to page 40 for a valedictory report from the Committee Chairman, Ted Micklam.

Many of us harbour cherished memories of events such as the Model Railway Exhibitions held at the Centrepiece in Bank Street, Ashford, attendance at the County Show, and day trips to the continent; but the lasting legacy of the Group is undoubtedly the two carriage bodies, 2947 and 3062.

Having long been associated with the vintage carriages, Ted therefore had great pleasure in handing Ken Lee a cheque for the closing balance of Group funds, which, together with an earlier donation, totals nearly £3,000 toward the restoration of District coach No.100.



Ted Micklam (left) hands the cheque to Ken Lee on 25th September 2017. (Ted Micklam)

Bodiam Group – Malcolm Burgess

The primary event that has occurred since the last *Terrier* is, of course, the Hoppers Festival weekend.

Many months of planning, co-ordinated with drive and enthusiasm by Helen Douglas at 'head office', resulted in two very different but equally successful days, with a wide variety of attractions to reinforce the traditional hopping theme.

The Bodiam team (with support from Tenterden-based stalwarts) spent the previous week, and a very wet Friday, preparing the site and keeping fingers firmly crossed that the car park field wouldn't be too soggy. Saturday dawned bright and dry, and it remained thus until late on Sunday when showers encouraged visitors not to linger, so the show closed on time.

People attending on Saturday were entertained by a plethora of Morris dancers and musicians, many also taking part in a dance festival nearby. On Sunday the regular band, the Sideboard Men, were joined in the middle of the day by Tartouffe, a visiting brass ensemble from Holland who had the whole site jumping during their sets.

Despite a strong breeze trying to lift their gazebo, Gaye Watson and her team of garland makers and hop-bag stuffers (Jenny Turner, Gillie Freeman, Becky Brooks, Nicci Sime and Kathy Dewey) did sterling work in keeping up with the demand for their products. An excellent display of period cars generated much interest, as did the display of hopping memorabilia. Children (and adults) were well entertained by Punch and Judy, with swing boats in the adjoining field adding to the nostalgic feel. Freddy Soper's London Transport Routemaster bus and a Maidstone & District Regent V double-decker provided a very popular shuttle service to and from Bodiam Castle each day.

We were delighted that Carol Dyce led the Hoppers Kitchen team as usual, and it was an emotional moment for all when Helen presented Carol with the commemorative headboard for Robin which had been carried on locomotives 32678 and 1638 on both days.

Next year will see the 100th anniversary of the end of the First World War, and it is possible that the Cavell Van will have a special part to play in commemorations. The van receives visitors from

all over the world – from Argentina to Zimbabwe – all of whom are fascinated by the history and memories on display; the comments in the visitors' book are evidence of this. We at Bodiam do our best to maintain the appearance of the vehicle, but it is exposed to the weather for much of the year. Perhaps it is time to consider some form of protection, to ensure that it remains a tangible memorial for many years to come and for future generations to experience.

Work continues to keep the station as smart as possible and a credit to the railway. Graham Holden and John Harding have devised and built three prototype sets of steps to assist disabled passengers disembarking from carriages. These have been well received by such passengers, and further improvements to the design are being looked into.

Life has not been made easy by the (temporary) removal of the green PMV 74 (strictly belonging to catering, as André reminds me), which serves as our essential paint shop and ladder/scaffolding store. We hope to see it back as soon as the Operating Department can arrange its return. Meanwhile C&W have given it a much-needed exterior makeover with a new roof and a coat of paint, for which we are very grateful.

Adrian Freeman has been doggedly repainting the main entrance gates to give a more welcoming appearance. Working there has exposed him to a constant demand for directions and information from visitors.

Finally, we were sad to learn of the death of another colleague, Richard Brice, a retired builder who was part of the maintenance team for several years and whose lorry was a familiar and welcome part of our resources. We will miss his humour and good-natured banter.

Forestry & Conservation – Steve McMurdo

Our major clearance project around Dixter on the Northiam to Bodiam section has continued throughout the summer months. It is now becoming a race against time, as the approach of winter inevitably means the deep ditches will begin to fill with water, making access difficult if not impossible.

We mentioned the former Dixter Halt in our last report, and we recently discovered a small plaque near there inscribed "In loving memory of Jack Marchant, 45 years a trackman, born 19.01.1905 died 17.07.2005".

Keen to find out more, our research led us to the Winter 2005 edition of the *Terrier* (No.98). This included a letter from Mr Cliff Marchant in which he explained that his father joined the Southern Railway in 1924 and spent his entire career in the P.Way department. In 1952 he undertook extensive work on the K&ESR, upgrading the track between Tenterden and Robertsbridge. His father always "spoke warmly" about our railway, and the family thought it would be a fitting place for his ashes. Geoff Crouch recalled the special train that was laid on to facilitate this.

The plaque is clearly visible, and we will ensure that it remains so in the years to come.

We made our annual visit to Rolvenden to attend to the area behind the signal box and containers, including the steep bank leading down to the stream. Fortunately nobody found themselves unintentionally in the latter this time.

The amount of time taken to trim the vegetation alongside the new carriage shed is an apposite reminder of the sheer length of this impressive and useful building.

Work has also been undertaken on the stretch between Newmill Bridge and Wittersham Road, involving the cutting back of willows (of which there are very many) to improve sight-lines.

As may be appreciated, there is always much for our small team to do. We can be sure that whatever we cut, prune or clear up will reappear in some form in the months and years ahead!

Tuesday Group – Graham Hopker

Station Masters' Office

After working on the exterior of the secondary catering outlet, the next big project the Tuesday Group were given was to fit out the Station Masters' new office, which is located on the station building end of the new catering outlet. With this project we liaised with Charles Lucas as to what he required.

First of all we had to line three of the walls with plywood; this was subsequently painted together with the ceiling and when they were fitted, the doors and framework. We also fitted the frame for the hatch to the loft area.

We then fitted a length of dado trunking along one wall. This contains numerous electrical sockets, light switches, telephone and data outlet points. We also installed emergency and outside lights.



The new Station Masters' office. (Dave Brown)

We constructed units to hold the train and motive power information panels, and a shelving unit which now contains the new public address system (installed by André Freeman). The other shelves are for the Station Masters' use for filing and other documentation.

After the flooring had been laid by the contractor we were able to finalise the installation of the desk and lockers, and also fit notice boards and a key box. There is also a small section for first aid use, and this has a privacy curtain fitted in case it is required.

The work was carried out by a majority of the Group members, and was spread over several weeks as they only attend the railway on Tuesdays. By the time this report is printed the Station Masters should have taken up residence in their smart new abode, and will be pleased to have their own space!

Other activities

The pump trolley has been repainted, and is now back in its original colour after it was used in the Red Nose Event of three years ago.

We have carried out fence repairs around the picnic area and car park at Tenterden. A watering system was put up for the hanging baskets on the new Secondary Catering Outlet.

The wheel turntable, which is outside Carriage and Wagon, was replaced as the wood had become rotten and, therefore, dangerous.

Work has been carried out on No.1 Cottage at Northiam, which has also received a new undercoat and cream top coat. Also at Northiam the ongoing jobs of grass cutting and hedge trimming have continued.

The water treatment cabinet by the water tower at Northiam has received de-rusting treatment and a new undercoat and grey top coat of paint.

Philip Clark-Monks kindly donated some surplus ballast, cement and lengths of wood, which have been put in our stores for future use around the railway.

Gardening Group – Veronica Hopker

Tenterden Town

Is it really autumn already? The summer season seems to have come and gone so quickly; in my last report the hanging baskets had just been planted and hung around the station building. Now, as I write, they have been taken down!

The little garden created by the new secondary catering building on the platform side is slowly maturing and, as the Station Master's Office has now been completed, we can finish tidying the small space by the running-in board to screen the gas cylinders.

In June two large tubs by the toilet block were planted with giant *Nicotiana glauca*, another tub was placed by the Information store planted with fuchsias and lobelia, and two troughs containing verbenas and five troughs containing Busy Lizzies were placed on the Pullman Dock.

Our thanks go to Paul Bridger who has continued to help immensely by watering for us, despite having undergone surgery earlier in the year. His efforts have kept everything alive. Thank you Paul.

During the summer months Jan Lelean and I have continued to work our way around the nine gardens that are scattered around Tenterden Station. Nell Joint has kindly joined us on several occasions to help with weeding during the summer season.

More plants have been added to 'the mound', which has now started to mature. A few plants have struggled due to the heavy yellow clay soil, but the majority have flowered quite well as a

result of encouragement through feeding with fertiliser.

As we move towards autumn we are looking at cutting back the shrubs and thinning some of the perennials. The Euronymous shrub at the rear of the toilet block has been cut down and the climbing hydrangea has been removed, as it was growing under the gutters and damaging the wooden window frames.

We will now start preparing the tubs and troughs for the winter season with winter flowering pansies.

Rolvenden

This year Pam and Sheila Stevens very kindly donated all the Begonias planted in the platform tubs. They have given a brilliant display all summer. Thank you Pam and Sheila.

One Lavender, Lythrum and Japanese Anemone have been planted in the little garden at the entrance to the platform. A watering can has been put in the Crossing Keeper's hut on the platform, as one Crossing Keeper has volunteered to water the garden if needed when he is on duty.

Wittersham Road

Humphrey Atkinson has continued to visit this station whenever possible to try and keep some colour in the flower troughs.

Northiam

Liz Brown and Nell Joint have continued to weed and tidy the flower beds in the picnic area. They have added Pinks, Echinacea and Helianthums to the flower beds. They will be planting tulip and allium bulbs during October.

Mark Taylor and Doug Ramsden of the Tuesday Group have kept the grass cut in the picnic area and Memorial Garden. Members of the Tuesday Group have looked after the privet hedge, which runs the length of the platform and round the picnic area.

The wild flower garden is maturing and, hopefully, next year will give an even better display. We had a few problems with keeping the rabbits out of the garden as they seem to be able to chew their way through the wire mesh – despite this being continually reinforced by the Tuesday Group.

Doug Ramsden kindly looks after the flower troughs on Cottage No.1, and this summer planted them up with trailing red geraniums. The roses round the door continue to struggle,

but managed to give us some lovely flowers throughout the summer.

Finally, thank you to Chris Furmston and his team for the help they give us at Tenterden – from moving heavy items to doing all the hard digging, as well as helping clear away rubbish and helping with watering during the really hot days.

Museum Notes

Visitor numbers continue to astonish, with total visitors passing last year's record total of 14,500 in late August, so the year's total will probably be around 18,000. Visitor comments are gratifyingly full of praise, but donations are perhaps disappointing; at the time of writing these are running some 15% down on last year. Sales of donated books and other items have however more than kept pace with visitor numbers, providing a key contribution to keeping our presentations up to the mark.

Important additions to the collection are a works plate from a Burry Port and Gwyndreath Valley Railway locomotive and a very attractive Gloucester Carriage and Wagon Co. plate that is almost certainly from one of the WW1 surplus wagons used on the Ashover Railway. In the ephemera area a rare Sheppey Light Railway timetable leaflet has been added to an otherwise rather thin presentation on this little-known Stephens-built railway.

Allen Morgan, a truly excellent model maker living in the West Midlands, offered to build an O gauge model of the WC&P railway's ex-GWR 2-4-0T *Hesperus* when he heard we were looking for one. Not only did he build a quite exquisite locomotive model for us, but he decided to supplement it with a rarely modelled WC&P Muir-Hill Fordson rail tractor (see *Terrier* 131, Winter 2016, 'Colonel Stephens: A Pioneer of Internal Combustion Engines for Railway Use'), throwing in a couple of hand-built wagons for good measure. Not content with that, he built three small dioramas, one of Ebdon Lane Halt and one showing Stephens' unique concrete sleepers. When we have installed the models next season it will be worth queuing to see them.

The Ford railmotor replica had its first engine start for many months at the end of September. Andy Probyn, co-founder of the miniature railway manufacturer Maxitrak, visited us with his family earlier in the summer and immediately volunteered to see to the Ford's needs. Then a

non-member, he had wide experience of Model T Fords and set to work, getting the engine running after half a day's work. A very satisfactory and singular sound ensued. We all look forward to getting her running somewhere on our line, not least as the 150th anniversary of the Colonel's birth falls next year.

As always, despite our achievements and popularity with the public, we are struggling to stay open throughout the season. Costs go up, and volunteers are falling by the wayside. Perhaps there will have to be some days when the railway is operating next season and we cannot open for want of a custodian...



O-Gauge Hesperus at Ebdon Lane Halt.

(via Brian Janes)

A New Siding for Rolvenden

In line with a Board Policy to decommission and clear Ewhurst Siding, phase one of the project was to install an additional siding at the rear of the Carriage Storage Shed at Rolvenden Riverside. As people will be aware, this vicinity is 'no go' once the autumn rains start to fall; the area lacks sufficient drainage and is consequently very muddy. Any attempt to work here during autumn/winter would turn the area into a swamp. A further part of the Ewhurst scheme is to tidy the railway and hide the many shipping containers dotted around the railway.

Following further conversations at Board level, it was decided to proceed with this project piecemeal as we did not want to contravene planning laws on the use of this area. So with the manpower and funds available, along with an opportunity to get on with it before the 'boggy' season, Frim Halliwell, Dave Hazeldine, Clive Lowe, Paul Rand, Matt and Dave Stubbs, Matt Webb, Duncan Buchanan and I gave up some leave to get on with it.

We decided to get on with the access roadway first, just in case the weather failed. Some forward planning had resulted in 120 scrap concrete sleepers being recovered and loaded onto wagons at Wittersham, and the pre-positioning of other wagons to receive infill from

the Secondary Catering Outlet project at Tenterden and the Rolvenden Level Crossing upgrade works.

The roadway bed was excavated using a hired in digger, which Matt took to like a duck to water. The trench was lined with the concrete sleepers and then filled with some of the hundreds of tonnes of bought-in crushed concrete. This was then topped and rolled with our own ash. Next, a drainage ditch was excavated the length of the site to take water from the field into the culvert adjacent to the carriage run-round loop. This was then backfilled with stone received from the Sewage Works contractors; the gutter drainage culvert was also extend and covered to allow for the future point from No.4 Siding to reach the 'new' siding. The access road was then connected to the access across the front of the carriage shed, incorporating a panel of track which will form part of the new siding.

Lastly a soil bund was built and recovered alder tree saplings were planted to screen the area where we are hoping to put all the containers. Thanks are extended to the few mentioned above, and to the many who put up with our use of the mess room and the deliveries in the car park.

Paul Jessett

THE NEXT GENERATION:

Dan Dickson

Imagine a bowl of water containing a sponge. Is the sponge in the water or is the water in the sponge? A similar conundrum applies to Dan Dickson: is he a volunteer or a member of the paid staff?

Dan's involvement with our railway began even before he was born, because his parents first met while volunteering at the K&ESR. He has thus been part of the scene for as long as he can remember and, even as a child, used to visit Rolvenden and it was there that he first learned about engineering skills. Later this inspired him to do a course in welding and machining at Hastings College.

At 14 he signed up as a Cleaner. "On my first turn it was cold, dark and wet and I wondered why I was doing it. But I carried on, and I'm glad

I did." Soon after that he began to stay at the Palace (in the days before its recent refit) and, with encouragement from Matt Green, learned how to be a steam raiser, subsequently qualifying as a Fireman shortly before his 17th birthday. He then landed his first paid job with us, helping with boiler washouts and other mechanical tasks.

After various jobs with other employers (including a week at Tesco, which he hated because it was 'too clean'), he became self-employed as a welder, working with several firms around East Sussex. More recently, finding self-employment a bit of a struggle because of fluctuating demand, he applied to be a steam fitter with us.

"I only got the job because there were no other qualified applicants. In effect I am an apprentice to Adrian Landi, training to be a boilermith





Dan at work on Norwegian. (Phil Edwards)

before he retires.” He is really enjoying the role (and the banter) and pays tribute to the valuable knowledge of his older colleagues.

Meanwhile, in his spare time, Dan learned to drive steam engines, beginning with the 5-inch gauge at Biddenden before turning his hand to the K&ESR’s locos. He was soon proficient, but he was nervous of qualifying, recognising that a Driver is the person ultimately responsible for the safety of the train and the lives of the passengers. “In the end, my dad told me to bloody well get on with it – so I did!” He passed

out in 2011, aged just 21, and continues to drive as a volunteer today.

When I asked Dan if he had made any amusing gaffes, he recalled a time when he walked into the Palace in the dark, tripped over the boots in the lobby and cut his arm. Ever since then, the nickname ‘Damian’ has stuck. Those readers who knew Dan as a teenager may also remember that he went through a phase of dying his hair different colours, until Matt Hyner said “We’re going to get him to dye one side red and the other side green – then we can use him as a portable traffic light.”

Away from the railway, Dan enjoys carp fishing, night shooting and clay pigeon shooting. He is engaged to Teri Beaney (who also works at the K&ESR, as a cleaner) and they live in Northiam with their six-year-old daughter Katie, who attends Northiam Primary School. She is also interested in trains, and knows the names of all our engines.

I asked Dan to sum up his involvement with the K&ESR. “It’s great to be part of the railway, especially the social side,” he said. “I really enjoy it, and have learned a lot. The prospect of Robertsbridge is exciting, if challenging, although we must also remember our history. I hope to be here to help build the future, and I look forward to being able in turn to train and help others.” Philosophers may wish to argue about sponges and water but, for the rest of us, with people like Dan on board we can surely feel confident in the future of our railway.

Tony Ramsey



Dan at Northiam on 4th May 2009.

(Hugh Nightingale)



Ken Lee ready to welcome passengers aboard Metropolitan Railway No.353.

(Hugh Nightingale)

Norwegian arrives at Rolvenden Carriage Storage Shed with the unrestored RMB on 19th June 2017.

(Phil Edwards)





SE&CR Nos. 2947 and 3062. A tribute to both the former Ashford Area Group and the Carriage & Wagon Department.

(Hugh Nightingale)

Recently outshopped after many years static at Bodiam, PMV S1808S.

(Phil Edwards)





Bodiam platform appropriately dressed to celebrate 'Opping.

(John Wickham)

The Maidstone & District Regent V bus which ran a service between Bodiam Station and the Castle during the Hop Festival.

(John Wickham)





A veteran of the hoppers trains of a bygone era, Terrier No.32678.

(John Wickham)

And of course 4253 busy raising cash...

(Phil Edwards)



GWR 4253 – A Work in Progress

The formation of The 4253 Locomotive Co. Ltd. and the purchase of GWR locomotive 4253 in 2011 was due to a small group of Locomotive Department members who were concerned about meeting the need for larger motive power once the Kent & East Sussex Railway had been extended to Robertsbridge.

At that time it was clear that the K&ESR's resources were insufficient to acquire a powerful locomotive and, understandably, there was little enthusiasm to tackle a major restoration project such as 4253; so when eventually a locomotive was identified and a business plan presented to the K&ESR Board, many were taken by surprise. Not only was there a great deal of scepticism about the need for such a project but also of its likely chances of success. There had never been a restoration of a Barry wreck at the K&ESR, so experience of the technical issues and, more importantly, the necessary fundraising skills were lacking. Not surprisingly the Board were very cautious, and agreement was obtained only after assurances were given that, should the project fail, the engine would be removed at the owners' expense.

Many people were perplexed by the choice of locomotive. Restored locomotives of the correct calibre rarely come on the market and, when they do, the price is prohibitive. After much investigation 4253 was chosen as a project simply because it was the only one available which did

not need all the finance up front. The loco was purchased in mid-2011 although, as the engine had been standing in the open for 48 years – 24 in Woodham Brothers' scrapyard at Barry Docks and a further 24 on a Welsh mountainside – it presented a sorry picture, with all non-ferrous parts and all of the motion missing. The majority of the platingwork such as tanks, bunker and cab were so corroded as to be fit only for use as patterns. This dilapidated appearance, when the locomotive arrived at Rolvenden and was deposited unceremoniously near the coal pile at the rear of the shed, only served to reinforce the views of some that the engine was a complete 'basket case'.

A private limited company was formed to sell shares in the engine, and a hastily convened meeting of interested persons took place one evening in the Tenterden Buffet. This inaugural meeting was attended by members from many different parts of the railway, many of whom shared the vision of reaching Robertsbridge and were more than happy to join in the fun of part-owning and restoring one of the last Barry wrecks. A small Board of Directors was elected, and the challenge of restoring the engine against all odds commenced. Little did we realise at the onset quite what an extensive task we had taken on. The engineering was certainly every bit as demanding as we had expected (as was the



4253 as recovered from South Wales.

(4253 Locomotive Co. Ltd.)



Most of the tubes removed, and a vast amount of scale still inside the boiler. (4253 Locomotive Co. Ltd.)

sourcing of the many missing components), the biggest initial challenge was to get others to take the project seriously.

To try and build credibility a publicity leaflet was quickly produced and distributed to help make the point that we were serious about our aims. We are now on version six of the leaflet, as it quickly becomes out of date due to progress. A special green and gold one was published this year to celebrate the engine's centenary, and the completion of the re-wheeling.

Initially, concerned that momentum on the project should be maintained, the K&ESR Board insisted on monthly progress reports; and these reports soon became as tedious for us to write as it was for the Board Members to read. A solution was quickly found by recording weekly progress on a website, complete with photographs, and this had the added advantage of advertising progress to a far wider audience. After a few redesigns, the website (www.4253.co.uk) started to attract attention and, together with the 4253 Facebook page, now receives literally thousands of hits per week – and has also proved to be an excellent source of income.

As for the restoration itself, we have two main working parties a week (Tuesdays and Sundays) although recently this has started to expand to include Fridays as well. In addition to the original 'core' working party volunteers a number of new

shareholders have joined our ranks and they keep coming back, having presumably enjoyed the experience. We have always made a point of welcoming those with limited skills, as another of our aims has been to train people in some of the vanishing engineering skills. We are particularly keen to involve and train youngsters so that these skills continue into the next generation.

4253, a Churchward-designed engine, was built for moving 1,000-ton coal trains in the valleys of South Wales, and consequently was ruggedly built. This appears to have worked to our advantage, as much of the corrosion associated with being abandoned to the elements for nearly 50 years has not adversely affected the structural integrity of the engine.

Inevitably, some corrosion was found on the frames resulting in the necessity to replace several stretchers as well as the front buffer beam. In particular, the top of the frames under the cab on both sides was found to have suffered considerably resulting in the one-and-a-quarter inch thick plate being eroded to razor blade thickness. The only solution was to cut out the sizeable areas concerned and replace them with new steel. As if this challenge were not great enough, the work was within inches of the rear horn openings, creating the risk of distortion both from the removal of large sections and the heat generated from welding. With considerable

bracing of the frames and the skill and patience of Henry Mowforth, patches were slowly welded into place – proving that almost anything can be achieved with determination, thoughtfulness and a stream of cash to meet the seemingly endless demand for welding rods.

Having sent the wheels away for turning of the tyres and journals, our attention focused on the rebuilding of the axleboxes. These items consumed a vast amount of time and money, reflecting their poor condition and the fact that, as a 2-8-0 engine, there were so many of them. The horn guides presented an unexpected problem as initial attempts to grind them true failed due to their being constructed from chilled cast steel, which appears to be one of the hardest materials in the universe. That held up this particular aspect of the project for well over 12 months while an innovative grinding machine was designed, built and tested.

Over a six-year period the frames were rebuilt behind Rolvenden Shed while other parts, such as a new bunker, tanks and cab were built from scratch. The construction of these items presented their own challenges. A large, dedicated area was needed in which to work, so a reinforced concrete pad in Rolvenden field was laid and covered with a scaffold tent to provide a fabrication area. A forge, together with a supply of imperial size steel, was acquired from Swindon College and the new bunker, followed by the side tanks and then the cab, were slowly built on a raft of steel beams over a three-year period. Much of the work consisted of marking out, drilling and riveting. Measurements were taken during careful dismantling of what was left of the original items, and then confirmed with reference to our copies of the GWR Swindon drawings. The precision of this work was proved when the bunker was lifted on to the frames in August, and it fitted like a glove.

In 1917 welding was not commonplace on railway engines, so 4253 is held together by many thousands of rivets. We discovered that some 1,250 rivets hold the bunker together, and over 2,500 rivets are required for each of the side tanks. We know this with some certainty as, throughout the weekly working parties, one volunteer was always appointed as 'official rivet counter'. Countless larger rivets all over the frames also needed to be replaced as well as making new cab crew steps, floor frames and a new floor. Drilling holes and filling them with

rivets was a preoccupation of the 4253 team for several years as these new components were built. The skill-set developed in achieving this has also been used to help out on a number of the railway's projects – such as the P Class, Pannier Tank 1638's frames and boiler, and the manufacture of a new smokebox for 6619. Our next task is to undertake some riveting on the GW Railcar. Having developed a well-organised riveting team, we have been approached by several loco-owning groups asking if we would take on subcontract work. This tempting additional income stream has had to be reluctantly declined, since we need to get on with our own locomotive as the day we steam into Robertsbridge gets ever closer.

By March 2017 the kit of refurbished and rebuilt parts was ready to be re-assembled, and the locomotive was successfully re-wheeled. This marked a significant event in the restoration of 4253 and was the result of much prior hard work and planning by members of the team. Despite all the preparatory work in the weeks and days beforehand, the actual re-wheeling still involved a gruelling 12 hour day with no breaks by 13 men, leaving all members of the team too exhausted to celebrate. With the wheels under the frames the restoration of the locomotive has seen a step change, as many other parts of the engine that have been refurbished over the past few years can now be fitted.

A massive list of missing parts, both large and small, was drawn up for 4253; and few of these could be procured with any ease. The list of parts was almost endless: crossheads, slidebars, vacuum brake valve, lubricator, injectors and a full set of rods to name just a few. Over the past six years we have managed to network our way around the country, picking up redundant parts in the most unlikely places. Those parts that we could not find we have had made by an army of 'out workers' who are prepared to machine away the hours in workshops and garden sheds. As at summer 2017 we are now just short of one connecting rod and one side rod.

The boiler has presented its own problems. This item is central to the project; no kettle means no engine, and time and weather had not been kind to our boiler. It was not possible to make a detailed inspection before purchase, and it was only after removal and stripping out of the tubes that an appointed boiler inspector was able to assess whether we had something worth repairing

or just a static exhibit. Thankfully his list of the remedial work required contained no surprises compared with our own initial assessment. Most of the steel outer firebox must be replaced, but the inner firebox is of copper construction and is largely intact. There are a massive number of steel and copper stays which need replacing, along with tubes and superheater elements.

A decision was made to carry out the firebox and boiler work on site so that we can control costs and quality, and this job will be led and controlled by our Chief Engineer, Henry Mowforth. An extension to the 4253 bunker booth was built to provide a basic boiler house, and the majority of the necessary dismantling has already been undertaken. An eye-watering cheque for more than £60,000 has been written for new boilerplate sections and a replacement front tubeplate. The intention is to tackle the boiler repair as one of the last items of the restoration, and we intend to recommence work on this front when the weather changes. We accept that this is a bold step, considering the facilities we have at Rolvenden, but the alternative of sending the boiler away for the massive repairs that are required is not an option in financial terms. We will simply get on with the repairs, putting in place whatever resources are required to complete the task as we have done with everything else thus far.

At least we are now in the position of having most of the equipment we need, whereas in the very early days we were reliant on the goodwill of the Loco Department for anything other than basic hand tools. Over the years we have purchased or been given all necessary riveting equipment (including a forge), a plasma cutter, MIG and arc welders, numerous grinders, lifting gear, chop and circular saws, pillar and mag drills, and a huge range of engineering and hand tools.

The restoration costs in the original business plan were estimated at some £380,000, which is financed via a combination of commercial activities and selling shares in The 4253 Locomotive Company. From early on we discovered the advantages of running a publicity stand that could be taken to outside events in order to spread the word of the 4253 restoration to anyone who might be interested. With the introduction of a simple tombola, the stand gradually developed into raising much-needed cash at the same time. Our sales stand now makes regular appearances at various shows and generates an important income stream for the project. The sales stand volunteers also help to promote the K&ESR and its products at events such as steam rallies and county shows.

Given the amount of cash this project consumes, we have had to be innovative with fundraising in



Moment of triumph – the re-wheeling team.

(4253 Locomotive Co. Ltd.)

that, alongside the usual range of mugs and T shirts etc. we have made egg timers, cruet sets, clocks and lamps, utilising the old fire and flue tubes from the boiler. Not only did the sale of such items provide a healthy income stream, it also helped to build 4253 as a 'brand' and further spread the word about the restoration. We now have a shareholder base exceeding 370, with a number joining 4253 from outside the railway – thereby also increasing K&ESR membership at the same time. Each share costs £250, although some shareholders prefer to pay by monthly standing order from as little as £10 per month. This means you could be a part owner of a steam locomotive for as little as three pints of beer or a packet of cigarettes a month! This is perhaps one of the last opportunities to become involved in the ownership and restoration of a steam locomotive in this way. Share applications can be downloaded from www.4253.co.uk

So far we have spent over £300,000 on the engine, and still need to raise the best part of another £100,000 to complete the project, given that we

have to find, or have manufactured, the last two rods along with the remaining boiler costs.

So far, what has made this project work so successfully has been the combination of people with many different talents together with the determined enthusiasm of all those involved to get the job done. We would like to thank the staff and members of K&ESR for supporting our endeavours over the past seven years, especially at times when they had other priorities. We also need to thank our friends at the Rother Valley Railway, without whose efforts to extend the line to Robertsbridge we wouldn't have had the reason (or excuse?) to undertake the restoration of a Barry wreck. Above all, though, we need to thank all those shareholders who have supported the project financially and the many volunteers who turn out week after week, or even just now and then, to actually do the work.

The question remains: which will be completed first, the locomotive or the extended railway? Only time will tell, but the race is certainly on!

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2017

1st	Elizabeth Lambkin	No. 803	£70
2nd	Mrs P Greenwood	No. 021	£60
3rd	Bob Clifford	No. 016	£50
4th	Denise Court	No. 126	£40
5th	Mr D Fisher	No. 556	£35
6th	Graham Voce	No. 450	£30
7th	Stuart Atkinson	No. 276	£25
8th	Phil Clark-Monks	No. 053	£20
9th	Roger Diamond	No. 436	£15
10th	Jolyan Vickers	No. 314	£10

July 2017

1st	Bob Clifford	No. 015	£70
2nd	John L Gardner	No. 116	£60
3rd	Bob Clifford	No. 016	£50
4th	A J Clark	No. 063	£40
5th	Geoffrey W Warner	No. 552	£35
6th	Mr E Stockdale	No. 067	£30
7th	G P Foster	No. 341	£25
8th	Jolyan Vickers	No. 314	£20
9th	Rosemary Geary	No. 230	£15
10th	Richard Stannard	No. 041	£10

June 2017

1st	Terry Hannocks	No. 562	£90
2nd	James Veitch	No. 617	£80
3rd	Janet Anstiss	No. 145	£70
4th	Jon Elphick	No. 822	£60
5th	Mr J Bignell	No. 661	£50
6th	Patrick Nairne	No. 637	£40
7th	Michael Brown	No. 001	£35
8th	Sue Woods	No. 342	£30
9th	Chris McNaughton	No. 324	£20
10th	Richard Seddon	No. 681	£15
11th	Barry Roberts	No. 601	£10

August 2017

1st	Mr C J Alliez	No. 670	£70
2nd	David Barrow	No. 445	£60
3rd	Tim Spafford	No. 517	£50
4th	Mr D Farahar	No. 711	£40
5th	K S Aldington	No. 373	£35
6th	Mr Frank Lambert	No. 385	£30
7th	Graham Voce	No. 321	£25
8th	R Aynsley-Smith	No. 204	£20
9th	Roger Diamond	No. 122	£15
10th	Roger Diamond	No. 434	£10

To join the K&ESR 300 Club or for more information phone Colin Avey on 01795 539039 or Chris Garman on 01424 441643.

Kent's Lost Railways

by Maria Panter

96pp, Stenlake Publishing Ltd., 2015.
272x210mm, ISBN 978 1 84033 724 2. £16.00.

This photo album is one of five by the same author covering counties in the South of England. The photographs are arranged by line – with a further section for closed stations on lines still open to traffic – and are reproduced at a size which enables the detail to be fully appreciated. None occupies less than half a page, and a few are even spread across two pages.

Individual photographers are not credited, unfortunately, but most are from the collections of John Alsop and Richard Casserley. Many of the latter were no doubt taken by his father, H. C. Casserley.

Unlike some photo books which focus on railways in their declining years, a good proportion of the views date from the first two or three decades of the 20th century, before the

retrenchment of the 1930s. Even at Leysdown, a respectable number of holidaymakers are alighting with their luggage at what was then undeveloped marshland.

Enthusiasts for the railways of Colonel Stephens are well catered for, with no fewer than 19 photographs of the K&ESR (and more in the companion book on East Sussex), 16 of the East Kent, eight of the Hawkhurst branch and three of the Sheppey Light Railway.

Each line is introduced by text giving basic historical facts. The general introduction makes the common error of over-emphasising the role of the Beeching Report in railway closures in Kent. In fact, only the Appledore to New Romney branch and the Tunbridge Wells Central to Three Bridges line (which by the way is not included) were closed as a result of the Report.

Nonetheless this book can be recommended to anyone nostalgic for the heyday of the country railway in Kent.

TGB

The Railway Preservation Revolution

by Jonathan Brown

301pp including index and notes, illustrated with b&w and colour photographs, hardback. Pen & Sword Books Ltd, 47 Church Street, Barnsley S70 2AS, 2017. ISBN 978 1 47389 117 3. £30.00.

It is ten years since Ian Allan Ltd published Denis Dunstone's *For the Love of Trains* and, after a suitable interval, Jonathan Brown has now produced a further book on the same subject – a history of heritage railways.

The author makes it clear from the outset that this is about the railways as operational entities. He does not detail the locos, rolling stock and other items, although coverage is given at appropriate points. Neither does he include railway museums and centres. Mr Brown also adds that for his research he has mainly used the secondary sources of magazines and the fairly limited number of histories published on the subject. To this he has, however, 'mixed in' a small amount of 'oral history'.

The overall result is a well-rounded account, written in an accessible style, of how over

more than 65 years the railway preservation movement has grown to be the heritage sector of the railway industry. Just about every line in operation is covered to some degree together with details of a good many projects which never got off the ground.

Mr Brown discusses a wide of topics including finance, marketing and governance. The last-mentioned details the wide range of corporate structures, ranging from the purely commercial operations, through the PLC and supporters club approach to the mutual and co-operative, often volunteer-controlled, end of the scale as typified by the K&ESR's Company Limited by Guarantee.

This is a 'warts and all' account, and the author addresses the sometimes difficult topics of relations between paid staff and volunteers and disputes between Board and workforce. He also looks honestly at such 'unmentionables' as volunteer antipathy towards professional general managers and the fact that different groups of members within the same railway sometimes don't like each other.

There are some shrewd observations, and this

reviewer particularly liked the neat summary in which the author states that it would be "...misleading to run away with the romantic notion that the railway preservation story has been one of doughty warriors battling to get their lines going. It cannot be turned into a simple tale either of struggle or of inevitable growth and success. For the most part reviving a railway has required a mixture of ingenuity, entrepreneurship and mundane slog."

The Kent & East Sussex Railway's story is well

summarised. Mr Brown has made use of my own published work about our railway and, while this is pleasing, it is also somewhat humbling to find one's name, both in the bibliography and the notes, adjacent to some of the great names of heritage railway history!

If you want an in-depth account of how heritage railways have got to where they are, read this book. It is thoroughly recommended.

NP

Southern Steam Swansong, The Final Years 1964-67

by Paul Cooper

176pp, numerous b&w and colour photographs, hardback. Crecy Publishing Ltd, 1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH, 2017. ISBN 978 1 90932 867 9. £27.50.

Reviewing a similar photo album in the Summer 2008 *Terrier*, Brian Janes wrote "Do not be put off by the title. Unlike similar titled tomes it is not full of filthy rebuilt Bullied Pacifics." The same can be said for this evocative volume. There are inevitably a good number of Bulleid locomotives, some in the lamentable condition of their last days, but also a good deal else besides.

Published to mark the 50th anniversary of the end of Southern steam, Paul Cooper has built his offering around photographs by the late Ken Vernon and supplemented the content with both his own work and that of other photographers. Ken Vernon's handling of the subject was superb. In an era when 35mm monochrome predominated, he used Kodak Ektachrome colour film and one of the legendary Rolleiflex cameras.

The result is a visual record of the era which has one thinking "Yes, that's how it was." In addition, the focus is not solely on the South Western Division; coverage is also given to the surviving pockets of steam on the Central Division and at Ashford Works.

The era covered is of course, the years between the Western Region take-over west of Salisbury and the end of SR steam in July 1967. By 1964 the accountants had seen off the previously fascinating variety of Southern classes and the core fleet became Pacifics and BR Standards. To begin with the atmosphere was still traditional, but this faded as the final three and a half years

went by. I found, however, that I needed to be reminded that examples of classes N, U, S15, Q1, C (and O2 on the Isle of Wight of course) all lasted into 1966. The USA class is also covered and here is one of the book's few factual errors – the 'Yank Tanks' were built by Vulcan Ironworks and not Baldwins.

The 'foreign' locos that found their way onto the Region, including those on rail tours, are not forgotten either and are treated with the respect due to them.

The author uses Betjeman-like mentions of music, products and politics to evoke the mid-1960s and the captions and accompanying text set just the right tone. Yes, he includes *Waterloo Sunset*, but without overdoing it. The book is not only an enthusiast's view; extensive use is made of the first-hand memories of surviving footplatemen.

The chapter on the last few weeks brings a lump to the throat – not least for its accounts of pride and defiance. After 9th July horrible months followed when the disappearance of SR steam was the least of it. For those of us supporting the K&ESR there was, in September, the refusal of the Light Railway Transfer Order; and then in November came the Hither Green disaster. As the Kinks might have said, "Where have all the good times gone?"

Throughout the book Mr Cooper gives due mention and credit to the heritage railway movement for what has survived. In fact he finishes the book with photographs of two Bulleid Pacifics and a Standard 4 Tank in steam on the Swanage Railway in April 2017 – a tribute to what has been achieved. If you were young in the 1960s, or you just want to know what it was like then, this book is well worth purchasing.

NP

Your Personal Details... Are Our Records Up To Date?

Most of us change our address, phone number or e-mail address (or even name) from time to time. If you are changing any of these please don't forget to let the Kent & East Sussex Railway know so that we can keep in touch and, not least, make sure that you continue to receive your copy of the *Tenterden Terrier*.

Your point of contact for updating your personal details is the Membership Secretaries – please write to them at Tenterden Town Station or e-mail membership@kesr.org.uk. You should however be aware that, for legal reasons, the Membership Secretaries are unable to advise departments of such changes. If you are a volunteer, please advise your Manager as soon as possible. This is particularly important for departments which operate rosters.

In addition the company is forbidden by Data Protection legislation from passing your details on to third parties. These include the associated groups such as 4253 Locomotive Company Ltd, the K&ES Locomotive Trust, 6619 Ltd, the Terrier Trust and the 300 Club. We may see them as 'part of the family', but in the eyes of the law they are separate bodies.

If you are a member of any of these you must remember to notify them as well – the railway cannot do it for you.

Most of you will be aware that we also now have the K&ESR e-newsletter, published monthly on-line. It has recently come to light that some members are not receiving newsletters when they previously did so. If this has affected you, please notify newsletter@kesr.org.uk

If you have supplied us with your e-mail address and you do not want to receive the e-newsletter we have recently begun sending, then you can unsubscribe at <http://www.kesr.org.uk/unsubscribe>

If you wish to start receiving the K&ESR e-newsletter, volunteers can do this through the HOPS rostering website. Any member can register via the [kesr.org.uk/login](http://www.kesr.org.uk/login).

Lastly, the new General Data Protection Regulation, which affects much of the above, comes into force during 2018. The Company Secretary and Assistant Secretary are reviewing how this relates to the data held by the K&ESR, and hope to make a statement in the March issue of the *Tenterden Terrier*.



Norwegian rounds the curve below Ewhurst on 15th September.

(Tony Eaton)

TWINNING NEWS

A working visit to our twin railway Le Chemin de Fer de la Baie de Somme (CFBS) has been organised for Saturday and Sunday 7/8th April 2018. These exchange visits alternate between here in Kent and in Picardie, roughly every 18 to 24 months.

It is our turn to visit our friends at CFBS, and participating members can be assured of a warm welcome as well as a number of interesting tasks to be undertaken.

At the time of writing the exact work programme is yet to be determined, but on previous visits the joint CFBS/K&ESR work group has undertaken a wide range of projects including a boiler lift of CFBS's original locomotive (Corpet Louvet no. 25), carriage and wagon preparation and painting, lineside clearance, track lifting and replacement, etc. These visits also provide the opportunity to visit the loco depot and workshops which are not generally open to the public.

Participants will be required to make their own

travel and accommodation arrangements. CFBS provide lunch during the working days and there is usually a Saturday night dinner where, with a mixture of English, French and 'Franglais', railway experiences can be compared. Do not worry about the language barrier as there are, in varying degrees, English-speaking members of CFBS and French speakers amongst our ranks.

The visit is open to all members of K&ESR, and new participants will be particularly welcome. If you would like to participate please let me know, and if you need help with making the necessary arrangements I will try to assist. For those unable or unwilling to drive in France it may be possible to arrange a lift with one of the other participants, on the basis of sharing the cost.

Please contact by telephone on 01732 353700 or e-mail mike.bunn@tiscali.co.uk

I look forward to hearing from you. *Vive l'entente cordiale!*

Michael Bunn – for the Twinning Committee



K&ESR volunteers assist with a boiler lift, French style.

(via Michael Bunn)

PEOPLE IN PROFILE:

Helen Douglas

Chris Fautley interviews Helen Douglas, who has been the railway's Product & Reservations Manager for just over a year. Aged 31, she has a background in the estate agency profession, and is married to Jamie, a driver on the railway.

CF: What exactly does your job on the K&ESR entail?

Helen: Planning, promotion, marketing, sale, delivery and follow-up of all products – increasing pre-booked sales, customer service and developing the commercial element of the railway with the commercial manager.

CF: What attracted you to it?

Passion for the K&ESR, owing to my personal history. My parents met as volunteers, and I grew up spending my weekends at the railway. When old enough I became a volunteer myself, and I became involved again as an adult during my relationship with Jamie. I felt it was an opportunity to contribute to the commercial success of the railway, to help make it sustainable for the long-term benefit of members and the public. I also saw it as an opportunity to apply skills learned in my past employment, and develop new ones.

CF: You've been in the job for about a year now. What do you think has been your most significant achievement?

Listening – feedback internally and externally, and taking action where appropriate or necessary. This involves being present and involved across the railway, not just in my own office!

CF: Any amusing or embarrassing moments during this time?

Greeting a 'volunteer' enthusiastically before realising he was actually a customer; his wife was laughing at my welcome!

CF: When you first took on the role, was there anything that immediately struck you as requiring attention?

The image of the railway, and brand awareness as far as the public are concerned. It turns out that if you tell people what you're doing, they're more likely to come along!

CF: How did you address this?

Taking stock of all advertising/marketing and carefully considering value for money. Negotiating strongly with new and existing suppliers to achieve more, for less ££££s!

CF: What are your longer-term plans for, say, the next three years? And how do you hope to bring them to fruition?

My plans are to have a structured plan for each year, taking into account ideas and suggestions that we have been, and continue to be, provided with; to share this with volunteers to improve communications; and through doing so hopefully inspire more members to get involved with running our railway.

I believe planning and communication are at the root of many of the challenges we experience daily.

CF: Is there a particular segment of the market that you would like to tap into more? How might we do this?

We are an educational charity, and there is so much more we could do in terms of making the customer visit educational – not to mention engaging with our local communities and schools to increase our profile and support their curriculum and objectives. The evacuation experience that has been run successfully by volunteers for so many years is testament to how excellent our offering can be, as are the Victorian experiences. Education doesn't have to be 'living' to be enjoyable – static interactive displays and equipment can also be engaging, without requiring additional staffing.!

CF: How do you respond to the comment that the K&ESR is becoming a theme park with steam trains attached?

We do not lose sight of the fact that we are a railway. We are preserving an industry and an exceptional piece of social history. There need to be activities across our sites that are engaging, interesting and 'fun'. That doesn't need to be rides and meeting characters (Thomas excepted of course!)



Helen in Santa mode.

(Stuart Kirk)

CF: *Bearing in mind that running steam trains is our core activity, how can we improve this aspect of the business?*

By exceeding customer expectations – a simple booking process or buying tickets; clean, well-maintained stock; friendly knowledgeable and enthusiastic staff. Share our ‘journey’ – show opportunities for our passengers and members to support us. *Ask* for members and volunteers.

CF: *Is there a danger that the railway is becoming swamped with special events? Should we focus more on quality rather than quantity?*

That depends on the definition of special events. Providing something different to look at, for example car rallies, opens our venue to different audiences while costing us nothing except our time (and some organisation from our office).

CF: *Thomas the Tank Engine events are a big earner for the railway. Nothing, however, is for ever. So what then?*

We need to be developing other products of our own that capture the interest of the public in today’s market. ‘Bricks Britannia’ demonstrated a whole sector of the market who came for something specific, and enjoyed a train ride to complete their day out. Our railway has made it

for nearly 45 years as a testament to the passion, hard work, ingenuity and spirit of our members. We are open to new ideas; come and talk to us!

CF: *Could we survive merely by running a quality steam railway with only a handful of special events each year?*

If the core offering was sufficiently attractive to enough customers, then we could generate enough income to support our objectives with just a handful of large special events. We currently don’t generate this income through the train service alone, so we need to supplement it with an appealing variety of additional ‘events’. We also need to increase the customer spend when they are with us, as this is where the real financial benefit is for the business. We need to offer value for money as a tourist attraction in an exceptionally competitive marketplace. We need to give customers a reason to come and return with their friends and family.

Taking this year’s new ‘event’, ‘Bricks Britannia’, as an example, it was new, fresh and interesting. The passenger figures (up 600% on the same time last year) demonstrates that it was something we were doing right, AND with the added benefit of introducing our railway to an entirely new audience. Unless we can be diverse and offer something for everyone we are limiting our market.

CF: *There are an awful lot of attractions competing for every leisure pound. How do we make ours stand out?*

Value for money: highlighting living history and having clear branding and marketing that is easily identifiable. A consistently high level of service will set us apart from our competitors: there are many products we offer which demonstrate this. The Wealden Pullman and our Santa Specials immediately spring to mind.

CF: *Some of our special events have almost become too popular, putting huge pressure on volunteers. Apart from recruiting more, what is the best way of addressing this?*

We recognise that the most popular events put huge pressure on volunteers, and we are very grateful for their ongoing support; however what are the alternatives? Employing more staff to deliver these events, thereby driving up the cost of running the business and increasing the need to generate yet more income? Or we do less and recognise that we have to bring the size of the

business down so that we can comfortably generate income to fulfil our charitable aims? In that event we must then recognise that this is unlikely to generate enough income to improve our railway and what it has to offer.

CF: *Has social media proven to be an effective means of communication for the railway? What future plans do you have for it?*

Yes it has. Using it for advertising and sharing news to engage with customers in the comfort of their own homes at a time that suits them has shown fantastic results. Future plans are to share more about our history, make more of the excellent museum, tell personal stories, encourage membership and volunteering, and so on.

CF: *The Product & Reservations Manager is presented with a blank cheque... What will she spend it on?*

Improving facilities; a better educational offering

by making more of our stations; access to viewing the sheds at Rolvenden with an educational element; a better playground; upgraded toilet facilities; interpretation boards in strategic locations; interactive activities for all ages... that's just for a start!

CF: *And finally...*

Wealden Pullman or Bodiam Fryer Fish 'n' Chip Special?

Wealden Pullman.

CF: *Thomas the Tank Engine or Santa Special?*

CF: *Kent or East Sussex?*

Kent.

CF: *Holiday by rail or beach holiday abroad?*

Beach holiday abroad.

CF: *Helen, thank you for your time.*

Gricer's Irregular Musings

Have you noticed? The new momentum behind the railway. The new 'can do' approach. The 'let's do it' attitude. The 'let's make it even better' ethos. The new spirit of empowerment. Gricer cannot be the only volunteer to wonder whether he is coming to the same railway as he did five years ago.

It's like the breaking of a new dawn, and thousands of visitors have witnessed it. The 'Bricks Britannia' exhibition drew in a goodness-knows-how-many-times increase in visitors at the start of the season. Long-established events that some, Gricer among them, considered were starting to look a little frayed, have had a makeover and new injection of enthusiasm. Ergo, the Forties Weekend saw the place packed out. That, in turn, put enormous strain on volunteers and staff (of which more later), to the effect that Gricer has heard more than one say they will never do it again. It's a little like the curate's egg: good in parts. Good that the event was a runaway success; bad that it took such a toll on staff. (Magic answers to the usual address, please.)

All that glisters...

If our special events programme is rapidly becoming the jewel in the railway's crown, it is

with a wry smile that Gricer recalls that it hasn't always been so. True, the Steam and Country Fairs of old have become the stuff of Kent & East Sussex legend, but how about those events that, well, didn't quite hit the mark? This is what Gricer found on his walk down Memory Lane. No list of not-so-near misses would be complete without our Diesel Days. They're obviously a turn-off for our visitors – not least because it's hard to run a diesel service for the cognoscenti when you have few diesels of note.

Other events that didn't quite hit the mark included Ivor the Engine in 2008. Agreed, he was a hit for the adults who remembered him from their childhood, but he was lost on today's younger generation. Ivor returned in 2009; and so, probably, did the same adults, but few others. Fast forward to March 2012 and Rock with the Tots. Gricer understands that the downfall of this event was that it's rather difficult for tots to rock with Fifi Forget-Me-Not when they were half frozen to death.

In 2015 we saw the arrival, and pretty rapid departure, of the 1960s Weekend. Almost as rapid as that of the 70s Weekend in 2010 when Tenterden Station was painted in dayglo pink and green, and staff wore platform shoes (bad

pun) and ban the bomb badges. (None of that's actually true; maybe that's why things didn't quite take off.) Even the miners didn't turn up; they were on strike. And hands up if you remember the Country & Western Weekend. No, thought not.

A Wallace and Grommit event seemed like a good punt at the time – to at least ten visitors it transpired. What were all those strange costumes? 'Steampunk', confused visitors were told by even more confused staff. Even the sheep on the Rother Levels seemed bemused, but not as bemused as the wedding party that turned up for a cream tea on the train. Wedding photo with a sheep and a dog, anybody? One for the album...

Gricer recalls that even our premier events have had the occasional wobble. Flying the Union Jack upside down at a Forties Weekend wasn't the best idea, for example. The vocalists at Tenterden have always been a hit at these events so it must have seemed logical, one year, to extend the winning formula to Northiam. The singer was good. Gricer was on a train as it pulled in to the station... a small stage set up in the station car park, the vocalist dressed in army uniform belting it out for all he was worth... before an appreciative handful of station staff. Such a shame nobody thought to tell the passengers. Next stop Glasgow Empire.

Prototypical operations

It occurred to Gricer recently that our railway is one of the few heritage lines that might claim to be running prototypically. Our small engines, so often used in earlier life on light railways and rural branches with all their attendant strictures, are still doing the same thing decades later.

Thus our Terriers trundle through the countryside with short trains and the speed restrictions necessitated by the original Light Railways Act. It just looks and feels right. Unlike larger locomotives on heritage railways. Locomotives that once thundered along main lines are now restricted to 25mph. Thus hobbling along, they make almost a sad sight. It's rather like watching an Olympic sprinter in a three-legged race. So, if appearances are everything, the K&ESR is surely spot-on.

On the subject of appearances, whatever happened to the plan that all stations were to be themed? (Consigned to a very large bin, Gricer and others hope.) He recalls that for some

unfathomable reason, Northiam was to be depicted as a Second World War station. Wasn't Wittersham Road to be Titfield; and Bodiam, Walmington-on-Sea? Or is Gricer's memory failing him? And it must surely be time for another debate on which livery Rolvenden signal box should adopt. It must be, ooooh, at least three years since the last one. *(And someone else can run it – pause for maniacal laughter –Ed. and retired Co Sec.)*

Services cancelled for 2018

Well, no, they're not, but Gricer hopes it caught your attention. He suspects, however, that we came perilously close to being in just that situation in 2017. Time and again, roster clerks have had to send out "could you please manage just one more turn" e-mails to volunteers in all roles. And time and again what must, on occasion, seem like a very thin line of volunteers delivered the goods. Just. Elsewhere in this journal, the Product & Reservations Manager is asked to comment on the increasing strain on volunteers. Not unreasonably, she suggests that if we are to maintain the tremendous momentum that the railway has gathered recently, there is no easy answer. Save, perhaps, more volunteers.

It was, therefore, while flicking through a magazine that Gricer came across a picture of a Santa Special train on another heritage line. Was that a seven car train, or eight? Which made Gricer wonder: how on earth do they manage to staff it? (Perhaps with difficulty, like ourselves.) That made Gricer ponder even further: it's one of Britain's longest heritage lines, with more stations than we have. So again, how do they keep the whole shebang running? (Again, perhaps with difficulty, like ourselves.)

So here's a proposal. Just 100 more members volunteering just five times a year would ease the pressure enormously. Family commitments/distance/lack of time score zero on the excuse-ometer; most volunteers could claim at least one of those. There's always a warm welcome and a great spirit of community; if the K&ESR had a strap line, it could quite rightly claim to be 'The friendly railway'. (We would not have so many volunteers with decades of service were it not.)

One of the railway's busiest times of the year is almost upon us, so what better way to promulgate the season of goodwill than by offering to lend a hand. Not least because trains haven't been cancelled. Yet.

A Tribute to the Ashford Area Group

Following the disbanding of the Ashford Area Group, Ted Micklam looks back on some achievements of the Group since the 1970s.

We have the late Eric Graves to thank for getting the Ashford Area Group (AAG) up and running when he circulated K&ESR members in the area asking whether they were interested in regular monthly meetings. Details of the first meetings are not available, but an early member remembers meeting at Eric's house and at other members' homes.

In January 1977 £235.51 was raised at a Model Railway Exhibition. Most of this was donated to the 'Wittersham Road Fund', so we can presume the nascent AAG was active in 1976 or earlier. Another 23 successful exhibitions followed! The objectives of the Group were to assist in the restoration of the K&ESR and to provide regular social meetings for railway enthusiasts in the area, as well as to encourage people to join the K&ESR. Fundraising for both the Group and the railway was always a high priority. These objectives were always maintained.

1978's programme shows a pattern which would serve the Group well for many years – ten slide or film evenings, the exhibition and a visit to a local railway. Meetings were held on the third Wednesday of the month at The Centrepiece, Ashford.

In 1978 the AAG undertook fence replacement from Tenterden Level Crossing to the Home Signal. Another feature of these years was attendance at outside events. In 1978 alone six such events were supported, from a flower show to an Essex Motoring Extravaganza. In 1980 the AAG purchased some track from Batchelors Foods' factory. With so much going on it is strange that attendance at 'indoor meetings' was patchy, and the donations received often failed to cover the hire of the hall. Thankfully the Group survived. Indeed, by the end of the decade substantial donations had been made to locomotive funds, the building of the Tenterden Buffet and other notable improvements. Use was made of outside publicity, e.g. at Ashford Library, to improve attendance.

The meeting venue changed, first to Batchelors Social Club and from 1984 onwards to the British Railways Staff Association Club.

In October 1985, following an invitation from a developer, Eric visited a 'house' on Beaver Road which consisted of four SE&CR four-wheel coach bodies. The developer wanted to demolish these, but offered them to the K&ESR. Eric considered two to be "very recoverable". The story of the Ashford coaches and their restoration has been told a number of times, and both are now regularly seen in the Vintage Train. A third 'end' is an exhibit in the Colonel Stephens Railway Museum. This project forms a lasting memorial to Eric and the AAG.

By the 1990s outdoor trips were reaching the continent, with assistance from the late Dr Gerald Siviour, and indoor meeting attendances were averaging 30. From 1992 the Railway Correspondence and Travel Society (RCTS) held monthly meetings in Ashford, but this did not detract from the AAG and co-operation between the two parties was quickly established.

Organising a profitable Model Railway Exhibition however was proving increasingly difficult, and with the loss of the traditional date and venue the committee opted instead for a stand at the Ashford Model Railway Club's exhibition from 2001 onwards.

On 12th May 2005 Eric passed away unexpectedly. This was a great loss to all who knew him. It was clear that his personality could not be replaced, but the remaining small committee maintained the ten meetings per year, achieving a respectable surplus with the help of some generous speakers who gave their time freely.

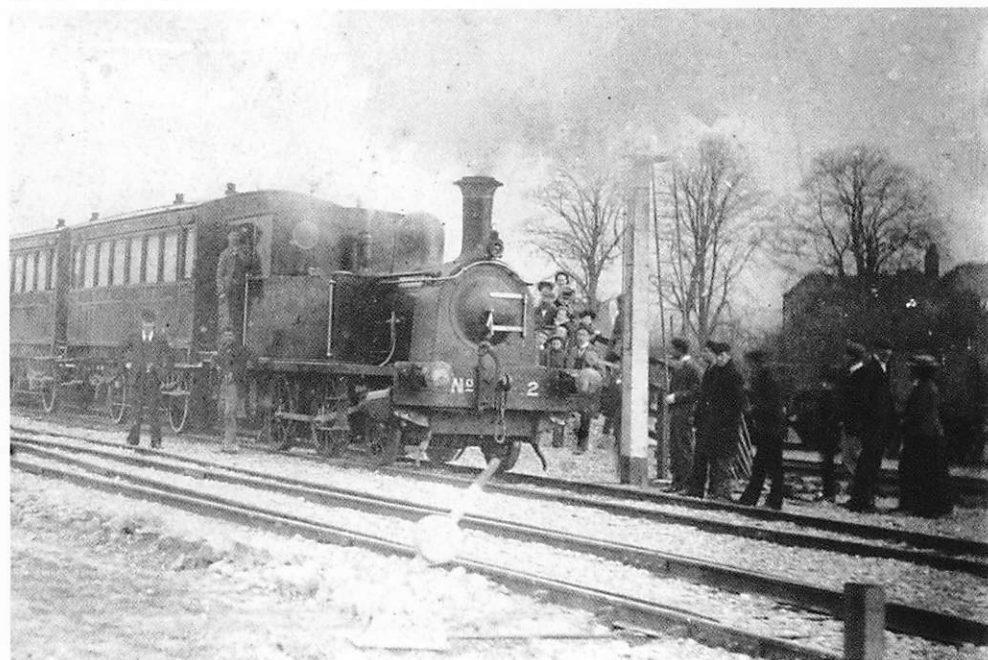
A highlight of our social year has always been the continental day trips. There have been 13 of these – considerably adding to the Group funds, which has in turn enabled us to support many K&ESR projects.

Difficulty in finding new places to visit and arranging ten meetings per year of a consistent high standard given the competition from social media and Internet streaming led the committee to call a halt while we were ahead. The RCTS has taken over our 'slot' and venue, giving some continuity for our faithful followers.



By popular request, following 'thumbnail' publication of the photos on this page in the Summer Terrier, we present them again at a larger scale. Above shows a number of those who lined the platform in their Sunday best at the original Tenterden station (now Rolvenden) at 7.30am on 2nd April 1900. (CSHA)

The second photo shows the first train about to depart, signal shrouded in steam, in the early morning light of that spring day more than 117 years ago. (CSHA)



Tovil: Maidstone's Lost Station

The Tovil goods branch of the South Eastern Railway, opened in 1887 with its substantial railway bridge over the Medway (see *Tenterden Terrier*, Summer 2017), did not carry passengers; but the expansion of industry and population in the village during the 19th century also called for better access for people – both local residents and those working in the various mills and quarries. This took two forms: a crossing of the Medway, and a station on the railway line from Paddock Wood to Maidstone.

In 1867 local residents approached the Maidstone Local Board to request a footbridge over the Medway at Tovil, but were told that no funds were available. As a result, a private subscription was organised to set up a ferry there. This had two objectives: to give easier access from Tovil to the West Borough and to the South Eastern Railway (SER) station – the present Maidstone West – and to provide employment for an elderly resident named Peter Weller. Unfortunately, relations between Weller and the organising committee broke down before long, leading to charges of assault being brought in 1869.

Residents of Tovil and West Borough approached the Local Board again in 1871 with plans for a footbridge to link Tovil with Fant Fields. They estimated the cost at £400, of which

they offered to raise half locally. The Local Board had in fact already purchased a suitable light iron bridge second-hand from Birkenhead for £900, and they proceeded to have it erected over the river in 1872, once they had obtained the consent of the Upper Medway Navigation. In 1877 the Local Board was reported to be considering whether to have the bridge painted or coated with a mixture of tar and turpentine. The decision went in favour of paint, though not without some sarcastic remarks in the local press about the beauty or otherwise of the structure. The girder bridge has since been replaced by a modern welded steel span, though apparently on the original brick piers.

The possibility of providing a road bridge over the Medway in addition to the railway bridge then being built was discussed when a SER delegation including the Chairman, Sir Edward Watkin, visited Maidstone on 27th March 1882 and met the Mayor and some of the aldermen and councillors. This crossing could either have been alongside the railway bridge or a widening of the existing footbridge. Another suggestion was for a girder bridge from Fant to the Loose Valley, crossing over the Paddock Wood railway and above the new railway bridge. Following this meeting, the SER engineer was instructed to prepare plans and estimates for a carriageway



Tovil Station in 1910.

(Author's collection)



Tovil Station in 1930.

(Author's collection)

across the Medway; but, unfortunately for future generations, neither this nor the other proposals were acted upon.

Rather confusingly, when Tovil eventually got a passenger station, it was on the left bank of the Medway opposite Tovil village, although it was easily reached by the new footbridge across the river. In December 1877 the local press reported that the SER was considering a proposal to construct a new platform near the Tovil footbridge and to extend the North Kent line trains to Maidstone via Strood there. Passengers from the Paddock Wood direction to Maidstone would have their tickets collected at the new platform instead of at the existing ticket platform near the engine shed, which would be abolished. In March 1878 it was reported that the residents of Tovil and Fant had submitted a memorial to the SER calling for a new station. The SER had offered to pay £250 – half of the estimated cost – provided the residents raised the other half. However, negotiations were at a standstill.

Following a visit to Maidstone by a party of SER directors and officers in March 1882, the SER board agreed that a footbridge, ticket platform and booking office were to be provided at the level crossing over the railway at the bottom of Bower Lane, Fant. The new station, named Tovil, was eventually opened on 1st January 1884. Platforms and buildings were of timber, in the usual economical SER style of the period. The earlier plan to extend North Kent line trains to Tovil was not pursued, and Tovil station was served by local stopping trains between

Maidstone and Paddock Wood. In addition, it was the practice for excursion trains from Maidstone to the seaside to call at Tovil, where they were able to pick up a contingent of papermakers and their families.

By the Second World War, use of Tovil station was modest, and so it was proposed to close it as an economy measure, given that the area was well served by both Maidstone Corporation and Maidstone & District motor buses. It was reported that in 1941 revenue from passengers had been only £30, with 4s 9d from parcels and miscellaneous receipts. Corresponding figures for January to November 1942 had been £33 and 12s 11d. In 1941, 411 tickets had been sold and 283 collected, and in 1942 the respective figures were 500 and 835. The considerable increase in the number of passengers alighting in 1942 was attributed to people coming to fish in the River Medway. By this time the station was staffed only by one junior porter, who was on duty from 8am to 5pm daily. Closure took place on and from 15th March 1943. There was no hurry to demolish the station, and it was still largely intact in 1947.

The footbridge over the railway survived until recently, but it and the adjacent foot level crossing have now been replaced by a new accessible footbridge (fabricated by Nusteel Structures of Lympne) which was opened in February 2017. Users now have a safe crossing of the railway, some 130 years after it was first required by the Board of Trade inspector.

Tom Burnham

RECORDS REVISITED

Hugh Nightingale describes how information technology can lead to a reappraisal of accepted history and, in the light of this, re-examines the K&ESR's use of motive power, beginning in 1932. Some of his conclusions even have contemporary resonance.

There is little doubt that, in the 21st century, heritage railways present themselves in ever more professional ways. This is also true of the allied field of research into their historical backgrounds. Past research, being logged in databases and on spreadsheets, has the potential to make events easier to interpret. In relation to our own railway, fresh examination can greatly improve our understanding of the challenges the pre-nationalisation K&ESR faced

Some articles previously published in the *Tenterden Terrier* may now require fresh scrutiny. New information may have come to light in the interim, in addition to our enhanced capacity to interpret and understand previously available material.

First-hand reports, such as *The Last Day*, written by Peter Davis, in issues 13 Summer 1977 and 14 Winter 1977, remain as fresh and easy to read as the day they were written. On the other hand, the equally well produced analyses *Fifty Years Ago* and *Hirings and Firings*, both by the late Stephen Garrett, in issues 27 Spring 1982 and 29 Winter 1982, can – with due respect to the memory of that writer – now seem curiously dated in some respects and bereft of detail.

Recent and ongoing reorganisation of the archives during the curatorship of Brian Janes has yielded tangible results. The rediscovery of The Kent and East Sussex Railway Steam Train Mileage Register (misplaced for some time), which was referred to frequently in *Hirings and Firings*, led me to record that item in digital photographs – a useful back-up for any historical document. Brian had cautioned that some of it was becoming difficult to read, in particular some of the entries in red ink. I was more concerned about the fragility of the Register itself, which perhaps did not utilise the finest paper ever produced, and in places suggesting that careful conservation in a controlled environment might be a very good idea. Still, not much more than an hour's work saw it digitised, followed by later conversion to PDF files and back-up copies on DVD-R.

But what use to make of all this information? Once again I studied Stephen Garrett's previously mentioned articles. Initially it

appeared significant that the Managing Director (from November 1931) of the K&ESR, William H. Austen, had been appointed Receiver and Manager on 15th March 1932. However, the Register recording daily mileages began five months later on 15th August, so the two events may not necessarily be related. My best guess is that it at least had something to do with the line being in receivership and almost certainly something to do with the terms of the exchange of locomotive No.4 with the Southern Railway. The Beyer Peacock 0-6-0 saddle tank was acquired from the Southern Railway in July 1932, according to Brian Hart's *The Kent & East Sussex Railway*, along with a spare boiler, in exchange for 0-8-0 *Hecate*, coupled with some rationalisation of coaching stock.

Other than that scenario, we must still ask the question – why start a Register part way through 1932? Nothing tangible has as yet come to light for the years prior to this, though individual locomotive mileages and/or days in service were probably noted somewhere for maintenance purposes, and certainly featured in annual company reports.

The first few days of the Register just give an overall total and up to the end of August record varying mileage totals, including quarter, half and three-quarters. The standard daily steam service mileage seems to have pre-ordained and set in stone at 86¼, of which more anon. With three columns of dates squeezed onto each foolscap page, the first three pages take in almost a year, to 4th August 1933.

From 1st September 1932 the mileage of the replacement No.4, the Beyer Peacock saddleback, was noted in red ink, in a sub-column adjacent to the daily total in black ink. This is the most pertinent clue about No.4's entry into service.

Inside the front cover (beneath a tantalising note about Southern No.2678 dated 1942, which at the time of writing has yet to be researched) is a simple table, stuck in on a piece of paper, detailing mileage of stations from the two junctions with the South Eastern and Chatham: Headcorn in column one and Robertsbridge in column two.



No.2 (left) and No.1 (right) at Rolvenden on 12th July 1932, following No.2's return from the East Kent Railway.

(CSHA)

Intriguingly this little analysis therefore dates from the period 1905 to 1922, and while, at both ends of the line, the station is regarded as eight chains beyond the junction, only in column two, from Robertsbridge, is the distance noted as a separate line. Perhaps the original document was used to calculate shipping charges on the railway.

The Sunday service, which ran until 18th September, logged at 54 miles and equating to two round trips from Tenterden Town to Robertsbridge Junction, was easy to identify. Scattered over the first page, which runs in three columns until almost the end of 1932, are a few sub-totals, with the monthly mileage for September, October and November by No.4 stated at the bottom of the first page. The majority of the daily entries for No.4 are 70 miles, which would suggest a complete round trip of the railway of 43 miles, plus another Tenterden to Robertsbridge return. A second steam return from Tenterden to Headcorn by another engine ran up the daily service steam mileage to 86. However, a daily mileage of $86\frac{1}{4}$ was recorded in the register. So why was an extra quarter of a mile added onto the daily total, especially as light engine moves to and from Rolvenden, a round trip of three miles, had been ignored? Later evidence suggests that the light engine movements would have amounted to three net trips or nine miles, which is not exactly a drop in the ocean.

My best guess is suggested in fact by the very first entry of $102\frac{1}{2}$ miles, which suggests that stand-alone trips to Headcorn at the time were logged as a round trip of $16\frac{1}{4}$ miles within the daily total, but not for the individual locomotive

itself. Indeed there are many examples where the individual mileages are logged as 70 and 16 for the day while the daily total remains at $86\frac{1}{4}$!

A preliminary study of the remainder of the document convinced me that the analysis would therefore have to be flexible, and one of trends in many cases rather than hard-and-fast statistics. The first job was to construct a basic spreadsheet of the data. Thankfully, the manual monthly totals of 1932 for No.4 stated in the Register tallied with those generated on the spreadsheet. I would conjecture that the exchange of No.4s came with some sort of guarantee for the K&ESR regarding mileage and availability, or that the existing boiler had some sort of longevity limitation factored into the agreement.

There is some more circumstantial evidence that No.4 either started her K&ESR career, or formally entered service, on 1st September after a period of further maintenance or trials with a trip to Headcorn and back. A Headcorn run was the fairly standard re-introduction to traffic following maintenance or overhaul. The following day she did a Robertsbridge run instead of the unknown primary engine, and then on the 3rd took on the mantle of main machine for the first time with the 70-mile roster mentioned earlier.

It might be seen as something as a luxury having one engine just running up to Headcorn and back, but in fact it shows solid business sense. Stephen Garrett notes that the daily service in 1932 was essentially divided into three Robertsbridge and just two Headcorn runs; in practical terms it amounted to a significant cull of rail bus mileage, as the annual figures confirm. This basically left

just one Tenterden to Robertsbridge return still covered by either the Shefflex or the second Ford set. There was of course no equivalent to a Class 14 in a 'Thunderbird' role so if anything did go wrong with the main engine or the rail buses, then at least in theory the second engine could provide an element of cover.

For the rest of 1932 No.4 had a genteel start to her career, working between three and five days a week (Mondays to Saturdays) in a row. I wonder if there was any element of water treatment in those days, and whether No.4 was diligently given a full wash-out at each service interval? The pattern of use was ratcheted up in December, admittedly over the Christmas period, when she ran 657 service miles in ten days from the 17th to the 29th.

In this analysis, all Sundays are ignored for ongoing and consecutive weekday working sequences; similarly Christmas Day, Boxing Day and Good Friday, although if an engine happened to work one of these days, then this turn is obviously included.

In all, over the last four months of 1932, No.4 managed 4,388 of the 9,233 official service steam miles, working 47.5% of the total. No.4 was in service on over 65 of the 108 possible working days (just over 60%) and averaging, not surprisingly, a little over 67 service miles per day. Later circumstantial evidence suggests the 70-mile roster required a trip to Rolvenden during the day, so we can fairly safely state that No.4 averaged 73 working miles every time it was in steam (covering 76 miles on days as the main engine).

It is known from photographic evidence that Hawthorn Leslie engines No.1 and No.2 and Ilfracombe Goods No.9 *Juno* were available during 1932, and indeed deep into the period covered by the Register. The prime evidence for this is the fact that all three of these engines were recorded by R.W. Kidner as being in action on 16th September, a Friday, on which No.4 was not used. This means that, however important the addition of the Beyer Peacock loco was to the locomotive fleet, the railway was by no means dependant on it to maintain the service. On balance, it would seem that initially No.4 took the pressure off the other engines, and in particular reduced the need to run the Hawthorne Leslies to Robertsbridge.

Returning to the end of the year, there is a suggestion that No.9 suffered some sort of hiatus around Christmas, forcing the bulk of the

workload onto No.4, at least for a while, on almost a daily basis. Whether No.8 was available up until its own column was added from July 1933 is not known, and one imagines this too was for accountancy reasons associated with expenditure on overhaul or repair. But with the well-documented poor state of No.1, evident in images, it seems likely that by New Year 1933 the bulk of the steam traffic was being operated by No.4, with No.2 as second engine.

This shows the wisdom of both the exchange of No.4 engines and the earlier return of *Northiam* from the East Kent in 1931. In all likelihood this was brought about by the loss of *Rother*, *Rolvenden* and probably *Bodiam*, judging by H.C. Casserley's picture of her on 14th March 1931. Similarly, photographic evidence of No.2 undergoing overhaul at Shepherdswell, dated June 1931, suggests K&ESR resources at the time were stretched to the limit, both physically and financially. *Northiam* was placed straight back into service, supporting No.1, chiefly on the lighter secondary duties. By the end of 1932 *Bodiam* had certainly been dumped.

As an aside, *Rolvenden* had been proposed for preservation by none other than the esteemed railway photographer O.J. Morris. This was on the grounds that as LB&SCR No.71 *Wapping* she had been the first Terrier to be completed and undergo trials, although No.72 *Fenchurch* was the first to enter service. It was also well recorded that her cylinders proved defective during construction and were replaced by those intended for No.70 *Poplar*. Some commentators over the years have suggested that, but for this, the future *Bodiam* would have been the first completed and in service on the basis it had the lowest number of the first batch of six. This is an erroneous conclusion; the number 70 simply was not available until a 'Jenny Lind' rebuilt by Craven was renumbered in November 1872. But what is known, thanks to surviving maintenance records acquired with *Bodiam*'s 1901 purchase, is that she had the (Brighton) works number of 69.

Further research and analysis of the Steam Train Mileage Register has yet to be carried out, but to conclude this article the reader may have notice some parallels with more recent timetabling. True, even in 1932 the line could turn out at least two steam engines every day; but just as in present times this was augmented, as it had been for some years, by internal combustion. History certainly has a strange habit of repeating itself.

Notes for contributors

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

Content

The *Tenterden Terrier* majors on K&ESR news, features on 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: any written or photographic contribution must be interesting to the reader, not just to the writer. It should only exceed 2,500 words if you trust the Editor to do his worst to shorten it – or put in a special plea for a two-parter.

Text

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

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

Photos

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

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

We can also accept pictures saved to DVD-R or CD-R.

Our request for a full-sized image does not guarantee inclusion in the *Tenterden Terrier*.

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