



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier



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**FRONT COVER**

*GWR No.813 climbs Tenterden Bank in winter sunshine.*

(Jon Edwards)

**BACK COVER**

*No.813 brings the Wealden Pullman through Rolvenden at 11.22pm on 2nd December.*

(Alan Crotty)



David Holden has manufactured a replica Rolvenden–Northiam Tyers No.6 tablet. With Nick Wellington, he is seen presenting it to Brian Janes at Tenterden Town.

(Andy Hardy)

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# Editorial

## Heritage, History and Tolerance

Our previous editorial mentioned that research into the history of the K&ESR's heritage era has thrown up some repetitive themes. Well, another one has come to light, and been emphasised by the recent Readers Survey (see page 22). While there have been those who in the past have wanted the railway returned to some replica of its appalling condition of the 1930s, one could sometimes be forgiven for thinking that there are others who want to regard the K&ESR's 'year zero' as 1974 and assign Colonel Stephens the status of a non-person.

This is made all the more awkward in 2018, as this year is the 150th anniversary of the birth of Holman Stephens and, as is to be found on the following pages, the event is being marked both on our railway and more widely. Please can we keep a sense of proportion about this – it does not represent some hidden agenda that ignores

commercial necessity, safety requirements and the morale of those who give of their time, energy and very often money. On the contrary, this is a one-off event that is to commemorate a significant figure in British railway history and the man who built the Kent & East Sussex Railway.

What is a heritage railway if it is not mindful of its history? It's like a traditional country pub which looks inviting but only serves soft drinks. As our 'Focus' feature points out, the K&ESR was built cheaply with a view to later improvement as finance permitted. This happened pre-World War One with the upgrading of the track. Whether they realise it or not, those who today work to upgrade the railway generally are continuing in this approach.

No organisation will ever see its members unanimous in their opinions, but consensus can be achieved; and tolerance and respect for the views of others are the well-mannered way of reasonable people. As we have said previously in a similar context, because someone disagrees with you they may not necessarily be either a fool or a knave.

*Nick Pallant*



*1638 drifts down the bank towards Orpins Crossing with a Santa Special on 16th December 2017.*

*(Phil Edwards)*



# Focus on Holman Fred Stephens 150

*Holman Fred Stephens was born on 30th October 1868 – 150 years ago. He was in many ways the originator of the K&ESR; he was both engineer and manager until he died in 1931. Brian Janes looks at the life of the man who built or was associated with some 16 light railways, ranging from the Rye & Camber Tramway, via the Shropshire and Montgomeryshire to the Festiniog and Welsh Highland.*

Stephens was born into a family in which art and literature predominated (his father was Frederic George Stephens, the Pre-Raphaelite artist and critic), but his interest in railways was apparent at an early age. Having studied civil engineering at University College under Sir Alexander Kennedy, 'Holly' Stephens was apprenticed at the workshops of the Metropolitan Railway in 1881 and moved on to civil engineering projects under Edward Seaton, a consulting engineer, there to become in time a qualified Civil Engineer.

Seaton was responsible for the design of the route and structures of the Cranbrook and Paddock Wood Railway, and he employed Stephens for this – the student's first railway project. Still learning, at the relatively tender age of 22 he absorbed many of the distinctive features and materials used in the buildings on this line and adopted them subsequently on other schemes. He was resident at Cranbrook throughout the construction period and beyond, which introduced him to the area, and in meeting its transport needs he was to become perhaps the leading practitioner of the Light Railway in Britain.

Stephens gained further experience with the construction and success in 1895 of the tiny and cheaply built Rye and Camber Tramway, on which he even advocated using an internal combustion engine powered railcar, and the Selsey Tram. He soon set up a consultancy, and was then well placed to take advantage of the demand created by the passing of the 1896 Light Railways Act. This he did with vigour on many projects in the following optimistic years. Indeed his practice had grown to such an extent that in 1900 he opened his well-known office at 23 Salford Terrace, Tonbridge where some 17–20 staff were employed for most of the next 50 years.

The concept of light railways was thought of as a method of bringing cheap transport to rural areas but – with capital and traffic thin – railways would have to be cheaply built for later

improvement, if and when the expected increase in traffic occurred and more capital could be attracted. Tenterden had been crying out for a railway for many years and Stephens, with his newly acquired expertise, became the catalyst for the creation of the Rother Valley Railway and hence the K&ESR. The origins of the RVR seem, in fact, to lie elsewhere than in Tenterden. The local impetus for the line seems to have come from landowners and businesses in Northiam and Bodiam.

In December 1894 a meeting was held of interested parties wishing to ask the SER to extend the Paddock Wood–Hawkhurst branch to Rolvenden and Appledore. At the meeting local farmer James Winsor Lord suggested a different scheme, a line from Robertsbridge down the Rother Valley to Newenden Ferry, with a view to extending afterwards to Tenterden, Ashford, Rye or Appledore. Holman Stephens was at the meeting and backed this scheme as a feasible plan which would, if carried out, pay a modest dividend and was, in his opinion, the best practical plan. This led to the successful promotion of the railway.

With the success of the Rye, Selsey and Rother Valley schemes Stephens was wholly committed to promoting and creating light railways. He was responsible for nearly 10% of all orders made under the 1896 Act up to March 1908 (27, including extensions of time, of the 311 orders made up to the end of March 1908) and when it is considered that a third of statutory light railways were street tramways then his significance to the rural light railways movement becomes obvious. Running them was almost a subsidiary activity until after WWI.

The enthusiasm for rural light railways did not last very long. By 1920 the concept was effectively dead but Stephens did not give up: he persisted with several schemes and built them when he could. Stephens himself, though moderately wealthy through inheritance, was not a substantial



investor in his companies, although he eventually personally owned the Snailbeach and the Selsey. He usually only held enough shares to qualify as a director. He earned his income in a variety of ways, initially through surveying, engineering and consultancy but increasingly from management fees.

His Salford Terrace business was a personal one and all its expenses came to be paid through these payments etc. Many of these fees were paid to him in debentures and he became a substantial holder of such certificates. He was also Chairman of the FR/WHR, the SMR and the Selsey for extended periods, but he was not fond of committee work and generally preferred to leave such duties to others, particularly close acquaintances.

### **The Military Man**

Stephens was never a full-time army officer. He was however a member of the 'volunteer forces', later the Territorial Force, and was therefore able to continue his railway work in parallel with his military career.

He became secretary of the University College School cadet company and in 1888 attended a summer camp at Aldershot at the age of 20. His first commission came in 1896 when he reached the rank of Second-Lieutenant with the 1st Sussex (Volunteer) Royal Engineers at Eastbourne. He was promoted Captain in 1898, and recruited some 600 men to serve with the Royal Engineers in the Boer War in South Africa. Stephens reached the rank of major, acting as Commanding Officer of the five companies of the Kent (Fortress) Royal Engineers, moving to its headquarters in Chatham in 1913.

In 1916 he was further promoted to the rank of Lieutenant-Colonel. As the First World War dragged on, Stephens devoted more of his time to the military effort, and the War Department put pressure on him to become a full-time officer. Given a choice between full-time army service and his blossoming railway empire, Stephens returned to Salford Terrace, while remaining in the Territorial Force Reserve. It was not until 1925 that Stephens gave up his military role.

### **After the Great War**

The end of the Great War changed the direction of Stephens' business and increasingly he became less a promoter and builder and more

a manager. His Salford Terrace office turned from design and construction to centralised accounting and administration, engineering maintenance and oversight. Nevertheless Stephens still managed to build the Ashover Light and the last standard gauge Light Railway, the North Devon & Cornwall Junction (Torrington to Halwill). He was much liked and respected by many senior railwaymen, including arguably the best manager of his generation, Sir Herbert Walker (who was quite candid about the poor viability of Stephens' lines).

Gilbert Szlumper, who was to become Walker's successor, was a close family friend. Stephens acquired and cultivated a wide circle of such acquaintances and Sir George Barrahell, whom he seems to have met as a senior Treasury official associated with transport issues and who was later Chairman of Dunlop, was his most frequent luncheon companion. Stephens had immense personal charm and wit, and was much admired and liked by his staff. His attitude to women was always courteous, sometimes supercilious – occasionally mysterious. He nevertheless had few friends outside his business acquaintances, and lived a solitary existence mainly in hotels or at his clubs.

### **Conclusion**

Confronted with the problems that Stephens had to face, many would have gladly given up their independence. There is no doubt he was an optimist, who was willing to put his private money into his railway schemes. The make-do-and-mend of his last years, together with the perceived need to maintain balance sheets by not disposing of assets – combined with a probable sentimental attachment to some items – led to the accumulation of obsolete and worthless rolling stock, which was perhaps misunderstood. Nevertheless he kept the railways going. Indeed, if any criticism can be directed against Stephens, it is that he failed to anticipate the arrival of the motor lorry and bus and their impact on rural businesses.

Stephens was in the last analysis a man of his time and, like the Light Railway Act so associated with him, was perhaps born too late. We should however admire him for his energy and achievement in the circumstances of his heyday and not for the observably crumbling elements of his achievements – which were all that was evident to later, and indeed current, generations.



# Colonel Stephens Society

The 150th anniversary of the birth of Holman Fred Stephens – promoter, engineer and operator of not only the Kent & East Sussex but several other light railways – takes place in 2018. The Colonel Stephens Society's annual members' weekend will be based at Tenterden this year: which is entirely appropriate, for without Stephens it is unlikely that there would ever have been a railway in this part of the world.



The railway's Commercial Department has enthusiastically taken up the HFS150 theme for that weekend (12/13th May.) Visitors will be able to experience the nearest possible (these days) to characteristic services on Stephens' lines in their heyday: a mixed train of passenger and freight vehicles.

The mixed train will venture down the line on the Saturday, while the railmotor will be shuttling up and down the Pullman dock on both days. There should be some excellent photo opportunities!

The Society will also explore the missing link between Bodiam and Robertsbridge on foot and by coach, followed by a guided tour of the recent works at Robertsbridge. Earlier in the weekend we will explore another Stephens line, the East Kent Railway, embarking on a return trip from Shepherdswell to Eythorne.

For more than ten years we have been trying to get approval for a blue plaque to be put up on 23 Salford Terrace in Tonbridge, which housed the offices from which Stephens conducted his empire

of light railways; but it is clear that the current owner does not want this to happen. We are however hoping that a commemorative plaque will be unveiled on another appropriate building in Tonbridge around the date of the anniversary, 31st October. We are also preparing an application for a plaque to be placed on his birthplace and childhood home in Hammersmith to commemorate

both Holman Stephens and his father Frederic, a prominent member of the Pre-Raphaelite Brotherhood. However this is unlikely to be taken place this year.

Many model railways attempt to replicate in miniature the appearance and workings of a Stephens light railway, and some of them will appear at exhibitions up and down the country in this anniversary year. At the time of writing a superb model of Rolvenden in the 1920s is on show at Canterbury.

Several magazines are also planning features to commemorate the impact Stephens had, especially on rural light railways. A joint project between the Colonel Stephens Railway Museum and the Society will result in a thoroughly revised and extended edition of the long-out-of-print book on the Stephens railmotors.

For more information about these and other events taking place during HFS150, visit our website: [www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

*Ross Shimmer*

## Tenterden Terrier – Assistant Editor Appointment

We are pleased to announce that Jon Edwards has been appointed to the post of Assistant Editor. Jon, who has been a K&ESR member for many years, has been an Editorial Assistant for some time.

Retiring Assistant Editor Hugh Nightingale is to step down after the present issue of the *Terrier* and Jon will take over from the Summer 2018 issue. He will be particularly responsible for collating 'Lineside News' while Hugh, who will become an Editorial Assistant, intends to continue contributing the 'Focus' feature.

This is an appropriate opportunity to thank Hugh for five years of hard and enthusiastic work, during which he has kept the Editor on his toes and contributed to the ongoing development of our house journal.



## COMMERCIAL AND OPERATING

### Chairman's Report – Ian Legg

At November's AGM Jamie Douglas stepped down as a Trustee and Simon Marsh was elected. I would like to thank Jamie for his work on the Board and as Chairman. Simon will be known to many of you; he brings a wealth of experience for the benefit of the railway – welcome aboard. Geoff Crouch remains as Deputy Chairman and Finance Director.

The initial results for last year look encouraging and, as Geoff Crouch says, this allows us to invest in the infrastructure. There are many ways accountants look at financial results, but for the K&ESR the critical figure is the excess of income over the operating costs. This gives the cash that can be spent either on renewal and maintenance of our assets or on improvement projects. Last year we made a healthy operating profit, which meant we spent more on PWay, S&T, Buildings, Locomotives and Carriages. The great start to the financial year 2017/18 with a successful Santa season means that this investment can continue.

The Santa Specials were even better than the previous year – which itself broke all records. Our customers really enjoyed the experience, and all teams helped deliver a really great product. Well done everyone. The post-Christmas period has always been a difficult one to sell, but our commercial team achieved success this year with the 'Crimbo Limbo' offer, 30th December to New Year's Day inclusive.

Apart from the good financial results, last year was a mixed story. It took longer than planned to rebuild the Yankee tank, No.21 Wainwright disguised as LMR 300, and the Austerity No.25 Northiam. No.14 Charwelton failed with boiler problems, but Norwegian, Terrier 32678 and Pannier 1638 did sterling service. For carriages, BNO 53 was finished in time for the Santa season but Aries has been held up whilst the asbestos problem is dealt with. The PWay team replaced Rolvenden level crossing and re-laid the platform track at Bodiam and Wittersham Road bank. The new secondary catering outlet at Tenterden proved its worth. Our overall safety performance was satisfactory – but the matter of an increasing number of minor incidents needs to be addressed.

The Board is now quietly optimistic as there is much going on behind the scenes in terms of preparing the organisation for the future: overhauls of No.22 Maunsell and No.14 Charwelton (generously funded by external donors); GWR Railcar W20W; the Blue RU, Aries and CK 56 for carriages; the rebuilding of Tenterden Town platform next winter; and much more. The commercial team promises an even better year – so pressure will be on the delivery.

Key to that delivery is people. All departments need more volunteers; this has always been the cry and probably always will be. However, the Board is looking at how we can recruit, train and retain members. More on this to follow as plans come together.

We have moved on a long way from our predecessors' battle cry of "Save the Farmer's Line" to today, where the call is for more people to help the line realise its potential.

### Platform Staff – Charles Lucas

The past 12 months has proved to be a challenging and intensive time for platform staff. The year began with the hugely successful and widely reported 'Bricks Britannia' event, during which Station Masters and Platform Assistants made a significant contribution to helping to staff the event in addition to their usual duties on the platform.

During the main 2017 running season platform staff were heavily involved in contributing to the running of our demanding events programme, which stretched resources up to and occasionally beyond the limit.

The large number of group bookings during the season proved challenging from time to time, as did the increase in passengers making advance online bookings, which produced a high demand for seats on trains that were sometimes shorter than usual. The welcome visit of *Foxcote Manor* to the railway also generated increased passenger numbers, although a somewhat disrupted running schedule for the engine resulted in some disappointed visitors, requiring considerable tact and diplomacy on the part of staff.

The large number of visitors to our railway is



most welcome, provided we have the staff resources to deliver the enjoyable experience that they have every right to expect. We need to keep this in mind, this year and beyond.

Despite the challenges we were able to staff all stations on most running days in 2017 – and we aim to do better in 2018. We now have 23 active Station Masters with an additional small number able and willing to help out from time to time. It is also pleasing to report that at the time of writing we have eight current trainees. It should be pointed out that several Station Masters are ‘multi-taskers’ who also undertake other important duties on the railway.

Platform Assistants are important volunteers who make an essential contribution to the running of events, both by assisting passengers on the platform and by managing admission to the platform and checking tickets. Members of this group need to have a level of knowledge of operating, and in most cases they also fulfil other roles such as Ticket Inspector, Booking Clerk or Station Master. Suitable volunteers to join this group are always welcome.

The K&ESR is working on plans for the eagerly anticipated extension to Robertsbridge. The planning must now include the provision of Platform Staff at Robertsbridge from the first day of running over the extension. Sufficient trained staff are needed to fill this need from among both existing and new volunteers. This need will take on increasing urgency in what seems likely to be a very short time before the extension is opened.

### **Wealden Pullman – Meg Gooch**

I find it hard to believe that at the time of writing it is already the end of January. What happened to 2017? Every year we all say it, but 2017 really has gone by in a flash.

Last year our first dining train was on Mothering Sunday in March, but this year we’re operating a Valentine’s Day train for the first time in quite a few years. Not having a Day Out with Thomas® event over half-term week means that we can utilise the Pullman train, which would otherwise sit redundant in the siding. The plan is to serve a three-course dinner. Tickets have been selling nicely; who knows, we may even get some proposals?

For the second year we operated a Christmas Day train, which went down very well with

everyone. I would just like to say, once again, that our volunteers came up trumps and a great time was had by all – staff and customers alike. When the train had been cleared down we all sat together and had our own Christmas lunch. It was a great social occasion.

New Year’s Eve went with a bang! Happy customers and staff all revelled in the occasion and enjoyed fireworks at midnight at Bodiam station: not least me, because it was the end of the season. The start of 2018 was celebrated with the ever-popular full English breakfast for the train’s staff at 2.30am.

Fundraising for the restoration of Aries has continued throughout the year. The restoration has been held up by the asbestos problem mentioned elsewhere.

Bookings for 2018’s Pullman services are going extremely well. The first available table for a Sunday lunch is currently September, and Saturday evenings are not far behind.

So if you fancy a change, come and have a go – it’s great fun and we’ll look after you. Be bold; try something different! Please do get in touch with me at [meg@kesr.org.uk](mailto:meg@kesr.org.uk) or via the station on 01580 765155.

### **Railway Shop – Chris Fautley & Alan Joyce**

The advent of a new year sees a fresh dawn for the railway shop as Shops Organiser Craig Tyler leaves us to further his studies. We all owe Craig a debt of gratitude for taking the helm as he did at a difficult time and building solid foundations for the future. We wish him well.

That future commences with a significant overhaul of our retail operation, which has effectively been unchanged for many years. By the time you read this we hope changes will be under way – not least the gutting of the storeroom, which for far too long has resembled the leftovers from an abandoned shantytown. This will be a significant project, for the plan is to ditch the old fittings for something more utilitarian.

It is also likely that the retail area will be changed. Currently we have two carousels running the length of the shop: these will probably be reduced to one, thus creating a more spacious feel and creating easier access for wheelchair users. This, of course, means there will be less shelf space – which should serve as motive to streamline our product offering. We were astounded when the November stock-take

revealed that we carry more than one thousand lines, albeit some of these are variations on a theme. It really has reached the stage where you can't see the trains for the toffees.

If space is an issue at Tenterden, it is even more so at our Northiam and Bodiam outlets. As a front-facing part of the railway, they are a vital and much appreciated part of the operation. Each has its own charm and character, as well as its particular needs. The bulk of the turnover is of a catering nature, but we try to keep a selection of general merchandise available. In this respect we rely on our friends at these stations to keep a wary eye on what sells well.

Back at Tenterden we have started clearing less popular sellers: fans of Thomas the Tank Engine have snapped up more than 100 discontinued models at half price. This is part of a more general cull of Thomas merchandise; the return on the huge range we carry simply doesn't justify the shelf space occupied.

While acknowledging that pocket money items of a certain calibre are always popular with our younger visitors, we also hope to improve our range of better-quality items. However, despite initial enthusiasm, locally produced products have, with some notable exceptions, failed to earn their keep. This may be due to price, or because visitors are not willing to take a punt on something relatively unknown.

More immediate plans include a revamp of railway-branded confectionery – always a good seller – and a greater range of OO gauge private-owner wagons. We would also like to introduce an ordering service for railway modellers, which will initially be available for the Bachmann and Graham Farish ranges. More details on this initiative, we hope, next time.

Finally, we lost several long-serving and valued members of the team during 2017. As a result our staffing resources are becoming ever more stretched; so if you would like to join us, please get in touch. The kettle is always on!

### **Commercial Department – André Freeman**

We experienced a very welcome increase in visitors to our railway in 2017. Many chose to book in advance online, so benefiting from a discounted fare. There is a cost to us in this, but it does enable better management of our loadings and target our precious limited resources where and when they are required.

With challenging locomotive availability through much of the season, the ability to steer traffic proved invaluable, although there were some memorable days that stretched us rather too close to breaking point.

The 2018 timetable leaflet was released in mid-January, rather later than we had intended. It still has a significant part to play in our marketing, but its worth diminishes year on year: the number printed has again been significantly reduced as more and more visitors make their leisure choices online. We'll be diverting some of the considerable printing & distribution cost savings towards enhancing our website and social media, whose effectiveness can be readily measured.

While much of our operation remains of a familiar pattern, we'll be slotting in some interesting additional running during the summer. It's fair to say that we've rather neglected the enthusiast market for too long. One noticeable change is the absence of a Day Out with Thomas event in February. For many years we've welcomed Thomas on three occasions each season, but as a result of contractual changes by the licensee 2018 will see only two such events. February half-term operation will therefore see a train service to Bodiam in conjunction with on-train activities – an interesting experiment in our ability to attract custom by new means.

Members of the Commercial team recently met the providers of our sales software. Organised by the North Yorkshire Moors Railway, it was interesting to hear the differing experiences of the seven railways attending – all of which use (ostensibly) the same software. It's been clear to us for some time that at the K&ESR we have yet to harness the full potential of this system, but the shortcomings in our knowledge (and technical support) were far greater than we imagined. While frustrating, we have at least confirmed our belief that the system is capable of providing further very significant benefits. Needless to say we will be investing in training and development.

Speaking of investment, the Catering Department are delighted with their secondary outlet at Tenterden. Thanks to the help of our C&W colleagues a new counter was ready for the Santas, which has transformed the appearance of the outlet and at last presents a professional appearance. A new deep-fat fryer arrived 'just in time' for December trading and demonstrated a remarkable chip-output-per-hour capacity.





No.300 climbing Tenterden Bank on 16th December.

(Tony Eaton)

The building proved invaluable in supporting the enhanced inclusive catering onboard the Santa Specials. Its superior appearance has attracted much favourable comment, and helps provide greater customer confidence in the standard of fare offered.

With the end of the season came the end of Craig Tyler's tenure as our Retail Coordinator. Our Gift Shops have at times struggled to attract the levels of custom we'd like, but Craig has worked hard to ensure we performed to the best of our abilities. We offer our thanks and best wishes to Craig in his studies abroad, although we understand he'll be returning with his Guard's hat periodically. As we continue our policy to better integrate our retail and catering operations, Gift Shops are being managed in a cooperative manner, for which further assistance would be gratefully received – e-mail retail@kesr.org.uk or calling Tenterden Station. There's a range of duties, both at the stations and suitable for home working.

The culmination of the 2017 season was of course our Santa Specials, and I'm delighted to say that we broke all previous records! We carried some 14,447 passengers in nine days, which equates to an increase in ticket revenue of 16% over 2016 (40% over 2015). This is quite simply an extraordinary achievement, as we really do have to pull out all the stops if we are to meet (or exceed) customer expectations.

And that we clearly did – the feedback, both from our own proactive requests and that shared online, was extremely positive. Of course there will always be areas for improvement, but it's interesting to see the level of detail that our customers now demand from us.

Our post-Christmas services provided three days

of trains to Bodiam, utilising the interesting on-hire GWR locomotive 813, combined with an attractive fare offer. To our delight trains were very well patronised – in fact perhaps rather too well on occasion. The common factor in all that we achieve is, without doubt, our staff; time and time again they come in for special mention.

I end by sharing with you this unsolicited feedback which

really does say it all: *"The K&ESR is a superb organisation marked out by the commitment of all the volunteers who clearly love what they are doing. The enthusiasm and friendliness of everyone is first rate. Everything is done for enjoyment and pleasure. Well done to everyone and keep up the brilliant job. It's great to see history, and our heritage, being brought to life."*

### Operating Department – Andy Hardy

The last couple of months have been a very busy time for the Operating Department. Most visible was the Santa Special operation. Elsewhere in this issue you will have read about the success of this event, and we would like to extend our thanks to all the volunteers who helped keep the trains moving.

To secure the service delivery the decision was taken earlier in the season to hire in a locomotive to ensure that we had a standby Class 5 locomotive available, and so No.813 was hired from the Severn Valley Railway. This ex-Port Talbot Railway saddle tank spent most of the Santa season on standby, but it did haul our Christmas Pullman trains and also worked the 'Crimbo Limbo' New Year's services. Despite its small size the engine was a great performer and well liked by the crews – so much so that several people have suggested that it should return in the future for an event away from the Christmas period.

The autumn period also saw some promotions with James Darling and George Harman passing out as Steam Drivers; Signalmen and Guards are reported below. Well done all! As ever we are always looking for new volunteers to join the department, so if you know anyone who would like to join us then please tell them to get in touch.

However not everything that's going on is visible; behind the scenes there is a huge amount happening. Richard Stannard has taken over the role of Locomotive Inspector from Mike Harman. Mike will be staying on as an advisor and examiner, and we would like to thank him for his efforts over the past few years. Richard has made some changes to the footplate department structure to try to ensure efficient working and better training and promotion. As part of this the Trainee Driver's Log Books have been completed and issued to relevant staff who have been identified as candidates for training over the next few years. A new Training Committee has been formed to look at training opportunities and to work alongside the MIC co-ordinators, developing better Mutual Improvement Classes for our footplate staff.

After the February half-term operations we are planning a week's work at Rolvenden Depot to improve the facilities for our staff and the appearance for our passengers. Planned works include sorting out the drainage in the locomotive pit, painting and repair works to our stores and equipment, and a general deep clean.

The last big news is the acquisition of a licence to use the full version of the Heritage Operations Processing (HOPS) program. Footplate staff and Guards have been using this rostering system for a number of years, but access to the full version now opens up lots of new opportunities. We will be moving our staff database into HOPS and, thanks to Graham Bridge and Kev Goodsell, this is now well in hand. This will be followed by an audit and then a start can be made on developing the system and its capabilities to full advantage for the K&ESR.

We have one final plea: if anyone has any old clothing or other suitable material for loco cleaning use, please get in touch. Over the past year we have had to resort to buying rags; if we can find a free supply it will help save the pennies for other items.

### **Signalling Department – Tony Ramsey**

Although the winter months are traditionally quiet as far as Signalling is concerned, there is still plenty going on behind the scenes. For example, Graham Bridge and Peter Lamont have been busy updating the competency assessments, and I have been focused on updating the training course material. Joel Pearson has been conducting both individual

and group revision sessions via Skype; these are proving extremely useful, although we wonder why he finds his home in Milton Keynes more comfortable than the classroom in Rolvenden!

The Railway Rules Working Group has continued with its systematic review of the Rules, Regulations and Instructions. The Group has undertaken reviews of Rule Book Sections H (Working of Trains) and D (Passing Signals at Danger), the Marshalling and Loading Instructions, and Section 2 (Working of Passenger Trains) of the General Instructions.

We congratulate Martyn Butler and Philip Crow, both of whom passed out in Rolvenden signal box towards the end of 2017. We also offer congratulations to Lesley Lee and Martyn Butler on passing out at Rolvenden level crossing.

Ian Mantel has decided to resign as a Signaller at Northiam, and Nigel White has had to retire as a Crossing Keeper at Cranbrook Road and Rolvenden due to back problems. We thank them both for their contribution.

It is with particular regret that we have to record the death of Mick Donovan. Mick joined us after retiring from Kent Police and quickly qualified as a Crossing Keeper at both Cranbrook Road and Northiam. In his early days he gave us all a scare by collapsing at Cranbrook Road, where he was discovered by the crew of the next train – an experience he subsequently found highly amusing. In more recent years his prostate cancer prevented him from undertaking turns, but he retained a close interest in all that was happening. We offer our sympathy to his widow, Judy, and his family.

### **Guards – Graham Williams & Bradley Bottomley**

We begin with a 'Thank You' to the Guards who covered our busy Santa and New Year rosters, playing a key role in delivering our best Santa season yet!

We would like to congratulate Brian Richards and Robert Leach, who passed out as Guards in late October 2017. They have already put in plenty of turns between them.

Over 2017 our Guards Inspectors carried out nine Guards & Shunters rules assessments and seven observation rides.

We welcome three new trainees for 2018: Alan Goddard, George Pope and Martin Christoff.



## Rolvenden MPD – Paul Wilson

### Locos in service:

**32678 (8):** 10-yearly exam falls due in September 2019. There are some expressions of interest in hiring her, so before retirement she may well be out and about.

**376 (19):** Passed annual boiler inspection without issues. The level and pattern of use over consecutive days that 376 had in 2017, covering for the lack of Class 5 locomotives, helped to ensure the water treatment worked efficiently in keeping internal corrosion and scale formation to the bare minimum.

**300 (21):** Performed very well over the Santa period, following running-in turns during November. The manual cylinder cocks are a great improvement over the automatic ones originally fitted. Much favourable comment has been received regarding the Longmoor livery.

**1638 (30):** The absolute stalwart and backbone of services in 2017 is now receiving some TLC before the main season. The trailing axle is to be removed soon so that a contractor can skim the journals. During repairs in the summer for a hot box it was found that the right-hand journal was slightly out of true.

### Locos under overhaul:

**30065 (22):** A new container has been sourced in which the components removed during dismantling can be stored. Thank you to the 300 Club for generously funding this, and its members who made it possible. It is hoped that by the end of the summer a full assessment of the work required on this loco will be prepared.

**Northiam (25):** Has undergone testing light engine and hauling a five-car train, but only between Rolvenden and Tenterden (due to the rest of the line being under engineering possession). A full-line test, hopefully on 16th February, is needed to see if an axlebox running warm will bed in or if it needs remedial work. As always a few minor issues arose, but nothing of any significance.

### Locos stored pending overhaul:

**Bodiam 32670 (3), 1556 (11), Charwelton (14), Holman F Stephens (23), 6619 (32).**

Good progress is being made by the Rother

Valley Railway to fund the new boiler and cylinder block for *Charwelton*. Plans are being drawn up to dismantle the loco so the boiler can be sent to the contractor which will be making the new one. New technology – which has all but replaced the skill of the pattern maker – will save many thousands of pounds on the pattern for the new cylinder block. Maybe it won't be too long before a new block can simply be printed on site!

### Diesel locomotives:

**Ford (40):** More rusty platerwork has been replaced. Ammeters have been fitted in both cabs to ensure that drivers do not overload the main generator – so easily done with this locomotive, which can produce haulage effort way beyond what it might seem capable of. Ideally the generator needs refurbishment, but it is proving very hard to find a company interested in doing it. Maybe you know of such a company? Please get in touch. Due to its fragility the loco is now restricted to Rolvenden station limits.

**Ruston (41):** In the shed undergoing a repaint and fitting of a new floor. It will be turned out in a 1950s Rowntree livery, which may seem a bit garish with red wheel tyres and buffers – but that is what it had. As often happens, emotions over liveries can become intense; but at the end of the day it's a coat of paint. The liveries in Rowntree service changed over the years, so we can change it too. The main thing is that it looks cared for...

### Cranes:

**10t Taylor Hubbard:** Passed annual boiler inspections and lifting exam; however the boiler is getting towards the end of its life. We will be looking to get the Grafton crane, presently languishing in the headshunt at Tenterden, back into service as replacement.

**36t Ransomes & Rapier breakdown:** Passed annual boiler inspections and lifting exam. It will soon be used to lift the cab and tanks off 30065, raise the Pannier to remove the rear axle, and dismantle Charwelton's cab, tank and boiler. All in all about ten days' work – very costly if we had to hire in a road crane, so it justifies the small cost of keeping such an impressive machine in service.

### Infrastructure:

The roof over the tool store and reverse osmosis plant is life expired and needs replacement. The

ubiquitous asbestos cement panels are proving an expensive obstacle, raising the cost of replacement.

The policy of replacing the failed floodlights in the shed with new LED units continues. Light levels are significantly improved, and hopefully the electricity bill will be reduced. Better lifespan will also reduce the time accessing with ladders to replace bulbs.

Thanks again to the 300 Club and its members, the yard lighting is also to be upgraded completely to LED. As well as the light improvement and lower costs, the present interminable wait for the lamps to come on will be eliminated.

**And finally...** This is the last report I will compile for the Locomotive Department as Engineering Manager. The demands of the business have made the part-time role covering Loco and C&W impossible to perform, so the decision has been taken to revert to the previous system of a Manager for each. I will be undertaking the C&W role, with a new person to be recruited for the Loco Department.

They will face many challenges in the years ahead, but there is an amazing bunch of people there who will, I know, give it their all. Steam locomotive preservation now faces another generational challenge as those who started it are shunted off to the scrap yard. They (we) did it. So can you...

### **Diesels/TREATS – Mark Stuchbury**

**D2023:** Continues in service and has been in regular use at Tenterden for carriage shunting.

**08888/D4118:** The 08 came to the rescue of the Wealden Pullman on 15th October when inclement autumn weather, coupled with the dreaded leaves on the line, resulted in the evening train slipping to a stand on the bank below the Tenterden Home Signal. The 08 was dispatched from Tenterden and successfully 'earned its corn' by assisting the train on the final leg of the bank and into the platform. The train was over an hour late arriving, but the passengers appeared to be in good spirits when they alighted.

During December 08888 travelled to Rolvenden to undergo a centre spring change (see picture on page 33) together with some adjustments around the side rod bearings and retaining nuts. Thanks to Richard Moffat for tackling the spring

change, which is not one of the easiest or indeed the lightest of jobs to undertake. Having been weighed to ensure an equal distribution of weight, the loco re-entered operational use and is currently based at Rolvenden CSS assisting with winter PWay trains as necessary.

During the Christmas/New Year break – and coinciding with a visit to the Gloucester Warwickshire Steam Railway to pick up a new hydrostatic lubricator for GWR 4253 – a short journey down the M5 to the Avon Valley Railway enabled a spare Class 08 traction motor blower to also be collected. Like most spare parts, while they may not be immediately needed, a build-up of key, often hard-to-obtain components ensures that ageing machines can be kept in service in the future.

**D9504:** The Class 14 has been regularly used by the Pway Dept for their winter works programme. To ensure its continued availability during the closed season D9504 was given its 250 hours examination in November 2017 followed by its 50 hours examination in February.

**DMMU M50971 & M51571:** Both units have continued to perform well and entered the carriage shed in December for their annual B examination. M51571 required a replacement radiator and gearbox air seals on No.2 engine and gearbox. A replacement carriage heater has also been sourced and fitted.

**LMS Motor Car Van 37011:** This van is owned by TREATS and used for storage and workshop facilities at Tenterden. The timber body side has been progressively replaced over recent months and painting of the vehicle will continue, restoring it to its LMS heritage appearance.

**BR Mk1 BG Coaches 92303 & 92936:** These two ex-BR Mk1 Brake vehicles were purchased by TREATS last summer and transported to the railway in early February. Both are in very good condition, although some bodywork and brake repairs will be required during the spring. The intention is for them to become fully functioning operational brake vehicles, but primarily they will be used as mobile storage facilities for both the C&W Dept and diesel loco owners.

Externally the plan is to restore the vehicles back to their 'as built' original BR Maroon livery. 92303 was introduced by BR in 1957 as M81427; 92936 is of 1958 vintage and entered service as M81158. Both spent their working lives as Parcels, Mail and Luggage vans on long-distance



train services and were previously owned by Riviera Trains, based at Burton.

### **Rolling Stock – David Brailsford**

Due to an oversight by the department these notes cover a longer period of time than would otherwise be the norm.

The finishing touches to **Maunsell BNO 53** were applied in the latter quarter of 2017 and the coach formed part of a test train with locomotive 21 (300) in late October. There were only a few small remedial jobs to complete following the return trip to Bodiam. The coach looks fantastic and is a great credit to all who have worked hard on it. Due to problems with a spring supplier we only managed to finally finish the installation of the lamp shades during the Santa Specials. The coach ran without any major problems during this period.

**Maunsell CK 56** was pressed into service for the Santas. Repairs to the roof canvas were necessary, as was the drying out of one First Class compartment which smelt of mould. It was decided to repair one of the toilets in the coach, which involved unblocking it and replacing the corner sink, damaged last winter. Antoine Drevelle, who spent almost three months with the department, helped with this and many other tasks. During his time with us he managed to improve his English to the standard required for him to pass his engineer's qualifications in France. Many congratulations, and thank you for your help in the shed! The coach entered the shed again on 2nd January for a major overhaul, and it is now in a dismembered state. Repairs will be necessary to the roof, the side framework and the second toilet. The list of jobs grows ever longer as the coach is stripped down.

Disabled coach **Petros** has had a reprofiled set of wheels fitted to the Robertsbridge-end bogie, and re-metalled axle box bearings have been fitted to all eight journals. Many thanks are extended to the staff at Rolvenden for carrying out the white metalling. All door locks have been replaced with overhauled ones, and an 18-month exam has been carried out.

**Mk1 CK 86** has also had its door locks replaced with a refurbished set. An 18-month exam was carried out at the same time. Mk 1 TSO 63 has also been in for an 18-month exam.

**Mk 1 Kitchen Car Diana** visited the shed recently in order to check on reports of strange

noises coming from the draw gear. All was found to be in order upon inspection.

Work has started on the strip down and evaluation of the condition of the **6-wheel Balcony Saloon**. Some roof repairs are required, but the major area of work will concentrate on the balcony ends where the build rail has rotted to an alarming extent. The coach body will have to be lifted clear of the frame to facilitate repairs. It currently resides in the storage shed at Rolvenden awaiting a slot in the repair shed, scheduled for July.

Progress is being made on **District Coach No.100**. The team have made and fitted all the new seat bases and backs in the compartments. Luggage racks are being installed and much varnishing of trim sections has been going on. The coach is changing colour as the base coat of paint is being applied. Funding is still needed for the upholstery; if you feel you can help please contact Ken Lee at C&W.

**Dogfish Ballast Hopper No.154**: The reassembly of this vehicle is moving forward slowly and when other jobs allow. The hopper currently resides outside on Medfit No.158. This has enabled better access to the chute assembly. Tightening of bolts and painting has been taking place, as has an overhaul of certain components of the brake system. The hopper will need to be plated in a number of areas before it can be reinstalled on the wagon frame.

The **Seacow Bogie Ballast Hopper** has been lifted and inspected to make sure that it is fit for use.

Shed space had been allocated to Clive Lowe's **Ballast Regulator** to allow him to complete the overhaul of various components. This machine, now operational, is stabled at Rolvenden.

The slave unit from the **TRAMM** has been in the shed while the coaches have been out on Santa duty. Bodywork repairs, repainting and refitting of component parts have been undertaken by Jamie Douglas, Clive Lowe, Paul Rand, Paul Jessett and Andy Roberts. It currently resides in the CSS at Rolvenden.

In the woodworking shop a second-hand planer thicknesser, spindle moulder, saw has been acquired and installed. Two new motors have had to be bought to make it operational.

The shed stores area has been re-floored with heavy-duty plywood sheets. This necessitated the movement of most of the racking, so we took the

opportunity to sort out the contents of the stores and to improve the storage facilities. Many thanks to those who have helped with this not-so-glamorous task. We now know what we have in terms of spares, and are currently sourcing some items of which the stock levels are very low. The outstanding issue in this area is the clear panels in the shed roof, which are life expired and leak every time it rains. Hopefully this problem will be remedied soon.

We have had eight pairs of wheels re-profiled by John D. Hotchkiss engineers of West Kingsdown, Kent. Transport was carried out by Ashley Lawrie Haulage of Tenterden, whose crane lorry proved invaluable. We have already used four pairs of wheels on two operational coaches, and have the others available in reserve in case of problems.

Our vehicle lifting jacks are reaching the end of their working life, and it is hoped that by the time this article is published the department will have received a new set of four coordinated jacks rated at 15 tonnes each. This new equipment will greatly enhance our ability to carry out lifts in a safe and correct manner.

(Editor's note: John Wheller reports that virtually no work has taken place on *Aries*. The asbestos problem has paralysed the project.)

### **GWR Railcar W20W – Andrew Webb**

Much progress has been recently been made on the Railcar. The most striking is the trial fitting of most of the side-panels. Every panel has required careful lining up, and some trimming skills have been acquired in drilling and counter-sinking the hundreds of fixing screw holes. Only a couple of the panels – acquired many years ago – were found to be not suitable, and orders are in hand to get these replaced.

Coats of green undercoat are being applied

to the external surfaces. These actually give the Railcar the appearance of some of its sisters, which carried the Railcar-green livery with gold front 'whiskers' towards the end of their lives with BR. (Our W20W remained in Carmine & Cream.) The final livery for W20W is still to be decided! Once everything is sized up and drilled, the panels will be removed so that the fireproofing of the timber frame can be completed and insulation cut and fitted. The panels will be replaced, lined up and fully screwed home once the heavy engines have been installed.

On the subject of engines, the crankshaft, bearings, cylinders and cylinder head for our second engine have been fully overhauled by a specialist sub-contractor and returned to our main contractor for reassembly. We are awaiting the return of the completed engine – it is expected during February.

The Headcorn-end footplate was riveted in place during December, and only a small amount of work remains before the cab framework can be reassembled. Grateful thanks are due to the Rolvenden team for getting this completed for us.

Work on the pneumatic/electrical/mechanical pipework and connections have taken a back seat while the body has been worked on. Once again, additional experienced hands would assist us to move this forward. If you can help with this, or any other part of our restoration, please get in touch with Andrew Webb on 01322 668662 and come and join our friendly and enthusiastic team on a Wednesday at Tenterden.





### **Bodiam Group – Malcolm Burgess**

The autumn and winter months can often preclude outdoors work, but we were very lucky, from October to early December, to be blessed with mild, dry weather on Tuesdays. This enabled the group to catch up on some external painting, which would not generally be possible while public services are running and with some of us are otherwise distracted by Crossing Keeper duties.

The southern elevation roof and lean-to roofs of the main station building have received a fresh coat of black bituminous paint while the window and doorframes on that side have also been freshened up. Paul Randall and Adrian Freeman have repainted the three pedestrian gates in white. The face of the station to the arriving public now looks very smart. John Harding and Chris Wady have refurbished all but one of the platform benches; the last one is in the PMV workshop now. Our resident 'sparks', Bruce Sharpe, replaced the defective light switch unit in the waiting room/museum. Chris, Bruce and Freddy Soper have been steadily working along the fence at the rear of the platform, which is now in good repair and freshly painted – just two more sections to go. We eagerly await the replacement of the crossing gates to complete the picture!

The grounds are looking more cared for than they have for several years thanks to sterling work by Bill Larke, Frank Wenham, Freddy and Vic Grigg; the last named manfully cleared the ditch at the top of the site. The whole site will be easier to keep tidy in the future. Gaye Watson continues to keep the formal garden and tubs looking very attractive. The hop garden has been cut back and composted to encourage a good crop for next year's Hopfest. Frank, with some assistance from others, has done a terrific job clearing out the drainage ditch that leads to the culvert beneath the permanent way; the risk of the lower part of the site flooding after heavy rain is now reduced.

PMV 74 returned to us resplendent with a new roof and smart green paint, for which we thank Carriage & Wagon. Paul and I gave the 'weather' side of the Cavell Van a coat of varnish, which brought up the colour very nicely, before it returned to Rolvenden Carriage Storage Shed for the winter.

Graham Holden continues to restore and

refurbish platform trollies. There are now several that would welcome a new home if any of the other stations on our line would like some – we are running out of appropriate storage and display space.

Priorities for the next few months (weather permitting) include replacing the disabled WC, cleaning and painting the platform lamp columns and housings, cleaning and repainting the roof of the toilet block, repairing and repainting the cattle dock fencing, repairing and re-staining picnic benches, and re-felting the roof of the grounded PMV body.

We have a splendid flagpole on the platform, but unfortunately our brand-new Union Flag disappeared after the Hopfest in September. If anyone knows where it might be we would love to have it back to fly on special occasions.

### **Gardening Group – Veronica Hopker**

#### **Tenterden Town**

In September the summer bedding was removed from the tubs and troughs. Winter violas were planted in the troughs by the Pullman Dock and in front of the Booking Office. The red buckets on the running-in board were emptied and the rockery was tidied. Summer flowering perennials and annuals were cut back or removed from the long border at the end of the platform. Shrubs were trimmed for the winter.

Garden membrane was laid along the back of the long border as a weed suppressant. Chris Furstmon's team laid wheelbarrow loads of small slate to complete the Pullman dock pathway; this makes the access easier for watering up the Wealden Pullman stock before entering service, and for seeing the carriages back into the dock at the end of the day.

The little garden alongside the new Secondary Catering Outlet performed well at the end of the year; in fact the Delphiniums and Clematis continued in bloom until December! We hope they survive the winter and grow again later in the year. The remainder of our time up to the middle of December was spent clearing leaves and cutting back dead foliage and tying in climbing plants.

Some new tulip bulbs have been planted around the gardens to add more colour in the spring, when the passengers return.

## Rolvenden

The tubs on the platform have been emptied for the winter months, and plans are being made for organising some colourful planting for the summer months.

The little garden by the entrance to the platform has been tidied for the winter.

## Northiam

Liz Brown and Nell Joint continue to care for the picnic area gardens, the lineside flowerbed and the plants on the platform. The flowerpots lasted very well throughout the season and were only finally emptied in the autumn.

Liz and Nell have planted several new perennials to add colour to the lineside garden, which we hope will survive the attention of the rabbits.

The old heathers growing with the roses in the small garden on the platform have been removed, as they were old and very woody. They would not have produced many flowers, so it was decided to replace them in the spring.

The Tuesday Group helped us by continuing to look after the grass and hedges around the station, which are an important part of the overall appearance of the station.

The raised bed in the Memorial Garden was tidied and more bulbs planted, again to add more visual interest. Plants in the wild flower garden were thinned and more seeds will be added this spring. Small tulip bulbs have been put in the garden, which will naturalise, so hopefully in a year or two they should give us a good display. In an attempt to keep the rabbits out of the garden we have bought additional fencing, which is being installed by the Tuesday Group.

A big 'thank you' must go to Chris Furmston and his team and, of course, to the Tuesday Group



*Tuesday Group members erecting extension to the Memorial Wall at Northiam. (via Graham Hopker)*

for all the work they do to help us keep the gardens in good order.

## Museum Notes

The final visitor total for 2017 was 18,785 (a massive rise from 2015's 4,488). This is only 1,115 short of turning us, officially, from a small to a medium-sized museum. Donations were equal to last year's excellent total. Book sales continue to contribute substantially to museum improvements, and the generous donation of many books has enabled us to make available much old stock for our £1 book sale. Please do come, view and buy.

The work of the Museum continues with almost as much intensity when we are supposedly 'shut' as when we are 'open', and we have had at least one pre-arranged group visit. You may be surprised too how many visitors we get at the door even on midweek days in filthy weather.

This winter's work programme in the Museum's public area proved quite challenging. The WC&P display was revamped to encompass our newly donated and quite exquisite models. There was some shuffling about of the Edge Hill and ND&CJR displays, and a new display of a rare paper WHR station direction sign was created.

Heavy work was manifest in revamping the PWay diorama to display bullhead rail and a huge 'Samson' rail bender, quite literally dug out of our PWay department's scrap dump. We are adding a listening facility to the S&MR feature to enable our visitors to hear a 'folk song' about the 'Potts'. So we have been busy; too busy, in fact, to redo the 'Cinema' presentation, which had been the intention the previous winter as well...

Work behind the scenes in sorting the archive and digitalising the photos has progressed, though we have still to start on the multitudes of K&ESR historical photos. This work is at present slightly slowed by a commitment to help the Colonel Stephens Society project to enlarge and update the Railmotor book, which Lightmoor Press is due to publish early this year. This is part of the celebrations the Society is undertaking to mark in a variety of ways the 150th anniversary of the birth of Holman Fred Stephens during 2018. The railway itself has a celebratory weekend on 12th/13th May, for without Stephens there would never have been a K&ESR.

Electrical improvement work, which has been progressing steadily for many months, has been completed with the installation of new meters.



The whole building is now equipped with super-efficient LED lighting.

The year brought two welcome new recruits to our small team, which enjoyed an excellent gathering and meal in the Buffet in March. Nevertheless, despite our comradeship, achievements and popularity with the public, we are struggling to keep the Museum open throughout the season and are close to the point at which we may not open on some days in the coming season for want of a Custodian. We need more people to join our happy band.

The railway is to take the Museum's website 'in house' by Easter, after 18 years of independence. It is actually senior to the K&ESR's website and was largely written and maintained by the Curator from the start, with the invaluable technical expertise of a succession of three volunteer webmasters. The most recent has been, for many years, Keith Johnson, to whom we owe great thanks. Most of the original articles on Stephens and his railways were inappropriate for the railway's site and much material has been transferred to the Colonel Stephens Society website at [www.colonelstephenssociety.co.uk](http://www.colonelstephenssociety.co.uk)

The Cavell Van continues to bless Bodiam station under the care of the Bodiam station group, and Sheila and Pam Stevens. As mentioned in their report, the group has spruced up the south side of the van with a coat of varnish to offset the heavy weathering that side gets. We hope to be able to display a donated wallet that Sergeant Fredrick Munnion of Rolvenden, who served in the 11th Battalion, Royal Sussex Regiment had with him when he was killed in France in June 1917 aged 35. It contained a folded K&ESR timetable from 1915, for an anticipated return journey that tragically never happened.

Plans are afoot to provide a permanent shelter at Bodiam for the Van, using money donated in memory of Robin Dyce, with some addition from the Cavell Van donations. Plans are also in hand for the Van to visit the Severn Valley Railway at Arley for the month of June, with perhaps a weekend visit to Stoomcentrum Maldegem for their commemorative event in early May.

### **Forestry & Conservation – Steve McMurdo**

The ending of the main 2017 operating season meant that for the time being we are unable to visit the more remote parts of the railway. For these we use the K&ESR version of early morning workmen's specials to get us out to site

and then, most importantly, we arrange for a returning late afternoon service train to stop at our work place and pick us up. The bespoke running of the DMMU to and from Bodiam in connection with those taking part in the RVR track walk on 5th November gave us one final opportunity to get out to our major clearance project in the Dexter area.

Spring will soon be here and our planned 2018 schedule of works already includes returning to various locations along the tranquil part of the line between Northiam and Bodiam, around Dexter and at Mill Ditch. Until then we are confined to locations nearer to stations, but there is still much to be done. The recent storms have brought down a number of branches and even complete trees. At Wittersham Road one particularly challenging operation required the removal of a substantial, dangerously rotten and unstable willow tree adjacent to the track itself.

In more recent weeks we have based ourselves at Rolvenden carrying out various works around the yard and adjacent land as well as on the running line itself out towards New Mill Bridge. The amount of equipment we need to carry does restrict how far we can comfortably walk.

There seems to be a tradition on the K&ESR of volunteer groups holding their Christmas celebrations in any month other than December. Always keen to comply, our 2017 lunch was finally held in February at the Plough, Stalisfield Green and proved to be a great success.

### **Tuesday Group – Graham Hopker**

The Crossing Keeper's Hut at Rolvenden Station has been in a poor state of repair for a long time, so we decided to give it a thorough makeover. This included replacing sections of wood, new roofing felt and a complete repaint inside and out.

On a similar theme, part of the Crossing Keeper's walkway at Northiam had rotted and become unstable. This has now been replaced.

Also at Northiam, the seat in the Memorial Garden has received some attention and has been repainted with Willow Cuprinol Preservative Paint. The paving stone edging on Platform 1 needed attention as a couple of the slabs had moved and become a tripping hazard.

An outdoor double socket has been installed on the fencing on Platform 2, as it had been decided that this could be needed in future. Meanwhile our electrical expert, Dave Brown, has carried



*Brothers Ken and Robin Ball working on Rolvenden Crossing Keeper's Hut. (John Rose)*

out some work to rectify a lighting failure, also on Platform 2. The connection points to the lamp posts, which were buried, were removed and replaced with connection boxes fitted to each lamp-post above ground. Some of the posts required rewiring, and new lamp holders were fitted where necessary.

The whole of Northiam station building has been given some attention with priming, filling and undercoat. A topcoat will follow when the weather improves.

Due to the unfortunate popularity of Northiam station's Memorial Garden, a second sleeper wall has had to be erected to accommodate

the growing number of memorial plaques.

The Christmas Tree for Northiam was erected on the platform next to the station building, and made as 'gale proof' as possible in view of the forecast storms. The tree survived the whole of the Santa Special season and into the New Year.

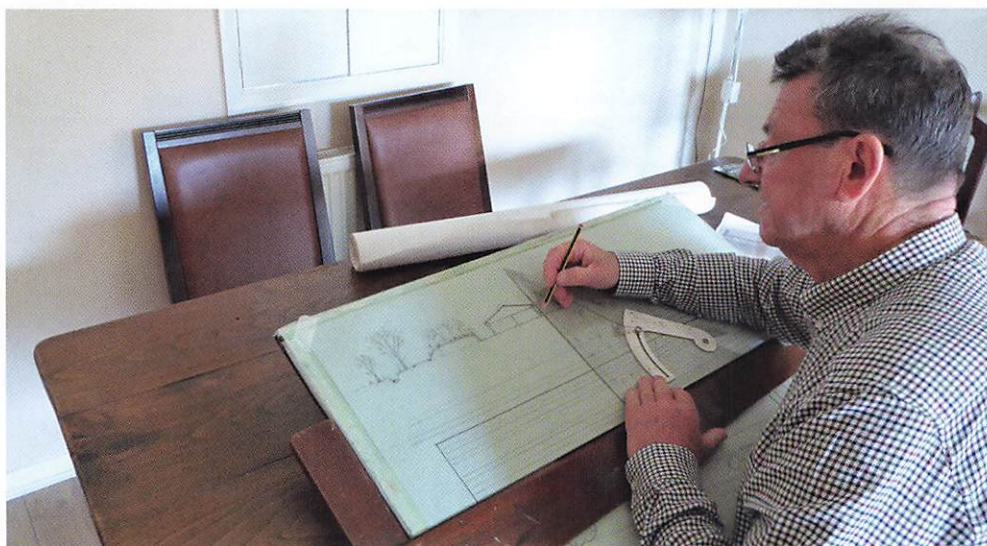
Finally we should perhaps mention that while the preponderance of our work is at Northiam, members of the Tuesday Group do get involved with other projects. For example, Humphrey Atkinson, who was previously employed by East Sussex County Council, has spent considerable time in the past 12 months or so drawing up plans – at the request of the K&ESR Board – for various proposed projects on the railway, some of which have already been completed. This work has included:

**Bodiam:** Drawings and specifications for part re-building and refurbishment of the main station building as well as drawings for the new toilet block (Coalman's Office), being part of the overall Bodiam 2000 project; drawings for the Waiting Room and the Hop Picking display.

**Northiam:** Drawings for the Waiting Shelter on Platform 2.

**Rolvenden:** Drawings for the Riverside Container Park.

**Tenterden Town:** Drawings for the Secondary Catering Outlet building; assisting with drawings to illustrate alternative edge design for the platform reconstruction.



*Humphrey Atkinson at work.*

*(via Graham Hopker)*



# VISITOR NUMBERS 2017

Calendar year 2017 saw an 11% increase in visitor numbers over calendar year 2016, as shown in the table below. We are now at 88,361 visitors, with a target to build to a sustainable 100,000 visitors per year.

Why do I say visitor numbers rather than passengers? Well, it comes back to how you define a passenger. If a customer buys a one-way ticket from Bodiam to Northiam, then he or she is counted as one passenger. If a customer buys a travelcard for the day, then he or she can travel on as many services as they like during the day – but are still only counted as one passenger, despite making many trips. So I am saying visitors rather than passengers.

The highlights of the year most affecting visitor numbers were as follows.

## The Bright Bricks Lego Event in April

This was the first such event at the railway, and it really showed how popular Lego is with all ages. There were three displays, which really showed the flexibility of the event. First the model of Flying Scotsman was very impressive with an amazing amount of detail, even down to the plates of food in the dining cars – very educational. Second was the rocket, which at the press of a button could simulate take-off with smoke going in all directions. The kids loved it

and were entertained for hours at a time. Last was the free play area, where both big kids (adults) and little kids (children) could build their own models. The range of creativity was very impressive.

Though visitor numbers in the spring will always vary year on year depending where Easter falls, in 2017 there is no doubt the Bright Bricks Lego event was instrumental in increasing April numbers from 4,529 in 2016 to 12,076 in 2017.

## 1940s Event in May

The 1940s event in 2017 was an excellent attraction, with most people entering into the spirit of the day in period gear. The Spitfire flypasts from Bodiam to Tenterden on both days were very popular.

## Tenterden Christmas Market

This was a very experimental offering. We provided a service between Rolvenden and Tenterden for passengers who were encouraged to leave their cars at Rother Valley Timber and then travel to the Christmas Market by train. The Market is now firmly established in the Tenterden calendar, and is expected to grow year on year.

## Santa Specials

The 2016 Santa season reached record levels, so

	2016				2017			
	Days	Passengers	Pullman passengers	Total passengers	Days	Passengers	Pullman passengers	Total passengers
January	1	204	0	204	1	416	0	416
February	7	3,614	0	3,614	4	4,192	0	4,192
March	9	3,277	67	3,344	2	342	69	411
April	15	4,027	502	4,529	21	11,703	373	12,076
May	21	8,253	294	8,547	25	10,406	262	10,668
June	22	6,610	298	6,908	23	6,530	304	6,834
July	24	9,744	493	10,237	27	10,308	477	10,785
August	31	12,682	411	13,093	31	12,661	484	13,145
September	22	9,485	178	9,663	22	8,685	306	8,991
October	14	4,646	596	5,242	13	4,035	553	4,588
November	3	316	0	316	2	650	0	650
December	11	13,812	263	14,075	13	15,307	298	15,605
<b>Total</b>	<b>180</b>	<b>76,670</b>	<b>3,102</b>	<b>79,772</b>	<b>184</b>	<b>85,235</b>	<b>3,126</b>	<b>88,361</b>



*The major attraction of 2017, Foxcote Manor, south of Rolvenden with the 10.40 ex Tenterden on 11th August. This photograph is by lineside permit holder John Petley who, in these days of digital photography, prefers traditional monochrome, which he develops and prints himself to achieve more of a 'pre-1968' feel.*

it was good to see the momentum carried forward into 2017 with 14,447 Santa visitors. This was very much a record, and a fantastic achievement by everyone involved on the railway.

The Santa Specials were not the only things happening in December; the Pullman trains were also very busy, including Christmas Day and New Year's Eve services.

In addition – and of particular note – was the support for our end-of-year services on 30th and 31st December. Between them they attracted 872 visitors, comprising both members and visitors. It was great to see so many people enjoying everything the K&ESR has to offer.

One-off events are important, but we have not taken our eye off our core everyday traffic, for example groups. The groups business is increasing, and not just from UK coach tours. With the fall in the value of Sterling against the Euro, British attractions are very good value and this is reflected by the increase in business from cruise ships arriving at the Kent ports. Catering to groups gives us two bites of the cherry, as we

can offer an inclusive product: taking people back in time with a meal on a steam train, while rolling through the beautiful Wealden countryside.

We experimented with a number of product enhancements during 2017 to improve the customer experience at the railway. One such idea was providing 'on train tour guides'. We believe that explaining to visitors what they are seeing makes their journey more interesting, and they are more likely to come back.

We have also been making it easier for our customers to book with us, with the development of online booking. It is quite staggering to see the number of bookings coming through online between 7pm and midnight – when our booking office is normally closed. This period is prime time for families to decide what they will be doing over the weekend, and booking it. We are sure that the online booking system will play a very significant part in getting us to our target of 100,000 visitors per year, and beyond.

*Shaun Dewey  
General Manager*



# Readership Survey: The Editor Looks at the Initial Results

We reached the closing date for answers to the questionnaire, published both online in and the November 2018 *Terrier*, as work was under way to prepare the present issue. We would like to thank everyone who took the trouble to reply, and while this was disappointingly low – less than 100 out of over 2,000 members – we nevertheless feel that a representative range of views has been received.

What follows is mainly a report on the raw data and there is still some number-crunching to be

done; there are nonetheless a few observations at the end of this article. Rather than indulge in ‘knee-jerk reactions’ the editorial team will consider the results over the next few months and publish their conclusions and plans for future action.

Please note that it was possible to further refine members’ wishes (e.g. more photos rather than less) from the question asking for comments. Totals do not add up to 100% in all cases because of rounding and ‘abstentions’.

## **Satisfaction with the *Terrier*:**

Very Satisfied 34%; Satisfied 32%; Neutral 10%; Dissatisfied 10%; Very Dissatisfied 14%

## **Publish in hard or soft copy?**

Printed magazine 48%; Receive via the Internet 20%; Make both options available 31%

## **Should the *Terrier* be in A5 as at present or move to A4?**

A5 53%; A4 47%

## **Is the photos/text balance right?**

Yes 39%; More photos 60%

## **Is the balance between Lineside News and feature articles correct?**

Yes 75%; More features 10%; More Lineside News 14%

## **Is the balance between contemporary and historical subjects correct?**

Yes 34%; More contemporary 54%; More historical 11%

## **Do you like the following regular features?**

### *The Next Generation*

Very Satisfied 37%; Satisfied 39%; Neutral 19%; Dissatisfied 2%; Very Dissatisfied 2%

### *Gricer*

Very Satisfied 36%; Satisfied 23%; Neutral 22%; Dissatisfied 11%; Very Dissatisfied 8%

### *Focus*

Very Satisfied 37%; Satisfied 43%; Neutral 14%; Dissatisfied 1%; Very Dissatisfied 2%

## **And some of the free comments that were invited...**

*This is an important historical document about what has just happened, not what happened 100 years ago to the Colonel, or one of the Colonel's failed Railways. There are other publications for that.*

*I especially like the people in profile and I feel this could be expanded. Perhaps more detailed articles about what's happening in other departments?*

*The current issue is the least worst edition for a long time, many recent editions have been truly dreadful. I have little interest in many of the historical articles, and feel the magazine should be much more current and forward looking. Historical articles should be genuinely interesting and about K&ESR, or local Kent or East Sussex railways, incl. main lines.*

*The magazine needs to focus more on the people who make the railway line: they are the lifeblood and the future!*

*This is a wonderful magazine and I sense a wish to b\*\*\*\*\* it up, please just don't.*

*The professionalism of the Tenterden Terrier is remarkable. Either you have a team of well-educated contributors, or an excellent editor/sub-editors. I was a journalist for more than 40 years and am ever-more disillusioned by the poor writing in so many publications. To find such high-quality work in a members' magazine is a delight and does you much credit.*

*The quality is 1st Class, but Gricer is my favourite!*

*I used to be a working member before moving away so have Terriers back to the 1970's. Since moving I volunteer with another railway, but the TT is the best of four magazines I receive.*

*The number and, in general, content of historical articles is tedious. Whilst the history of the K&ESR is of course vitally important, I really don't want it rammed down my throat via each and every issue – often multiple times per issue! There are far better places for this, but nowhere else may we glean information on TODAY'S K&ESR! Who sets the policy on magazine content? Whoever it is needs to take a long hard look at their motives. I personally think they're living in the past.*

*Not enough photos, always out of date. Quite biased towards particular locos/themes. Look at IOWSR magazine for inspiration!*

*We need to spend more time focusing on the current K&ESR, the departments/ volunteers, and show more pictures on what it is about; vice constant historical nonsense that sits in the back half of the Terrier.*

*Editor does a great job balancing the present-day scene with historical background. I like the structured way Lineside News is presented. Wouldn't want to see a mainly 'promotional' magazine, like the current Bluebell News for example.*

*If Gricer cannot be named then I think he/she should be silenced.*

*More letters, but I realise if none are written there is nothing to publish. Articles about the past would benefit from maps of the area.*

All the above confirms what I have long thought – that we have multiple audiences with different interests and priorities, and that you 'can't please all of the people all of the time'. There is also a discernible split between those who want corporate spin and those who want a more open approach. The matter of A4 or A5 has produced a closer result than the straw poll at a volunteers and staff meeting several years ago. As with Brexit and Scottish Independence, we will go with the majority; but I suspect that, like these

national issues, the matter will be revisited in the future. Oh and by the way we have at least twice revealed that Gricer is Tenterden Shop volunteer Chris Fautley – a fact that he is happy to let us repeat here.

*Nick Pallant*

Please note that due to work commitments 'Gricer' is taking a break this issue. His column will however be back for the July Tenterden Terrier.





*No.32678 at Mill Ditch with an engineers' train on 3rd November.*

*(Paul Jessett)*

*GWR No.813 leaves Northiam on the 'Crimbo Limbo' service on 30th December.*

*(Neil Instrall)*







*WD No.300 with a freight train on Wittersham Road Bank on 13th November.*

*(Phil Edwards)*

*Pannier No.1638 produces spectacular steam at Orpins Curve on 16th December.*

*(Phil Edwards)*





# PEOPLE IN PROFILE:

## Charles Mavor

*Chris Fautley interviews Charles Mavor, Company Secretary of the Kent & East Sussex Railway. Aged 61, he works as Chief Operating Officer of Real Estate Management (UK) Ltd, whose portfolio includes The Shard. He took up this role in 2012, prior to which he specialised in real estate finance.*

**CF:** *What is the Company Secretary's role?*

That is a very good question, as the answer varies from company to company. As a minimum you comply with Companies House requirements and provide guidance to the Board on compliance with company law and the company's Articles. This is a document that covers areas such as director appointments, board meetings, AGMs etc, including the minuting of all such meetings.

In reality, the role is much wider and, in essence, does all the things that no one else does. One of the first things I have done is to start drafting a procedure note for my eventual successor, and I find that I am still adding duties and roles. On the K&ESR these include acting as Company Secretary for Tenterden Railway Company Limited, Colonel Stephens Railway Enterprises Limited and Robertsbridge 20/20 Limited.

Responsibilities I have discovered to date are:

- Companies House filings
- Maintenance of the company's statutory books and registers
- Arranging, collating packs and minuting for Board meetings and the AGM
- Loco and rolling stock hire agreements
- Administration of all the company's records
- Annual Charity Commission returns
- Membership Secretaries and their budget
- Data protection compliance
- Administration and conduct of any volunteer grievances.

**CF:** *It sounds extremely time consuming.*

Last year there was a recognition that the role's time demands had become too great for a single volunteer and the role has been split, with Phil Edwards appointed as Assistant. Phil has been involved with the railway for many years and is invaluable in answering questions as to who does what and why things are done in a certain way.

**CF:** *So how much time do you spend on the role?*

More than was indicated when I applied last year! Each monthly Board meeting probably

accounts for between four and six hours work and, with all the other duties, I would estimate between 10 and 15 hours a month.

**CF:** *Can you do a lot of the work from home?*

Other than attending and minuting the monthly Board meetings, it is possible to do 95% of the job from my home or office.

**CF:** *Do you require specialised legal or commercial knowledge?*

No specialised knowledge is formally required, but a working lifetime of working with lawyers and legal documents has helped me. In my paid employment I am Company Secretary for a number of businesses, and familiarity with Companies House filings and procedures has been helpful. My continuing involvement in my day job means that I have to be abreast of new developments and legislation in areas such as data protection, insurance and broad commercial law.

**CF:** *Are there statutory duties that only the company secretary can perform?*

Companies are not obliged to appoint a Company Secretary, so the strict answer to this question is no. It would be perfectly possible for the Finance Director to undertake the Company Secretary's duties. However, in a volunteer environment this would almost certainly create an unacceptable workload on a single individual.

**CF:** *And similarly, that he is compelled to perform?*

All companies are required to keep a set of Statutory Books and Registers which have to be available for inspection by appointment. There are a number of filings that have to be made at Companies House, including Board appointments and resignations and an annual return. If there is no Company Secretary then someone else would have to do this work.

**CF:** *What attracted you to the role?*

The opportunity to bring the experience from my working life to a cause I strongly believe in.

Given that my job is London based and I travel a lot, a more structured involvement prior to my retirement is difficult; so this largely home/office based involvement is ideal.

**CF:** *Being a registered charity, does the job have any unique requirements?*

From the Company Secretary point of view, probably only the need to do an annual return to the Charity Commission. The bigger difference is remembering that many of your colleagues are also volunteering their time. Allowance has to be made for the fact that sometimes things do not happen as quickly as they might in a commercial environment. I think it also important to remember that although we are a charity, we are a leisure business competing for our customers' time and leisure spend; so operationally and commercially we should aspire to be 'best in breed'.

**CF:** *What do you believe you are bringing to the job?*

Experience, humour, tolerance and a lifetime of working alongside sometimes difficult colleagues.

**CF:** *It all seems terribly, well, 'clerical'...*

It could be interpreted that way, but a lifetime of doing many of the constituent parts of the role means much of it is second nature. If a volunteer did not undertake the role then the railway would have to pay either our lawyers or auditors.

**CF:** *In a worst-case scenario, are you personally liable for your actions, or those of the Board?*

The duties and liabilities of Board directors are well documented. These liabilities do not extend to the Company Secretary, although my role includes helping to advise Board members where any liability issues may arise.

**CF:** *Does that worry you?*

I have spent much of a lifetime trying to reduce the number of my Board appointments; the main worry should be if, as a Board member, you are not receiving the information you should be getting, i.e. you are in position of responsibility without authority.

**CF:** *You've been in the job for six months or so. How is it going?*

Phil Edwards and I have a good working relationship, and the allocation of responsibilities between us has been effortless. I enjoy the environment and involvement in

decision-making on the railway.

**CF:** *What is your greatest achievement thus far?*

It is probably too early to talk about achievements. One of the things that Phil and I want to accomplish is to ensure that all records and archives are locatable and accessible, and to ensure that it is as easy as possible for our eventual successors to take on the roles.

**CF:** *Have you made any procedural changes?*

Not to date. Procedural change is a potentially difficult and dangerous matter, and requires consultation and buy-in from all concerned! One area that is likely to see change this year is the introduction in May of the General Data Protection Regulation. (See article on page 37.)

**CF:** *Are there any changes you would like to introduce?*

Nothing specific at this stage. However over time the philosophy must be to drive efficiency, achieve operational excellence and maximise the productive use of my volunteer colleagues' time.

**CF:** *Any amusing or embarrassing moments?*

Probably neglecting to ensure we had voting slips for the election of directors at the recent AGM. Some nifty footwork saved the day!

**CF:** *Which part of the job do you most enjoy?*

Being part of the team responsible for juggling the sometimes competing demands of running a heritage railway, delivering a product customers are willing to pay for, achieving operational and safety excellence, and mapping out the future development of the railway.

**CF:** *...and least?*

The length of some of the Board meetings!

**CF:** *Have you undertaken any other jobs on the K&ESR or any other railway?*

I have never had any other role on our railway, but did spend some time as a volunteer on the Strathspey Railway during my student days.

**CF:** *How could the Company Secretary put a blank cheque to good use?*

From my perspective, moving the company's IT into the cloud to allow remote access.

**CF:** *Describe yourself in three adjectives.*

Collegiate, tactful and enthusiastic!

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



# PERMANENT WAY

*Paul Jessett writes a welcome feature report for this most critical department on the railway.*

As I write the Permanent Way (PWay) team is preparing for the re-railing of Wittersham Road Bank. News about that will follow when it is completed. I am very aware that there has not been a report from the PWay Department for some time; this is mainly due to the current team being small in size and the workload enormous. So the work has had to be prioritised and sadly the written word has suffered...

So, to catch up on what has been happening over the last 12 months. Frim (Richard Halliwell) asked me to put something together. Primarily there is a need to keep the railway legal. Two major activities are undertaken throughout the year which you would not notice just by riding on the train.

Firstly the track patrols. This involves someone walking the entire railway; we normally split the line into sections: Tenterden Town to Wittersham Road, Wittersham Road to Northiam, and Northiam to Bodiam. The inspection usually takes about half a day for each section. If these are patrolled alone, we have to keep in touch with each other just in case. If trains are running we will normally go out in pairs. It is an enjoyable task to be engaged on if the weather is fine; it can be very peaceful walking alone in the countryside and you get to see all sorts of things. Indeed, for the wildlife enthusiast, it is delightful. The task itself is not too arduous. It involves

checking track condition, lineside fences and user-worked crossings. We look for any keys out of their chairs, fishplate condition, track twists, rail head condition and anything untoward, e.g. badger activity. You get to know your own area, but occasionally we swap round to get a fresh pair of eyes.

Secondly, fishplate oiling. Following some research we purchased a backpack Fishplate Oiling Pack. Mike Popperwell has taken ownership of this task, and he is currently working his way along the line, oiling every fishplate and the associated nuts. The work programme calls for this task to be repeated every 12 months, albeit in sections. This equipment has been a superb time-saver, as previously the nuts would have to be slackened off, the plates greased and then reassembled. This new system uses a significantly finer penetrating oil, and indeed is used on the Big Railway. Hand-greasing of points and expansion gaps is still done the old-fashioned way.

Regular travellers in August will have seen new level crossing grids being assembled in the yard at Rolvenden. These were loaded onto a PWay train and taken out to site, ready to replace some of the old broken ones.

At Rolvenden, behind the carriage shed, we are planning to install another siding (as mentioned in Terrier134). Some time has been spent getting

materials to site, such as sleepers, point timbers, rails and fittings. Needless to say this is very labour intensive.

Also behind the carriage shed the PWay Department has been assisting in the creation of a container park. We have used lots of the spoil from the secondary catering outlet at Tenterden, and we are now receiving recycled materials from Network Rail. Presently we are waiting for planning permission to be granted.



*D9504 with ballast train at Northiam on 29th August 2016. (Hugh Nightingale)*

We have acquired a Road Railer, though it has been away for a while as it needed some modifications to comply with new legislation. Clive Lowe has been very busy getting to grips with this very useful piece of equipment, which will be used for lifting, ditching and flailing. Jamie Douglas and Clive have been ever-present, when everyone else has gone home, tamping and lining.

The PWay Department is also responsible for the lineside fences. Some 18 months ago we were approached by Morghew Farm to inform us that they would like to start using their land for grazing. The fences in some areas would

not have prevented livestock getting onto our railway. The task of upgrading them was too big for our department, so contractors were brought in. Paul Rand spent a considerable time getting quotes for new fencing, meeting with contractors and arranging their protection. You cannot fail to see the changes made along the line from Harvesters Crossing through to New Mill Bridge. The ditches have also been cleared, and the view from the train is much improved.

If you feel you could contribute to the PWay department, we would love to hear from you; as long as you are reasonably fit and can make a decent cuppa... "You're hired!"

## KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

### September 2017

1st	Mrs Joyce Davies	No. 477	£90
2nd	Ian Legg	No. 140	£80
3rd	Roger Diamond	No. 432	£70
4th	Frim Halliwell	No. 031	£60
5th	Clifford Freeman	No. 832	£50
6th	J M Whitcombe	No. 241	£40
7th	Mr D Cutts	No. 157	£35
8th	Mr S T Saltmarsh	No. 500	£30
9th	Mrs J E Sime	No. 522	£20
10th	Mr & Mrs J P Fry	No. 646	£15
11th	Mrs P C Hoad	No. 345	£10

### November 2017

1st	Mrs P Greenwood	No. 021	£70
2nd	Kevin Bulled	No. 818	£60
3rd	Mrs J M Jones	No. 567	£50
4th	D G Cornwell	No. 571	£40
5th	David Bowden	No. 107	£35
6th	Mrs S Crane	No. 403	£30
7th	J E F Davies	No. 555	£25
8th	Tim Spafford	No. 517	£20
9th	Mr S Foster	No. 200	£15
10th	Trevor Harkup	No. 630	£10

### October 2017

1st	C Garman	No. 012	£70
2nd	Mr S Foster	No. 353	£60
3rd	Sydney Tombleson	No. 805	£50
4th	D J Haynes	No. 055	£40
5th	Cathy Crotty	No. 020	£35
6th	J R Treadgold	No. 740	£30
7th	Michael Brown	No. 001	£25
8th	Mr P A Hobbs	No. 043	£20
9th	Mrs D Clews	No. 045	£15
10th	Andre Freeman	No. 050	£10

### December 2017

1st	Lionel Marchant	No. 606	£200
2nd	Lionel Marchant	No. 604	£100
3rd	John Ascher	No. 573	£100
4th	Mr & Mrs J P Fry	No. 648	£100
5th	Paul Bridger	No. 665	£90
6th	Mr S Brentnall	No. 447	£80
7th	Laurie Cooksey	No. 438	£70
8th	Roger Diamond	No. 434	£60
9th	Paul Gurley	No. 143	£50
10th	Mr E Stockdale	No. 162	£45
11th	Tom Parsons	No. 033	£40
12th	Dave Slack	No. 272	£35
13th	Chris M Wood	No. 718	£25
14th	Charles Mavor	No. 837	£20
15th	Mr S Foster	No. 353	£15
16th	Robert E C Jones	No. 400	£10

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



# Letters to the Editor

Sir – It was good to learn that *Aries* is now on the K&ESR. As I had no information about the whereabouts of this Pullman car after 1969, John Wheller's article in *Tenterden Terrier* No.133 told me much I did not know.

However, there seems to be some doubt about its building date. If it was on display at the South Bank Exhibition it must have been built in 1951, for that was the year the Festival of Britain was held. If the car was built in 1952, as the list in *Pullman in Europe* shows, then it cannot have been at the South Bank Exhibition. Incidentally, only the body was built by Pullman at Preston Park, the underframe having come from Metro-Cammell. Perhaps '1952' was the date into service.

Another minor point is that *Aries* did not spend all its working life on the Southern Region; it was transferred to the Eastern Region some time between about 1961 and 1964 and remained there until about 1968.

David Gould  
East Grinstead

Sir – Whilst I do understand that our people need to hype up 'Ready for Robertsbridge', we should take care. With regard to locos, our fleet of small engines is what the K&ESR is all about and if you want to see large engines the Bluebell is on our doorstep.

We'll have to be happy with our small locos and if people are not, then they should be prepared to put their hands in their pockets and keep on doing so for a long time and include the coal bill.

I do hope large locos don't become a millstone around the necks of future members.

I recall, many years ago, one lunchtime in the mess room at Rolvenden, a young group at one table were discussing the possibilities of locos going to Robertsbridge when Bob Forsythe (former Loco Department Manager -Ed.) started laughing. "Lads," he said, "you don't need *Flying Scotsman* to go to Robertsbridge."

For the record, Rolvenden Steam Enterprises and I are shareholders in 4253 Ltd. and 6619 Ltd. and I will be continuing my support for them both; as you see I like big engines too!

Richard Crumpling  
Staplehurst

Sir – I was delighted to see the short article in the Winter 2017 edition of the *Terrier* (No.134), by Steve McMurdo of the Forestry & Conservation Group, about the memorial plaque to my late father Jack Marchant which is situated on the lineside between Northiam and Bodiam. I was made aware of it thanks to the kindness of Humphrey Atkinson, a volunteer on the railway who is also a neighbour of mine.

It is hard to believe that it was way back on the 15th October 2005 that we buried Dad's ashes adjacent to telegraph pole 193 under an oak tree, quite near to a farm crossing, where the plaque still stands today. To say the least I was very touched by Steve's keenness to find out why the plaque was there in the first place.

Those of the family present on the day will always be indebted to both yourself, then Company Secretary, and Geoff Crouch, then P.Way Manager, for the lengths you went to in order to make our wish become a reality – including the laying on of a special train and allowing us to ride up front with the driver to enable us to pick our favoured spot.

Secondly we will always remember the kind, caring and sensitive way Geoff Crouch, Ops Manager Pete Salmon, 'Moggy' Dave Smith from the P.Way Department and 'Frim', the driver, handled the proceedings on the day; nothing was too much trouble. We were also very grateful to the lady in the buffet and the Station Master at Northiam for providing us with a hot drink on our return to the station.

Thirdly we are profoundly touched by Steve McMurdo's comment in his article saying that the plaque is clearly visible and that he and his team will ensure that it remains so in the years to come.

I wish the railway continued success and look forward to the day when trains from Tenterden will once again return to Robertsbridge.

In closing I will leave this one with you. Dad, for some reason, always referred to the Kent & East Sussex Railway as the 'Dab 'n' Tow'. I have no idea why he called it that and wondered if you or anyone at the railway knows why or, indeed, have heard of the expression? I would be most grateful if you could let me know.

Cliff Marchant  
By e-mail

# THE NEXT GENERATION:

## Angus Entwistle

I recently read a letter in a magazine which began "Ever since I could say 'choo choo' in my pram, I have had a love for railways." Although, when I interviewed him for this article, Angus Entwistle did not actually use those words, he might well have done; because, as he put it, "Railways are in my blood."

He grew up in Tenterden (his parents run St Michael's Fish & Chips), has been aware of the K&ESR for as long as he can remember, and "couldn't wait" until he was old enough to volunteer. He was further inspired when Charlie Masterson showed him the work being done on 4253. Thus he started as a Cleaner in June 2015, and passed out as a Steam Raiser in September 2017. He hopes to be able to qualify as a

Fireman before too long, and after that is keen to progress to be a Driver. He also occasionally helps in the shed.

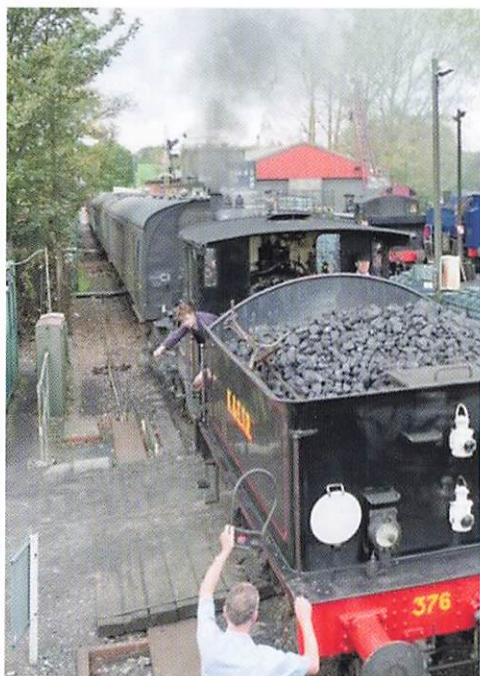
As usual, I enquired if he could recall any amusing or embarrassing incidents. "One morning last autumn I slept through my alarm and only woke up when the rostered Driver rang me to ask why his engine hadn't been lit! There was also the occasion when I picked up a loco lamp, and the lens promptly fell out and smashed – I'm sure it must have been the Fireman's fault."

He was quite nervous approaching his steam raising test (especially as it turned out to be the weekend when Thomas failed) but he had



*(via Angus Entwistle)*





*Angus collects the token at Rolvenden.*

*(via Angus Entwistle)*

pre-arranged for two reliable Cleaners to be on duty, and all went well. However, his best story concerned the time when a certain Fireman (whom we will call 'Nuttie' for the sake of anonymity) accidentally threw the shovel into the fire. When it came to Nutty's next firing turn, Angus and the other Cleaners lined up six shovels on the loco for him!

Away from the railway, Angus – who is 16 – is studying for A levels in Maths, Physics and Product Design at Highworth Girls Grammar School, Ashford. "A *girls'* school?" I queried. "Yes, it's good company," he replied with a glint in his eye! He would have loved to have become a main line steam driver but realises he's about 70 years too late, so he is keen to explore the RAF and/or commercial flying instead. He has two younger sisters and one younger brother and sometimes even gets on with them. He also plays the saxophone in his school band, and is looking forward to being old enough to drive a car so that he won't have to cycle to Rolvenden for his turns.

I asked him to sum up his experience as a volunteer. "I love trains," he said simply. All the best people do.

*Tony Ramsey*



*Veteran loco – youthful Fireman. Angus sees to the lamps after running round at Bodiam.*

*(via Angus Entwistle)*

# Rother Valley Railway

The mood in Robertsbridge is very buoyant right now. A new Economic Benefit Report was received in support of the Transport and Works Act orders (TWAOs) process, analysed and prepared by consultants Steer Davies Cleave, which notes that "The total economic benefit of RVR is estimated at £4.1m per annum by 2029, generating up to 75 additional jobs. Additional rail revenues of £600,000 pa will accrue to the mainline operator," and that "Heritage Railways make a major contribution to the economies of the areas they serve, in terms of both attracting tourism and substantial spending on local services." [Report on the value of Heritage Railways, All Party Parliamentary Group on Heritage Rail (2013)].

On the section of trackbed from Junction Road to Austin's Bridge, the work identified as Project 4b, 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. It is hoped work may start in the early spring, with dates yet to be confirmed.

Discussions and correspondence with the remaining two landowners and their agents continue. It may seem obvious, but it's worth

saying again, that RVR do not condone trespass on land owned by third parties; and wish, in any case, to avoid trespass on our own land as well.

To continue to improve our presence and openness in the community, RVR has commissioned a series of films. The first, in support of last summer's platform tours, has already been released. The last one will be 'Future Plans', scheduled for release after the start of Project 4b.

Following on from the success of the platform tours and the joint RVR & K&ESR sponsored walk, RVR will be conducting a monthly full-route tour, using RVR trackbed where possible and otherwise public footpaths and rights of way.

At Robertsbridge Junction the current modus is 'Tidy and Visual improvement'. Several areas are being worked on including the car park face of the platform, the base of the water tower and the area between the water tower and the carriage shed base.

[www.rvr.org.uk](http://www.rvr.org.uk)

Telephone: 07446 022302

*Trevor Streeter*



*Ford Diesel with 08888 at Rolvenden on 13th December, during the 'weighing' of the latter following its spring change.*

*(Mark Stuchbury)*



# Chemin de Fer de la Baie de Somme in 2017

The 2017 season – the longest ever – began on 5th February and ended on 17th December, reflecting how much the Somme Bay has become a major tourist destination over recent decades. Some peak weekends in springtime, as well as in July and August, now see the area saturated with road traffic, and CFBS trains often have to be augmented to meet demand.

## Commercial

The total number of passengers amounted to 185,485 – a drop of 1.5% over 2016. Fewer trains ran than in the two previous seasons, and profitability per train increased significantly as a result. In particular, except for the long mid-August holiday weekend and one Santa weekend, there were no steam services between St Valéry and Cayeux. Past experience had shown that such trains made a loss, and were really only of interest to gricers.

For the first time the CFBS ran during the February school holidays, from St Valéry to Noyelles, with only one engine in steam (two return trips in the afternoon). Services operated every day except Mondays and Fridays from 5th February to 5th March. Based on this experience, the 21-day one-train service will be cut back to 18 days in 2018.

A new marketing and commercial development manager began work in October 2016 and, following this, various new products were launched in 2017:

- ‘Footplate experience’
- An early evening ‘Valentine Train’ on 14th February
- A gastronomical day at Le Crotoy on 20th September, attended by more than 300 people.

The range of products for sale in the station shops was reviewed, and as a result shop sales increased by 35% over 2016.

The ‘dinner on board’ product was as successful as ever from May to September.

The traditional ‘Fête de la Gare’ in Cayeux was shifted from mid-July to 15th August, to coincide with a local festival. This drew crowds and a couple of additional diesel-hauled trains had to be operated between Cayeux and St Valéry – an unprecedented event!

The Heritage Weekend was held on 16/17th September. More than 1,000 visitors enjoyed tours of the CFBS works at St Valéry-Canal, as well as footplate rides on the Pinguely, while children were kept busy with a 7¼in. live steam train. For the first time a 2-6-2 tender locomotive was used – an impressive 400lb model built by a former SNCF engine driver and donated to the CFBS.

## 2018 services

A one-train steam service will operate in 2018:

- On specific dates in February/March from St Valéry to Noyelles and back (two afternoon departures)



Diesel No.351 leaving Noyelles for Le Crotoy with a supplementary train on 14th August. (Peter Lovell)

- On specific dates in April, May, September and October from Le Crotoy to St Valéry and back. The first departure will be at 11.00.
- A two-train service will operate at specific dates in October, with 11.00 departures from St Valéry and Le Crotoy.

The remainder of the 2018 season (part of April, May, June and September, and most of July and August) will see the traditional two-train service between St Valéry and Le Crotoy, plus a diesel service between St Valéry-Ville and Cayeux.

This diesel service will no longer be advertised as taking passengers on the first outbound journey from St Valéry in the morning and the last return service from Cayeux each evening. Hardly anyone uses those services, and the possibility of stabling the train overnight at Lanchères is being considered to save on empty running.

## Motive power

### Steam

During the first half of the season steam motive power was provided by Corpet-Louvet 2-6-0T No.1, Cail 2-6-0T No.2 and Pinguely 0-6-0T No.101, with ex-Réseau Breton 4-6-0T No.E332 acting as a reserve engine.

A successful boiler test was carried out on 11th January on Buffaud-Robatel 0-6-2T No.3714. The locomotive returned to service on 17th July but had to be withdrawn after three months, having travelled only 3,600km. Two faults were identified: a crankpin that had worked loose on one of the driving axles, and abnormal wear on the new tyres – the latter problem being traced to a faulty profile.

Haine St Pierre 2-6-0T No.15 remained out of service throughout the year. The replacement of the firebox tubeplate, originally scheduled for February, was delayed until late summer because of administrative problems. The work, together with re-tubing of the boiler and pressure testing, was finally carried out in the week 11–15 September by UK company Israel Newton & Sons Ltd. At the time of writing the engine was being reassembled.

Over that same week the boiler of ex-Tramways de la Corrèze Piguet 0-6-0T No.4 (on long-term loan from the AMTUIR association) was re-tubed by Israel Newton. Both buffer beams were replaced by CFBS staff during 2017.

At a ceremony during the Heritage Weekend a €19,000 cheque was handed to the railway by the

Somme branch of the Crédit Agricole bank. This donation was to assist in paying for the purchase of Corpet-Louvet 0-6-0T *La Scarpe*, originally preserved by the Belgian TTA heritage railway. It had been moved from its provisional storage location to St Valéry works for this event. A preliminary inspection has left the CFBS hopeful that this engine may not need a new boiler.

### Diesel

All three diesel engines were in service throughout the season: Somme No.351 six-wheeler tractor, Romanian-built Bo-Bo No.60002 (on loan from Colas Rail), and the ex-MOB four-wheel shunter.

It has been agreed with Colas Rail that ownership of No.60002 will be transferred to the CFBS once the rebuilding of the Noyelles–Le Crotoy line has been completed. In December this engine was sent to Belgium for a mechanical overhaul.

No.824 diesel (the Naval-built six-wheeler), which had at last returned to service in September 2016, had to be shipped straight back to the works in Germany after barely a few days of service after various faults were identified. It finally reappeared on the CFBS on 19th December and was successfully tested between St Valéry and Lanchères. Hopefully it will begin to generate revenue in 2018... 40 years after its arrival on the CFBS!

With the new timetable, the Verney X 212 railcar saw very little use in 2017; just a few group trips, the odd extra train at peak periods and a shuttle service during the Heritage Weekend.

## Carriages & wagons

Bogie carriage No.10303 returned to service after a complete rebuild in time for the busiest part of the season.

June saw the introduction of the railway's first wheelchair-accessible carriage. This four-wheeler, a second-class/luggage composite originally from the Chemin de Fer Veveysans in Switzerland, was fitted with an electric lift by the CFBS. It is part of the set that runs from Le Crotoy.

A bogie van from the Rhaetian railways arrived in July. This vehicle will house the generator units for the new 'dinner on board' set.

The 'Thursday Gang' volunteers carried out a substantial amount of work throughout the year, including:

- Restoration of ex-Réseau Breton 4-wheeler van Kf1590, which is nearing completion.





*Buffaud-Robatel 0-6-2T No.3714 arriving in Cayeux with a service train on 15th August. (Peter Lovell)*

- Restoration of ex-PLM bogie carriage No.4, a lengthy job which is not expected to be completed before 2020 or 2021.
- Refurbishment of the bogie hopper wagon that is being used to supply ballast for the Noyelles–Le Crotoy line rebuild.
- The checking, standardising and adapting of circuits onboard the Swiss pair of dining cars.
- Removal of an axle from the 4-wheeler ex-CFTA motor-trolley (Campagne, 1930) with a view to having new wheels cast. One had cracked, leading to withdrawal of this quaint little machine.

### Permanent way

The main event in 2017 was the kick-off of the complete rebuild of the Noyelles–Le Crotoy line.

Work began on 6th November and is scheduled for completion by late March 2018. It is being carried out by an affiliate of Colas Rail, with six CFBS employees assisting and supervising. Work bases have been set up at Le Crotoy and Noyelles, with a works train at each end. Statistics are impressive: 10,625 new sleepers, 51,000 rail screws, 3,000 bolts, 13km of rails (most of which will be replaced), 6,500 tons of ballast... Two stretches, totalling 1,600m, are being laid with concrete sleepers, supplied by a local manufacturer.

The benefits – in reduced wear and tear on the rolling stock, enhanced comfort for passengers and reduced track maintenance work – will be significant. The cost (€1.5 million) is being met by the Somme Department, which owns the railway's infrastructure and buildings. In terms of both scope and cost this is the most ambitious project carried out during the railway's heritage era. As of 10th January the work was on schedule.

A full-length passing loop is being built at Morlay

halt, giving greater flexibility for scheduling special trains or compensating for delays.

In March a new turnout was installed at the southern end of Noyelles station. Connecting siding 13 with the run-round loop, it allows a third train to enter the station when the two service trains are already present without the need to reverse the third train into a dead-end siding.

### Major projects

With rebuilding of Noyelles–Le Crotoy now under way, attention has shifted to the redevelopment of Noyelles station. Two options are being considered, both of which would see most of the standard gauge sidings concentrated on the West side of the yard, and both of which aim at having standard-gauge turning facilities available on site:

- Installing a dual-gauge turntable, long enough to accommodate standard gauge tender engines, in the vicinity of the derelict agricultural co-op;
- Building a standard-gauge chord between the northern end of the SNCF sidings and the dual-gauge stretch at the throat of the CFBS station, thus forming a triangle on which standard gauge motive power could be turned.

The existing CFBS platforms would be widened, as the current situation is unsafe when large numbers of passengers are present. The narrow gauge turntable would be enlarged to accommodate the ex-Réseau Breton 4-6-0 and any large visiting meter-gauge locomotives.

The CFBS hopes to be able to complete this project by 2021, to coincide with the 50th anniversary of the heritage railway and the next Steam Festival.

*Geoffrey Nickson*

# General Data Protection Regulation

You may have read or heard about the forthcoming implementation of General Data Protection Regulation (GDPR). This Europe-wide initiative – due to come into force on 25th May – is the first review of data protection law in 20 years. In that time we have seen enormous growth in the corporate use of social media, which has outgrown the existing legislative framework.

GDPR will update this legislation to meet the needs of today's digital economy. The main areas to be covered will be:

- The introduction of explicit definitions for customer consent as to how data is used;
- The right to erase, rectify or transfer data; and
- New data breach notification requirements.

Data 'governance' assumes a major significance for the K&ESR, especially relating to security and how the railway's sub-contractors (such as external ticketing or payroll companies) handle customer and staff data. The fines for failed compliance will rise substantially, up to a maximum of 4% of annual turnover or €20 million, whichever is greater. In the event of any breach we shall now have only 72 hours to notify the affected subjects.

It is therefore important, for both financial and reputational reasons, to ensure we have robust and compliant data handling and management policies and processes.

The railway is taking GDPR seriously, because

as a public-facing business with in excess of 113,000 customer records we have to ensure we will be fully compliant. When we talk about customers we also include our members, our volunteers and our employees.

We are undertaking the following:

- Auditing where data enters, is stored and leaves our business;
- Establishing who manages that data and on what platforms;
- Auditing what existing data protection policies are in place;
- Creating a GDPR compliance plan for implementation; and
- Providing suitable training for those involved in data handling.

Although the railway's plan is still to be finalised, the outward signs of our GDPR compliance are likely to be:

- Revised signage covering CCTV;
- Changes to the relevant consent and disclosure areas on the website;
- Concentration of data management onto fewer platforms;
- Changes to our ticket terms and conditions; and
- The introduction of enhanced powers of data erasure, commonly referred to as the 'right to be forgotten'.

Brexit will not affect GDPR, as it will come into force prior to any date for leaving the EU.

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## Terrier Trust Update

Following lengthy negotiations the Trust has concluded new agreements with the K&ESR for both No.3 *Bodiam* (32670) and No.78 *Knowle* (32678). The arrangements, which were ratified on 18th November, secure the long-term future of both Terriers and will ensure that they will both continue to be a feature of the line on which they have operated since 1901 and 1940 respectively.

Key features of these new agreements are the increased term (initially 20 years with an automatic renewal every 10 years) and a longer break clause – 10 years in the new agreements compared to just one year in the old ones. This will provide additional security for the K&ESR,

who will remain responsible for maintenance and overhauls, as it allows them to invest in caring for the Trust's locomotives safe in the knowledge that the railway will see the benefit of that expenditure.

Under the contracts the K&ESR has also committed to using its best endeavours to ensure that at least one Terrier is available for traffic at all times – reaffirming long-standing K&ESR policy – and will ensure that the Trust's Terriers are used to haul public passenger trains on at least 20 days each year. This will help ensure the Trust meets its charitable objectives of having the locomotives available for public display and demonstration.



Plans for both engines in 2018 start with the Colonel Stephens 150 weekend at which it is intended to have 32670 on static display. *Knowle* will hopefully be working trains in the guise of one of the long-lost Terriers purchased by the Colonel for another of his idiosyncratic railways. The event will also see the reintroduction of another feature of the Stephens empire: 'The Mixed'. Such trains featured one or more passenger coach combined with goods wagons and a brake van. This unusual formation is planned to run on 12th May, 9th June, 8th September and 9th October. The last two dates will provide extra enthusiast interest at the Hoppers Weekend and Austin Counties Car Rally respectively.

Early July weekends see *Knowle* scheduled to haul the K&ESR's vintage train, and there is also the possibility that the engine will visit other heritage lines to generate additional revenue or as part of reciprocal arrangements that see visiting locomotives augment the K&ESR fleet for key periods or special events. Such loans, which have not been possible since 2008, are facilitated by improved provisions around insurance cover and documentation included in the aforesaid new agreements. As

well as the clear benefits to the K&ESR, such visits will also assist with the Trust's objectives around education and access to a wide public.

Although out of service, there is also a possibility that 32670 will have a spell away from the K&ESR as a static exhibit at the Kent County Show in July.

With *Bodiam*'s 150th anniversary just four years away, discussions have begun on how to ensure that she is back in steam for that momentous occasion.

The revised agreements are also a major step in the conversion of The Terrier Trust to a Charitable Incorporated Organisation; the locomotives were transferred to the CIO simultaneously with signing of the agreements. The old Trust will be closed; the last formalities are planned to take place at the Trust's AGM on 14th July.

With so much going on, the Trust is looking for new members – life membership starts at £150, and payment can be spread over 10 months. Please see [terriertrust.org.uk](http://terriertrust.org.uk) or e-mail [terrier.trust@ntlworld.com](mailto:terrier.trust@ntlworld.com) for further details.

Graham Hukins

## Management Changes

We are advised of the following management changes.

### Operating Department

Peter Salmon as Operating Manager will be concentrating more of his time on the areas of safety, standards and competence. Andy Hardy will expand his area of responsibility under a new title of Service Delivery Manager, responsible for the Operating Department delivering the required day-to-day commercial programme.

### Engineering

Paul Wilson has been the Engineering Manager, responsible for both the Locomotive and Carriage & Wagon departments, as a part-time role. With the growing needs and obligations of the railway the Locomotive and C&W responsibilities will be split. From 5th February, Paul has relinquished his responsibilities for the Loco Department but will continue with C&W under a new title of Carriage & Wagon Delivery Manager, responsible for delivering

rolling stock to the Operating Department, to meet the commercial needs of the business, on time and on budget. In addition Paul will concentrate on developing the C&W Department's safety management, shed and overhaul planning system and staff competencies plus staff training and development.

We are advertising for a full time Locomotive Delivery Manager who will have similar responsibilities to his C&W colleague; in the interim David Brenchley holds the post on an acting basis. David, who has been with us as Engineering Department Administrator for the past 12 months, has a professional background as a Marine Engineer Officer.

The objectives in making these changes are to streamline what we do and how we do it; attract staff (paid and volunteer); develop training programmes; promote skills transfers from our senior technicians to the next generation; and improve our processes safely and effectively in line with changing regulations.

# SHOPPERS' SHUTTLES



*With only standing room available on some journeys, a shuttle service between Rolvenden and Tenterden Town was run for shoppers on 24th and 25th November. John Wickham's photographs at the top of Orpin's Curve on the Saturday captured an invaluable contribution by the railway to Tenterden's annual Christmas Market. This steam service – which was provided free of charge – also served to strengthen relationships with our neighbours, along with a stand outside the Town Hall.*





# HORNBY'S H CLASS

*The Editor reviews a very welcome addition to Hornby's range of 4mm scale Southern locomotives.*

Back in 2012 the *Terrier's* review of Hornby's groundbreaking Southern Region push-pull units and accompanying M7 Class loco commented: "The coaches would look nice with an H Class and it is perhaps significant that the annual 'wish list' poll organised by the modelling press shows a demand for such a ready-to-run model. Hornby please note!" Well, they have taken note; and the final months of 2017 have seen the release of no less than four variations of these fondly remembered locomotives by the now Sandwich-based manufacturer.

The South Eastern & Chatham Railway prototype was designed in the early 1900s by Robert Surtees and his Ashford-based design office, although it was attributed to Harry Wainwright, the Locomotive, Carriage and Wagon Superintendent. These competent 0-4-4Ts were intended to replace earlier types and to complement the London, Chatham and Dover R, R1 and Q classes. 64 examples were built at Ashford between 1904 and 1909, and two more in 1915 when Maunsell took over the department

and found that the last two only existed as parts scattered around the works (a convenient source of spares perhaps?)

In common with the contemporary Birdcage sets their initial duties were on the rapidly expanding and overcrowded suburban services. Complaints were numerous, improvements were overdue (no changes there then) and partial remedies were eventually found with electrification. The class soon spread throughout the SE&CR and following Grouping use was also found for them on former LB&SCR lines. After World War II 45 examples were push-pull fitted to replace R1 and LB&SCR D3 engines, which is probably how many of us remember them. Others were used on empty carriage stock duties in the London area.

No.31263 was the last in service, being withdrawn in January 1964. Originally intended for the failed Westerham branch preservation scheme, it was purchased by the H Class Trust and moved to Robertsbridge. The K&ESR then having its own problems, No.31263 later moved on to the



*No.31518 on the Editor's micro layout. The loco, PMV and station building were all purchased using the gift vouchers presented by colleagues to mark his retirement from the C&W Department in December 2016.*  
(Nick Pallant)



*Preserved No.263 in service on the Bluebell Railway.*

*(Alan Crotty)*

former South Eastern Steam Centre at Ashford and then in 1975 to the Bluebell Railway where it is currently in service. The Bluebell became the owner in 2008.

The four variations produced thus far are (starting with Hornby's catalogue numbers):

R3512 – No.31551, late BR crest, and two-coach push-pull unit – RRP £184.99

R3539 – No.31518 – late BR crest – RRP £119.99

R3538 – SE&CR No.308 in full pre-Grouping livery – RRP £119.99

R3540 – Southern Railway No.1324 in Maunsell era livery – RRP £119.99

Lower prices can be found on the usual retailers' websites, but be warned: all versions are selling fast. By the time you read this you may have to resort to the 'pre-owned' examples offered by the likes of Rails of Sheffield. All are DCC ready.

The example now considered is No.31518. I have to say that this is one of the most detailed ready-to-run locomotives I have come across and, with wire pipes and handrails and considerable detail in the cab, it is well up to current reputation of the RTR manufacturers for high standards. The loco even has electrification warning flashes and the coal moulding is removable (it falls out actually) so that a more realistic coal pile can be substituted.

It all looks too clean and ex-works, of course, but much too nice to 'weather'. I haven't seen an SE&CR example for real as yet, but the photos look fantastic and the flawless appearance should grace any pre-Grouping or heritage-era layout.

Having an analogue micro layout built as a setting for the M7 based unit, I cannot speak of the loco's haulage abilities or anything else which could be discovered on a club layout. Nevertheless, using a Gaugemaster model 'P' transformer in simulator mode, the loco starts in a prototypical ponderous manner and then gathers speed realistically. This suggests some thought has gone into the gearing.

My H Class came with a bag of additional bits. I have yet to fit the underneath brake rigging, but this appears doable. I fitted two of the three additional push-pull air pipes at the front end, although one later fell off – no doubt a modest use of glue would help – but how to fit the bunker-end pipes remains a mystery. Fitting the front coupling similarly defeated me (the rear is a straightforward NEMS pocket) but its absence makes for a neater front end on a loco which I only intend for push-pull work.

Overall, well done Hornby. For your next challenge how about the H's first cousin – a Metropolitan Railway E Class as in Met No.1?



# Changing Engines at Rolvenden, 1953

*In July 1953 an enthusiast named George Powell took a week's holiday at the George Inn, Robertsbridge to explore the area's railways. Many years later he left his collection to the National Railway Museum and Brian Janes, when asked to help sort them, came across several interesting K&ESR shots.*

*On 20th July, the first day of his holiday – and clearly aware of the forthcoming closure to passengers – George took a trip over the line and photographed this sequence at Rolvenden.*



*Terrier 32670 in Rolvenden passing loop awaiting the incoming train from Headcorn to change locomotive. The O1, 31064, arrives at Rolvenden from Headcorn.*



George travelled on the first train from Robertsbridge, the 8.15am to Tenterden Town, hauled by 32670, our very own *Bodiam*. He got off at Rolvenden to inspect the, very quiet, yard. The train went on to terminate at Tenterden at 8.55.

After returning empty stock to Rolvenden, the Terrier stabled the carriage in the loop, coaled on the shed and stood on the through loop to await events. Just before 9.45 the 8.50 from Headcorn to Robertsbridge arrived behind O1 class 31064 heading a single carriage, one wagon and a brake van.

The O1 was not permitted beyond Rolvenden, so it uncoupled and drew forward onto the carriage stabled in the loop. 32670 then backed on to the through train and proceeded to the loop for a quick shunt before proceeding onwards. Meanwhile the O1 drew forwards with its train, crewed by, amongst others, long-term K&ESR employee and later pioneer volunteer Jack Hoad, to take water and to form the 9.53 to Headcorn.

Staff abound; however passengers, apart from George, are absent. Wonderfully slick working, but gloriously uneconomic.



*Above: 32670 replaces 31064 to take the train from Headcorn on to Robertsbridge. Below: 31064 collects its carriage to form the 9.53 to Headcorn.*



*31064 takes water before taking the 9.53 from Rolvenden to Headcorn. Jack Hoad at the water column.*



# CHARWELTON

*Charwelton, the fifth locomotive to arrive on the newly preserved K&ESR, is to be thoroughly overhauled. The welcome news prompted Brian Janes to recall the engine's long and varied history.*

One hundred years ago – at the height of the Great War – the demand for steel was ever increasing, and the government and the steel companies searched far and wide for essential supplies of iron ore. A marginal deposit was found near Charwelton, Northamptonshire, near the well-known railway centre of Woodford – an area somewhat remote from the main ironstone reserves. The Park Gate Iron Co. Ltd. of Rotherham decided to exploit it, perhaps influenced by the fact that the deposit adjoined the Great Central Railway main line, as did their steelworks.

Preparation of the quarry commenced about May 1917 and a tramway was made from an end-on junction with a spur from Charwelton station goods yard. The actual tramway was short, climbing about three-quarters of a mile to the loco shed and a further three-quarters of a mile to the quarry proper. The first locomotive, not delivered till 20th December, was a brand-new Manning Wardle six-coupled saddle tank, works number 1955. It was the second of that company's '15in. special' design, which was in fact virtually identical to their discontinued standard 'O' class, first designed in the 1870s. Appropriately named *Charwelton*, MW records say that she was 'Painted our ordinary style':

probably the lined crimson lake livery described for other MW products as 'following the style of the Midland Railway'. In practice this would appear as a warm red-brown livery (which faded to a darker brown) lined black edged with yellow, which in her later life was elaborated with considerable panache.

Operating the line alone until 1931, when she got some marginal help in the shape of an 0-4-0ST, she stopped work when the quarry closed in the worst Depression year of 1933. *Charwelton* was to slumber on in her shed until war came again and beyond.

In May 1941 the war effort demanded extra output of ironstone and production was recommenced at the quarry by the Ministry of Supply, who brought in their own locomotives. *Charwelton* did not work there again, for she had been worked to death before being abandoned. However wartime needs must, and the Park Gate company – owning another small ironstone mine at Sproxton at the end of the LNER High Dyke branch near Grantham – moved their locomotive there. Sproxton had been opened in 1925, and *Charwelton* joined a shed-mate which had been there since 1935, a Hunslet called *Hastings* – an association that was to prove an enduring one.



*Manning Wardle No.1955 Charwelton newly delivered.*

*(Leicestershire Archives)*



*Charwelton at Sproxton.*

*(Photographer unknown, Mike Hart Collection)*

When *Charwelton* arrived at Sproxton in March 1942 she was, according to the Sproxton foreman, in a very sorry state. The cylinders were completely worn through and the pistons visible, while the smokebox had rusted so badly that the chimney had collapsed down on to the blastpipe. She was reputedly painstakingly rebuilt by the Sproxton staff, though spare cylinders were provided to Markham & Co of Chesterfield who may have done some of the work.

Whatever the case the Sproxton staff, with no lifting tackle available, used jacks to lift *Charwelton* onto piles of sleepers until her chimney touched the shed roof; all three pairs of wheels were then dropped out. The boiler was removed by more jacking and rolled out sideways on a couple of rails laid across the frames. Axleboxes, bearings, tyres, cylinders and smokebox were all renewed and she took to the rails once more.

*Charwelton* was kept in excellent order thereafter and proved so reliable in service that she did most of the work at Sproxton, with *Hastings* as spare, for the next 21 years. At Sproxton she was familiarly known by the staff as 'Charlie' and in the 1950s and 60s the loco became something of a celebrity with industrial locomotive enthusiasts.

Following the abandonment of the quarry's

railway system in favour of lorry haulage on 18 October 1963, the Park Gate Iron & Steel Co. Ltd. was approached by the K&ESR to buy the two locomotives, to supplement the only two useful traffic locomotives: the two Terriers. Colonel Stephens had of course used seven Manning Wardles on his lines including one, *Hesperus*, on the K&ESR. Prices of £280 for *Charwelton* and £250 for *Hastings* were agreed and to raise these sums (perhaps a year's wages for many) the Kent & East Sussex Locomotive Trust was formed in November, though even they in the event had difficulty raising the money.

Hallett, Silberman & Co. of Watford used their low-loaders to collect *Charwelton* on New Year's Eve, 1963, and she and a host of spares headed for Tenterden. *Hastings* was collected the following day and both engines arrived at Tenterden on Thursday 2 January 1964. At the weekend crowds turned up at Tenterden and, dead on the stroke of one by the church clock, *Charwelton* moved under her own steam on K&ESR metals for the first time.

*Charwelton* headed a works train on Whit Sunday in May 1964 and then works and members' demonstration passenger trains on a good number of occasions prior to reopening. However, on overhaul in 1973 she was found to have severe cracking in the firebox walls and in





*Charwelton begins her journey to Tenterden on 31 December 1963.*

*(Photographer unknown, Mike Hart Collection)*

1976 she was sold to a member and restored away from the railway. She returned in September 1982, immaculately turned out in lined umber livery, and was soon working passenger services.

However she had to be withdrawn again in May 1983 for axlebox repairs following derailment damage. After a short visit to the Keighley & Worth Valley Railway the engine returned to the K&ESR in March 1986 and was a frequent performer with the Victorian Train. Withdrawn for a routine overhaul in 2001, she returned to service in the spring of 2010. Sadly she developed boiler problems in April 2017 and was withdrawn from traffic pending repairs.

Over the years at K&ESR *Charwelton* has proved to be an admirable branch line loco with a free-steaming boiler and powerful 15in. cylinders – much larger than the Terriers. Indeed she has now served more years on her adopted railway than she had in industrial service. With the planned withdrawal of Norwegian in a couple of years time for major works that are likely to include a new firebox and cylinders, it is hoped that *Charwelton* can be back in service by then, upgraded, rebuilt and ready to take on mid-power-range duties at K&ESR.

In private ownership since 1976, *Charwelton* has now been acquired by the Rother Valley Railway Heritage Trust for continuing operation on her long-time home railway. Assessment has shown that extensive repairs are necessary. Her boiler

– probably the original – is life expired and will be replaced. Cylinders must be replaced too, with a small modification to the slide valves' cut-off to further improve her smooth running at 25mph, using the latest casting technology employing a polystyrene pattern. The tyres must also be replaced.

Thanks to Graham Lee, who holds the Manning Wardle records in his archives at the Statfold Barn Railway, we have access to around 50 original drawings for *Charwelton*. They have very kindly been scanned by Statfold's team and given to us to assist in the loco's restoration. Fortunately the archive includes drawings for both boiler and cylinders, which are currently being converted into electronic CAD format by K&ESR volunteers, in preparation for modification to suit modern-day design requirements.

The RVRHT has raised the funds needed to have the new boiler and cylinders made by contractors, as well as the fitting of new tyres; but dismantling, general repairs and reassembly must be done largely by volunteers. If we are, as hoped, to be running her again by 2020 then it will be all 'hands to the pump'. Can you help?

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The information source for this feature was *Ironstone Railways and Tramways of the East Midlands*, by Eric Tonks of the Industrial Railway Society.

## 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 next or any future edition of the *Tenterden Terrier*.

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