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Tenterden Terrier

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Northiam Returns
The Tenterden Terrier: Future Direction
Norwegian: Nearly 100
Hastings
Manoeuvres at Robertsbridge – 1953

Editor:

Nick Pallant

Assistant Editor:

Jon Edwards

Editorial Assistants:

Bradley Bottomley

Paul Heinink

Hugh Nightingale

Lucy Sayce

Ian Scarlett

Layout & Design:

Jon Elphick

Consultant:

Tom Burnham

Editorial Office:

Tenterden Town

Station

Tenterden

TN30 6HE

E-mail:

terrier@kesr.org.uk

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FRONT COVER

In full Longmoor livery, USA No.300 is seen at Wittersham Road on 19th May.

(Alan Crotty)

BACK COVER

This poster by artist Andrew Redden is one of a series commissioned by the railway for publicity purposes.



(Ian Scarlett)

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Editorial

A Natural Heritage

We noted a recent news item with great interest – the government was planning to review matters relating to the National Parks, and not least looking at the possibility of adding to their number. Leading candidates for achieving this status are the Areas of Outstanding Natural Beauty (AONB). The High Weald AONB, which includes not only the High Weald itself but the Rother Levels, is of course the setting for the Kent & East Sussex Railway.

Indeed, at Tenterden our railway not only forms

the boundary of this protected landscape but was crucial 25 years ago in preventing an undesirable development in what is now Morph's Field, diagonally opposite Tenterden Town Station.

I think that many of us love the landscape through which the K&ESR runs, as we do the railway itself. The South of England is not all housing estates, shopping malls and commuting. Is it too much to hope that The High Weald joins the glorious South Downs as a National Park? It would, in one respect, give us equal status with the North Yorkshire Moors and Ffestiniog Railways. Imagine what a marketing opportunity there would be in that.

Nick Pallant



The climb to the High Weald.

(Phil Edwards)

FROM THE CHAIR

In May I attended a short ceremony with the Terrier Trust to mark the signature of the new hire agreement and the handing over of new ownership plaques that reflect the Trust's change in name. This reminded me of the wide and varied nature of the extended K&ESR family. Ranging from individuals owning a wagon to the Rother Valley Railway re-building the line to Robertsbridge, they all have one thing in common: the ultimate long-term success of the K&ESR.

Some of these groups appear regularly in these pages, such as 4253 and TREATS, while others are more in the background, like the K&ESR Loco Trust. They also vary in their approach – some take an active role, such as the owners of the on-track maintenance machines, while others – like the Norwegian Locomotive Trust – use the railway to do the maintenance and overhaul of their stock.

The reasons for their existence vary, but a common theme is that from the earliest days of the line's preservation money has been tight and focused on firstly securing and then enhancing the infrastructure. Either an individual has been able to buy something, or a group have banded together to raise funds for their targeted item.

The Board supports these groups, and indeed has a financial stake in some of them, as much as it can, given its other duties. Proposals to bring rolling stock to the line are considered from time to time, but there has to be a need that cannot be satisfied by restoring a vehicle that is already here.

For those interested, most of the various items of rolling stock on the line have details of their ownership shown on the website; and the *Tenterden Terrier* carries articles about some of the groups from time to time. I would encourage all owning groups to make their stories known to the wider membership.

You, the membership, can of course also help. All the groups would welcome additional funds and some practical assistance as well. Supporting them is not taking away from the K&ESR; it is building a stronger family.

*Ian Legg
Chairman*

Board News

Robin Moira White has accepted an invitation to join the Kent & East Sussex Railway's Board of Trustees. Robin is a London barrister specialising in employment and discrimination matters, but originally trained as a railway operations manager



Robin White at Tenterden. Signalman Keiran Wildman clearly approves.

(via Robin White)

with British Railways and held appointments in Kent, Sussex and the West Country before taking up her legal career.

Robin, a life member, lived in Tenterden in the 1980s and volunteered on the line then as a guard and signalman. More recently she has volunteered on the successful Wealden Pullman dining train.

Robin is well known for providing legal advice across the heritage railway sector and has held senior appointments at a number of other heritage railways. She maintains her connection with the national network as an active member of the Institute of Railway Operators.

"Robin joining our Board is a real coup," said K&ESR Chairman Ian Legg. "She brings a fantastic range of relevant skills, knowledge and connections, and will strengthen the Board's efforts to support our staff and volunteers."

Robin said: "It was an honour to be asked to join the Board of Britain's original light railway – which I have known for nearly 40 years – at such an exciting time, with the reconnection to the main line at Robertsbridge in prospect."

Robin has been co-opted for now, and must offer herself for election by the railway's members at its Annual General Meeting in November.

MOTIVE POWER

Rolvenden MPD – *David Brenchley*

Locos in service

32678 (8): As noted before the ten-yearly exam falls due in 2019. Thanks to work previously carried out to the boiler it is hoped that this will be a quicker-than-normal turnaround. The Avon Valley Railway is interested in hiring the Terrier towards the end of the year.

376 (19): One of our mainstays for RXDs. A recent polish and paint has revitalised her looks as she approaches 100 years.

300 (21): Performing well. The new nameplates are now in place, so the engine is complete for the 1940s weekend. The USA tank will go into washout directly after this weekend. We are starting a log of how long the washouts take, to enable better planning for all locos in future.

1638 (30): Unfortunately the trailing axle work was not carried out over the winter, so it will have to wait for 2018/19. A long-standing random combination brake fault has been extensively investigated, and many new parts have been made in our machine shop (many thanks to Graham Adams and Peter Cloake).

Northiam (25): In service. The axlebox has bedded in and she is performing well.

Locos under overhaul

30065 (22): Now in the shed and being dismantled. The boiler tubes are out and we await the results of the boiler inspector's examination.

Charwelton (14): In the shed, bereft of most of her superstructure and boiler. We are awaiting



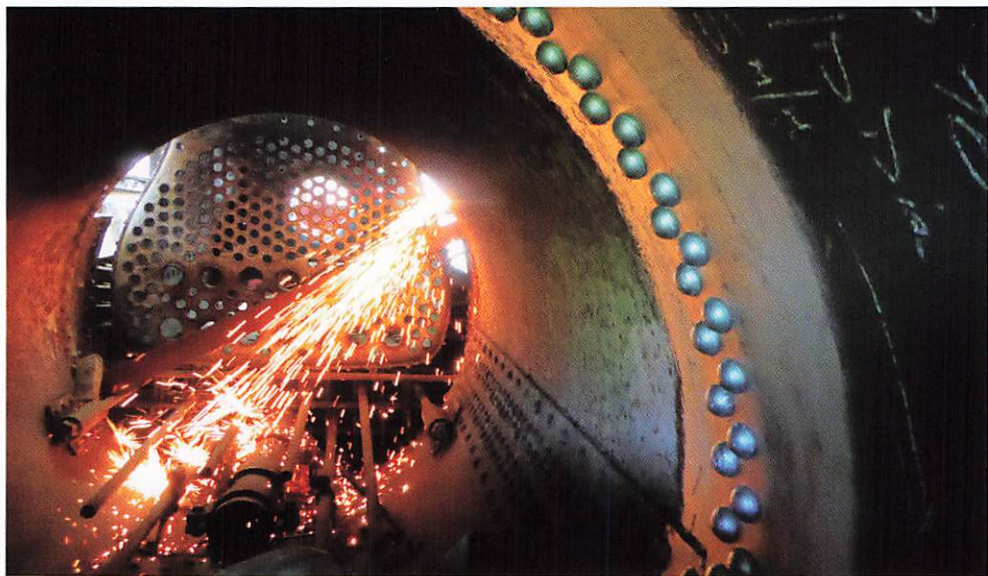
Charwelton being stripped down for overhaul.

(Alan Crotty)

a decision regarding where the boiler is to be remanufactured. The majority of the dismantling has been carried out by volunteers, with heavy input from 4253 supporters.

Diesel locomotives

Ford (40): An investigation of the generator by an outside firm proved disappointing, and we await the full report to determine a way ahead.



Cutting 4253's boiler plate.

(Charles W. Masterson)

Ruston (41): The subject of much Facebook speculation regarding the colour scheme. Personally I think the loco looks very good in its new livery. Much more work than originally envisaged had to be carried out – new floor, windows, seats, windscreen wipers – the list goes on and on. Admired by many of our visitors and with some good Internet coverage, she is the Rolvenden shunter for the foreseeable future. Again many thanks go to all the volunteers who worked to get her in such a good state under the guidance of Richard Stone (there is no truth in the rumour that Richard has shares in a paint company).

Cranes

10t Taylor Hubbard: Failed her boiler exam due to wear on the crown sheet. Retired from service for the time being.

36t Ransomes & Rapier breakdown: Our sole working crane.

Infrastructure

The roof over the tool store and reverse osmosis plant has been renewed. All the asbestos was removed by a specialist firm, and we now have a modern waterproof roof. The reverse osmosis plant itself has been fully serviced so it can cope with the coming load during the summer. All we need now is some volunteers to paint the walls and fencing...

I hope to engage a company to fill some of the holes in the side of the main shed towards the end of summer – it will be nice to stop the heat going out and the rain coming in!

We are entering possibly the most intensive time of year at Rolvenden, with back-to-back washouts expected over the next few months. All the volunteers and paid staff will be flat out, and we should all be grateful for the time they put in to keep the railway running.

We are working hard to update all work instructions and put in place a competency management system – yes, piles of paperwork!

As the TA loco delivery manager I need to thank everybody for the support you have given me over the past few months – long may it continue.

4253 – Bryan Atkins

The 4253 restoration project continues to move forward on a number of fronts.

The locomotive itself tends to reside in the yard at present and is developing, with items bolted on at regular intervals; recently the cab has been refitted after final riveting work. Work has concentrated on fitting the injectors and overflow pipe work, also bending the copper pipework for the injector delivery pipes which, considering their diameter, presented an interesting challenge.

Back in the 4253 workshop, much activity has surrounded getting the motion parts ready for fitting. This has involved white metalling the eccentrics (ready for machining), machining the rocking shaft bearings, and fitting the fireman's side rocking shaft back on the engine. All the pins for the motion have now been sorted. The oil pots for the slide bars have been refurbished (the slide bars themselves were machined some time ago), along with making oil pot tops for the slipper blocks. The building of a new smokebox dart bar, along with the manufacture of numerous brackets, also continues.

Off site, the piston heads have been machined and fitted to the rods. These have been returned, ready for installation on the engine along with the valves, later this year.

On the boiler front progress has also been achieved. The new front boiler barrel section has been riveted except for a few holes, which need to be addressed when the barrel is next turned. A template was made and fitted to the boiler barrel under the throat plate, in order to cut out the remaining old platemwork. The old platemwork has now been cut out and the replacement boiler plate has been drilled and prepared for welding back into the barrel. Once this section is welded into place we can move on to trimming and fitting the new throat plate.

At the firebox end, the riveting of the lap seams in the inner firebox has been completed. As the foundation ring has been reinstated it has been possible to trial fit parts of the ash pan to ensure all measurements are correct. Construction of a new ashpan is going ahead on a specially made fabrication table; the ashpan is now half complete and awaiting material for the doors.

The main working parties remain Sunday, Tuesday and Friday, with any surplus labour currently helping with the stripping down of *Charwelton*.

Progress is always dependent upon funding, for which sales stand activities are essential. Time has been spent making the new season's clocks – an important source of revenue, with orders showing no sign of declining. Several weeks have been spent on refurbishing the sales trailer, ready to attend various events this summer; this trailer generates much-needed income while spreading the word about 4253 and also about volunteering on the K&ESR.

GWR Railcar W20W – Andrew Webb

Excellent progress continues with the railcar. Insulation has been cut and fitted to the south side and the lower steel sheeting drilled, countersunk, trimmed and lined up ready for final fitting. The newly acquired panels have



Cladding and insulation being fitted to the Railcar.

(Phil Edwards)

been painted (etching primer, grey primer and undercoat – both sides!) and drilling and preparation for fitting on the four ‘corners’ and north side has commenced.

We had hoped to have our second engine back from the AEC engine restorer during February, but a couple of minor issues and an overload of work at the assemblers delayed this. It would have been good to get our engines back, but the delay has had no effect on the overall timescale as other work continues.

The Headcorn-end cab framework and floor are now virtually complete. Quite a bit of the original timber has had to be replaced, due to rot and some damage caused by the (wartime) use of steel screws – these rusted and expanded over

the years, making some parts unusable. All work for our remarkable carpenter! Vacuum pipework and conduits have been connected, and control gear will be fitted shortly ready for wiring and connection.

We are now seeking suppliers of heavy-duty cables for batteries, starter motors and voltage regulators. We are working on costings for the train heat module(s), which are needed to ensure a warm and comfortable ride for our passengers and crew.

Wednesdays really are enjoyable and rewarding for the railcar team. If you would like to come and join us please get in touch with Andrew Webb on 01322 668662 or call in to the C&W shed any Wednesday.

ROLLING STOCK

Carriage & Wagon – David Brailsford

The department has been busy keeping up with the planned maintenance and overhaul of rolling stock.

RMB 59 has received an 18-month exam.

SK 63 has received a refurbished set of door locks and two overhauled brake cylinders.

TTO 64 has received an 18-month exam and a replacement set of wheels at the Robertsbridge end. The wheels that were removed will need reprofiling to restore the flanges to the correct size.

TTO 85 has received an 18-month exam and a completely refurbished set of upholstery. During the strip out of this vehicle it was discovered that the Tenterden platform side windows were leaking. The resealing process required the removal of each window and the manufacture and installation of new wooden parts. A number of internal panels also had to be replaced, due to accelerated rot. Varnish has been applied to the wood around the windows and the coach interior looks very smart.

TTO 68 is currently in the shed for an 18-month exam, new floor lining throughout and a repaint in ‘blood and custard’ livery.

The opportunity has also been taken to overhaul the vehicle’s steam heat operating valves and the sliding top light windows, and replace the roof lining in the Robertsbridge end of the coach. Repairs to the seat bases and

seat bottoms and backs are also required.

Maunsell CK 56: All the tin side panelling is now back in place, and the new window frames are on site. Work is currently concentrated on the painting of the newly installed roof canvas, along with the installation of guttering and roof end sections. A lot of varnish has been applied to the corridor side compartment sliding doors. Progress with this vehicle depends very much on availability of labour and on other jobs that have higher priority.

District Coach 100: The team have been finishing off the external varnishing, and Meg Gooch has been applying the lettering and numbering as required. The twin step boards have been manufactured for each side, and these are currently being painted by John Garner and Ken Lee. Ron Nuttman advises that both the blue buttoned upholstery and the brown buttoned leatherette door panels should be installed by the end of June. It is possible that this vehicle will feature with the Metropolitan coach towards the end of July.

The **SECR Family Saloon** is receiving weld repairs to both draw hooks, and when this is complete an 18-month exam will be carried out. Currently out of service.

GER 6 wheeler: This vehicle has received an 18-month exam and six refurbished and newly white-metalled axle box bearings. Currently available for use.

Pullman car Aries: In order to provide extra



TTO 68 gains a smart new livery.

(Phil Edwards)

space for planned overhauls on other vehicles it was decided at the end of March to remove this vehicle and place it in temporary store in the shed at Rolvenden. Hopefully a decision will be taken in the intervening period regarding what is to be done with this vehicle's remaining asbestos.

Carriage examining

Some while ago Lesley Lee was appointed Chief Examiner but this fact has not, until now, been reported in the *Terrier*. This is an important safety-critical role to ensure our carriages are inspected on a regular basis in between the 18-month in-depth examinations.

At the moment it seems that Chief Examiner means the *only* examiner!

Examining carriages is not unduly difficult (aside from the need to climb into them from the ground) but it does require a keen eye for detail and the ability to work to a set procedure. Planning is a challenge as the season progresses and the daily carriage use becomes greater. If you would like to assist in this important area please get in touch by writing to the Chief Examiner at Tenterden Station or e-mailing em@kesr.org.uk with Chief Examiner as the message title.

Wagons

On the wagon side the department has the following news to report:

Dogfish 154: Work on the frames is almost complete. Attention will now turn to the hopper body, which requires a lot of new steel plates.

Midland Railway Van: Owner John Colwell visited Tenterden for a week towards the end of May. He spent a lot of time cleaning and painting the vehicle's running gear, and also cut and prepared new floor boards.

An inspection was carried out on the two S+T stores vehicles that currently reside next to the signalling department's workshop area. The **Gunpowder Wagon** was declared fit to move but the **GWR Box Van** required some significant work to make it fit to travel. Both are now in Orpins siding, they are in a very shabby external condition.

In order to provide vehicles for a mixed train and some infrastructure work a fitness-to-run exam has been carried out on the **20 ton Brake**, the **LMS Box Van**, John Colwell's **10 ton Box Van**, **Medfit 158**, the **Pipe Wagon** and the **Tube Wagon**.

We have also carried out repairs to the Pullman access steps, platform access steps and a loco toolbox from the Ruston diesel. Many thanks to Merlin Dexter for his efforts on the toolbox. Paul Turner has recently finished off an access platform for the C+W shed; this will prove a useful addition to the department's equipment.

We currently have four pairs of wheels away from the railway being re-profiled at J. D. Hotchkiss, West Kingsdown.

C+W staff along with Meg Gooch and James Palk

spent around three weeks working on the lining and finishing touches for locomotive *Northiam* (No.25). The end result was worth waiting for!

The shed has also been used for various DMMU service and repair work, and 08888 has been in for an exam – as has our resident Class 14.

Lastly but by no means least a big thank you to all the department's volunteers, who turn up week after week and produce some excellent work. The department would struggle to produce its output without you.

OPERATING DEPARTMENT

Signalling Department – *Tony Ramsey*

Now that the busy summer months have arrived we are working hard to ensure we cover all the required signal box and level crossing turns, as well as ensuring our theoretical and practical competencies are up to date. To assist this process it has been decided that, from 2019, all Signalmen will need to work a minimum of three turns (with at least one in each box signed for) in any 12-month period.

We welcome new volunteer Granville Davies, who recently passed out as a Crossing Keeper at Cranbrook Road, and we congratulate those existing volunteers who have added to their competencies: Hugo Baxter (Rolvenden gates), Lesley Lee (Rolvenden box) and Simon Marsh (Tenterden Town box and Cranbrook Road Crossing). At the time of writing we have a total of 50 Signalmen (12 of whom are learning an additional box), eight Trainee Signalmen and 13 Crossing Keepers (excluding those who also have other roles).

The Railway Rules Working Group has now reviewed each Section of the Rules, Regulations and Instructions (RRIs). However this does not mean that its work is complete – far from it! The

work is ongoing to ensure that the RRI's continue to be fit for purpose, and the Group continues to consider staff questions, suggestions and other issues as they arise.

We have recently made some significant changes to our Signaller Training Course. In view of the various difficulties associated with holding intensive all-day sessions in the classroom at Rolvenden, we have switched to delivering the bulk of the training in shorter sessions of about 90 minutes each (currently on Wednesday evenings) via Skype. This has the advantages of making each session more manageable and allowing participants to remain in the comfort of their own homes, while still making full use of our many technological aids. These sessions are open to anyone who would like a 'refresher': please contact Joel Pearson at kessignalmantraining@gmail.com for further details.

It is with deep regret that we must record the death of Ian Dow, who was one of the first Signalmen to qualify in Tenterden Town box. Ian was much respected, not only within the K&ESR but also among his work colleagues at the BBC and his local community in Sunbury-on-Thames. Clive Norman paid a moving tribute to him at the annual Signalmen's Meeting in March.

WAY & WORKS

Permanent Way – *Paul Jessett*

At the end of our last report we were just about to embark on the re-railing of Wittersham Road bank. The start of the week saw the onset of the worst snow in our area for many years. On the first day the short track panel of wooden sleepers adjacent to the level crossing was dug out, then

the two 15ft panels were disconnected and lifted out as panels. The ballast was dug out and put into one of our Medfit wagons. This section was re-laid with wooden sleepers and re-ballasted. We then started to de-key up the bank, and started to remove the rails.

That night it snowed, and the next day we found



Frim Halliwell in Ghostbusters mode during the works on Wittersham Bank. (Paul Jessett)

everything buried. Not only was it a bit hazardous, but we could not see where we had put any of the materials, and the empty chairs were full of snow. We had a borrowed back-pack leaf blower, and Frim set to work blowing the lying snow away from our work area.

The existing rails were turned to the outside. New rails were first cut using a rail saw, then placed in the existing chairs with the Road-Railer. To improve the ride care was taken to install the new joins away from the original join positions. The rail used was ex-London Transport bullhead which was donated to us some time ago and stored at Northiam. This had been flame cut into roughly 44ft lengths, so each one had to be carefully measured and cut to size. The plan was to weld three lengths together, so the rails only need to be drilled for fishplates every 120ft.

Good progress was made up the hill despite the weather, and by the Friday of the first week all the rails were in situ. We had contracted welders to effect the rail welds, but with the poor weather they were unable to attend during the first week. However on the Monday of the second week the welders set to work, and were finished by Thursday lunch time!

We started to tidy up the site and dig out the User Worked Crossing at the top of the bank, as the sleepers were completely rotten. We were

able to get on with loading the redundant rails onto Sturgeon wagons and re-ballast the Crossing. With the welding complete and the rails fully keyed up, the Saturday was spent tamping the whole section. A massive thanks must go to Paul Rand, Mike Popperwell, Frim Halliwell, Dave Hazeldine, Clive Lowe and Jamie Douglas, and the guys from In Line Weld for defying the Beast from the East.

Forestry – Steve McMurdo

We spent some time in the early spring clearing trees and undergrowth in the area behind Platform 2 at Northiam, with work extending across the ditch up to the boundary between the railway's land and the adjacent field. The remaining stumps were then pulled out by P. Way's bulldozer, with the ditch then excavated and cleared – possibly for the first time in around 30 years. Hopefully the area will now begin to properly dry out.

We took advantage of the quieter period before the commencement of the main running season to arrange for our usual tree surgeons to join us mid-week and attend to several large willows on the Wittersham Road side of New Mill Bridge. These were leaning dangerously towards the track, and overhead wires and had to be removed in their entirety. F&C provided assistance, but only at ground level, leaving the experts to work while suspended from the trees at considerable height.

Safety on our railway is of paramount importance, and three of us attended a training session organised by Pete Salmon in April dealing with the rule book sections and other knowledge required by those who supervise work on or near the line. Upon successfully passing the subsequent written exam, we now each have the necessary approved PICOW status ('person in charge of work').

A couple of March Sundays were devoted to works around the perimeter of the Rolvenden field. This involved tree pruning and removal of brambles to enable the P.Way bulldozer to access yet another ditch requiring attention.

Summer weather seems to have arrived, and the return of regular operating means we can now be transported to and from the more remote parts of the line to commence attacking spring's growth. We are currently active in the isolated but scenically very attractive stretch beyond Northiam towards Bodiam, continuing the never-ending task of containing nature's excesses.

Weedkilling – Paul Jessett

Following the poor results over the last couple of years with regard to the control of lineside growth, Clive Lowe and I discussed the feasibility of bringing the work of weed spraying in-house. We had seen an article in the Spa Valley Railway's newsletter, in which they described fitting a contraption to their Queen Mary brake van. We were aware that the RVR's Isuzu road-rail sprayer might be available, and following a chat with Mark Yonge this was donated to K&ESR. Rather than use this machine to spray, Clive came up with the idea of taking the spraying equipment off the Isuzu and mounting it onto a Sturgeon wagon. This would give us a low-level working platform for safe operation.

Clive set about lifting the spray equipment off the Isuzu and mounting it onto the wagon. Safety barriers were erected around the work area, and a water cube was added. The unit – powered from the small petrol pump that came with the Isuzu – is able to pump and recirculate (for mixing). Carol Douglas made up and painted kick boards to fit in between the original uprights on the Sturgeon. Spray booms were mounted on the Headcorn-end buffer beam, and a hand-held lance was added. Clive even equipped the work area with an emergency brake valve. The whole thing was tested with water and, after a few minor tweaks, we were ready to start.

Weed spraying with authorised pesticides is something that requires previous training, due to the strict environmental legislation. Fortunately Mark and I hold the competencies to carry out the task. So on Tuesday 5th June, with the chemicals purchased and the safety systems approved, we ran out to Junction Road with the Class 14 to start the operation. We continued



*The new weedkilling rig mounted on the Sturgeon.
(Paul Jessett)*

until late in the evening but, because trains were running and shunting was going on at Tenterden, we had to finish off on the Friday, using the Ballast Regulator as motive power. In order to tackle some of the tougher brambles we needed to use a different chemical, so the train was taken out again on the following Monday with the Class 14, this time using the hand lance.

We can only wait and see if the operation was a success, but our operation was some £4,000 cheaper than using a contractor. Thanks must go to Clive for this innovation. The good news is that the marestail along Newmill straight has succumbed, improving the view for the footplate crews, and not clogging the ballast. If the rest is successful we could be weed free in three years, with lush grassy banks (we hope).

COMMERCIAL

Shop Report – Chris Fautley & Alan Joyce

As planned, changes in the shop at Tenterden began in earnest after the February half-term, and accordingly a small team of volunteers and paid staff set about gutting the store room. Rumours that a skip was required to remove all the rubbish are wide of the mark – but not that wide. Initial hopes that we might find a few original Dinky models were not realised, although we did come across several items that we didn't know

we had. Among the surprises – for some of the team at least – was the discovery of a window. Although it is painted out (a situation soon to be reversed), it was clearly visible from the outside. Not so from the inside, where it was buried beneath shelving and general detritus.

At the time of writing, work in the store room is pretty much complete, save for the laying of a new floor surface. We have new desk space, new shelving – less shelving, indeed (items do not sell stacked out of sight on a shelf), and a sparkly

new sink unit. For all of this we are indebted to the 300 Club which kindly financed the changes, and of course to our paid and volunteer colleagues without whose enthusiasm nothing would have happened.

As for the retail space, removal of one of the central carousels has resulted in a much more spacious feel. This has attracted favourable comment from both staff and visitors: gone are the days when having six people in the shop made it look as if it was crammed to the rafters. It has also made it far easier for wheelchair-users to negotiate.

More medium-term plans will see the redecoration of the interior to present a more bright and airy feel. To the best of our knowledge, it hasn't been repainted in 20 or more years. The current colour scheme is not authentic – not that you can see much of it beneath the dirt.

Product-wise, we have started a lengthy process of overhaul – not least to our own-label merchandise, some of which has been unchanged for as long as 30 years. We are dealing with this on a piecemeal basis, rather than adopting a blunderbuss approach; therefore the next few months will see the arrival of fudge and chocolate bars, coffee mugs and, we hope, tea towels all bearing designs similar to the style that now features on our posters and publicity material. Arranging all this is a time-consuming process, so there will inevitably be short-term gaps in our product range.

This readily apparent in our range of postcards: with all the jobs that have to be done, something had to slide towards the bottom of the pile, but we are taking steps to improve the situation. Gone, too, are the days of having a thousand or more cards printed at once – which is why we are investigating print-on-demand services that will allow smaller quantities to be produced.

A principal difficulty has been the sourcing of new and up-to-date images, particularly shots of our locomotive fleet at work. If, therefore, you have some photographs that you think may be suitable, please initially send a message to us at retail@kesr.org.uk

Finally, we have been able to lay an urban myth to rest. For years now we had been led to believe that Tenterden Terrier binders are no longer available/too expensive/subject to a huge minimum order number/the manufacturer had ceased trading. A telephone call to the supplier

rapidly proved none of this to be true, the upshot being that binders for your favourite railway journal are now back in stock. And the best news is there is no price increase!

Wealden Pullman – Meg Gooch

The 2018 season is in full swing. At the time of writing all our Sunday Lunch services have sold out, and I'm led to believe that only a couple of tables for Saturday night are available, in late October. So, no pressure, team!

A few weeks ago we had 'one of those weeks' when anything that could go wrong, did. First, the normally supremely reliable inverter packed up in Theodora, leaving us very low on battery power. Indeed André, who was running the bar that night, had to add up and write out all the table bills by hand – quite a few years since we've had to do that! The lights in Theodora were not as bright as normal, but we got away with 'romantic mood lighting'!

Then the gas-powered fridge in the kitchen decided to fail. Good refrigeration is essential at any time, but at this time of the year even the best commercial chiller will struggle in the heat of our kitchens. It now seems to be working as normal again, after a severe talking to.

We then had leaking water taps and pipes to both sinks in the kitchen. Our C&W colleagues did a superb job of promptly sorting those out, but unfortunately this resulted in one of the shelves collapsing, sending everything flying! That was followed by the clock packing up in Diana's saloon. The clock is vital for service: it throws us all when we don't have it! But apart from that, the weekend went off without any dramas, other than the loco failing just beyond Rolvenden!

Despite all the problems, our staff went about their duties without fuss or drama. Additional staff came in to provide a rescue locomotive, while others came to man crossing gates and open additional signalboxes. It's very clear that our staff have great pride in our railway, and will move heaven and earth to ensure we put on a good show for our visitors. The Pullman Society had joined us once again for dinner, and if the complimentary letters and e-mails are anything to go by, it would seem they all had a fantastic time, despite our challenges!

To join our passionate team, simply get in touch via Tenterden Town Station or e-mail meg@kesr.org.uk – a warm welcome is assured!

Tenterden Platform – Brian Richards

In January/February 2019 we are planning to rebuild Tenterden platform throughout. We are addressing a number of issues that are present with the current platform:

- The step height between the platform and the train is too great and is inconvenient for passengers, especially the older generation. The current mobile steps are unsightly and cause numerous obstructions
- The need for drainage, to put an end to the pools of water along the platform, which are unattractive and a nuisance
- The fall towards the edge is incorrect: a buggy or wheelchair could roll off the platform
- Sections of the wall may be failing.

In this era of litigation and negative publicity we have to do everything we can to protect the K&ESR we love, while improving the experience for our passengers (as without them, we would soon go out of business) and maintain the heritage look & feel of the station.

I am currently working on many different ideas, and getting approximate costs to see what we can achieve with a limited budget and a very tight eight-week programme. The plans include:

- Addressing the wet spot opposite the signal-box
- Raising the height of the platform
- Changing the fall of the platform away from the track
- Improving the horizontal and vertical track alignment
- Extending the Headcorn end of the platform, so that the end carriage door is accessible
- Removing the Pullman ramp, to create more space where we need it
- Creating a wheelchair-accessible walkway along the side of the Pullman, to potentially allow the Pullman to be used for static dining
- Transforming the ugly Headcorn end of the platform by extending the garden to the water tower
- Installing concealed watering and electrical points along the platform
- Installing platform drainage.

All the planned work will maintain the heritage look and feel of the station as much as possible.

Once the plans are finalised we will be setting up an appeal for donations towards the costs, and also a list of required materials. Donations – both financial and material – will be greatly appreciated. Details will appear on the website soon. We hope to have artist's impression drawings and more information available soon, via the newsletter & possibly the website. Suggestions will be welcome, but unfortunately we cannot achieve everything!

Finally, we will need a *lot* of volunteer help to actually carry out the works. Bricklayers, chippies, drain layers, general labourers – all will be required throughout January and February. Anyone who can spare some time will be made very welcome.

Robertsbridge – Ian Legg

In May I wrote to members advising them of the consultation process for the Transport & Works Act submission by the Rother Valley Railway (RVR). As I write this article, the consultation period has just closed. The process itself will start with formal hearings and, hopefully, a successful outcome in due course.

The RVR has produced a series of information videos available on its website to explain in a very clear way the benefits that the railway will bring and to address the issues of the extension. I recommend looking at them.

As our plans for how we intend to run the completed railway develop they will be shared in the *Terrier*. The management team are engaged with the RVR to continue to refine what will be needed. Watering facilities at Robertsbridge station, carriage stabling and a shop are just some of the facilities that will be needed.

Also being discussed is the exact location of a passing loop between Robertsbridge and Bodiam, which will be necessary to run more than just one train every two hours. Detailed timetable work is taking place to reconcile the commercial requirements and operational constraints, such as the lengths of traincrew shifts.

Infrastructure is not the only area that needs to be considered. What coaches and engines do we need? This is not as clear as it might seem! Sometimes we want to run long trains which can

cater for large parties wanting afternoon tea; sometimes we want to run a more frequent service using the smaller engines. There is no one-size-fits-all standard service.

Experience of our own extensions and those of other railways is that the first two years will not be typical – the service that is ultimately run can be very different from the one first assumed. The key is flexibility in the infrastructure and rolling stock... and to be prepared for the unexpected.

Camping Coach – Bryan Atkins

The intention of this project is to convert a redundant Mark 1 coach, which cannot be used for revenue service, into quality holiday accommodation available for a commercial rent, and so provide the railway with an additional revenue stream.

Outshopped from Derby in 1964, Brake Composite Corridor No.21275 is thought by the Vintage Carriages Trust to be “possibly the newest surviving fully constructed (body and underframe) Mk.1 in preservation”. Converted by Balfour Beatty into a mess coach and used as part of a weedkilling train in the late 1990s, it is in excellent condition for its age, but sadly not suitable for revenue service.

Purchased from a private owner on the Gloucestershire Warwickshire Steam Railway, the coach was brought to Wittersham Road in

July last year. It sits on accommodation bogies from electric stock, the original bogies having been liberated long ago. It was riddled with redundant pipework and electric cables from its weedkilling days, and all the compartment walls were clad in carefully fixed sheet steel, which proved a real challenge to strip out.

While work continues on rebuilding the inside structure to our new design, the outside of the coach is slowly disappearing under a scaffold and canvas tent in preparation for grit blasting and painting. Doors are being removed for rebuilding, and windows taken out for cleaning. There has also been some minor bodywork restoration to arrest local areas of rot and make good where gas heating ventilators have been cut in the bodysides.

The newly converted coach will have a lounge and dining area with open plan kitchen, a master bedroom with en-suite bathroom, a twin bedroom and a bathroom. It is hoped to have the project completed by the end of the year.

Progress depends on people, and there is a need for two or three more hands with some DIY skills to help push the project on. Working parties meet at various times during the week but always on Wednesday and Friday, so why not pop down for a visit to this rather unusual project? Any offers of help will be very warmly welcomed. Please contact Bryan Atkins at kesradventures@gmail.com

GROUPS & ASSOCIATES

Museum Notes – Brian Janes

Visitor numbers in the opening weeks of the season were promising, with 4,273 to the end of May. This is an increase on 2016, though well down on the ‘Bricks Britannia’-boosted visitor numbers of 2017. Donations were however on a par with last year’s excellent total. With Thomas absent we opened during the February half term for the first time ever to improve the railway visitor experience, attracting 607 visitors. Fortunately the weather was fairly mild; otherwise visitors and volunteers might have been too cold for our heating – this vintage building is not up to what winter can throw at it.

The sale of books continues to contribute substantially to museum improvements. Several very generous donations have enabled us to carry

good stocks and continue our £1 book sale.

We have added a listening facility to the S&MR to enable our visitors to hear a ‘folk song’ about the ‘Potts’. However the most important addition to the displays is a board covered with original 1916 transfers for the K&ESR carriages. We were somewhat surprised to find they were in exquisitely shaded gold leaf – black & white photos have always been interpreted this as plain yellow. Perhaps our present green Mk.1 carriages would benefit from a dose of genuine heritage lettering!

Local finds of interest continue to emerge. We have acquired a BR period ‘Penalty for Not Shutting Gate’ sign and an acetylene hand lamp (a distinctive Stephens’ innovation), both from the Bodiam area and both added to the PW display.



The Cavell Van at the rear of a commemoration train during its visit to Kidderminster.

(Brian Janes)

The last *Terrier* reported the handing over of a reproduction of a *Tyer's* No.6 tablet which used to be employed on the Rolvenden to Northiam section of the K&ESR. This is now on display.

We continue to make small but informative additions to the displays. Prompted by the 150th anniversary of Stephens' birth, the 'Victorian Room' entrance to the Museum now nods further towards Stephens' family home at Hammersmith Terrace. Also added is a montage of photographs of the Terrace from the Thames, its interior, and a bird's eye view of this area of London (then rural) together with some first editions of Stephens' father's books and a local history book given personally to Stephens' mother.

The WCPR display has been further enhanced by the addition of Laurie Cooksey's fine model of the jetty over the River Yeo, where the Fordson tractor and coal wagon models donated by Allen Morgan last year can now be seen in context. Plans are also in hand to swap Laurie's model of Rye station for that of Golf Links station, to help keep the exhibits fresh.

Work behind the scenes in sorting the archive and digitalising the photos has progressed, though we have still to start on the multitude of K&ESR historical photos.

The 150th anniversary of the birth of Holman F. Stephens is to be marked in a variety of ways

during 2018, even including the installation of a plaque at Tonbridge station by operator Southeastern. This was due to take place in early July.

Our railway's rather half-hearted celebratory day on 12th May was a little disappointing, for without Stephens there would never have been a K&ESR; however the Museum was popular that weekend, partly thanks to the presence of some 50 members of the Colonel Stephens Society.

The railway was to take the Museum website 'in house' by Easter after 18 years of independence, but this has not yet taken place.

Electrical improvement work, which has been progressing steadily for many months, has been completed with the installation of new meters; and the whole building is now equipped with super-efficient LED lighting. We passed our electrical safety and fire inspections without undue difficulty. However, the Museum store has been used to house the Company archives, as well as the Museum archives, and it has become very congested. This danger was recognised during the fire inspection, and is to be addressed by moving the Company records as soon as possible – giving space to work safely in the store.

All this activity, and more opening days, is of course a continuing challenge to our volunteers,

who would more than welcome the offer of extra pairs of hands if you feel you can help.

The Cavell Van was spruced up by the Bodiam group with a coat of varnish before going off for a longish holiday at the Severn Valley Railway at Arley. It was shown to the press and VIPs at Kidderminster (in filthy weather conditions) on 25th May, and is due back before you read this.

Last and by no means least we must record the passing of two Museum stalwarts, Doug Edwards and Brian Hayward. These gentlemen showed great and active interest in both the railway and the Museum in past years, and are much missed.

Tuesday Group – *Graham Hopker*

It seems a very long time ago but, before last Christmas the Tuesday Group staffed two days on both trains during the Santa Specials period and the following Tuesday we had our annual Christmas lunch at The White Hart in Newenden. This was, as usual, a great success, attended by 21 people including wives.

As has been the custom for a few years now, we took most of January off. This is because a large amount of the work we do is outside, and January weather does not lend itself to work out of doors.

Re-assembly saw a closer installed on the platform-side Booking Office door at Northiam, and Seb Dunn strimmed the whole length of Platform 2 – no mean achievement!

The lawnmower that we used for the grass at Northiam was given to us long ago, and was really past its best cutting days. The decision was taken to purchase a new one, and a little ‘bargaining’ was carried out at Webbs in the High Street!

A heavier gauge rabbit proof wire mesh has been put all round the Memorial Garden in an effort to keep the littles out!

A new notice board has been made to replace the rather rotten example by the entrance gate at Northiam. We were asked to make good and tidy up the trip hazards on Platform 2, which came about while relaying some new coping slabs to the edging of the platform.

All the woodwork on the platform side of the station building has been given an undercoat and top coat.

We were also asked to repaint the loco name-plate for *Northiam*.

In February we spent one Tuesday helping out with the clear up bash at Rolvenden, which was a combination of loco disc painting, inspection pit



The Tuesday Group, with Henry Edwards, replacing a crossing gate at Tenterden.

(John Rose)

cleaning, drain cleaning and general hosing down of ash and grease, etc.

Shortly after this we had to miss a day due to snow and 'The Beast from the East'!

In early April we started work on preparing and painting the new crossing gate for Tenterden level crossing. This is a very large and heavy piece of wood, and our local, very friendly, farmer – Henry Edwards – came to our aid, moving the gate with his forklift into one of his barns during the time it took to prime/undercoat and apply two top coats of paint.

Some of the Tuesday Group, led by Dave Brown, became the Monday Group on 14th May to remove the old gate and refit the new one. Again Henry was a great help all day with his forklift and tractor. Without this help it would have been very difficult to complete this replacement in one day.

The following Tuesday the second half of the Tuesday Group worked at Tenterden with some finishing work on the gate – see photographs of this mammoth task, taken by John Rose.

Recently hedge trimming/lawn mowing and Platform 1 white lining has taken place at Northiam, together with a repaint of the seat in the Memorial Garden.

As always a very full programme of work, and thanks to all the Tuesday Group.

Gardening Group – *Veronica Hopker*

Tenterden Town

Weather and other issues kept us indoors until March, when we tidied the long border and the Food Outlet garden, and started on the Signal Box garden.

April dawned, and suddenly everything in the gardens seemed to be springing into life, including the weeds! The Phormium growing in the long border seemed to throw its arms out in delight at the warm weather, so we had to trim it back and then tie it up to make space for all the tulips, bluebells and other plants fighting their way back to life.

All the ornamental grasses were cut back to make space for the new growth, and last year's growth was removed from many other plants. Weeding as usual continued together with pruning of the shrubs and roses.

May, as always, was a busy month tidying the

C&W garden as best we could, allowing for the various wagons, etc. in the yard. Then there are the gardens which passengers see close up, which have to be kept in a reasonable state.

The mound has caught us out a bit this year – we seem to have an epidemic of dock which is sprouting everywhere. More plants are being added slowly so, hopefully, that will keep the weeds at bay.

The hanging baskets, red buckets and Pullman Dock troughs have been planted up. The hanging baskets have their own watering system, but the red buckets need to be watered by hand as the rain does not seem to find its way into the buckets. Hopefully we will have another good display this summer.

Rolvenden

The tubs on the platform have been planted and the little garden tidied – all ready for the summer season.

Northiam

The weather interfered with everything and held things back from growing.

Liz and Nell continued to work in the garden, weather permitting. Following the addition of more plants the gardens are looking so much better for their efforts. The rabbits and invasive Borage make life more difficult for them, but they battle on.

The wild flowers in the Memorial Garden are blooming well at present. (See photograph taken by Humphrey Atkinson.) The seat has been given a new coat of paint by the Tuesday Group, and the area behind the garden has been cleared by the lineside conservation team.

Bodiam Group – *Malcolm Burgess*

In my last report I noted that the autumn and early winter had been kind to us and allowed many outdoor jobs to be completed. The remainder of the winter and early spring have been the opposite, with cold and damp severely restricting the outdoor maintenance we would like to have undertaken.

However it is not all doom and gloom, and many jobs were completed to ensure that the station was ready for the new season. We have a newly fitted-out disabled toilet, which Paul Randall and Graham Holden prepared in time for our February half-term visitors. John Harding and I



A place for quiet contemplation. Northiam Memorial Garden in spring 2018.

(Humphrey Atkinson)

renovated the shelving in the station shop, so that there are level smooth surfaces on which to display the goods for sale. I also managed to lag the pipework supplying cold water to the shop coffee machine, so we suffered no bursts during the 'Beast from the East'.

Bill Larke and Adrian Freeman tackled the wash-down of the station building and canopy underside, which looked pristine until someone started running steam trains! Chris Wady and Bruce Sharpe completed the painting of the platform fence and then, along with Adrian, tackled the white fence around the cattle dock. This will be complete by the time this article is published, and it dramatically improves the appearance of this part of the station. The three station pedestrian gates have also been repainted, so that the whole aura of the station is more welcoming to visitors.

The Cavell Van returned in time for Easter, and Paul and I varnished the platform side ready for its departure on loan to the Severn Valley Railway for six weeks from May until July. John Liddell and Mike Sharp have produced splendid new free-standing A-boards to advertise the van's presence wherever it is displayed.

Frank Wenham, Freddy Soper, Vic Grigg, Bill and Bruce have worked hard tidying the site ready for the season, and our trees and shrubs are responding well to some judicious pruning.

Under their tender ministrations the hops are already looking stronger than they have for some time. Frank is transforming the stationmaster's garden into a very tidy and productive area.

At the end of March a variety of new trees were planted in the south-west corner of the site to form a copse in memory of Robin Dyce. These have taken well, and will form a lovely peaceful area full of wildlife which visitors and staff can enjoy for some calm reflection.

The better weather has allowed Gaye Watson to resume her good work in the station flower garden. Its lovely appearance at the time of writing has attracted many appreciative and complimentary comments from visitors and staff.

The group has been tasked with improving the cosmetic appearance of the end-loading PMV, which has been languishing in a neglected state for several years until a useful purpose can be found for it. As a consequence it does little to enhance the ambience of the station as a whole. We have begun using such materials as we have to hand, and the improvement is noticeable; but we await confirmation that the required paint and timber will be forthcoming to allow us to complete the transformation. Once that is finished we have been asked to tackle the 'Frittenden Treacle Mine' tank wagon – however I don't think C&W need to worry about us intruding on to their territory to any great extent!

Northiam Tea Room – Valerie Lucas

Originally a parcels office and a print room, the little tea room at Northiam Station provides a warm welcome to all visitors. With our trusty Flavia machine we quench the thirst of travellers who want a decent cup of tea or coffee. Seeing a 'hot drinks machine' they are sometimes sceptical at first, but once they smell the aroma of the fresh coffee, sit down at a chintz covered table on the platform and look at 'that view' across the fields to Newenden, we have won them over. Indeed, I tell them that if they really don't like it, I will refund the cost; but am pleased to say most customers admit it's really good. The hot chocolate isn't bad either!

With a selection of wrapped foods to sell, along with cold drinks and ice creams, we manage to cater for most tastes. We also have a small range of shop goods, and pocket money toys for the children.

We have a number of return customers, who drop in as they pass by. They aren't always travelling along the line, but are happy to sit on the platform with a drink and a cake and watch the passing trains.

We have to thank the Tuesday Group who have undertaken recent repainting inside and out, and the volunteers who generally look after the housekeeping. We have regular ladies and gentlemen who open up and look after our visitors, but we can always do with an extra pair of hands to help on other days.

Of course it would be great to satisfy the customers who stop off first thing in the morning and ask if a bacon roll can be produced, and sandwiches and soup too. With the extension of the line to Robertsbridge at some time in the future, Northiam may well have a greater part to play in catering to the customers needs, but at the moment the little tea room carries on...

Colonel Stephens Society – Dana Whiffen

The Society recently held a three-day event in celebration of the 150th anniversary of Colonel Stephens' birth.

Friday 11th May: Day 1 saw members enjoying a cream tea special on the East Kent Railway.

Saturday 12th May: Day 2 was the start of a special Member's Weekend in Celebration of HFS150.

Members who had booked for this day arrived early for our AGM, which was held at the Zion Baptist Church Hall in Tenterden High Street; on arrival teas and coffees were provided. At around 12.15 members left the hall and headed for Tenterden Town Station to catch the 1pm train to Bodiam.

There was a bit of time for a coffee or snack before boarding a reserved carriage, set for a ploughman's lunch for those eating. Of the 46 booked for this trip, 36 had lunch. The K&ESR supplied members with a commemorative leaflet and specially printed Colonel Stephens Museum HFS150 souvenir ticket for each member travelling.

The journey went well behind K&ESR's USA tank locomotive (No.21) presently liveried as Longmoor Military Railway No.300. We returned on a special mixed train behind Austerity tank locomotive *Northiam* (K&ESR No.25). The mixed train included ex-LBSCR No.78 *Knowle* as 32678, which back in February passed its 78th anniversary since first coming to the K&ESR. Of special interest to CSS members was Met. Coach 353 (ex WC&PR as their No.7 – restored by The LT Museum and on loan to the K&ESR).

Sunday 13th May: Day 3 included K&ESR's Tenterden Station and The Colonel Stephens Railway Museum.

Members were able to arrive a little later on this day as the replica Railmotor trips had been cancelled and the buses were not booked to arrive until 11am. Many headed for the Museum. The buses, which included an ex-London Transport GS (Guy Special) and a BEA coach, arrived around 11.15am and members quickly climbed aboard.

The vintage buses took us to see RVR's Robertsbridge Station where members were treated to a film and discussion about their plans to extend to connect with K&ESR at Bodiam. Teas and coffees were served on the newly built platform, and some members had a short walk along to the end of the platform and saw the main line connection and gate.

Members later either walked along the line/trackbed to Salehurst where they were picked up by the GS, or took the BEA coach back to Tenterden.

The Society would like to offer its thanks to all the K&ESR staff who went out of their way to make our weekend such a good one.

NORTHIAM RETURNS

The Saturday Gang has completed its latest loco overhaul project – 25 Northiam. David Hunter and James Allen tell the story of No.25's return to traffic.

When *Northiam's* boiler ticket expired in October 2008, the Saturday Gang wasted no time in assisting with the process of dismantling the loco. As is so often the case, it doesn't take long to dismantle something; but you're looking at years to put it back together again! Key components were removed, including all the cab fittings and pipework. I remember having great fun with a crowbar, breaking out the old wooden cab floor.

Work continued into 2009 with the lifting of the saddle tank and, in May, the removal of the boiler cladding. After a thorough investigation and assessment of the boiler's condition the Gang began, around October, the long process of needle gunning it, to remove corrosion and rust.

At the start of 2010 the Saturday Gang also began some boiler repairs, and helped to put new rivets in the firebox. During this period we also alternated our efforts between the

completion of *Charwelton* and the overhaul of No.376 *Norwegian's* tender. Between September and November of that year we undertook the rather long process of annealing all of 25's boiler tubes. This involved getting the tubes red hot and grinding each end clean. We did this process outside, much to the interest of people in passing trains! The tubes were subsequently placed in storage, for later re-installation.

By March 2011 we had done all we could on the boiler, and it was lifted for the time being. We then turned our attention to the frames and motion. The frames required a complete de-rusting and repaint. Given most of this was achieved through needle-gunning by hand, perhaps you can appreciate the long months of effort this took.

Manufacture and repair of various components were undertaken in Rolvenden's machine shop.



No.25 arrives at Northiam platform 2 with a train from Bodiam on 9th May. Signalman Alan Crotty receives the token from Driver Dan Dickson.
(Cathy Crotty)

A contractor was brought in to re-bore 25's cylinder port faces, concurrently with similar work being undertaken on No.24 *Rolvenden*. Soon after this the slide valves and new pistons were fitted, and the first major pieces of the motion jigsaw were completed.

Upon completion of these stages the wheels were de-greased and prepared for reunion with the frames. Midway through 2013 the pistons, connecting rods and crossheads were connected, along with the reversing gear. Other major tasks included the overhaul of the axleboxes, along with the repair of the 'keep boxes' and horn guides. By the end of 2013 the wheels were in position beneath, but not placed into, the frames.

In early 2014 a major milestone was reached when 25's frames were lowered onto the wheels, and we had a rolling chassis. The process of lowering the frames is very delicate – the slightest misalignment could damage both frames and axleboxes – so it was done inch by inch.

After this further components were retrieved from storage, such as the connecting rods and flange lubricators. The loco was moved back and forth to ensure correct alignment. Finally for 2014 the ashpan was repaired and modified to a hopper design.

The frames had been progressed as far as possible so attention returned to the boiler. This had been stored outside for almost three years, so a systematic process of non-destructive and ultrasound testing began to ensure no cracks or faults had developed. In September 2014 the frames were moved outside (and sheeted), and the boiler was brought back inside the shed. Some remedial issues had been identified; this work was undertaken, and by the end of 2015 the foundation ring had been repaired and refitted to the firebox, with some modifications and additional bolts. A temporary paint job was also applied to the saddle tank and cab, with some help from a visiting special needs school party.

Steady work on the loco continued into 2016; we started the year by riveting the new outer shell sections of 25's firebox. The firebox was painted again and, more importantly, in June the boiler passed its first hydraulic test. October of that year saw yet another major milestone: the first steam test. Seeing smoke rise from the chimney on that crisp autumn morning, for the first time in eight years, was quite a moment for us all.

2017 saw things really start to come together. Just before the New Year No.25 received new boiler cladding and this was painted in undercoat shortly after. In February the boiler was finally reunited with the frames, and the cab sheets were reattached. The blastpipe followed in March. Towards the end of spring we modified the chimney and petticoat pipe before reattaching them.

Things accelerated through the summer. The loco's firebars were reinstalled, with some modification to ensure a better fit. We are grateful to the apprentices from the Boiler & Engineering Skills Training Trust and the Association for Black & Minority Ethnic Engineers for aiding us in this stage of the process.

From a visual standpoint, the saddle tank was placed back atop the boiler in June 2017, and decked in its resplendent blue paint by August. Around this time the cab roof and external steam pipe went back on too. Northiam looked the part again.

As 2017 ended our jobs involved fixing the damper rod, adjusting the brakes and placing the brick arch back inside the firebox. In November we repainted the running plate, and saw the loco leave the shed ready for its final tests. All that was left for 2017 was to repaint the steam heat pipe and lag a few pipes in the cab. Before we knew it, a decade of work was coming to an end.

Northiam is now back in traffic and playing a full part in the 2018 season. The overhaul has lasted almost a decade, and began two years before the Saturday Gang even engaged in media reports, let alone adopted its current monthly video format. So many of our reports have contained the phrase "work continues on No.25", or words to that effect. It was during this writer's third Saturday on site, in August 2009, that the loco last looked complete as it does now, and we have contributed to it every month since in some capacity.

All the members of the Saturday Gang past and present, as well as countless devoted workers and volunteers, have served No.25 *Northiam* throughout these long years. We can only wonder how many thousands she will serve now she has returned to work here on the Kent & East Sussex Railway.



No.4253 amid the spring snowfall at Rolvenden.

(Charles W. Masterson)

On 4th May Alan Crotty and Greg Goodman hired Terrier 32678 and two coaches to celebrate their 70th birthdays. Alan and Greg had worked together on the footplate in the early K&ESR preservation days, so they decided to relive their youth with the train crew and 60 guests.

(Cathy Crotty)



Fresh from overhaul, No.25 Northiam makes a glorious sight while waiting at Bodiam.

(Peter Harris)







Charles Mavor, the K&ESR's new Company Secretary. (We were unable to include a photo of Charles in our 'People in Profile' feature, Tenterden Terrier No.135.)
(Humphrey Atkinson)

Northiam Sunset (and no, we are not adapting any well-known lyrics about an SR station).
(Bradley Bottomley)



The Tenterden Terrier: Future Direction

The item on the Readers' Survey results in the March 2018 issue emphasised that it was an initial response based on the figures then available. We now have the final results. In the following the Editor and his team assume that the Tenterden Terrier will continue to be as a 'journal of record', but also act as a 'glue' which helps bind the membership – volunteers, 'armchair' members and paid staff – together.

Thanks again to everyone who took the trouble to reply. We ran the survey because firstly, we were getting conflicting informal feedback and secondly, we suspected there were things that needed to change but were uncertain how much support there was for these. There was no significant difference from the results published in *Terrier* 135, and we can now make some decisions on what we are going to do on the basis of this information.

To begin with, those dissatisfied or very dissatisfied with the magazine as it stands totalled less than a quarter (22%) of those who replied. On those grounds there appears to be a need for fine-tuning rather than major changes, although whatever we do will probably upset someone.

On the vexed question of whether the *Terrier* should be produced in A4 or A5 format, 47% wanted to move to the larger (A4) size and 53% asked for no change. This is a close result and, as stated in the March issue, we go along with the majority, but recognise that this matter will most likely be revisited sooner or later. The Editor admits to being tempted by the attractions of A4. He worked for an A4 format staff magazine 25 years ago and after a decade of the *Terrier* can see both sides of the argument. He also gets to see the Isle of Wight and Swanage magazines, which can be regarded as role models for the larger size. However, A4 requires a significantly more visual approach and the photos have got to be good. There is a place for lower quality if a photograph is of historic value or simply rare, but a magazine full of 'holiday snaps' is to be avoided.

This brings us to the subject of photo content in general. There was a decided majority (60%) in favour of more photos. We had already picked this one up via mess-room hearsay, and have tried to address it where possible. Photos have been used to fill 'white space' for a long time. More recently we have expanded the centre pages 'Gallery' to four sides, although we were not able to do this for the March 2018 issue. We will aim for a higher photo content in future,

with each image occupying at least half a page where layout considerations permit.

With 73% approving of the present balance between 'Lineside News' and the features section we won't be making any changes there. This contrasts with the 57% who want more contemporary and fewer historical articles. There nevertheless remains a significant readership for historical items although, after 45 years of research, Colonel Stephens subjects can produce articles which are rather esoteric for the general reader. We now propose to keep in mind the ease with which the membership can relate to a historical subject. For example, post-WWII and the heritage era (before and after reopening) may be better received than some niche subject from anywhere between 75 and 125 years ago.

It has to be admitted that we have often used historical articles because nothing contemporary was available. We are also mindful that the people busy running the railway may not have the time to write it up beyond a summary for 'Lineside News' or, with due respect, see creative writing as one of their strengths. We don't always have the resources to hunt for stories ourselves, but we are quite happy to work something up from notes or drafts provided. It's up to you. Please remember what it says in the guidelines on page 47: articles must be interesting to the reader and not just the writer.

Of the three regular features we asked for opinions on, 'Gricer' proved the most controversial with 19% either dissatisfied or very dissatisfied, reflecting a social media storm about the same column earlier in the year. This dissatisfaction figure compares with 5% for 'The Next Generation' and 3% for 'Focus'.

It was suggested both during the social media spat and in response to the survey that the *Terrier* should only publish positive and uncontroversial views. This is called spin, gives a false impression at best and is seen straight through by the average person (remember, I used to get paid elsewhere to write it!)

The K&ESR is renowned as a friendly and welcoming railway and I would do nothing to detract from that – but we are a group of human beings, with all the shortcomings that implies. Many of us have had the experience of having received one impression of a job or organisation from the outside and finding something different once we joined. I would be really concerned about the *Terrier* giving potential volunteers an idea which could lead to ‘culture shock’ once they actually set foot in a mess room.

It has also been suggested that the *Tenterden Terrier* should be used for promoting our railway. In terms of increasing passenger numbers this is not appropriate; we have Sales and Marketing staff to do that. The magazine nonetheless does have an important role to play in increasing the membership base and the number of active volunteers, as well as encouraging legacies and

donations to appeals. We will give further thought to how we can build on our existing efforts in these respects.

One area where we may actually be able to please everyone is whether or not we should offer members the option of receiving the *Terrier* online rather than as a printed item. (Although an allied matter, this is a separate issue from distributing AGM papers via the Internet.) 20% of respondents asked to receive their magazine online, 30% asked for both options and the rest wanted only the printed version. We can hopefully oblige on all this and produce a saving for the railway into the bargain.

Putting all this into effect will not be not as easy, and careful planning will be needed. Please be patient while we organise this.

Nick Pallant



Old concept, modern restoration. No.32678 brings the Vintage Train into Tenterden Town in May 2018.

(Jon Edwards)

Letters to the Editor

The Readership Survey

Sir – Having just read your summary of the recent Readership Survey (*Tenterden Terrier* No.135) I was, probably like many, very surprised at some of the results and remarks that surfaced. There seem to be two main factions of members: those who would like more ‘latest’ news and less ‘historical’ articles, against a similar number who appreciate the historical articles and feel they are an important part of our heritage.

We must remember that we are an organisation that has its own history. We have been involved in preserving our railway for over 57 years now, and there will be a great many of our volunteers and members who were not even born when the preservation of the K&ESR was first mooted. It is possibly these younger readers who are not so much interested in the line’s history, as they are in what is happening now and may happen in the future.

On the other hand, there are many members of a more senior age who do want to recall the history of the line, and of the Colonel Stephens connection, and indeed wish to learn more of the history of his other railways as well.

Our *Tenterden Terrier* must appeal to all factions, and it does this very well in its current form. Most of the other heritage railways and organisations publish a magazine to inform their members of progress, and indeed some carry historic articles; but unlike the K&ESR many do not have such a definitive history, as many are just parts of a former main line branch line without the history we are blessed with.

So, as we move towards reinstating the connection to Robertsbridge, there will be lots of current news to report in the *Terrier* and I’m sure our Editor will cover all the events in detail. By then our own preservation history will have been some 60 years in the making, and will deserve a backwards look at what has been achieved since 1961.

There is no doubt that should ‘The Colonel’ be looking down upon us he would approve of the fact that the line has lasted longer in preservation than it did in its original form! Perhaps we should therefore be featuring more of the years since 1961 to enlighten our younger

members and volunteers of the pioneering years back in the 1960s and 1970s prior to our re-opening in 1974.

However, to balance this we must not forget the history of the line and I’m sure readers will still appreciate articles relating to the pre-closure period of our line, and indeed other lines associated with H.F. Stephens; they are all part of the rich heritage of light railways of which The Colonel was a pioneer.

In closing may I say that I think – as I am sure many do – that our magazine is superb, thanks to the Editor and his predecessors. We have a journal that we can certainly be proud of!

Doug Lindsay
By e-mail

Sir – Great magazine this time (Issue 135). I think it does need to be more relevant to the current railway, and this edition certainly does that. I especially enjoyed the article on *Charwelton*. Other loco histories would be great.

Martin Wolfson
By e-mail

I was reading *Tenterden Terrier* No.135 over the Easter break and I wanted to write to you in response to the Readership Survey.

I didn’t take part in the survey as the November issue was the first I had received since (re)joining the K&ESR, but on the strength of that issue and the current one I have to say that I think you and your contributors do a fantastic job of putting together a professional magazine and an interesting read – thank you.

I moved away from Goudhurst when I left home for university in 2005, and so the *Tenterden Terrier* is the best way I have of getting news about the railway.

For me the ‘Lineside News’ items are the most important, followed by other current affairs-type articles like the ‘Permanent Way’ feature in this issue and ‘The Next Generation’.

Thank you again for your time and effort in putting together an excellent magazine.

Chris Fowler
By e-mail

Norwegian: Nearly 100

As I'm sure many of our readers know, No.376 *Norwegian* will be celebrating its 100th birthday in 2019. This batch of engines was ordered on 17th August 1918, with construction taking almost a year; final delivery of No.376 to the Norwegian State Railways (NSB) took place on 30th July 1919.

To celebrate its upcoming centenary the Norwegian Locomotive Trust decided to make some cosmetic changes to the engine's appearance. When withdrawn from NSB service in the early 1970s the engine carried a plain black livery with some red embellishments – mainly the buffer beams and valances, wheel tyres, motion brackets, and fluting on the coupling and connecting rods. These embellishments have now returned to No.376, which already features a black livery with simple red line and 'K&ESR' on the tender (both of which will be retained).

The locomotive entered the workshops at Rolvenden and over the following five days it was thoroughly cleaned and repainted. Although it was expected that the engine would not run for several weeks, the engine was soon required on a Railway Experience Course to cover for No.25 which had to be withdrawn while a fault was rectified.

This is not the only change occurring around *Norwegian*, as the Trust has recently designed a new website – www.norwegianlocomotivetrust.com – and will shortly be launching a 376 Club to increase its membership and raise funds towards the upkeep of the engine. New members will always be welcome.

To find out more please feel free to speak to me, or visit the website.

Andy Hardy
Trustee, Norwegian Locomotive Trust



No. 376 Norwegian displays its newly amended livery.

(Liam Head)



Sister locomotive No.252 works a heritage train on the Grundset line during 1977.

(Akershusbasen)



A meeting of moguls in the early 1970s.

(Collection of G.Williams)

Gricer's Irregular Musings

Gricer has no way of verifying this, but he once heard a story in which Jack Cohen – founder of the Tesco supermarket chain – allegedly collared the late, great wrestler Jackie Pallo and snarled, “You cost me money!”

He was probably right. During the 60s and 70s the country virtually ground to a halt every Saturday at 4pm as millions of fans watched the wrestling on ITV's World of Sport. Those of a certain age will remember knots of people gathered at the windows of television showrooms. There was, Gricer opines, a sense of occasion about the whole thing – albeit a regular sense of occasion.

But Gricer wonders whether those days, when everything stopped for a big event, are now passed. He well remembers, in his early days of volunteering, sharing thoughts with colleagues along the lines of, “It will be quiet today. It's the Cup Final.” Or similarly the Grand National, or Boat Race, or other great events that we Brits do so well. Invariably, it was quiet too – no time for the railway to stage a special event. How times have changed. These days everything seems to be arranged at the TV schedulers' convenience, and Gricer knows that he isn't the only person who feels that the sense of occasion has been lost. If anything, he has noted little more than an air of indifference.

Therefore it was, in Gricer's opinion, a brave decision to stage the Royal Wedding at the same time as our 1940s weekend. Obviously, when planning the event, nobody could have foreseen the wedding (except, perhaps, Harry), so the show had to go on. Did it make much difference to us? Gricer doesn't think so. The sense of occasion at Tenterden was as good as ever; there was every bit as much positive feedback as in previous years; and the atmosphere was electric. All of which left Gricer wondering, “Can it get any better?” (Almost certainly.) The one overarching thought with which Gricer was left is that we can hold our own even when the odds seem stacked against us. All of which demonstrates what a fantastic team we have at the railway.

Merry Christmas

It seems strange writing about the festive season in May but, as Gricer was unable to write his column in the last edition of the *Terrier*, he was left with little choice. Anyway, he doesn't doubt

that by the time you read this, planning for Christmas 2018 will be well under way. Last year, yet again, Gricer was left wondering, “Can it get any better?” (Same answer as previously.) If the sheer logistics of the operation were staggering – 1,000 volunteer turns required, for example – the slickness of the entire shebang was simply mind-numbing. Simply put, and to adopt a well-known advertising phrase, “It worked.” It's also worth mentioning, too, that the provision of a hot meal for volunteers was a much-appreciated gesture.

Undoubtedly the Santa Special is our premium product. It always has been. But how that product has changed over the years! Hands up everybody who remembers the urns of mulled wine served in polystyrene cups on the train. Eventually, it was superseded by a miniature of ‘Garvey's’ sherry. Maybe we wince a little when looking back on those days, but from our customers' point of view it was still considered a premium product. We certainly wouldn't make an offering like that any more: the present product merely demonstrates how much it has evolved, and how our customers' expectations have risen. And, more importantly, how the railway has successfully risen to the challenge of meeting that expectation.

It might reasonably be argued, Gricer opines, that we are in the business of creating memories. Happy ones, he hopes. And that extends to staff too. Remember the year when the batteries ran flat on one of the trains and volunteers were despatched to Woolworths to buy every torch in stock? And Gricer still has a giggle over the occasion when babes in arms were presented with a small gift – to which was attached a label ‘Considered unsuitable for children under three years of age.’ Happy days, indeed; and may there be many more.

It's not what you do but the way that you do it

There has been much analysis and discussion by the editorial team about last year's reader survey. During these deliberations one member of the team raised what Gricer considers to be some extremely important points. With his kind permission, some of his thoughts are reproduced here.

Gricer's colleague firstly raised what seems, at

first glance, to be the glaringly obvious. But how frequently do we disregard the glaringly obvious? Our railway, he suggested, is unassuming; over the years it has struggled to survive. And yet so often, we simply dig in and get on with it, whereas others might make a song and dance. How true that it is. Gricer is minded of the occasion when, during one of our all-too-frequent financial crises of the past, Tenterden bank was in danger of collapsing as it was being undermined by rabbits. And yet despite the odds being stacked against us and at, if Gricer recalls correctly, a cost of some £50,000 (researches for a new book suggest £40,000 –Ed.) we did indeed simply get on with it.

Gricer's colleague then suggests that other railways make a huge fuss about relatively minor issues. Appeals are launched, publicity generated... Yet our railway, almost in time-honoured tradition, rolls up its sleeves and quietly does the job in hand. Witness, continues Gricer's colleague, Wittersham Bank. This winter, most of the track has been re-laid there – with no drama, no appeal. Perhaps, he argues, this journal should herald more of these achievements. Or, Gricer wonders, should we continue as we are – in our own modest, understated K&ESR way?

Charity begins at home

On the subject of appeals, Gricer considers we have things just about right. We don't instantly generate begging letters – sorry, appeals – each time something unexpected happens. Or each time we need to raise money for a particular project. Our appeals, Gricer muses, are conducted in a measured way; an occasional leaflet accompanies the mailing of this journal, but by no means as a matter of routine. Very rarely are there mailshots.

And that can be no bad thing. Because Gricer understands some railways bombard their members with requests for money. Appeals to restore fire buckets; appeals to renovate the stationmaster's dentures; appeals for this; appeals for that. Yet when the time really does come when cash is urgently required, when an appeal really is justified, people will be thoroughly blasé about the whole thing. Rather like crying wolf, Gricer argues. With miserable consequences.

More on that survey...

Much has been written elsewhere in this journal about last year's reader survey, and Gricer is glad that he isn't the person who has to try and draw



some kind of meaningful conclusion from the results. It does, however, strike him that maybe we all need to consider why the *Tenterden Terrier* is published. Firstly, it's a journal of record; it's a means of sharing news. But it can only do that if there is news to share. Good and bad. And if no news is good news, then would the editor be justified in missing that section out in its entirety? The journalistic expression 'A quiet day in the newsroom' isn't just a tongue-in-cheek quip. It really happens – hence the 'man bites dog' stories.

It also occurs to Gricer that we need to consider the remit of the railway. First and foremost, the K&ESR is a registered educational charity. Therefore one of the easiest ways of fulfilling that educational role is via this journal. The historical articles and features may not be to everybody's taste, but they do form an important part of the railway's brief. This, like all replies to the survey, is merely an expression of opinion.

German philosopher Arthur Schopenhauer wrote: "Opinion is like a pendulum and obeys the same law. If it goes past the centre of gravity on one side, it must go a like distance on the other; and it is only after a certain time that it finds the sure point at which it can remain at rest." How close, Gricer wonders, are we to finding that 'sure point' in all that we do on our railway? And do we even want to be there?

THE NEXT GENERATION:

Hugo Baxter

Life can be full of surprises, and our lives can develop in completely unexpected ways. From his house, growing up as a small child in Tenterden, Hugo Baxter could see the trains entering and leaving the station. He used to watch them, fascinated, but never imagined he would one day be a part of the railway.

However he had reckoned without his next-door neighbour, Boris Perkins, who in 2016 persuaded him to volunteer. Initially he helped with the gardening at Tenterden but, not really liking that, he switched to Catering, where he helped with the buffet and the trolley on the A set.

He was then encouraged by Craig Tyler to explore additional roles, so he trained as a

Crossing Keeper (passing out at both Cranbrook Road and Rolvenden) – a role which also gave him the space he needed to revise for his exams. He has since gone on to also pass out as a TTI and to commence training as a Guard. In addition he applied last summer for a paid role as a Cleaner (“I needed the money!”), a role he now exercises part-time while attending college and full-time during the holidays.

Volunteers could be said to fall into two groups: those who are very shy, and those who never stop talking! When he joined us, Hugo might have been in the first group. “I was really nervous, I said very little and was frightened to go into the mess room”, he claimed. “Previously I just used to stay in my bedroom.”



Hugo at work on Tenterden Town Station platform.

(Bradley Bottomley)



*Tenterden Town Station Ghost Hunt. Left to right: Hugo Baxter, Paula Oliver, Bradley Bottomley.
(Bradley Bottomley)*

He is surely now in the second group. "The railway has boosted my confidence, helped me to socialise and improved my speech," he admits.

He sees other benefits as well. "Training as a TTI has developed my maths, being a Crossing Keeper has taught me a lot about safety, and by training as a Guard I've learned to take responsibility and be punctual. I've also made new friends, matured as a person and had lots of laughs."

When I asked him if he could recall any particularly amusing moments, he mentioned "Bradley Bottomley and Tony Ramsey insulting each other!" I can't imagine what he means... He also managed to frighten the life out of Paula Oliver by turning out all the lights at the end of a recent Ghost Hunt (although I heard that Paula subsequently managed to get her revenge). *(We understand that the Ghost Hunt on the railway was organised in March 2018 by a group which visits various sites around the UK – apparently without result on this occasion. They were accompanied by K&ESR members. –Ed.)*

Asking for details of any embarrassing moments, Hugo recalled the Saturday night when he'd agreed to cover Cranbrook Road Crossing for the return of the Pullman. On the way there from

Rolvenden his bicycle chain broke, so he ran all the way up the hill – just reaching the crossing in time to see the Guard working the gates!

Away from the railway, Hugo (who is now 18) is studying Health and Social Care Level 2. Next year he hopes to move to Level 2 Engineering. In the longer term he would love a transport-related apprenticeship, perhaps with Network Rail, Eurotunnel or a cross-channel ferry company. His other main interest is World War II, a passion which was stimulated by studying history in Year 9 at school. He now watches WWII films and visits WWII museums to such an extent that he has been nicknamed 'World War II Nerd'.

When I came away from this interview with Hugo, I found myself reflecting – not for the first time – on the two-way process that is volunteering. Volunteers do so much for the railway, but also the railway can do a lot for individual volunteers. But I will leave the final thought to Hugo himself. "When I joined, I never expected to do so much or to get so far, but I'm really grateful to the railway for allowing me in – and I'm so happy being able to help. It's the best thing I've ever done in my life."

Tony Ramsey

PEOPLE IN PROFILE:

Graham Williams

Chris Fautley interviews Guards Inspector Graham Williams, who has been the railway's Guards Inspector since 2005 and has been a working member since 1968. He passed out as a shunter in 1972, became a guard in 1973 and was the guard on the first train on 3rd February 1974. He is also a member of the Railway Rules Working Group. He worked on the 'big railway' for 43 years, the last 24 of which were as a driver for Southeastern. Aged 64 and now retired, he has been married to Janet for 40 years and has three children.

CF: *Would it be fair to describe you as the 'Chief Guard'?*

I don't like the term 'Chief Guard'. The section has two Guards Inspectors; I am the senior one.

CF: *What exactly is the role of the Guards Inspector?*

All guards need a rules assessment every five years and observation rides. I pass out new guards and also investigate incidents in which they are involved.

CF: *Is it all 'on site' or are you able to do any of it from home?*

Most is 'on site', although I have done rules assessments away from the railway.

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

That's a good question!

CF: *Does the 'buck' stop with you in terms of guards' responsibilities?*

Yes, I sign the Certificate of Competence – that is, the guard's licence.

CF: *You were a guard on the 'big railway'. Are there any significant differences to a guard's duties on a heritage railway?*

I was a guard for BR from 1983 to 1988, and I would say no. You didn't have to do level crossings, but the rest is the same.

CF: *There's rather more to being a guard than waving a green flag. Tell us a little more.*

You are responsible for the train and preparing the train for service. The guard then has to check couplings and doors, as well as having knowledge of signals, rules, regulations and instructions, and the route.

CF: *What particular qualities do you look for when recruiting guards?*

They need to be responsible, and be able to work on their own.

CF: *How do you 'sell' the job to potential volunteers?*

Well you do see the countryside and the whole railway. And you have a very important role.

CF: *Typically, how long does it take for a potential guard to be passed out?*

Some with a railway background could pass out in a few months. Others, 12 to 18 months.

CF: *Give us an outline of the training involved.*

We run four training courses a year. Trainee guards have a log book; elements of this must be signed by assessor guards.

CF: *Are there any aspects of the job that are unique to heritage railways?*

You are working with steam, so that is different. And volunteers. Volunteers are good because they *want* to do the job!

CF: *Are there any aspects of the job that you would like to see changed? Level crossing gates, maybe?*

No, I don't mind doing the odd crossing gate!

CF: *Will the proposed extension to Robertsbridge present you with any special challenges?*

I haven't been involved with the 'Ready for Robertsbridge' group. But the Rother Valley Railway Heritage Trust is going to build a loco shed and carriage shed, so if trains were to start from there, we will need a guard's booking-on point.

CF: *If so, how do you propose addressing them?*

At the moment all trains start from Tenterden (with some empty stock workings starting from Rolvenden). If trains were to start from Robertsbridge would you have Robertsbridge



guards and Tenterden guards? I personally wouldn't like to book on at Robertsbridge.

CF: *As Guards Inspector, what is your greatest concern?*

Shunting! Two guards have been killed on heritage railways – Gwili Railway in 2006 and North Yorkshire Moors Railway in 2012.

CF: *What do you find most rewarding about your role as an Inspector?*

Passing out new guards.

CF: *And less rewarding?*

Taking their licence away. I have done this twice in the past year.

CF: *Are there any amusing moments as inspector or guard you would care to share with us?*

In the early days I was working a small goods train from Tenterden Town to Rolvenden with a respected volunteer – still very much part of our railway – as driver. The loco was a small 4w Ruston & Hornsby, number 252823, with a handbrake like a car. It only weighed 7½ tons. We had a wagon as the load, and SR brake van 103 – which had come from the Longmoor Military Railway. I was convinced that the SR brake would stop the train, so at about 'Harpers' I applied the brake to slow it down. (*Harpers is the point on Tenterden Bank where the North Sea gas pipeline crosses the line. It is named after the contractor that laid it.* –Ed.)

To my horror the wheels picked up and were skidding. Off with the handbrake, back on and the wheels picked up again: the train wasn't slowing by much, and Cranbrook Road crossing was approaching fast. We hit the Tenterden-side gate, it shot across the road just missing a car, and the train stopped on the crossing in front of the Rolvenden-side gate. As the little loco didn't have enough power to push the train back up the hill to clear the crossing, we were stuck! I slackened off the couplings and eventually we managed to push the train back. Lesson learnt.

Another story from the early days is when I was working with Jack Hoad. He was an old K&ESR driver, and a driver at Tonbridge when I knew him, and was very good to work with as a guard or shunter. He was always ready and looking out of the cab for you, whereas with some of the other drivers you had to wait: there was a delay before they moved. But not with Jack! You had to be on the ball. If you gave the 'right away' too far from the brake van, you ended up running back to it. Also after operating crossing gates, as soon as you put your foot back on bottom step he was away! That was okay when you were young...

(This was the atmosphere of the 1970s, and these were the people who did pioneering work then and to whom we owe much. Our youthful exploits can be happy memories, but have, along with the flares, I hope been safely put away! It is fascinating to see from these reminiscences how far we have come since the early days of preserving the line – not just better facilities for passengers and staff, but also in the way we conduct ourselves.

All readers who have studied rules or read Tom Rolt's classic 'Red for Danger' will know that rules have evolved over time in response to things that have gone wrong. Bitterly bought experience, yes, but nevertheless valuable. The same is true for individuals. We learn from our experiences – good and painful – and that makes us better at what we do. Therefore enjoy the old timers' tales, but don't take them as a guide as to how to behave today! –Ed.)

CF: *And finally, the perennial question: could the Guards Inspector put a blank cheque to good use? And on what?*

Well if I have a budget I don't know about it! I would like a guards room with lockers, pigeon holes and diagrams posted; and I would like to see all the guards in the same uniform.

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

OBITUARIES

Gordon Young 1918–2018



Gordon Young at his Elham home in June 2008.

(Brian Badham)

The K&ESR lost one of its longest-standing supporters with the passing of Gordon Young on 1st March, sadly just short of him becoming a centenarian.

Born on 4th April 1918 at No.1 Station Cottages, Elham, he lived there for virtually all his life. He was almost a fourth-generation railwayman (with his K&ESR service) as both great-grandfathers had been London stationmasters (Charing Cross and Waterloo SER). His parents moved to the Kentish village on the Elham Valley Line in 1911, when his father Bill graduated to signaller.

Fascinated by railways from infancy, childhood days frequently involved watching trains passing through, and a treat was an occasional supervised visit to the signal box. Gordon went on to travel regularly by train to Canterbury South station, attending Simon Langton Grammar School.

Upon leaving school he started as junior clerk at Canterbury City Council's Education Office, travelling mostly by train – despite the SR rationalising the branch services during 1931.

Gordon developed a passion for cycling and photography, having been given a box Brownie when he was 11. He saved enough from his

wages for an Agfa camera, as well as a touring bike with drop handlebars and pannier rack. Thus equipped Gordon venturesomely set off on cycling holidays around the UK in the 1930s, using the increasingly popular Youth Hostel Association network. An extensive knowledge of the railway system and its timetables enabled him to connect with trains and thus cover considerable distances.

At home, an improvised darkroom furthered his interest in photography. In his late teens he ventured abroad, cycling through France, Belgium and even into Germany where an unsettling experience occurred when one of his films was confiscated by unyielding Third Reich officials who suspected him of spying.

During the war Gordon was assigned to fire-watching duties in Canterbury, where he had a narrow escape during the infamous Luftwaffe blitz on the city in June 1942.

In the 1950s he resumed cycling trips to Holland, Denmark, Norway and Sweden, but home would always be the family's modest railway cottage in the picturesque Elham Valley with its allotment, geese and chickens.

The family had seriously considered moving when Elham box was abolished with singling of the Elham Valley Line in 1931, but decided otherwise. His father's new position at Pluckley involved cycling to Sandling Junction to continue by train. Fortunately vacancies became available around Folkestone and finally Cheriton, where Bill remained until retiring in 1952.

After his mother passed away Gordon looked after his father, who died in 1971. Continuing to happily reside in Station Cottages, he always kept busy, contented with growing vegetables and little DIY projects. He enjoyed Christmases with his younger brother Eric (who died suddenly in 1998 aged just 72), his nieces and nephews; and 'Uncle Gordon' was loved by everyone.

Retiring as Council Education Office Manager in 1978 he bought a greenhouse with his retirement gift. New horizons opened up, with more time to indulge his railway interests. A very early member of the original K&ESR Preservation Society, his fascination with the line was of long standing, having first visited it with his father in the mid-1930s when William Austen was struggling to keep Stephens' enterprise afloat in the harsh economic climate.

Gordon spent many days at Tenterden and was very proud upon receiving his Guard's qualification, delighting in the operation of trains.

A good carpenter and painter, he also devoted many hours to restoration work in the Carriage & Wagon Dept, including the 'Woolwich' coach, an early acquisition.

His knowledge of railways was extensive and impressive. He also kept a diary, noting various workings through the Elham Valley, classes of locomotives rostered and suchlike. A very private and independent person, Gordon's compassionate nature was shown to many a cat desperate for a home – as his beloved mischievous Daisy, Tigger and many others discovered.

Remarkably spry, even until recently, he would catch the bus into Folkestone to Sainsbury's, enjoying a chat with friends and villagers while out shopping.

He had a wide appreciation of classical music (much-loved pieces by Elgar, Vaughan Williams and Grieg featuring at his funeral) and he remained interested in world affairs, listening to Radio Three and tackling cryptic crosswords.

His family and friends spoke warmly and gave him a thoroughly deserved fond goodbye at Barham Crematorium – appropriately on what would have been his 100th birthday. In the beautiful springtime sunshine this blissful valley looked spectacular as ever on this perfect farewell to a much-loved man who will be greatly missed.

BH

Ian Dow 1942–2018

Members will be sorry to hear of the passing of Ian Dow, a long-serving signalman on the K&ESR, following a six month battle against cancer. Ian continued to attend for duties for as long as he was able, but in summer 2017 informed us that he was no longer fit to do so, as his illness had progressed too far.

Ian, originally from Scotland, moved with his family in his early years to Sunbury-on-Thames, where he remained for the rest of his life. He was fascinated by technical matters and nurtured an ambition to work for the BBC on the engineering side, which he achieved in due course, becoming an engineering manager specialising in lighting and, in particular, outside broadcasting.

He worked on many well-known television programmes including *Doctor Who*, and was known as the man who would be able to resolve any technical problem. His maxim was 'Always

suspect a simple fault!' After his retirement he devoted much time to advising and encouraging young technicians at the Riverside Youth Theatre in Sunbury. He was also keen on sailing, and maintained his own yacht nearby on the River Thames.

Ian came to the K&ESR in the early 1970s and worked on the installation of Tenterden Town signal box, before becoming one of the first signalmen to qualify when the box was commissioned in 1976. He then went on to learn and pass out on Wittersham Road signal box when it was brought into use in November 1982. He continued to work regular turns as a signalman in both boxes until mid-2017, travelling the considerable distance from his home in Sunbury. He will be greatly missed by friends and colleagues here on the K&ESR, and our thoughts are with his wife Carole and his extended family.

CEN

HASTINGS

Brian Janes reflects on one of our 'lost' locomotives from early preservation days.

In the mid 19th century buoyant coal- and iron-related industries, together with a renewed demand for railway construction, created a strong market for suitable tank locomotives. Among the first companies to meet this new need was the well-known company Manning Wardle, established in Leeds in 1859. A prominent contractor and coal owner, John Leather, entered the locomotive building market in 1864 to provide a business for his son Arthur and cheaper locomotives for his own operations.

This company, the Hunslet Engine Company, opened in adjacent premises to the successful Manning Wardle and, with some common management ties, its first locomotives were unsurprisingly clones of theirs. The venture was successful, with notable products like the narrow-gauge Quarry Hunslets, and, some 70 years after its foundation, the Austerities (the 'new' K&ESR's mainstay for many a year). Hunslet

also found success in pioneering the diesel mechanical shunter.

In the late 19th century Hunslet evolved its 0-6-OST to a distinctive design, with a comfortable cab and a particularly attractive style of brass safety valve to distinguish its products from others. Engineering contractor T.A. Walker, in building the vast Manchester Ship Canal between 1886 and 1894, required 180 locomotives. Hunslet managed to sell 21 of its 0-6-OSTs to Walker, amongst which was works number 469 of 1888 which was, as was the custom, given the local name Liverpool. This locomotive, as No.15 *Hastings*, was destined to become an early locomotive of the revived K&ESR.

With the completion of the ship canal, No.469 passed into the pool of general contractor locomotives and in about 1898 came into the hands of Price Wills & Reeves, who had secured



The one and only steaming of Hastings at the K&ESR – Easter Sunday 1965.

(Alan Crotty)

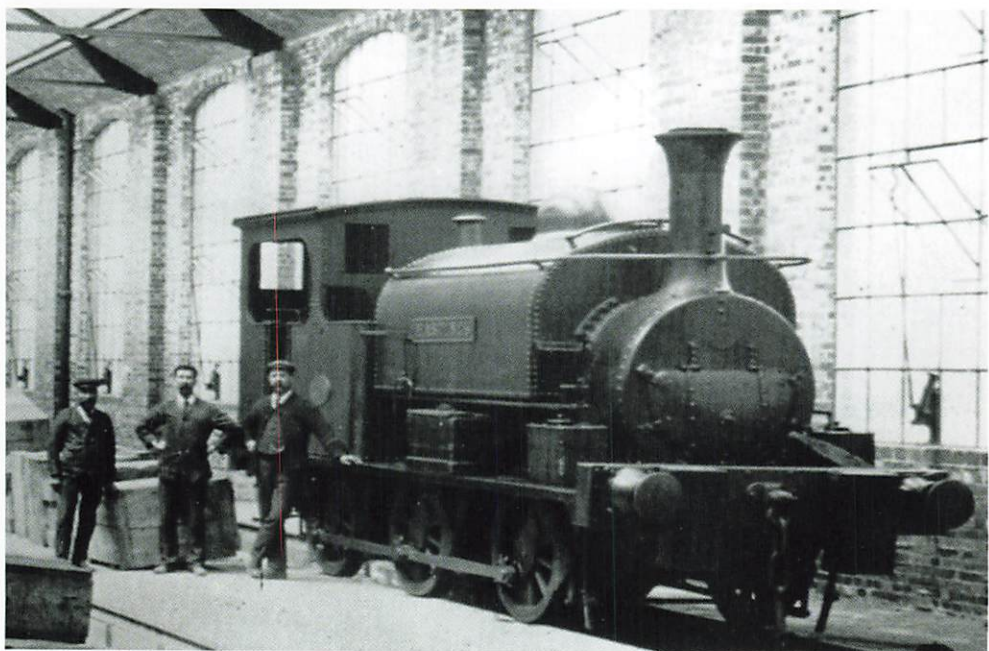


Hastings on 14th September 1974.

(Tom Burnham)

the contract to build the S&ECR's Bexhill West branch. There she was renamed *Hastings*. After that work finished in 1902 she was used, from October 1904 to March 1907, in building the Golders Green depot of the Hampstead

(subsequently Northern) line tube. She migrated north again to help build Immingham Dock and, when that great work finished in 1912, she passed into the ownership of Park Gate Iron & Steel Company, Rotherham.



Hastings at Golders Green, c.1906.

(Industrial Railway Society collection)

In 1925 Park Gate had opened a small ironstone mine at Sproxtton at the end of the LNER High Dyke branch near Grantham. After horse haulage and a small 0-4-0ST had proved inadequate they moved *Hastings* to help out in June 1935, after which she worked most of the traffic until joined in 1942 by her long-time companion *Charwelton* (see feature in *Terrier* 135, Spring 2018). Being the smaller engine (with 13-inch cylinders against 15-inch) she became, after post-war demand had fallen away, the spare engine; she probably did little work after 1957, being finally sidelined in 1960.

The quarry's railway system was abandoned in favour of lorry haulage in October 1963. *Hastings* was acquired for preservation by the Kent & East Sussex Loco Trust, together with *Charwelton*, and arrived at Tenterden on 2nd January 1964, becoming K&ESR No.15. Sufficient repairs were completed by the embryo Loco Department for her solitary K&ESR steaming, at reduced boiler pressure, on Easter Sunday 1965.

In 1976 her boiler was sent for repair to Rick Edmondson of RESCO (Railways) Ltd, Woolwich, and the loco itself was sold to him

later in the year when he undertook to restore it within five years for running on the K&ESR. For a variety of reasons this did not happen, and she was returned to the railway on 24th March 1988 when RESCO's London premises closed.

Locomotive policy on the K&ESR had changed in the 1970s and *Hastings*' younger Hunslet sisters, in the shape of the Austerities, now ruled the roost. Thus her component parts were stored, scattered around the railway awaiting resources. Eventually she was sold, and most of the parts left in 2002 for Mangapps Farm Railway Museum; the boiler followed in March 2003. Significant work was undertaken there over the years, but the part-restored engine was acquired by Mike Hart in November 2017 for return to working order at the Elsecar Heritage Railway, South Yorkshire. She has therefore returned to within a few miles of the site of her former labours at Park Gate.

Hastings is the oldest surviving standard gauge 0-6-0ST Hunslet loco in the UK, and it is a pleasure to see this attractive locomotive being restored to life after such a long period in limbo. Perhaps, when complete, a visit to the site of its early preservation days may be possible.



Hastings arriving at Elsecar.

(Mike Hart)



Hastings laid aside at Sproxtton.

(Colonel Stephens Railway Museum)

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2018

1st	Mr A J York	No.185	£70
2nd	Colin Avey	No.117	£60
3rd	Howard Wallace-Sims	No.235	£50
4th	Mr E Stockdale	No.162	£40
5th	Mrs P J Cutts	No.816	£35
6th	Dr Ian Cullis	No.256	£30
7th	Mrs E Lambkin	No.843	£25
8th	Charles Mavor	No.231	£20
9th	Mr & Mrs J P Fry	No.646	£15
10th	Mrs E Lambkin	No.843	£10

March 2018

1st	Mrs Janet Williams	No.265	£90
2nd	Paul Mineham	No.825	£80
3rd	Ron Dawes	No.034	£70
4th	Boris Perkins	No.113	£60
5th	Roger Diamond	No.435	£50
6th	J M Whitcombe	No.575	£40
7th	Chris Wood	No.721	£35
8th	Janet Harding	No.745	£30
9th	Paul Mineham	No.828	£20
10th	Janet Harding	No.746	£15
11th	Phillip Splett	No.823	£10

February 2018

1st	Mr Nigel Thomas	No.176	£70
2nd	Matt Hyner	No.813	£60
3rd	Dick Dickson	No.102	£50
4th	Colin Jarvis	No.771	£40
5th	Daniel Snowden	No.422	£35
6th	Frank Lambert	No.150	£30
7th	Terry Heaslip	No.484	£25
8th	Michael Webb	No.260	£20
9th	Mr & Mrs J P Fry	No.645	£15
10th	David King	No.623	£10

April 2018

1st	Mike Dawes	No.687	£80
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3rd	Michael I Evans	No.431	£60
4th	Terry Mills	No.830	£50
5th	R J Delves	No.586	£40
6th	Richard Crumpling	No.868	£35
7th	Mark Stuchbury	No.024	£30
8th	Mr J Bignell	No.662	£25
9th	Richard Crumpling	No.873	£20
10th	Keith Howell	No.533	£15
11th	Mrs M Watson	No: 463	£10

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

Complex Manoeuvres at Robertsbridge – 1953

As previously featured in Terrier 135, during July 1953 an enthusiast, George Powell, took a week's holiday at Robertsbridge to explore the area's railways. He left the photos that he took to the Great Eastern Railway Society (not the NRM as previously reported) and his accompanying notes to the Society's Nick Pomfrey. Here is a further selection. On 23rd July George gave himself a day to photograph trains at Robertsbridge Station.



AIX No.32670 arriving at Robertsbridge Station with its mixed train from the K&ESR. The horsebox is the second vehicle.



Robertsbridge Station, with the K&ESR train in the bay platform.

Hauled by 32670, our own *Bodiam*, the K&ESR train arrived trailing a van and a precious express cargo in the form of a loaded horsebox. After decanting its passengers 32670 propelled

its train onto the water tower siding and left the horsebox there. Q1 33014 was loitering in the goods yard with a Hastings-bound pick-up goods.



L No.31777 arrives at Robertsbridge with its rake of Birdcage coaches. Having collected the horsebox from the water tower siding, Q1 No.33014 waits to attach it to the Up train.



After drawing forwards out of the station past the crossover, the Up train waits while the guard prepares for the horsebox to be attached.

The Q1 loco detached the van, picked up the horsebox and proceeded to shunt it to the Down line platform. An Up stopping train, hauled by L class 31777, arrived. After dealing with its

passengers this train drew forward of the station crossover and the Q1 then shunted the horsebox on to its rear. Manoeuvre completed, the train left for London, or some other point north.



The Q1 gently attaches the horsebox to the rear of the Up stopping train.



The Up train, hauled by the L class, departs from Robertsbridge with the horsebox at the rear.

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 the railway past and present, and historical articles on other railways, particularly in 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, CD or USB memory stick.

Our request for a full-sized image does not guarantee inclusion in the next or any future edition of the *Tenterden Terrier*.

The Kent & East Sussex Railway Company Limited

Registered Charity 262481

(Limited by guarantee and not having a share capital)

Registered Office:

Tenterden Town Station, Tenterden, Kent TN30 6HE

Telephone: 01580 765155 Fax: 01580 765654

E-mail: enquiries@kesr.org.uk

Website: www.kesr.org.uk

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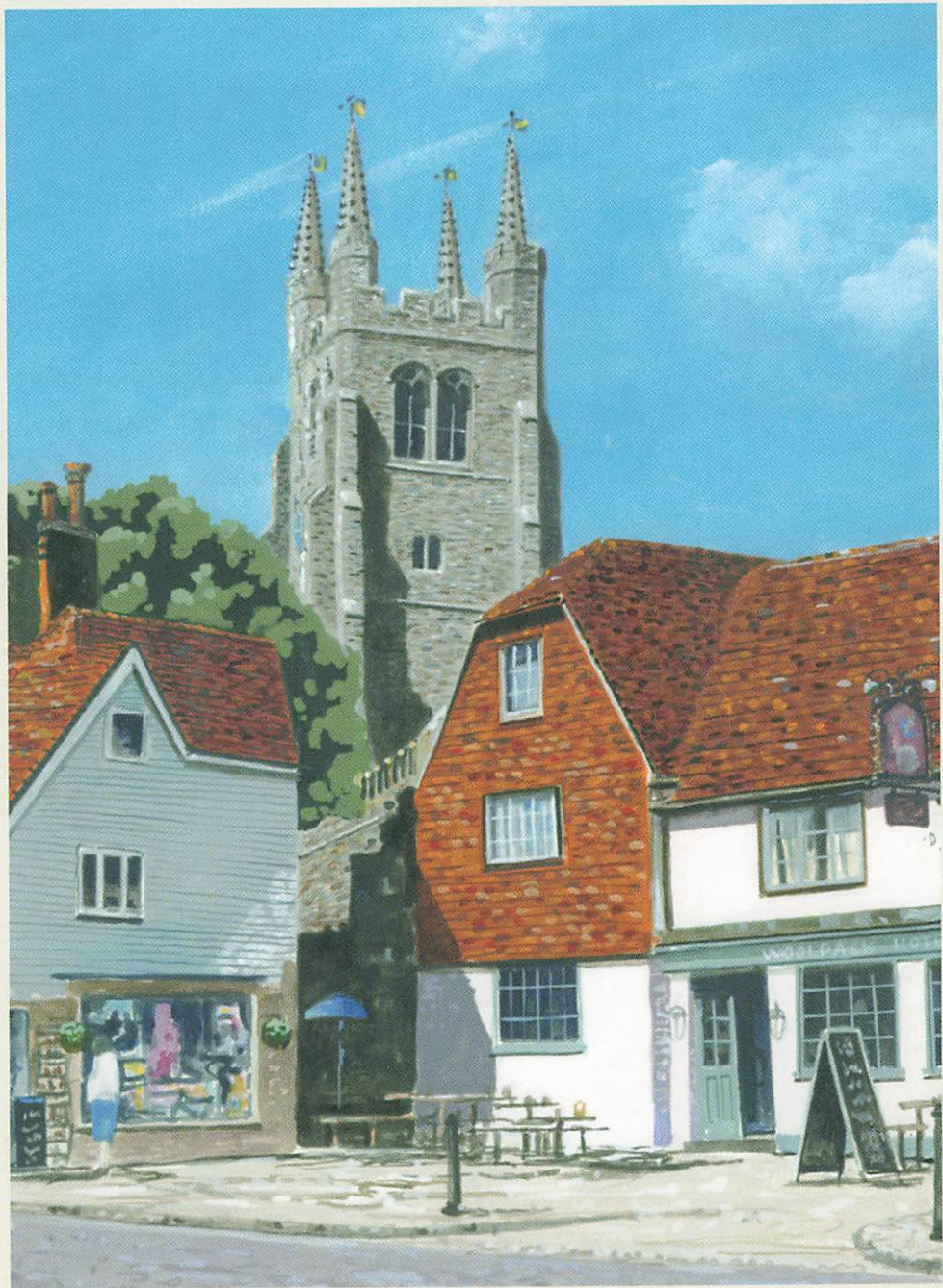
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