



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

WINTER 2018

Number 137



Pullman Damaged in Raid
Tonbridge Blue Plaque for Colonel Stephens
David Brenchley – Locomotive Delivery Manager
Restoring the Refreshment Rooms Clock
Return of the District Coach

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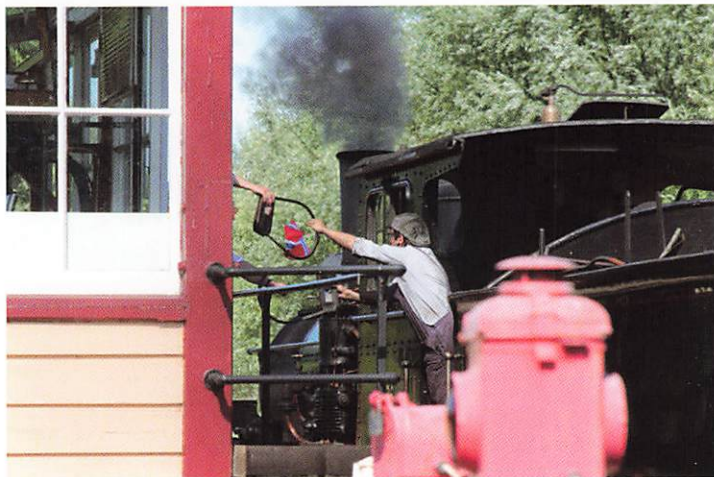
FRONT COVER

As our editorial explains, vital to the maintenance of the railway, 07 ballast tamper No.73434.

(Paul Jessett)

BACK COVER

A seasonally frozen-up Ford. The Beast from the East End?
(Dan Dickson)



Token exchange: Wittersham Road, 15th July 2018.

(John Wickham)

Tenterden Terrier

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Editorial

Too Easily Overlooked?

It hardly needs to be said that the Kent & East Sussex is well known, both amongst enthusiasts and to a wider public, as a steam railway. It can be equally firmly stated that this not the whole story: the K&ESR has a long association with internal combustion rail traction. From the pioneering efforts with railcars in the inter-war period, through the BR period and into the heritage era, first petrol and later diesel propulsion has played a significant role in the railway's history. Indeed, the first train on reopening day in February 1974 was GWR Railcar No.20, which is currently under rapidly advancing restoration.

We have, of course, a number of diesel-powered units at work on the railway today. The locomotives may seem mundane at times, shunting the yards and moving empty stock, but what do we call on when a steam loco fails or in other emergencies? The Class 108 DMMU may seem to some an 'also ran' compared to the steam services, but what else is able to economically run the less heavily trafficked services and ensure that the public is not

disappointed? Finally we must mention the On Track Machines, or OTMs – the tampers, the ballast regulator and the TRAMM – which play such a vital part in maintaining the permanent way to a safe and reliable standard. We are pleased to honour this vital group of machines on the front cover photo on this issue of the *Tenterden Terrier*.

All machines need regular maintenance, and we are pleased to hear that the Company has recently reached an agreement with the diesel owners (only No.20 and the Ruston shunter are Company owned) to provide regular workshop space for servicing and repairs of these vital but sometimes overlooked assets. We are nonetheless mindful of competing demands from other parties with safety critical responsibilities, and hope that this sharing of facilities can be conducted in the good old-fashioned spirit of co-operation.

Nick Pallant

Please note that this journal's e-mail address is now terrier@kesr.org.uk. Please use this when e-mailing the Editor or Assistant Editor.

We are still progressing the option of making the *Tenterden Terrier* available online, and will let members have further details in due course.



Class 108 DMMU.

(Phil Edwards)

FROM THE CHAIR

At the time of writing there is no further news of progress with the Rother Valley Railway (RVR) and their application for a Transport & Works Act Order to extend the railway to Robertsbridge. The legal process has to be gone through and – as there have been some objections – there will, I understand, be a public inquiry. Members are advised to keep an eye on the RVR website for the latest news.

Meanwhile we continue to work up our plans, and with this in mind work has started on a strategy that will guide our development over the next few years. Robertsbridge is a critical element in this as it drives many changes; we have to be ready – physically, operationally, financially – and our collective mindset has to be up for the challenge.

There will be more on the strategy in future *Terriers*, but my initial thoughts are crystallised in five themes:

- Best in Class for Safety – improving our processes and our safety culture
- Growing our People – developing our staff and recruiting volunteers
- Step Back in Time – improving our public-facing heritage image and keeping the focus on our charitable aims to educate and inform;

- Self-sustaining Business – ensuring that we generate enough cash to continue to fund the renewal of our assets, and seeking external funding for projects that will improve the railway

- Modern on the Inside, Heritage on the Outside – making sure our behind-the-scenes activity is up to date.

An example of the last point is the provision of facilities and skilled people to maintain our growing fleet of diesels and on-track plant. Over many years we have effectively traded on the goodwill of various owners who have from their own resources bought and maintained them. As the railway gets busier and relies more on mechanised track maintenance (for both time reasons and labour availability) we need to get a lot better at looking after this side of the business. Without good track we could not run the service, and Rolvenden workshop would be spending all its time replacing broken locomotive springs.

There is an underlying assumption that the railway will continue to provide a similar level of service as today, but working to Robertsbridge. I am aware of storm clouds on the horizon, however.



An 08 of many colours: 08888 getting a repaint.

(Mark Stuchbury)

Coal is already becoming more difficult to obtain at a sensible price and of the right quality. The Government is trying to reduce domestic coal usage, and diesel is following a similar path. Other environmental issues threaten the traditional on-train toilet!

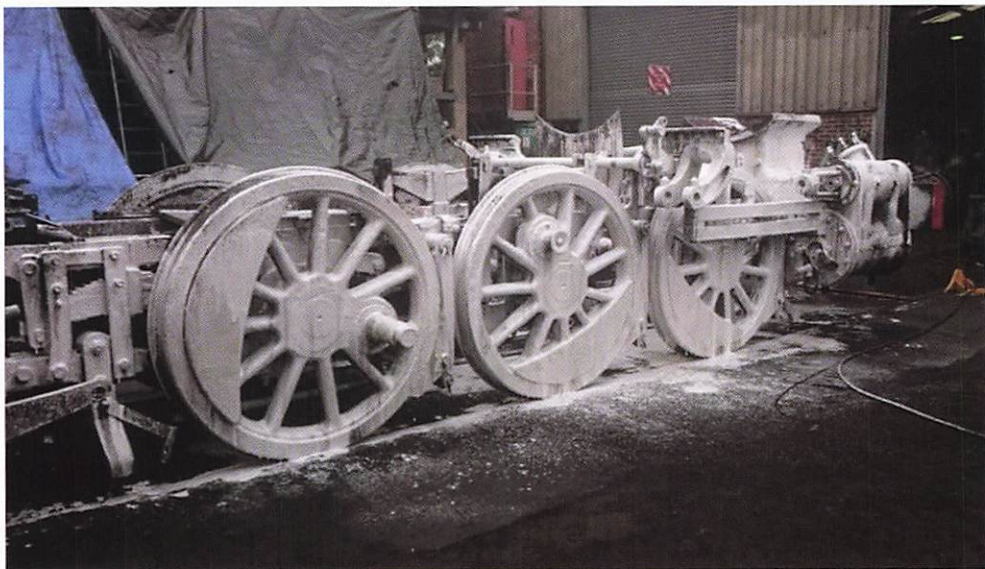
So the big question is – will we still be running steam engines in 20 years' time, or will they

become reserved for very special occasions? If we can't use steam or diesel, do we have a viable alternative?

I don't have an answer to that, so we need to keep a close eye on the future while celebrating the past.

*Ian Legg
Chairman*

MOTIVE POWER



After many years of carrying the service, USA tank No.30065 finally gets a well-earned bath. Our picture shows the frames and wheels being de-greased at Rolvenden.

(Liam Head)

Rolvenden MPD – David Brenchley

As we leave the busiest time of year for operating locos, Rolvenden will enter its busiest maintenance time.

30065: The major overhaul continues, with the chassis jacked up in the shed to allow for wheel removal and the boiler work continuing in the yard. The boiler has given us cause for concern as it is very 'thin' in places and the tube plate is worn. Ultrasonic testing is taking place at the moment.

Charwelton: The frames are jacked up in the front of the yard for cleaning and work on the horn blocks, some of which were found to be loose and worn. The buffer beam has been sent to a contractor for renewal, as it was bent. The

boiler disappeared on a low loader early in September on its way to a boiler shop.

The rest of the steam locos are breathing a sigh of relief, having survived the busy period with minimal disasters! We must thank all who work in the shop for turning round locos in washout as quickly as possible. We seem to teeter on the edge occasionally, and another Class 5 would be nice...

Over the next few months the work plan is:

300: Annual boiler inspection. Big and little end brasses to renew.

376: Annual boiler inspection and remedial work – the air pump is off for overhaul as I write this.

Pannier: Will need to be lifted to remove the trailing axle for machining work. The tanks need to be recoated.

Terrier 32678: Boiler inspection and general wash and brush-up of motion.

P class: Boiler continues to be cleaned up; it has been ultrasonically tested ready for the boiler inspector. One axle has to go away for machining.

10t crane: Boiler to be repaired.

As you can see from the above we are going to be just a little busy, so don't be surprised if we don't answer the phone!

08888/D4118 – Mark Stuchbury

August saw our Class 08 loco undergo its A exam, together with some additional work on its coupling rod bushes and retaining nuts, carried out by fitters from St Leonards Railway Engineering. After this, and after a replacement spring had been fitted, the loco needed to be weighed to ensure that its overall weight of 49 tons was equally distributed across its three axles and six wheels. Some adjustments to the leaf spring hangers ensured the required balances were achieved, and the loco was passed fit to re-enter traffic to restart driver training.

During the maintenance downtime the opportunity was taken by the GWR 4253 gang of volunteers to strip off the faded red and yellow livery of EWS/DB Cargo, and prepare the bodywork for repainting into its original 1962 BR deep bronze green livery. Led by Kevin Jones, the 4253 team stripped off years of paint and applied a protective primer and undercoats. It is anticipated that the top finish coats will be applied during October.

As part of the make-over 08888 will regain its original pre-TOPS BR number, D4118, together with shed plates representing the loco's original allocation to Bristol Bath Road and Worcester sheds during the 1960's.

D6570 Ashford – Chris McNaughton

The group is pleased to be able to report long-awaited progress, with work nearly complete to evaluate the locomotive's functionality and condition. After a couple of weekends' work the eight-cylinder Sulzer engine has been successfully started. Traction circuits, ancillary electrical machines and control circuits

are in the process of being tested and repaired where necessary. The owning group is conducting a restoration plan and feasibility study and, with the company's support, these should see the project gather pace.

GWR Railcar W20W – Chris Mileham

The Railcar team continue to make good progress, and we are delighted to report the achievement of a major project milestone in August: the restoration of the second AEC engine was completed and it has been returned to the railway.

The team would like to thank Loco Delivery Manager David Brenchley and TREATS diesel lead Mike Grimwood for their assistance in witnessing the engine's test run at the contractor's site and approving it as having passed with flying colours. Now it is back at Tenterden the team intend to engage the contractor to attend the railway and demonstrate how to undertake static test runs on both of the restored engines.

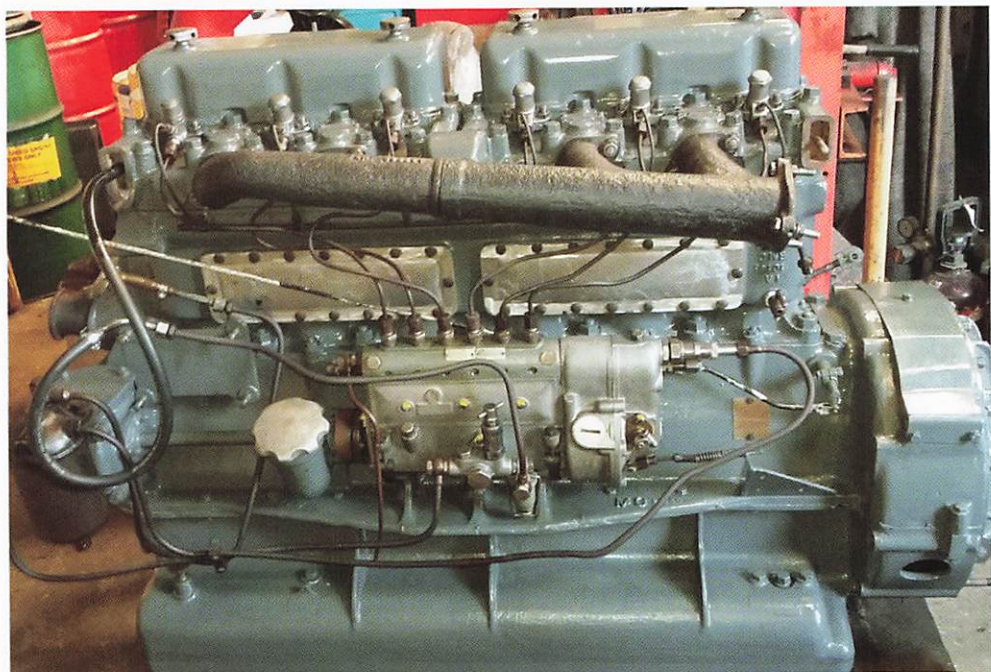
Once these initial tests and a few other tasks have been completed the engines will be fitted into the vehicle. However they will not be connected up to the drive train, thus allowing further runs to take place, to an agreed timescale, to keep the engines in good order until the Railcar is ready to move.

With this milestone passed the team will now be able to press ahead with the final fix of the body panels, roof and floors, taking us ever closer to the ultimate completion of the full restoration.

Other tasks achieved during this period have been the completion of the fireproofing of all the wood frames, all body insulation cut and fitted, and the Headcorn cab framework fully restored and in place. Work has now started on the internal panelling of the cab.

All the guttering has been primed and undercoated in readiness for eventual welding and fitting. A start has been made on restoring the luggage racks, with all the supports cleaned and varnished; a net manufacturer has been located.

Plenty of small components still await restoration in readiness for their eventual fitting, and the team need a wide range of abilities... including non-skilled! If you fancy joining an enthusiastic team and helping out, we are to be found in C&W every Wednesday.

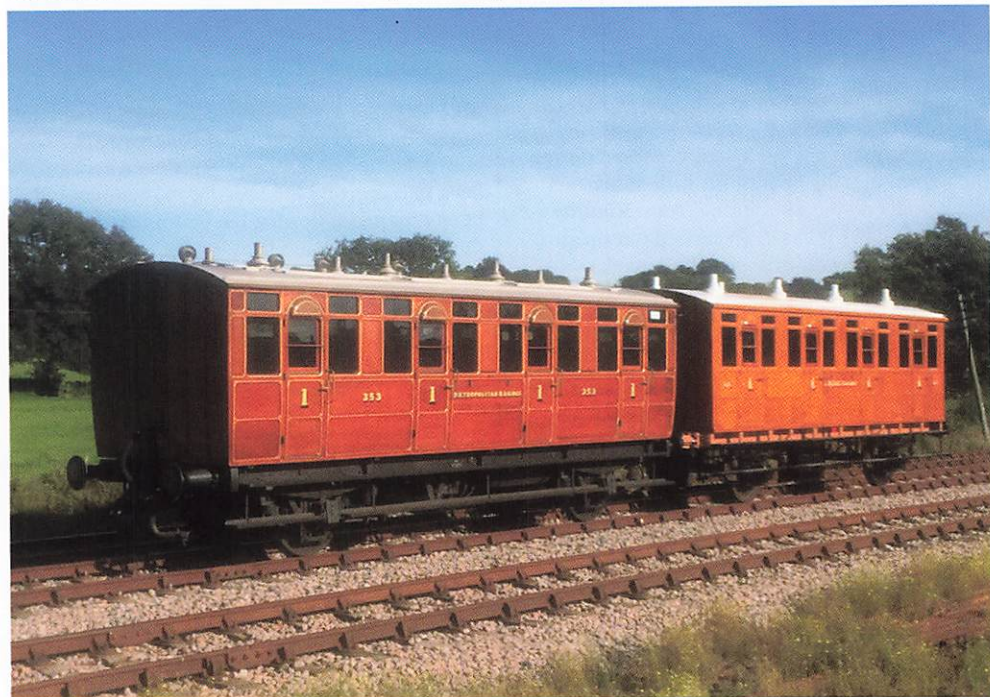


The newly overhauled Railcar engine.

(Neil Edwards)

The Metropolitan and District coaches together during shunting operations.

(Andrew Hardy)





The Balcony saloon after initial works.

(Andrew Hardy)

Carriage & Wagon – David Brailsford

The department has been kept very busy during the period of daily operations with numerous small faults on the operational fleet. Routine brake adjustment has been carried out on all vehicles, along with two monthly exams.

We managed to return three vehicles to service during this period. They are:

Mk1 TTO 68: Resplendent in its ‘blood and custard’ livery, and with a new passenger compartment floor covering and repaired seat bases, 68 is a credit to those who have worked on it. Congratulations to Peter Bolton and Alan Brice for the external finish on this coach. An 18-month exam was also carried out during the repair period. Over to the Service Delivery Department to keep it looking good!

The **SECR Family Saloon**, having received an 18-month exam after its drawhook repairs, is now available for use.

Mk1 TTO 85: This coach has received a number of repairs to return the toilet to service. Two non-operational droplights have been brought back into use, and the radiator in the toilet has been repaired following the discovery of a leak during routine steam heat testing.

The long-hoped-for return to service of **District coach 100** was unfortunately delayed, basically due to problems with the upholstery and non-availability of a diesel shunter at Tenterden. However all compartments are now finished and all that remains to be done is the 18-month exam. Congratulations to Ron Nuttman, John Garner, Ken & Lesley Lee and Julian Coppins for an excellent job. A separate article on this coach appears later in this issue.

RU 69 Diana has received an 18-month exam.

Maunsell CK 56 is the subject of a lot of effort by the department at the moment. The roof water tanks have been re-installed and covered in. New external window frames have been fitted,

sealed and varnished; new laminated glass is on order for each opening. Peter Bolton has been busy with his green paint rollers again. New door droplights have been produced and varnished. Internally a lot of ceiling painting and compartment woodwork varnishing has been taking place. The compartment doors are all hung, and the passenger communication cord pipes are being re-installed. The upholstery requires some repairs and cleaning before re-fitting can take place, and there are some steam heat repairs to carry out. Finally, two of the wheelsets will require new tyres before the coach can run again.

Mk1 SK 86 has been withdrawn from service so that some serious attention can be given to the end crash pillars and the lower sections of the body side sheeting. It is likely that this vehicle will require about two years' worth of effort.

On the infrastructure side of things, we have had the vacuum pump test rig overhauled following a failure on the electrical side. We can now

continue with the overhaul of brake cylinders and carry out brake tests on vehicles in for exams.

Paul Rand and Andy Roberts have been carrying out shed floor repairs in advance of the arrival of some new lifting equipment.

Our new four-post lifting jacks, supplied by SEFAC of France, were delivered at the end of September, and after operator training have been put straight into use. Many thanks to the 300 Club and TREATS for their financial contributions towards the purchase of these essential items of equipment. The electrical supply network in the shed has had to be upgraded to allow us to use the new jacks.

The Ruston yard shunter from Rolvenden has visited the shed for lining out after its repaint. Meg Gooch, James Palk and Richard Stone completed this task. The Rowntree livery looks very good.

Finally the shed has played host to the Class 14 and the DMMU for various services and exams.



Knowle unveils Mk1 carriage No.68 in its new livery.

(Jon Edwards)

OPERATING DEPARTMENT

Signalling Department – *Tony Ramsey*

This year's summer was one of the hottest on record. For some this may have seemed like a golden opportunity to sunbathe in the tranquillity at Cranbrook Road; for others, it may have felt like a test of endurance within the sweltering confines of a stuffy signal box. Either way, if you were one of those who helped to keep the trains running all through the summer, thank you!

We are pleased to welcome three newly qualified Signalmen: Keith Dorey and Rex Petty at Tenderden Town, and Mark Singleton at Northiam. In addition, Peter Spratling has recently requalified at Rolvenden. We also congratulate those who have passed out as Crossing Keepers: Neil Hilkene at Cranbrook Road, and Col McLaughlin and Kieran Wildman at Northiam.

We are sorry to have to bid farewell to Signalman Andy Stokes, following his retirement to Norfolk. Our loss is the North Norfolk Railway's gain. We also send good wishes to Max Dunstone, who has decided it is time to retire as a Crossing Keeper. We thank them both for their contribution.

The weekly training sessions on Skype are working well, and proving popular with our trainees. Indeed, one course member recently participated in a session via Skype from Changi Airport in Singapore in order not to miss out! I wonder how many heritage railways can match that?

Much of the Department's work is unglamorous, and thus not as eye-catching as, say, rebuilding a locomotive or relaying a section of track. But it is just as essential and, without the regular routine of training in procedures, maintaining competency, assessing performance, rostering, updating Rules, evaluating risks, etc., the railway would soon cease to operate. We thank everyone in the Department, therefore, for being willing to put in the time required to deliver this vital work.

Guards Report – *Graham Williams*

Thank you for covering most of the turns before the roster has been published. Well done to you all! After 28 years Jim Ray has stepped down as a Guard – thanks Jim for all the years you have put in. Also Jamie Douglas has decided to stand aside as a Guard.

Sarah Tagart passed out in May, and has already put in a lot of turns. Well done to her. Three of the shed staff at Rolvenden now have the grade of Shunter: Richard Moffatt, Dan Dickson and Lawrence Donaldson.

Six new trainees have joined the department: Andrew Hopps, David Nibloe and Stacey Taylor, and from Rolvenden shed staff Graham Adams, David Dee and Kevin Jones.

We have decided to put the training course dates onto HOPS, which we should have done before now.



Charwelton's boiler ready to leave Rolvenden.

(Alan Crotty)

Forestry and Conservation

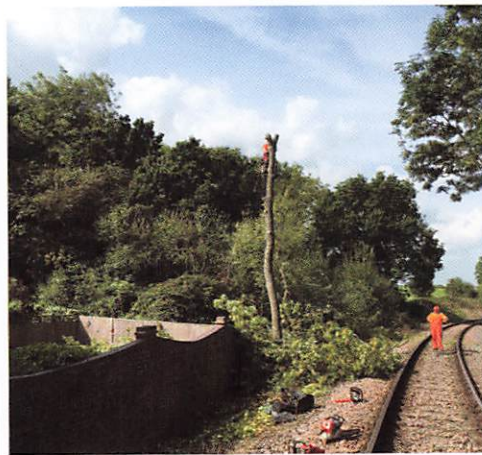
– Steve McMurdo

Since our last report we have welcomed the arrival of new team member Matt Baseden. It is very encouraging to see younger people such as Matt – not only interested in our railway but keen to volunteer regularly too.

We have had a very busy summer with much to do, and have needed a number of weekday sessions to supplement our usual fortnightly Sunday operations.

Concern had been expressed regarding restricted visibility and sighting issues at a number of public and user crossings along the line, so on a Monday in July Infrastructure Coordinator Brian Richards arranged a special train for us to mount a concentrated attack. The DMMU was duly loaded up with a large collection of power tools and other paraphernalia. It made frequent stops along the line to enable us to dismount, quickly carry out the necessary cutting back, then reboard and move on to the next problem area.

The provision of this special train enabled a significant number of locations between Tenterden and Rother Bridge to be visited in a single day and speedily and efficiently dealt with. This work would otherwise have taken up a good number of Sunday sessions if we had used our usual method of walking out to each location; it



Tree removal at Tenterden. (Stephen McMurdo)

thus freed up our limited time and resources to deal with other pressing problems. It would greatly help our battle to keep the line clear if similar trains can be arranged for us in the future.

As summer progressed our footplate crews advised us of poor visibility of the Rolvenden up outer home and Northiam down home signals due to overhanging branches and foliage. We were able to deal with Rolvenden using our own skills and abilities, but the Northiam situation was rather more complicated because of the height of the trees. We needed to enlist the services of our professional climber to work with us for a day.

Two property owners in the development alongside the upper part of Tenterden bank contacted the railway asking for some action to be taken regarding the tall trees overhanging their homes. A second day was spent working with our climber in taking down an entire large tree and then significantly pruning others to achieve an acceptable situation for our neighbours.

Our Group is sometimes asked why we need to burn most of what we cut down. The answer is that the logistics of collecting logs from remote locations makes recovery nigh on impossible. Additionally the majority of trees alongside the line are willow, which is not ideal for domestic use. The very dry weather had meant that bonfires were not possible during much of the summer; but woodsmoke will now once again be seen above the Wealden scenery as we complete the final clearing of recent worksites.



Clearing the way at Northiam. (Stephen McMurdo)

Product and Reservation

– Helen Douglas

We've had a busy summer, despite the almost oppressive heat, and long hot months have been spent behind the scenes – preparing budgets and plans for 2019; working on PR for events and activities in the final quarter of 2018; liaising with suppliers and agencies to negotiate rates for advertising, shows, publicity, images and distribution; and much, much more. We produced some large posters, utilising the paintings and artwork of our artist Andrew Redden, and accompanied these with greetings cards and prints for the shop, which have been well received by visiting coach parties and the day to day visitor. We now also have some mugs, tea towels and keyrings in the range, which will continue to extend next year.

The production of a printed guide book took longer than we had anticipated, and the same for the design and printing of envelopes for the public to make general donations to the railway. Thank-you to the volunteers who put forward this suggestion at the staff meeting.

There is still much to do. Our membership leaflet is in need of bringing into line with the branding we are working with, likewise for gifts and legacies materials which are in draft. The new timetable is at the design stage, and we are pushing to bring forward its release date ahead of what was achieved in 2017 and 2016.

Working more closely as a team we were able to put Santa Specials on sale much earlier in the year, for the first time in three seasons, and the results (writing in mid-September) already show how worthwhile this is when it can be resourced. We presented a range of events and products at the Kent County Show at Detling in July, and found this to be beneficial for our summer holiday footfall and increasing pre-booked business for both Day Out with Thomas and Santa Specials.

This year Mattel limited us on dates for Thomas, so have only had July and September events. We experimented with our pricing for the family ticket, after research around what our competitors and other Thomas attractions were charging. This seems to have had a positive effect on the sale of the family ticket, with a well-

attended July event, and bookings ahead of the previous three years leading up to September's.

We are in talks with Mattel about holding further Day Out with Thomas events in 2019, and we have another Lego show (produced by Bricks Britannia) booked to be on display for our passengers during the Easter holidays. Advertising materials for Lego (and if possible Thomas) will be circulated to all visitors joining us for Santa Specials.

This year has been much more about planning and structure. The 2017 season was a huge learning curve, and we have been able to both apply lessons learned and act on feedback from our colleagues who are on the front line delivering our products.

Looking forward, we will spend the autumn lining up materials for the spring and continuing our planning. I will be going on maternity leave at some point around Christmas, as I am expecting our second child in early February, but those on the ground can expect to see me popping up at the railway from time to time. In the meantime I will be working hard to put the railway's ducks in a row, and to ensure that there is a successful handover to whoever may be covering my role until I return.

Shop Report – Chris Fautley & Alan Joyce

It is now a year since we took over ordering and stock control for the railway's shops. To say it has been a challenge would be an understatement, but progress is being made – albeit not as fast as we would wish. Matters were exacerbated during the summer when for almost a month we were unable to gain remote access to the railway's computer system. (Much of the ordering and maintenance work is done from home.)

We at last have a good range of postcards. Our thanks to those who offered us images. We now have a 'print on demand' system in place which allows us to order smaller print runs and at shorter notice. Gone are the days when we had to order a minimum of 1,000! This system will better enable us to respond to livery changes and such like.

If new postcards were welcome, then the arrival of the updated guide book seemed nothing short of miraculous. There hasn't been one for more



Frim and the 03 diesel test the new siding at Rolvenden.

(David Hazeldine)

The Class 14 arrives at Northiam on a Bank Holiday service.

(Jon Edwards)



than a year, and its absence has cost us dearly – easily more than £100 daily at busy times. Sales have been excellent due, in no small part, to our ticket inspector colleagues who sell them on the train. The current record is 50 copies in one day by one inspector.

If the lack of a guide book was an opportunity lost, so too were the occasions when we have been unable to open our shops through shortage of volunteers. To have the Tenterden shop closed on a running day is almost unheard of, but sadly it happened on more than one occasion during the summer. This is despite the heroic efforts of our dwindling band of volunteers, several of whom stood in at very short notice or switched duties from the quieter Bodiam shop to open Tenterden.

Meanwhile, while there will always be a demand from our younger visitors for items of a certain quality, we are striving to ensure that more of our pocket-money range is of better educational benefit; new lines of fossils, gems and minerals have proven to be very popular.

However it is our railway confectionery that has been the runaway success; we have sold more than 1,000 bags of sweets so far this year. The Mrs Bridges jams are popular with our older visitors, coach parties in particular. We have already sold several hundred jars this season, and recently placed a large order for Christmas gift sets. We were staggered to find that one particular line, of which we ordered 12 packs, sold out in less than a fortnight.

Other new lines include working wooden models that come in kit form. These are quality items,

their steady turnover proving that our visitors are willing to pay for top-notch merchandise. Additional kits may be purchased to motorise the finished product.

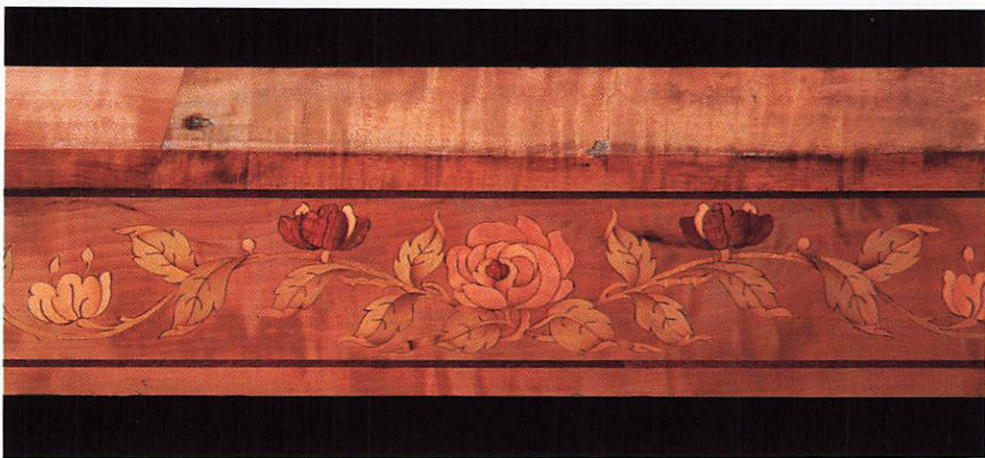
Prints in the style of our publicity material are also selling well, the image featuring the train and Spitfire being by far the most popular. They are available as greetings cards, too. We have also taken delivery of mugs and tea towels featuring similar artwork: the plan is that much of our product range will feature this.

Replacing everything and having artwork prepared has proven to be a time-consuming business. That said, when we took on the task of overhauling our product range, we knew it would be a two-year job at the very least. In that respect, therefore, we hope that this time next year we will be able to report “Mission accomplished.”

Wealden Pullman – Meg Gooch

The summer season is over and we are now thinking of Christmas Pullmans. A lot has happened to the Pullman train this year, unfortunately not all of it good...

Sadly we had a break-in to *Theodora*, and the damage was so extensive that she had to be immediately removed from service. A quantity of alcohol and small change cash was taken, but the physical damage far exceeded the value of items stolen. However our staff really did rise to the challenge and, following significant shunting, another carriage in its place was fantastic: when needs must, it's great to know the support is there. We had to empty the bar of all the



Part of the restored marquetry panel for *Theodora*.

(Courtesy of Wheathills)

remaining alcohol and glassware so we could still operate the lunch train – no mean feat in the short time available on a Sunday morning!

The police investigation is ongoing, following some very positive forensic developments. The story was picked up by the press, and made front-page headlines two weeks running. The reaction here and on social media was quite remarkable, with over 100,000 ‘hits’ to the story on Facebook alone. A donation portal was set up, attracting contributions well in to four figures, and we’re extremely grateful for the generous support we received.

In rather more positive news for *Theodora*, we’ve just picked up a 14ft long marquetry panel that has been restored by the long-established Wheathills company of Derby. The panel had

been damaged by water ingress, and we were initially advised that it would be easier to have a new one made. However Wheathills, the company that is also restoring the *Brighton Belle* marquetry, decided that no, they could restore it. And what a superb job they did!

Such is the standard of the restoration work that we have decided to progress some of the larger marquetry panels that were not attended to when *Theodora* returned to traffic back in 2005. These superb but rather ‘distressed’ panels have been in store, waiting for the day when we found someone we felt comfortable with entrusting them to.

Wheathills’ fascinating website www.wheathills.com/blog/kent-and-east-sussex-pullman-train has images and video of the work undertaken.

GROUPS & ASSOCIATES



The Cavell van arrives at Folkestone.

(Richard Moffatt)

Museum Notes – Brian Janes

The Museum continues to be a very popular part of the railway visitor experience. Railway visitor numbers to date seem to be down on last year, but museum numbers have already exceeded 2017's. Visitor comments continue to be gratifyingly full of praise – filling a whole book this year – proving that people care sufficiently to comment. However donations per visitor continue to edge down, perhaps because people these days seem not to carry about much cash in their pockets. We have suggested that the railway

initiates a system of contactless card readers, to encourage card donations.

Sales of donated books have risen again, and are now well past last year's total; these sales provide the means of keeping our presentations up to the mark. We are most grateful for all the book and other donations (including models) that are being made. Please remember us when the regrettable time comes to move on all, or part, of collections.

Minor paperwork continues to be added to the Archive, and the never-ending sorting continues



They left from here. Not all came back.

(Richard Moffatt)

– often as homework; would you believe some is being done in Western Scotland. This kind of work is curiously satisfying, as is the continuing task of digitally scanning photographs and hopefully presenting them to our visitors in the future. We lack expertise in this area and with digital presentation generally – any kind soul out there who can help us?

The Museum website has lost its independence, after 19 years, and is now subsumed into the railway's site.

The team continue to be creative, particularly on the 150th Anniversary of Colonel Stephens' birth. A new 100-page book giving further biographical details and short histories of all his railways will shortly be available through the Museum. In addition the Colonel Stephens Society and the Museum have come together with Lightmoor Press to produce a comprehensive revision of Stephen Garrett's book on Stephens' Railmotors – new information, new photos and accurate drawings guaranteed. These should be available well before Christmas.

Work continues in the Museum, and this winter's main task will be to improve the entry area – not only to make it more presentable but to give greater comfort to custodians. Our small dedicated team need supplementing, if you have the time.

In this period of the 100th anniversary of the end of the Great War, the Cavell van is in great demand. In the face of requests from several venues we settled on a two-week visit to Folkestone Harbour and an outing at Tenterden on Remembrance Day. The van will now require some TLC as the body refurbishment carried out a few years ago is still yielding problems, and four doors have succumbed to advanced rot – they will be replaced this winter.

Tuesday Group – Graham Hopker

In late June we were asked to help with fitting out the new volunteer accommodation units at Tenterden. This included putting up curtain tracks and curtains, carrying out some electrical work and fitting new smoke alarms.

The following two Tuesdays were spent painting the 'public' side of the Portakabins in the company colours of maroon and cream, as this would help soften their visual impact.

We were then asked to take a look at the crossing keeper's hut at Cranbrook Road, as no maintenance had been carried out for some considerable time. It could be smartened up considerably with a fresh coat of paint; however, while one of the windows could be salvaged with some woodworking skills, the other two were deemed beyond repair. New units were ordered which, at the time of writing, have yet to be fitted.

Back at Northiam, work continued. The hedge was cut and a great deal of strimming was carried out along the back of Platform Two and around the Memorial Garden. The never-ending platform seat refurbishment is very time consuming, and continues between more urgent tasks.

Due to some parking issues at Northiam, new parking signs for our disabled passengers and staff were attached to the fence adjacent to the side gate, between the station building and the picnic area.

Our current project is at Rolvenden, with plenty of painting to keep us employed for some time to come. This has included work on the public viewing platform.

Gardening Group – *Veronica Hopker*

Tenterden Town

What a summer! Who could have predicted we were going to have such a scorching hot journey? Everyone who gardens has stories to tell of their struggle to keep vegetables, flowers, bushes and trees alive. Even people who do not garden were shocked by lawns turning a pale shade of brown!

At Tenterden we were extremely pleased that the watering systems installed around the station building and new food outlet worked well, and kept the hanging baskets blooming beautifully.

The new strip of garden by the Station Master's Office has given a good display, as it is not in full sun all day. The Delphiniums have been magnificent and tall, and admired by the passengers. One of the Delphiniums is blooming again and the Echinacea, although coming to the end of their display, still have enough colour and shape to look attractive.

The gardens have survived, thanks to the efforts of Chris Furmston and his team. Once the passengers had all departed Chris was able to get the hose out and water them for us. This has kept almost everything alive.

Throughout the hot weather we had to find shady spots to work in, and also water the flower troughs on the Pullman Dock; so we had less time for tidying the borders. Unfortunately we struggled to keep the weeds at bay on the mound. However, now the rain has started, we can, hopefully, get on top of them.

As with all gardens we are continually looking at

ways to improve the appearance of all the flower beds, and we are planning to make a few changes to the lineside garden opposite the Signal Box. This will be done during the winter months.

Rolvenden Station

Thanks to the watering system installed by David Brown of the Tuesday Group, the tubs on the platform have given a wonderful display of bright red throughout the summer – and they are still full of flowers. We have to thank Pam and Sheila Stevens for kindly donating the Begonia plants for the tubs.

The little triangle of garden at the entrance to the station has managed to struggle on, and I have to thank Tony Ramsey and anyone else who has helped by watering the garden throughout the very hot summer weeks. I am pleased to report that it is looking very good at the moment, with the Japanese Anemone and pink Sedum in full flower.

Northiam Station

Our thanks have to go to the station staff and Tuesday Group for watering the pots on the station platform, planted up by Liz Brown and Nell Joint, which have given a very good display throughout the summer.

The garden has managed to survive in the heat. A few plants have struggled, but most seem to have endured. During the summer Liz moved house and so was busy for a few weeks but, with the help of Tuesday Group, we ensured that the gardens were looked after.

The Memorial Garden, which is a wild flower garden, has now gone to seed and died back. Therefore the area is slowly being cleared of some plants, and space will be made for new seeds and seedlings in the spring.

My thanks go to Jan Lelean, Liz Brown and Nell Joint who have given their time to keep the gardens flourishing throughout the summer. Also thanks to Doug and Eve Ramsden for the plants they have thoughtfully donated.

Bodiam Group – *Malcolm Burgess*

It's the weather again! After being held up by the cold spring, the extreme temperatures of July and August made life difficult for outside painting. Nevertheless Chris Wady, Adrian Freeman, Bruce Sharp, Freddy Soper, Graham



Robin gets his revenge at the Hop Fest.

(Helen Douglas)

Holden and Paul Randall all got stuck in to repainting and minor repairs on the CCT van, which has looked derelict in the siding for several years. It was never intended to be a restoration job (the shade of green is questionable) but it looks much improved cosmetically, and no longer detracts from the appearance of the station as a whole. Adrian has also done a sterling job on the siding gates, which now look much fresher. He and Chris also finished repainting the cattle dock fencing (see photo) to improve visitors' first impressions.

Graham, in record time, rebuilt the steps leading up to the cattle dock. The previous set succumbed to outdoor exposure in a disappointingly short time, so hopefully the new ones will provide safe public access for some time to come.

The 'big' event, as always, was the Hop Fest on 8th and 9th September. We were blessed with warm dry weather and there was a steady stream of visitors on both days, although overall numbers may be slightly down on last year. The comments received from the public all seemed very positive, and the Dutch band 'Tartouffe' called in again to do two sets on the Sunday,

which had the whole place jumping. Freddy Soper brought his bus, Routemaster 1000, which was extremely popular giving shuttle rides between the station and the castle, ably assisted by Ben Goodsell on conductor duties. Sadly Freddy has had to move house further north, so we will not see him so frequently in the future. The hop garlands and pillows sold like hot cakes, with Gaye Watson and her team working overtime to cope with demand. Many thanks to Helen Douglas and Karen Gay back 'at base' for co-ordinating the whole event.

Gaye has done an excellent job with the station flower garden, and at its peak it attracted regular complimentary comments (see photo). Frank Wenham has also transformed the Station Master's vegetable garden which, despite the hot dry weather, has produced excellent crops and has proved to be a real asset – alongside the hop garden, which has also benefited from Frank's attention.

Bees have returned to Bodiam Station, in a hive provided and managed by Robertsbridge Beekeepers' Association. The station team cleared an area in a quiet part of the site and laid



The refreshed cattle dock at Bodiam, complete with new steps.

(Malcolm Burgess)

slabs for the hives to sit on. If all goes well a second hive will be installed. Who knows, we may have our own honey to sell in the shop!

The Cavell van returned safely from its visit to the Severn Valley Railway, but the main entrance doors (not replaced during restoration) are succumbing to rot. We understand that new doors will be fabricated over the winter. Meanwhile the van is making a visit to Folkestone before returning to Tenterden for Remembrance Sunday.

Following the identification of some leaks during the winter team re-roofed the grounded PMV body with felt so that it is now weatherproof. The station PA system has been struggling with just one loudspeaker for many months, but Bruce has installed two new speakers (supplied by André) and announcements can now be heard all along the platform.

Now that the season's operational traffic is easing off, the next big task is for us to tackle the refurbishment of the platform lights.



The summer's floral display at Bodiam.

(Malcolm Burgess)

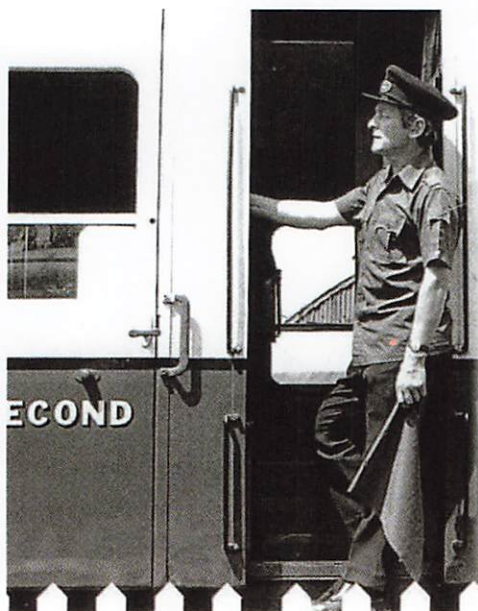


A railway train – wheel deep in wheat?

(Robin White)



Left: The K&ESR very much regrets to announce the recent death of Jean-Marc Page, past President of the Chemin de Fer de la Baie de Somme, our twinning companion railway in France. A fuller appreciation will be published in a future edition.



Right: Norman Johnson's daughter has advised that he passed away in hospital on Tuesday 25th September, after a short illness. A full memorial will appear in the next edition of the *Terrier*.

Ticket Inspector Reflections

It is the beginning of August. The holidays are in full swing and the railway is filled with expectant visitors.

It seems like only yesterday that we were running Santa trains and it was bitterly cold, but already the pamphlets for Christmas 2018 are out and bookings are being taken. After the long winter break the seasons have nearly gone full circle. Much of the new life which appeared in spring has already been harvested, and the lambs are no longer cuddly playful creatures.

The spell of very hot weather we experienced in July seems to have passed, leaving the fields at Northiam – which are haven for many species – totally dry. Recently staff and visitors were treated to the sight of a herd of deer sunning themselves in a field between Northiam and Bodiam.

To date our special events have been well attended; and Thomas, as usual, gave much pleasure to young and old alike.

One of the characteristics of our staff is the way everyone pulls together when something goes wrong (as it often does). A good example of this was when a party of at least 40 turned up unexpectedly at 10.30 for the 10.40 train. No food had been ordered, although everyone had paid their organiser for a cream tea. Within ten minutes the tables had been set, the food arranged, and the train left on time. This was done with the collective help of the TTI, Guard, Train Guide, Station Master, platform staff

and catering staff. (No demarcation here!)

Being of a mature age I often get into conversation with other 'oldies', and the topic of relative price crops up. I recall that when I started work, bread was 1/- (5p) a loaf, petrol was 4/9 a gallon (less than 6p a litre) and a nice house could be bought for under £3,000.

This year has seen the return of the 1st Class coach. It has proved to be very popular, and takings have been excellent.

The job of a TTI is a very busy one, but the pleasure of meeting people and witnessing the changing seasons along the line makes up for the tiredness felt by the time 17.45 comes around.

We have an excellent team of TTIs, many of whom travel long distances to do the job they enjoy. We are the faces of the railway, as we have more contact with the public than any other department. It is not always easy to smile when the unexpected difficulty occurs, but that is what is expected of us. It is a most rewarding role as along with checking tickets it involves welcoming, advising, selling guide-books and generally keeping passengers informed if something out of the ordinary crops up.

All new volunteers are given at least three days training before they are tested, and I would be pleased to hear from anyone who is interested in taking up this very satisfying challenge.

Brian Thompson, Chief Ticket Inspector



The SECR Birdcage, in the wonderful livery of over a century ago, at Wittersham Road on 9th June.

(John Wickham)

Letters to the Editor

Robertsbridge 1953

Sir – A magnificent sequence of photographs indeed in the Summer *Tenterden Terrier*! What is particularly fascinating is that they give a clue as to the possible method of working the Southern Railway through carriage (if indeed there was one) from Tenterden to London in 1929.

This was referred to by Philip Shaw in his article in *Terrier* No. 40 (Summer 1986). There is no doubt that a through carriage ran from London to Tenterden via Robertsbridge (6.41–6.45pm) but the time of its return remains a mystery. Mr Shaw believed that Bradshaw erred in showing the 9.51am Tenterden to Robertsbridge as a 'Motor car, one class only' but I disagree because clearly its next working, the 11.15am Robertsbridge to Tenterden, is also shown in Bradshaw as a 'Motor', i.e. railbus. But whichever train the through carriage was attached to from Tenterden, clearly its transfer to any Hastings to London train was a complicated performance, delaying departure of the SR train to London by anything up to ten minutes. The main train would certainly have had to draw up beyond the platform to enable the through carriage — which I believe was an ex-SE&CR 44ft Composite — to be attached to the rear.

As to the trains shown on Thursday 23rd July 1953, both can be identified. A1X No.32670 is on the 8.50am from Headcorn, due Robertsbridge 10.31am; the carriage is Third Brake No.3291, which was specially allocated to the K&ESR at that time. The train was supposed to connect with the fast 10.10 Hastings to Charing Cross, one of only two Up trains to include a Pullman buffet car; but rather than delay an important train the staff must have decided to attach the horse box to the next Up train, the all-stations 9.48 am Ashford to Tonbridge (Hastings 10.38, Robertsbridge 11.10 am). L Class No.31777 was allocated to Ashford and was working part of Ashford duty No.347. This stopping train was the only one on the Hastings line to be formed of a single non-corridor three-set, in this case No.609, which would not be withdrawn until November 1957. Finally the Q1, No.33014, was based at Hither Green in 1953, but I do not know what Down freight it was working on the Hastings line.

David Gould
East Grinstead

Harper's Bizarre

Sir – Firstly I would like to say keep up the excellent work, the standard of the *Terrier* continues to be very high. However I would like to correct you on your comment on 'Harpers' in the 'People in Profile' article about Graham Williams. Graham and I spent many happy days going up and down the bank in the early days, especially on the non-powered Wickhams, long before we started running trains.

'Harpers' was actually a part of the new foul drainage pipe that directly connected St Michaels to the sewage treatment works at Rolvenden. The pipe also ran about 50ft from my home, and despite my mother's best efforts I spent a number of evenings playing in the trenches (no health and safety concerns or site barriers in those days). The track was removed and replaced by a gang from British Railways, as we did not own the railway then.

We always knew that there would be a problem with track alignment and settlement at that point, as they basically filled the hole under the track with clay, and for many years after we started running we were always having to go back to it and correct its alignment.

Brian Muston
by e-mail

Sir – Usually your facts are to the point, however a small correction is required in this case.

I have now had the opportunity to look at the Tenterden Borough Council Public Health Committee minutes for 6th January 1972. Harpers Civil Engineering (Lowestoft) Ltd were not the contractors for a North Sea Gas pipeline but for the Tenterden sewerage scheme, which diverted the sewers leading to the inefficient North Farm Sewage Works to the new installation adjacent to Rolvenden Station. The sewer also connected St Michaels to the new works. There are inspection covers in Morph's field which trace the route. In view of the state of the works under the line these were known as 'Harper's Bizarre'.

No sign of any orange markers for a North Sea Gas pipeline!

John Weller
by e-mail



It's that engine again. The Little Blue Gent at Tenterden Town on 21st July.

(Phil Edwards)

The Tuesday Group redecorating the viewing platform guard rails at Rolvenden on 11th September.

(Humphrey Atkinson)



*The epitome of a branch line train. Actually a Rolvenden-Tenterden
empty carriage stock working in June 2018.* (Phil Edwards)







No.32678 at Wittersham Road with the 15.28 Bodiam–Tenterden train on 15th July.

(John Wickham)

A nostalgic group of East Kent, Maidstone & District and Southdown vehicles at the K&ESR Bus Rally held on 24th June.

(John Wickham)



A History of the Metropolitan Railway and Metro-Land

by Irene Hawkes

Published by Oxford Publishing Company, an imprint of Crécy Publishing Ltd. Hardcover, 280 × 210mm. 160pp, photos and illustrations throughout. ISBN 978-086093674. £30.

Many books have been published about the Metropolitan Railway, and at first glance this new volume appears to present the subject in the 'coffee table' style. Jumping to such a conclusion might however be misleading. Irene Hawkes has produced a book of two parts: the first covers the history of the railway, and the second the development of Metro-Land – and effectively the invention of English suburbia – by the Metropolitan's subsidiary property company.

The first part, up to page 83 plus a five-page appendix about the Met's locomotives, is a detailed and at times dense account including the original cut-and-cover sub-surface section, the various northwards extensions and acquisitions together with the 20th century suburban branches, electrification and the relationship with the Great Central Railway. There is also coverage of the East London Line and that fascinating byway, effectively a light railway, the Brill Branch.

The second part is really social history, but cannot be separated from the story of the railway. The Metropolitan's unique statutory authority to develop the area it served influenced the history of the capital in a way which surpassed even the parallel developments which were happening on Southern Railway territory. The suburbanisation of Middlesex and beyond not only changed the physical shape of Greater London but resulted in the devolved city state that now exists. The subject of the governance of London, however, is not covered at all. We feel this is an omission, as the policies of the Metropolitan Railway were a root cause of London government reform between 1965 and 2000.

Much of the second part uses Wembley to exemplify the resulting suburbia, and one surmises that this is because the author is familiar with the area. She points out in the Conclusion that it has been over-developed in more recent times, and that Metro-Land (as popularised by Sir John Betjeman) is now to be found beyond Rickmansworth.

The book inevitably uses secondary sources, but reference is also made in the bibliography to files held by the Greater London Records Office.

A History of the Metropolitan Railway and Metro-Land is a thorough enough account in a relatively slim volume of the twin subjects of the Metropolitan Railway and its hinterland; but who is it intended for? Railway enthusiasts certainly and social historians equally, although one gets the feeling that the section intended for one may irritate the other. Anyone with an interest in the local history of North West London may also find something to their taste.

NP

The Railway to Merhead

by Pete Briddon

Self-published through Amazon, 2018. Paperback, 545pp. ISBN 978 1 71705 925 3. £11.95.

The year is 1963 and the light railway from the main line at Tenbridge to the little resort of Merhead, which stayed independent until 1948, has just been closed by British Railways. Many people think that it's simply progress, but one man believes that the line could be saved by a preservation society. He enlists the help of the local garage proprietor, ex Royal Navy engineer George Haskett, who tells the story of how the railway to Merhead was reopened. The fledgling preservationists have a lot of support but also some enemies, and working on the railway puts a strain on George's marriage.

Pete Briddon, the author of this novel, has forty years of experience in the railway engineering industry. He has also been involved in railway preservation schemes at a very practical level, and this certainly comes through in his book. Surely some of the incidents George Haskett describes must have really happened – such as the affair of the electricity supply pole. However, I'm sure that no real-life Inspecting Officer would give way to judicious blackmail, as Major Pitfall did after an old Army colleague mentioned what he had got up to with the Railway Squadron at Krefeld.

Strongly recommended, both to those with affectionate memories of the pioneering days of railway preservation, and the younger generation who wonder what the old hands are talking about.

TGB

Gilbert Szlumper and Leo Amery of the Southern Railway: The Diaries of a General Manager and a Director

by John King

Published by Pen & Sword Books Ltd, 47 Church Street, Barnsley S70 2AS, 2018. Hardback, 221pp. ISBN 978 1 47383 527 6. £25.00.

Gilbert Szlumper (1884–1969) was a civil engineer and a long-serving Southern Railway manager who became General Manager in 1937. On the outbreak of war he became Director-General of Transportation & Movements at the War Office. He never returned to the Railway, moving later to the Ministry of Transport and then to the Ministry of Supply. In November 1940 Szlumper recorded a meeting (which included W.H. Austen) about the take-over of the Shropshire & Montgomeryshire Railway.

Although usually outwardly affable and easy-going, Szlumper's private opinions of some of his colleagues were distinctly tart.

Leo Amery (1873–1955) was a Conservative politician who also took up a number of company directorships. Among these companies was the Southern Railway, of which Amery was a Board member until 1940. The book provides relevant extracts between 1932 and 1939, the entries being generally brief but indicating his involvement in significant developments.

John King has recorded his subjects' activities day by day, with some extracts from the diaries paraphrased and others quoted verbatim. Information from other sources is added in where available. Although this makes for a readable text, I wonder whether more of Szlumper's personality would have come through by simply reproducing his original diary entries.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2018

1st	Frank Lambert	No.386	£80
2nd	C Garman	No.012	£70
3rd	Mr A Bancroft	No.332	£60
4th	Mr D G Cornwell	No.527	£50
5th	Colin Avey	No.465	£40
6th	Mr C J Alliez	No.672	£35
7th	Roger Diamond	No.295	£30
8th	David Bowden	No.097	£25
9th	David King	No.624	£20
10th	Mr S T Saltmarsh	No.500	£15
11th	David King	No.623	£10

July 2018

1st	David Merrick	No.732	£80
2nd	Kent Evenden	No.193	£70
3rd	Mr E Stockdale	No.663	£60
4th	Michael Wood	No.841	£50
5th	Mrs Susan Green	No.152	£40
6th	Gillian Freeman	No.914	£35
7th	Ian Legg	No.140	£30
8th	David F Fahey	No.952	£25
9th	Robert Cheeseman	No.851	£20
10th	Chris Kennedy	No.694	£15
11th	Clifford Colmer	No.653	£10

June 2018

1st	R Bennett	No.482	£90
2nd	P R Kynaston	No.453	£80
3rd	Ross Shimmon	No.221	£70
4th	Mr R Aynsley Smith	No.203	£60
5th	Peter M Cole	No.283	£50
6th	Mr E W Morris	No.252	£40
7th	Kevin Blakeston	No.821	£35
8th	Robert Cheeseman	No.850	£30
9th	Richard Crumpling	No.864	£25
10th	Richard Maxwell	No.543	£20
11th	Colin Deverell	No.313	£15
12th	Andrew Preston	No.730	£10

August 2018

1st	Mr R A Dunn	No.329	£100
2nd	Mike Dawes	No.689	£80
3rd	Mrs Stella Dow	No.744	£70
4th	David & Liz Osborn	No.885	£60
5th	Ernest C King	No.334	£50
6th	Roger Diamond	No.434	£40
7th	Roger Allin	No.628	£30
8th	Karen Gay	No.571	£25
9th	Charles Mavor	No.837	£20
10th	Mr & Mrs N Cave	No.936	£10

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

The Refreshment Rooms Clock

Volunteer Cliff Coggin describes the renovation of one of the best-known features of Tenterden Town Station – the clock outside our principal catering outlet, popularly known as ‘The Buffet’.

When I first moved to Maidstone 46 years ago I recall often meeting my future wife in the green and cream waiting room and ticket office of Maidstone & District Motor Services in Palace Avenue, Maidstone. That building, together with its clock, was eventually moved to Tenterden to become our splendid art deco Refreshment Rooms. Like most such clocks of that era it has proved durable, but like any other machine it eventually needs to be serviced.

At the start of 2018 various jobs were planned for the ‘Buffet’ including polishing the floor, so the time was opportune to remove the clock movement (i.e. the mechanism) to my workshop for overhaul.

There I stripped it down so that each part could be examined for wear, cleaned, polished and painted or lacquered as necessary. There was surprisingly little wear in the bearings – so little

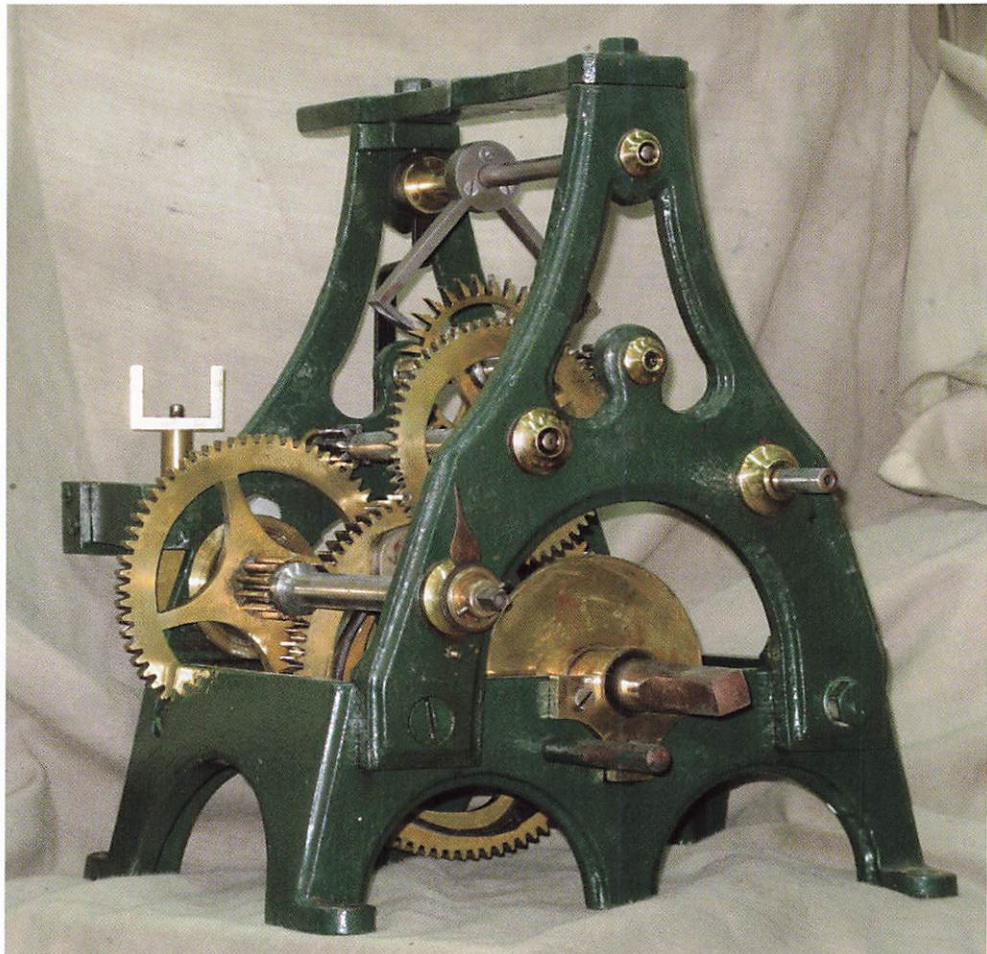
in fact that I needed to do nothing to them. The other expected repair was to grind and polish the tips of the pallets, which are the components that translate the rotating motion of the drive to the oscillating motion of the pendulum.

In addition, a previous repair to the clutch had left it loose and unable to reliably drive the hands, so I added a 0.025" layer of brass to regain the lost friction. All in all very little repair was needed; it was mostly maintenance.

The second part of the job, renovation of the external part of the clock that carries the two dials and hands, proved to be far more complicated. Being exposed to the weather it was expected to need a lot of work, but it was only when it was removed to the Carriage & Wagon shed that the extent of the decay could be appreciated.

The wrought iron scrolls that support the drum





The gloriously engineered clock mechanism.

(Cliff Coggin)

were weak from rust, though they could be saved; the steel drum itself was completely rotten and had to be scrapped – a previous repair with car body filler had blocked the drain holes, leading to the inevitable corrosion.

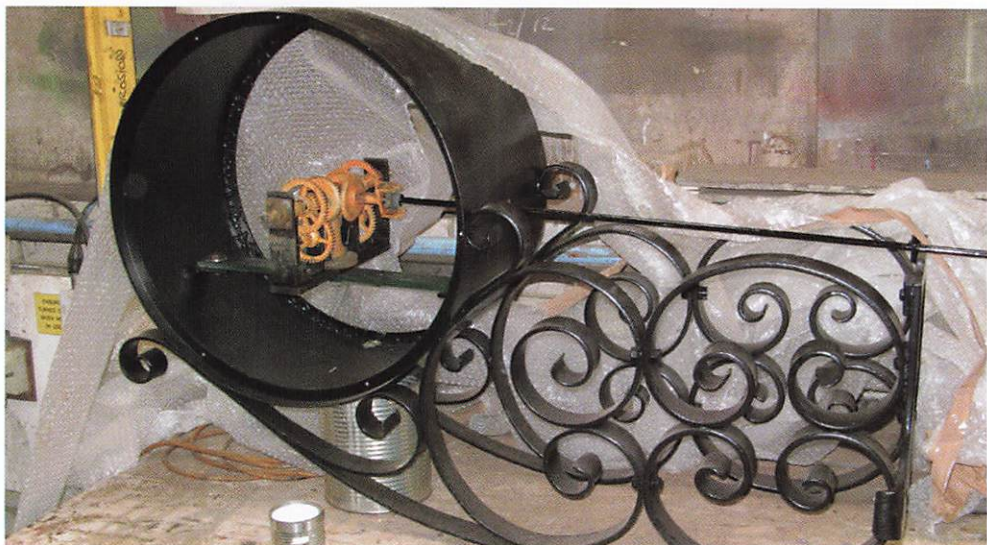
Fortunately the painted and gilded copper dials, and the gilded bronze hands, only needed repainting – a job ably undertaken for us by Meg Gooch. The Village Forge behind the C&W shed repaired the iron scrolls and fabricated a new steel drum, before sending them away for sandblasting and powder coating – a finish that should protect them for decades to come (or at least until I am pushing up daisies.)

Refitting of the drum and dials on one of the hottest days of the year was not straightforward,

but with the help of André, Alan Brice and Ron Nuttman it was completed.

Two curious facts came to light during my work. Firstly, nowhere on any of the movement's components are there any marks to indicate which company made it. I believe the best contender is Dent and Co. of London, in the early 20th century.

Secondly, we have a spare, unused, movement which also came from Maidstone & District and is now stored in the Colonel Stephens Museum. These clocks were far too expensive to buy a second movement simply as a spare in case of breakdown, so I believe it was intended to be used in another building or tower – an intention that was never fulfilled.



The bracket and drum as repaired by the Village Forge.

(Cliff Coggin)



Another splendid painting job by Meg Gooch.

(Cliff Coggin)

Not Mindless But Criminal

The Editor reports on one of the worst examples of criminality that the Kent & East Sussex Railway has experienced in the heritage era – and also on the positive and heartening response from the railway's members and supporters.

Almost inevitably the railway has, over the years, suffered from thefts, break-ins and vandalism. But the events of the night of Saturday 30th June – Sunday 1st July 2018 were in a league of their own.

During the course of that night our 1926-built Pullman Car *Theodora* was raided while berthed in the Pullman dock at Tenterden Town Station. There was nothing sophisticated about this; it was an all-out assault. To gain entry the thieves destroyed one of the bodyside entrance doors and badly damaged an internal vestibule door in order to steal a quantity of alcohol as well as some petty cash. The damage rendered the vehicle beyond use, and the accompanying photograph speaks for itself.

Postings on 'Workers' Playtime', the volunteers' Facebook page, soon carried suggestions for 'Cruel and Unusual Punishments' appropriate for the culprits (including an unprintable idea involving camel fleas!), but we liked the following comment from Board member Robin White: "Not mindless or beyond belief. Criminal. A desire to possess the possessions of others."

During its 57 years as a heritage railway the K&ESR has always achieved an amazing resilience – a quality its staff, both paid and volunteer, once again displayed in the face of

this particular adversity. There was still a Sunday service to run – including the lunchtime Pullman – and the day turned into what Operating Manager Pete Salmon described as 'a shunt marathon'. *Theodora* was taken off the Pullman set, the Maunsell BNO from the 'A' set substituted, and Pullman staff rapidly prepared tables, loaded the remaining bar stock and reorganised bookings.

It's fortunate that we have these BNO 'multi class' coaches which can provide a degree of luxury, particularly in an emergency situation like this. A vote of thanks is most certainly due to everyone for their superb efforts, undertaken at short notice, in making sure that our booked services ran – even if the 'A' set was unavoidably a little late leaving as the 10.45 train.

Once the reformed Wealden Pullman had departed, *Theodora* was shunted over to the Carriage & Wagon Works which then had to be rearranged to accommodate the damaged car for repairs. Pete Salmon would like to record that he had a phone call from his opposite number on the Bluebell Railway who most generously offered the use of a door from Pullman car *Lilian*, although we were able to temporarily fit a spare (acquired with *Aries*). There then followed much hard work by C&W staff over the following week to make the necessary repairs – thanks also to everyone involved in the department – and *Theodora* was back in traffic the following weekend.

A forensic examination was carried out by Kent Police and at the time of writing an arrest is expected imminently. Additional security measures have now been taken, although this has involved spending money for which many other uses could have been found.

Apologies and an explanation had of course to be made to Pullman passengers who had pre-booked on *Theodora*, and here we are able to report a silver lining to this otherwise dark cloud of a story. There was complete understanding, sympathy for





the railway, and appreciation of the efforts made to keep things running. André's subsequent posting of the bad news on the 'Wealden Pullman' Facebook page resulted in a further deluge of sympathy – and even offers to donate towards the repairs. By the following Tuesday the thread on this subject had achieved 35,000 views

and eventually no less than 103,000! This was remarkable: an illustration of the power of social media, and a tribute to the esteem in which the public hold both the Wealden Pullman and the Kent & East Sussex Railway – and not least the people who run them.

Nick Pallant

Commemorating the Colonel

As part of the commemoration of 150 years since the birth of Holman Fred Stephens, Engineer of the Kent & East Sussex Railway, a blue plaque was unveiled at Tonbridge Station on 10th July 2018.

For years there has been a wish to have a commemorative plaque on Salford Terrace, Tonbridge, less than 150 yards from the station, as this was where Colonel Stephens had the offices from which he ran his light railway empire. However the necessary permission was never forthcoming.

More recently, members of the Colonel Stephens Society approached Southeastern Railway about the possibility of installing a plaque at Tonbridge Station. Stephens was a frequent user of the station to travel to his various railways and the many other projects around the country with which he was involved. Southeastern gave enthusiastic support, and a location inside the booking office was identified. With the backing of Tonbridge & Malling Borough Council, together with the Tonbridge Civic Society and the Tonbridge Historical Society, a blue plaque was manufactured and fixed on the wall.

At noon on Tuesday 12th July a small crowd gathered at Tonbridge station, including several

members of the K&ESR and the Colonel Stephens Society, and representatives of Southeastern – particularly Station Manager Pat Walsh – and Tonbridge & Malling Borough Council. The Colonel Stephens Society had provided a display of documents and memorabilia, some with the telegraphic address 'Stephens, Tonbridge Station', proving the appropriateness of the location for the plaque. This was confirmed by a brass plate from Calstock Station on the Callington branch of the Plymouth, Devonport & South Western Junction Railway (now in the collection of the Colonel Stephens Museum at Tenterden) which gave Stephens' address as "Tonbridge Station via Bere Alston and Waterloo Junction".

After a few words from K&ESR Chairman Ian Legg, Les Darbyshire (a former Chairman of the Colonel Stephens Society) and Southeastern Passenger Services Director David Wornham, the blue curtain over the plaque was drawn back to general applause.

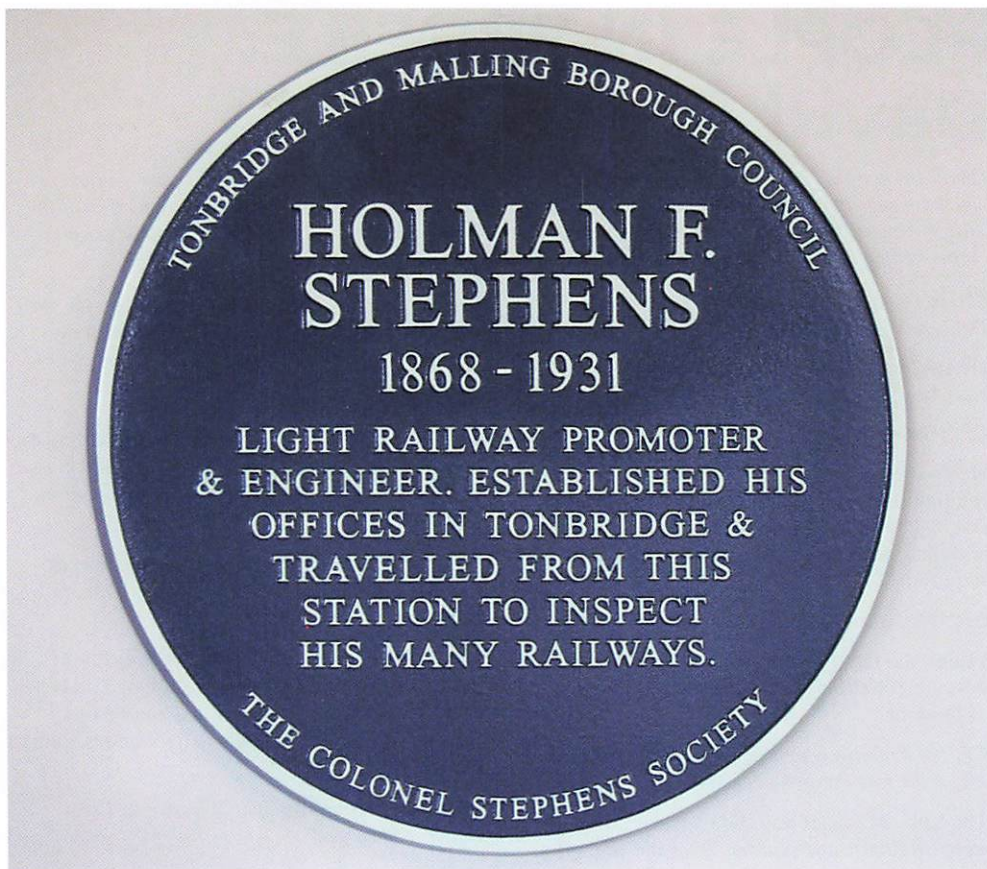
Following the ceremony a number of those present took the opportunity to view the exterior of Salford Terrace, not greatly changed over the 90 years since the addition of the shop fronts in 1928.

Tom Burnham



The moment of unveiling.

(Phil Edwards)



Left to right are Pat Walsh (Station Manager, Southeastern), David Wornham (Passenger Services Director, Southeastern), Les Darbyshire (Colonel Stephens Society) and Ian Legg (Chairman, K&ESR).
(Phil Edwards)

PEOPLE IN PROFILE: David Brenchley

David Brenchley, "feeling older every day", is the K&ESR's Locomotive Delivery Manager – a post to which he was appointed earlier this year. A retired marine engineer officer, he has been a member of the railway since 2016, at which time he assumed the role of Engineering Admin Assistant having been "brow-beaten by members on the Christmas Pullman".

Chris Fautley: *What exactly does the Loco Delivery Manager do?*

He sits in an office and tries to make sure we all have trains to play with.

CF: *Please explain...*

He co-ordinates the workshop staff to ensure the right loco is available on the right day. He ensures that the required paperwork is produced and filed, and orders parts and services as required.

CF: *What attracted you to the role?*

I think the fact that everyone told me it was a poisoned chalice, which appealed to my sense of humour.

CF: *It's a relatively new position. Why is that, and why is the role thought necessary?*

The Loco Manager and the Carriage Manager were originally one person. Over the years the amount of work (read bumf) required has grown to be too much for one, so the decision was taken

to split the role. Having performed the role for eight months, I can only sympathise with my predecessor who did both.

CF: *Do you get to drive at all?*

Unfortunately no – the problem with starting too late. But I do get to drive my collection of classic cars into work more often than in my previous job.

CF: *I understand you are a marine engineer by profession. Are you able to bring any of the skills from that job to this one?*

Difficult one. The two jobs are very different, but day-to-day organisation is similar. The fact that I can look at a piece of machinery and understand its use certainly helps when talking to the workshop staff.

CF: *What is your principal objective as Loco Delivery Manager?*

To deliver locos to the Operating Department in a safe and timely manner.



David is in the back row, second left, during service with the Royal Fleet Auxilliary. The sharp-eyed will notice the South Atlantic Medal on the left side of his 'gongs'. David was onboard the first RFA into San Carlos Water during the Falklands War.
(via David Brenchley)

CF: *Are you close to achieving it?*

So far this year we have fulfilled all our obligations, so...

CF: *What is the biggest challenge you currently face?*

Organising the winter overhauls so that everyone gets what they want.

CF: *...and in the longer term?*

Area 51. (*This is the field on the Tenterden side of the loco shed at Rolvenden, not somewhere where the K&ESR hides extraterrestrial engines –Ed.*)

CF: *There is a perception, right or wrong, that we spend an age restoring or repairing a locomotive, then seemingly thrash it into the ground for a few years, only for it not to be seen again for many more years. How do you answer that?*

I have to say this is true, and up until now it has been the norm. Hopefully we will get the required number of locos up and running to run the service. Then we can think about clearing the backlog.

CF: *What is the secret to keeping a locomotive in service?*

Talk to it nicely and feed the fitters chocolate biscuits!

CF: *A year or two ago we suffered a dire shortage of motive power during the peak season. That may have been a fluke of circumstance, but how do you plan on legislating to prevent a recurrence?*

The locos are old and will break down. There is no way of preventing this. Our only remedy is to have a couple of spares in the box.

CF: *What do you say to those who say we should have seen it coming?*

We did!

CF: *What worries you most about the job?*

Too much time sitting in front of a computer.

CF: *Given carte blanche, is there anything you would change?*

The list is so long... Area 51; new shed; modern machine tools...

CF: *In your dreams, which locomotive would you like to see on our railway?*

Merchant Navy class of course!

CF: *And given the proverbial blank cheque,*



David in the mess room at Rolvenden.

(Dan Dickson)

what you would spend it on?

Guest locos, a new shed...

CF: *And finally, a few quick-fire questions:*

Maunsell or Stroudley?

Stroudley.

CF: *Light railway or main line?*

Light railway.

CF: *0-6-0 or 2-10-0?*

2-10-0.

CF: *Rolling Stones or Jethro Tull?*

Hmmm – I see someone's finger in this. (*I couldn't possibly comment; just because I met him at the 50th Anniversary Concert at the Albert Hall –Ed.*) Tull every time. But my true rock loves are Yes, Sabbath, Heep and Caravan.

CF: *What advice would you give?*

Make the most of your life – you only get one.

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

Gricer's Irregular Musings

It's the Yuletide season again – traditionally a time for gathering round a blazing fire (firebox?) reminiscing about the past and remembering old friends. In fact our railway justly prides itself on its pervading spirit of friendliness. It's nonetheless an inevitable fact that, in the nature of volunteering, some of us don't see each other for months on end. In fact, the only time Gricer sees some of his colleagues is at the annual staff Christmas knees-up for those in his own department. Sometimes it takes years to realise that colleagues have fallen by the wayside. Some will have moved away or (regrettably) lost interest; and there are those who, sadly, have passed on but are still fondly spoken of.

However, it isn't just people we suddenly realise are missing. It's *things*. And while we cannot live in the past, Gricer sometimes finds himself thinking, "Yes, I remember that." Or, "Whatever happened to...?" Therefore it seems a very long time since the passing of Jemma the railway cat, who adopted us and lived to the incredible feline age of 21. As is every moggy's wont, Jemma held court wherever suited her. Gricer recalls one occasion when she made herself comfortable in the Pullman as it was being cleaned ready for service.

Shunting was in progress at the time, and it was somewhat unfortunate that the Pullman set was subjected to a rather rough shunt. The set lurched forwards with an almighty crash. Concerned for the wellbeing of the crew, Gricer climbed aboard to find that crockery had fallen to the floor and shattered; staff had lost their footing and were mildly shaken. Then, from the general pandemonium came the cry, "Where's Jemma?" Jemma, of course, was fine – walking in her usual aloof manner down the gangway, casting the occasional disdainful glance at her shaken colleagues. The Editor has also reminded us of the occasion Jemma boarded the A set, travelled to Northiam, inspected the premises and returned to Tenterden on the next up working. (And all without obtaining a member's concessionary ticket.) Time, Gricer thinks, to have another railway cat.

On the subject of catering, remember the original buffet – that is, in the days before we acquired the old Maidstone bus station building.

Gricer thought he remembered it well: an old carriage body perched betwixt the Pullman dock and the platform. Only he was wrong. That was the old staff mess room. Time indeed plays tricks on the memory; the old buffet was, in fact, Pullman coach *Theodora* and it resided in what is now the Pullman dock. There was certainly a cosy atmosphere to it, and it served its purpose well. Now it is part of our flagship 'Wealden Pullman', and was wantonly vandalised recently as related on page 33.

And, Gricer asks, whatever happened to mischief? (*We grew up – see the Editor's comments on this theme in 'People in Profile', Tenterden Terrier issue 136*). This story will have happened during the early 1990s when Gricer was serving as a ticket inspector. At that time there was a group of three lads – volunteers in their mid-teens. On the day in question, one was training with Gricer as a ticket inspector. The other two had previously announced that they would be canoeing along the Hexden Channel, the waterway between Wittersham Road station and the River Rother. The plan was to meet the train at Hexden Bridge, which in those days was little more than two rails and a narrow walkway across the river. To Gricer's surprise, the rendezvous actually happened; we could see the canoeists, and they had seen us approaching from afar.

As we were standing in the corridor looking out of the window (don't try this at home everybody), we could see them paddling frantically as they positioned themselves beneath the bridge. "Wouldn't it be funny," Gricer said to his young colleague, "if there was somebody in the toilet and they flushed it?" The devil, of course, makes work for (young) idle hands, and Gricer need continue no further from here. Except to say that the Phantom Toilet Flusher of Hexden Bridge is still an active volunteer. As for the canoeists... Gricer doesn't recall ever seeing them again.

The Editor also recently told us the following yarn which has a seasonal resonance. During the first few years of the 1990s NP was working as a publicity writer and researcher for a London Borough whose name features prominently on the more northerly motorway signs of the M20. Among his duties was writing feature articles for his employing department's staff magazine. It

was time to prepare the December issue, and late one afternoon NP's boss asked him to write a Christmas message to the troops from the Director (head of department). NP was somewhat at a loss; it had been an awful year – budget cuts, service reductions – but nevertheless a few improvements mitigated the pervading sense of gloom. (And this was long before Eric Pickles emerged to do a Beeching on local government!) Rather than try to come up with something immediately he went home and decided to let his subconscious come up with some appropriate words overnight. Alas, at breakfast the next morning 'writer's block' was still well and truly in evidence.

Just as NP was leaving for work the *Tenterden Terrier* popped through his letterbox. Not having time to read it there and then, he put it in his bag and cycled the five miles to the land where something called 'New Labour' was being piloted. Working in a publicity office, studying other people's work was not discouraged and it was quite appropriate that he should browse through our house journal once at his desk. There, in the first few pages, was exactly what he wanted – in an item by the K&ESR's Chairman. David Stratton had to tell members that it had been a challenging year, there had been budget cuts, curtailment of projects, a few innovations to mitigate a worrying prospect, and hopes for something better during the following year.

NP copied out the Chairman's message, changed

all the names to something appropriate and, tongue in cheek, faxed it off to the Director (this was before e-mail). Half an hour later the Director's Secretary phoned. 'John says that's fine – please print it.' Thus it was that David Stratton wrote the same message to K&ESR's members and 1,100 local authority staff. NP told David this story some years later. For once he seemed lost for words.

Valued Colleagues

As volunteers we regularly draw attention to the amount of work, and the high degree of responsibility, placed on us. We expect, demand even, that our line managers and their paid counterparts look out for us. Indeed, it is no great secret that many of Gricer's colleagues go way above and beyond the call of duty.

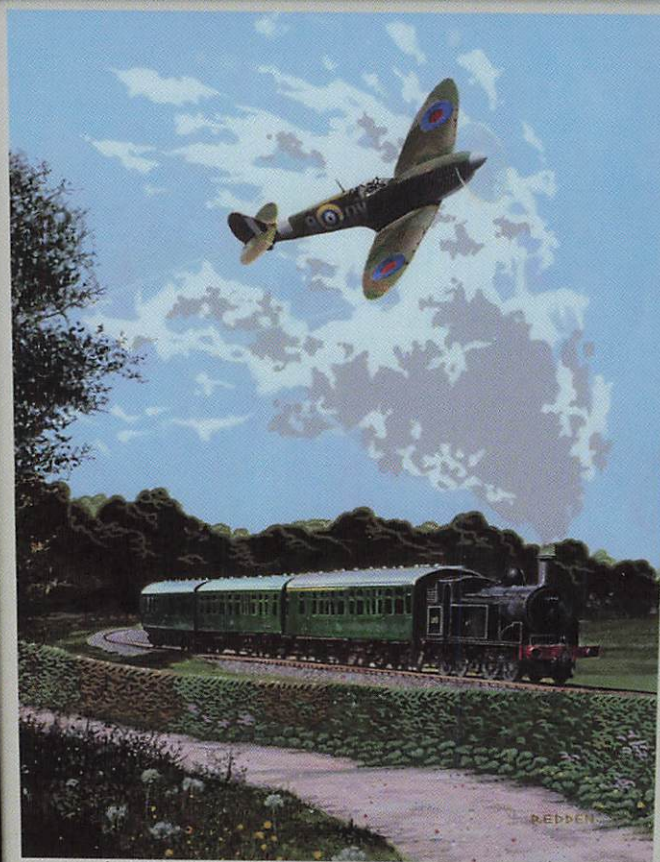
However, it regularly occurs to Gricer that without our paid members of staff the railway would not exist. Time and again Gricer and his fellow volunteers come across instances where their paid colleagues do far more than is officially required of them. In fact it is no exaggeration when Gricer says he is struggling to think of a single paid staff member who does not go beyond the call of duty as a matter of routine. Here's to you, ladies and gentlemen. May your Festive Season be merry, and the New Year all you would wish for yourselves – wishes I naturally also extend to all who give their time and talents to *our* Kent & East Sussex Railway.



No.32678 near Wittersham Road with a mixed train on 9th June.

(John Wickham)

Rebranding the K&ESR



HISTORY



TRAVEL THROUGH TIME ON THE K&ESR

To secure its popularity into the next century, the railway has embarked on a new and extensive marketing campaign to reflect its heritage, its region, and the volunteers who make it work.

Helen Douglas, our Product & Reservations Manager, oversees the new campaign and heads the team that is administering the roll out of the new material. "The railway needs a solid and easily identifiable set of creative materials that will guarantee its continued popularity in a constantly developing and competitive market place," she told the *Tenterden Terrier*.

Kent-based illustrator and designer Andrew Redden is working with the team to produce a set of unique paintings and poster designs to underpin the campaign. "If you look around the railway, it is uniquely representative of a time when things were done by hand," says Andrew. "The maintenance sheds are full of hand-operated tools such as lathes, drills and planes, and there are people of all ages operating them – a mixture of experience and apprentice. It's great to see. The work we produce to reflect this environment has to be generated in the same fashion, by hand, using paint and brush and pencil and paper. The only time a computer is used is in final production."

The new images have been inspired by the great railway posters of the middle part of the last century, when rail travel was at its zenith and the Big Four companies invested heavily in creating imagery to promote their products, destinations and workforce. Wonderful artists such as Tom Purvis, Frank Mason and Norman Wilkinson became the first famous and respected commercial artists, as passengers began to buy copies of the posters to put on their walls at home – a sign of a truly successful advertising campaign.

To accurately reflect the style of this work, Andrew paints on stretched watercolour papers using acrylic paint, each overpainted two or three times to get a depth of colour to match the look of the originals. *(Acrylic is noted for achieving depth as it dries, and has a vibrancy which is striking. It's a more than appropriate medium to use; it first appeared during the art deco era, which the new posters reflect. –Ed.)*

"The work of the 1930s and 40s looks as it does because of the limitations of the printing processes then available," says Andrew. "On some of the artworks, even the headlines have been hand painted to replicate authenticity."

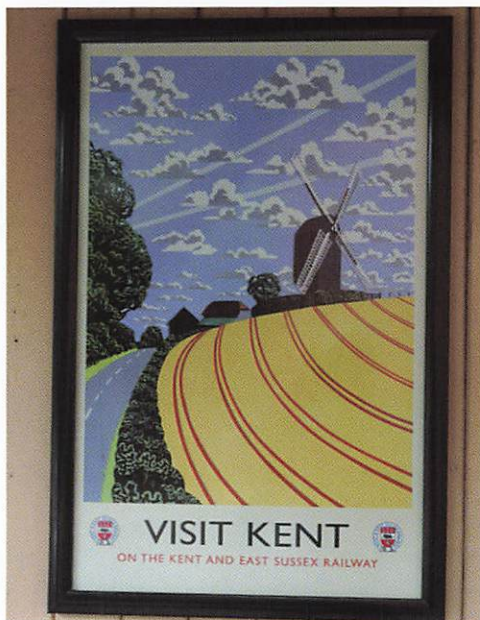
To date the railway has concentrated on posters

that promote our local countryside and some of the trains that we run for particular events.

"We have a schedule to work to," says Helen. "The next part of the campaign will concentrate on volunteer recruitment and on what can be seen from the train, focusing on the wildlife and agriculture of the area. The new work will be adapted for use across all marketing platforms: posters, adverts, website, leaflets etc."

Already some of the images have been reproduced on items sold in the railway's gift shops, such as greetings cards, mugs, prints and tea towels, and they are proving very popular. This is surely a good sign.

The *Terrier* presented a particularly lovely example of Andrew Redden's work as the rear cover picture of our Spring issue; the subject was the view from the High Street of St Mildred's Church and The Woolpack Inn. It may not have been a railway subject, but Tenterden and the K&ESR are inseparable. These things are a matter of opinion, but in our view that particular painting captures the spirit and atmosphere of 'The Jewel of the Weald'. On the preceding and following two pages we now present four more of Andrew's posters – this time as displayed around the railway. All photographs are by Phil Edwards.





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Return of the Metropolitan District Railway Carriage

September saw the return to service of our 4-wheeler No.100 after a prolonged overhaul. And what a transformation: our chrysalis has become a truly magnificent butterfly, as Brian Janes reports.

Our Metropolitan District Railway carriage was withdrawn from service in 2011 with severe rot on its south side. The original restoration, some 40 years ago, was a pioneering effort to resurrect a Victorian carriage – an example later to be followed both here and elsewhere.

The body had been found at Dymchurch, where it was in use as a storage shed, in 1976. It was reported to have been moved there from Ashford in 1902, though it is now thought to

have been moved there later – perhaps much later. We mounted the restored body on a cut-down PMV underframe (from No.1225, built at Ashford in 1936) and the carriage ran for the first time in August 1980.

The reconstruction that was required caused some considerable re-thinking and research, both into the carriage's origins and the condition to which we would like to reconstruct it. The carriage is the *only* surviving one from the steam

era (1868–1905) of the Metropolitan District Railway. Although some doubts were expressed about its origins, examination of the body during refurbishment has dispelled these completely. The Metropolitan District Railway only used 4-wheeled carriages throughout the steam period, most of them very similar in appearance though with detail differences.

Records are virtually non-existent, for they were destroyed about the time of the takeover of the company, in Edwardian times, by American interests. Very few records of disposals exist, and we cannot be sure how the carriage body reached Dymchurch. There is a possibility that it went first to the army railway at Lydd (closed 1927), for some District carriages were certainly sold to the military.

The carriage – which is definitely 1st Class, for the compartments are of exactly the right number and size – is probably from a batch built by the Ashbury Railway Carriage and Iron Co. in 1884, which



One of No.100's compartments, as restored.

(Brian Janes)



Victorian illustration of a Metropolitan District 1st Class carriage compartment.

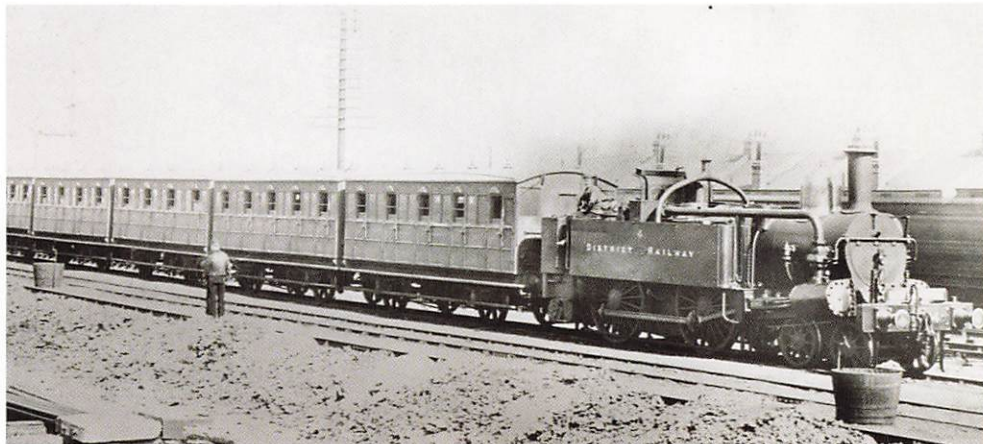
(CSHA)

included some four-compartment 1st Class examples. An oddity is that the Metropolitan District Company appears to have numbered carriages separately in Class lists, so logically their numbers should go no higher than the 87 they possessed at any one time. There is no doubt, however, that our vehicle was numbered 100: the number and the class were found painted on the doors in gold leaf, and the number was found stamped on some door fittings.

The restoration undertaken in the late 1970s was very basic, and certainly not to 1st Class standards; as became apparent, the materials used were not of the highest quality, with costs having been kept as low as possible. For this second restoration, extensive body repairs were undertaken. A new half side frame was made in suitable hard wood and refitted with original, refurbished, doors. The roof was re-planked with heavier material, retaining the original roof

struts. The existing outside and inside end walls were re-panelled.

It was decided to finish the vehicle as a 1st Class carriage of the 1880s, complete with light fittings and full upholstery. A contemporary sketch of the interior was found, together with specifications for the seat and lining colours, and patterns for hat-rack brackets were located and made. Parts were sourced and replicated, with internal light fittings produced and fitted (Pintsch style gas fittings with LED lights); and replica dummy external light fittings were manufactured by a volunteer. Self-closing door locks to the appropriate 1880s pattern, with associated door fittings, were also made and fitted. For the present, on cost grounds, rugs may not be installed nor, on maintenance grounds, blinds. Finally the underframe was given a thorough mechanical overhaul – hopefully to main line standards.



A Metropolitan District train in steam days.

(CSHA)

All this required time, money and volunteer effort, which was of course in short supply. Although much headway was made with donations from a small group, progress stalled until the Company was able to find sufficient funds to complete the, necessarily expensive, 1st Class upholstery. With this boost progress was rapid during the summer.

The end result is a magnificently restored and unique carriage of national significance. This will hopefully be recognised by Transport for London – as it is already by the LT Museum – for with their approval it may run on Underground lines behind steam to celebrate the 150th anniversary of the opening of the District Railway in February 2019. Fingers crossed – and watch this space.



VOLUNTEER VACANCY MEMBERSHIP SECRETARY (JOINT)

One of the Membership Secretaries has indicated his intention to retire, and applications are invited for this volunteer post. Candidates should have:

- Computer literacy, particularly Microsoft Word and Excel
- Access to Broadband
- The ability to commit to about 15 hours work per month.

The work includes:

- Processing new membership applications;
- Maintenance of membership database;
- Processing membership renewals and reminders;
- General membership correspondence;
- Assisting with distribution of *Tenterden Terrier* magazine (three times per year);
- Assisting with AGM/EGM mailings; and
- Acting as teller of votes at AGMs/EGMs.

This work is shared between the Membership Secretaries on a mutually acceptable basis.

A more detailed job description is available. Please e-mail your request to the Assistant Company Secretary at kesrasstcosec@hotmail.com

Applications for the post (to include a CV) should be made to the Company Secretary at Tenterden Town Station.

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*.

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