

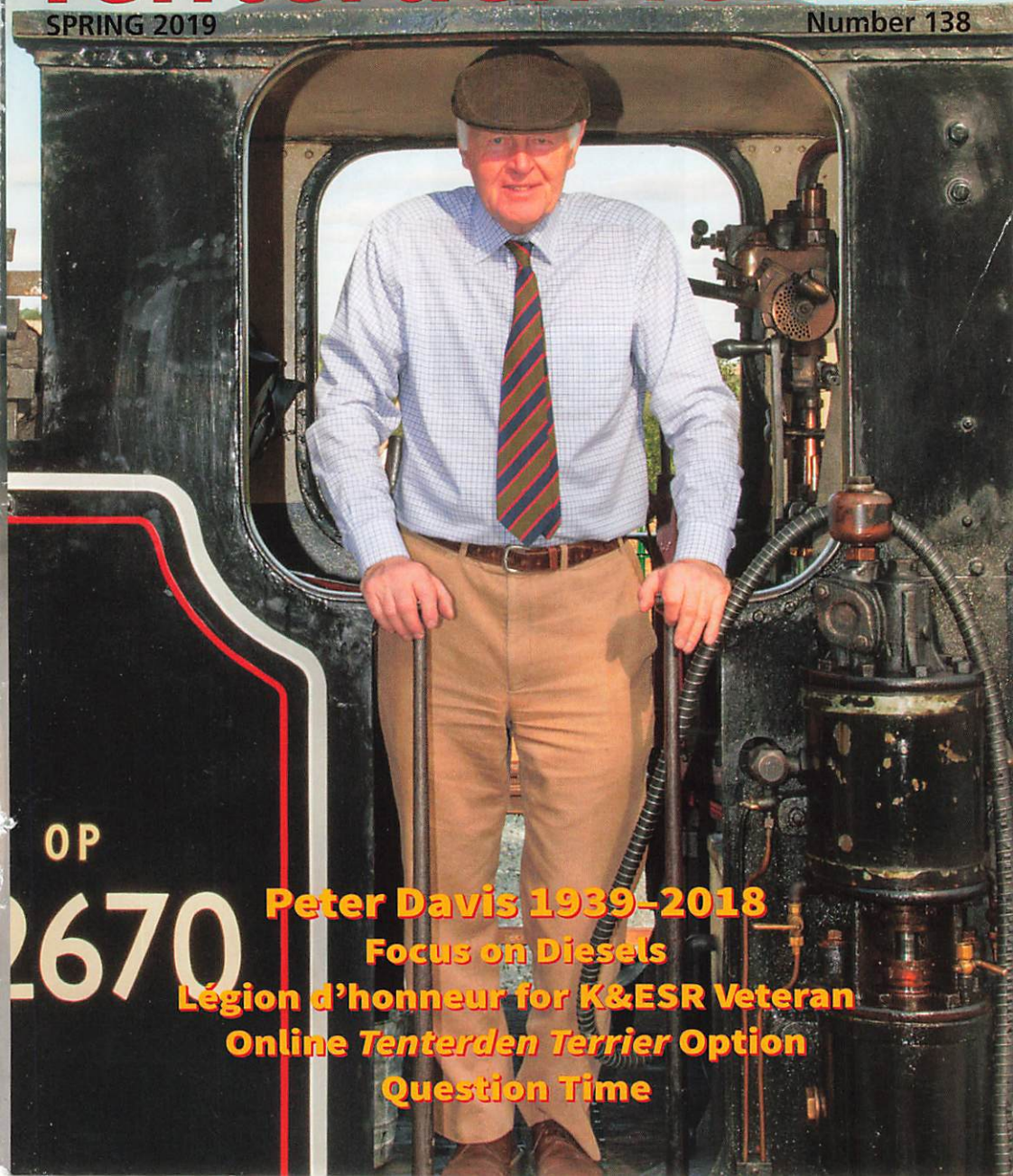


JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier

SPRING 2019

Number 138



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**Peter Davis 1939–2018**

**Focus on Diesels**

**Légion d'honneur for K&ESR Veteran**

**Online Tenterden Terrier Option**

**Question Time**



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The *Tenterden Terrier* is published by the Kent & East Sussex Railway Company Limited three times a year on the third Saturday of March, July and November. Opinions expressed in this journal are, unless otherwise stated, those of the individual contributors and should not be taken as reflecting Company Policy or the views of the Editor.

ISSN 0306-2449

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Printed by  
Marstan Press Limited  
Princes Street  
Bexleyheath  
DA7 4BJ

**FRONT COVER**

*Peter Davis at Robertsbridge Junction on 20th September 2013. Peter's obituary is to be found on page 35.*

(Alan Crotty)

**BACK COVER**

*Carol Mitchell on her last day as a Guard, on the footplate with Driver Adrian Landi.*

(Alan Crotty)



*Peter Davis (left) in typically ebullient mood on the first train to Junction Road, Friday 18th March 2011.*

(Nick Pallant)

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# Editorial

## Keeping You Posted

Communication with the K&ESR's membership is an evergreen subject for comment – and sometimes for complaint. The *Tenterden Terrier* and its predecessors were once the principal means of letting members know what was happening. That however was long ago; and although this journal still has its place in keeping members informed and interested, there has been a communications revolution – and there can be quite rapid developments in what is now a sizeable business, with its many duties and responsibilities.

There have been various efforts over the years to address this, and in more recent times these have come to include the use of the Internet. We know there are a few members who do not use computers, but the website can be accessed by the great majority. If you're a K&ESR member you can keep up to date with all the

latest news on your railway by subscribing to our regular members' e-newsletters. Go to [www.kesr.org.uk/supporting/members-e-newsletters](http://www.kesr.org.uk/supporting/members-e-newsletters) and complete the details. These will be held in a secure database and we'll never share information with anyone outside of the Kent & East Sussex Railway. You may unsubscribe at any time.

Lastly, do we have your correct contact details? We want to keep in touch with you. Please ensure that you advise the Membership Secretaries [membership@kesr.org.uk](mailto:membership@kesr.org.uk) or at Tenterden Town Station when moving house or changing your e-mail address.

### Passenger figures 2018

We very much regret that it has not proved possible to publish the customary item about the previous year's passenger figures ('Tickets Please') in the present issue of this journal. Please be assured that we intend to make every effort to include an article on this topic in the July 2019 *Tenterden Terrier*.

*Nick Pallant*



*No.1630 approaches Haystacks on the 10.45 Tenterden–Bodiam on 13th October 2018. (John Wickham)*



# Focus on Diesels

To some, diesel locomotives, multiple units and on-track plant don't necessarily feature high on personal ideas of what a heritage railway should be about. For others they are everything – almost to the detriment of historic steam locomotives and vintage carriage stock. Thankfully most forward-thinking private railways now embrace a balanced approach towards our rich railway heritage, celebrating both steam and diesel in terms of their historic contribution to the development and operation of railways in the UK.

In the preservation sector most heritage railways now have to operate in an environment of working as efficiently as possible, which in turn dictates using the most appropriate assets it has to keep costs under control and use valuable volunteer resources effectively. Currently good steam coal, when you can get it, commands around £160 per ton delivered. In reality this means using diesel traction to undertake work such as shunting activities, hauling engineering trains and in some instances working advertised passenger services – either as part of the timetable or as a last-minute replacement of a steam locomotive that may have developed a fault.

The old K&ESR itself was a pioneer in the use of non-steam operated traction with the introduction of two petrol Ford Shefflex Railcar sets in 1923/4, without doubt as an economy measure to save costs and manpower. Following nationalisation in 1948 and the line's subsequent closure to passenger traffic in 1954, costs of operating the remaining freight operation between Robertsbridge and Tenterden continued to be under constant review by British Railways. In 1957 BR itself replaced steam operation on the line, using two diesel mechanical Drewry shunting locomotives, numbers 11220 and 11223, to haul the small amount of goods traffic remaining, but this move was not enough to prevent final closure in June 1961.

Moving forward nearly 60 years, the current K&ESR has been and continues to be blessed with a rich collection of steam and diesel locomotives, period rolling stock and modern on-track plant such as the tampers, ballast regulator and road/rail machines. This latter group of equipment has significantly helped the railway undertake major tasks in maintaining and renewing its track and infrastructure assets,



*D4118, resplendent in BR green livery.*

*(via Mark Stuchbury)*





*Viewed from Morph's Field, Class 14 D9504 brings the A set into Tenterden Town station. (Phil Edwards)*

which otherwise would have been reliant on considerable manpower resources to manually undertake the same work over a much greater timescale.

Most of the current diesel locomotive fleet and on-track plant are owned privately. Over recent years these owners have invested significant amounts of time and money in terms of purchasing, renovating and maintaining the machines for use on the railway. To support this going forward the Board has recently agreed to fund a part-time diesel fitter post to help maintain the operational fleet, and also to provide dedicated undercover space at Tenterden to allow exams, maintenance and longer-term restoration projects to take place. This move will help owners to progress with longer-term projects that for some years have been left stored awaiting their turn in the queue.

As an example, the Class 33 Crompton owning group is currently undertaking a full condition survey of D6570, which has not seen service on the railway for a number of years. This survey will help the owners to understand what needs to be done from mechanical, electrical and

bodywork perspectives to enable the locomotive to be brought back to operational condition. Consideration of costs, manpower and shed space resources need to be part of any plan.

Over the past 18 months the Rolvenden yard pilot, Rowntree No.1, together with Class 14 D9504 and Class 08 D4118, have all undergone overhaul, commissioning and full repaint into the heritage liveries that they had when originally built. All of these locomotives look resplendent and are complementary to the overall atmosphere of a heritage railway experience.

Looking to the future, the survival of heritage railways in the UK will be dependent on several factors. Future legislation on the burning of fossil fuels, controlling of costs and attracting sufficient new volunteers are just a few of the many challenges going forward. Both steam and diesel locomotives are expensive assets to maintain and overhaul within the heritage sector. The doyen of our steam fleet, Terrier No.3 *Bodiam*/32670, was originally built 147 years ago; and the youngest diesels are now 55. Spare parts are becoming difficult to source and old skills are progressively being lost. However



The following diesel locomotives and multiple units are currently resident on the railway.

Class	Number	Date built	Type*	Construction	Livery	Current status
<i>Locomotives</i>						
03	D2023	1958	DM	BR Swindon	BR green	Operational
03	D2024	1958	DM	BR Swindon	BR green	Stored
08	D3174/08108	1955	DE	BR Derby	BR black	Stored
08	D4118/08888	1962	DE	BR Horwich	BR green	Operational
14	D9504	1964	DH	BR Swindon	BR green	Operational
25	D7594/25244	1964	DE	BR Darlington	BR blue	Stored
33	D6570/33052	1961	DE	BRC&W Co.	BR green	Under restoration
Ford	40/Ford No.1	1931	DE	BTH/Met. Vic.	Oxford blue	Operational
Ruston	41/No.1	1958	DE	Ruston & Hornsby	Rowntree	Operational
<i>Railcar/Multiple units</i>						
GWR	20/W20W	1940	DM	GWR Swindon	TBC	Under restoration
108	M50971	1958	DM	BR Derby	BR green	Operational
108	M51571	1958	DM	BR Derby	BR green	Operational
* DM: Diesel mechanical    DE: Diesel electric    DH: Diesel hydraulic						

if we are to survive we need to cherish and embrace what we have so that we can meet the challenges that the future presents.

Whether you are a diesel locomotive fan or not, what is clear is that diesels have a role to play on our railway; not a lead role, but one that supports and complements the railway into the future. One of our neighbours – the Bluebell Railway – was, until very recently, a staunch ‘steam only’ operation. They themselves have recognised the need for diesel traction to supplement their steam fleet, and indeed have recently run some

very successful diesel galas, no doubt attracting useful additional revenue.

Will we see diesel galas on the K&ESR in the future? Yes, possibly, if they bring in the money and are done at a time that does not affect our core market. We are now starting to have a fleet of diesel locomotives and on-track plant that looks good, and that people are starting to talk about. The trick is to turn that interest and talk into new revenue.

*Mark Stuchbury*



*Diesels at Tenterden Town on 11th June 2017.  
Left to right: D9504, D2023, D4118 before repainting and the DMMU.*

*(Phil Edwards)*



## FROM THE CHAIR



*Simon Marsh.*

*(Paul Woodman)*

This is my first report for the *Tenterden Terrier* as K&ESR Chairman; I took on the responsibility shortly before Christmas. For those who haven't come across me before I have been actively involved with the railway for most of my life, and these days I'm most often to be found volunteering as a signalman or a guard.

I'd like to start by thanking my predecessor Ian Legg for all his unsung work in the past year, and I'm delighted that he will be staying on the Board. We have welcomed Matt Hyner, and we've said goodbye and thank you to Carol Mitchell and Stuart Phillips, both of whom have contributed mightily and will continue to be involved in the railway.

Geoff Crouch continues as Deputy Chairman and Finance Director, and Neil Sime becomes Safety Director. Neil was co-opted to the Board, along with Robin White, during the course of 2018, and both were formally elected at the AGM last November.

In recent months I have been reflecting on our organisation, and how it has changed since I first started volunteering in the shop back in the early 1970s. Like it or not we are now a major and complex tourism business: we have assets worth

£3 million; we turn over around £2.2 million and we attract the best part of 100,000 visitors per year. We have around 2,500 members, of whom over 500 are active volunteers. In order to keep going we employ around 50 people in the peak season, permanent and casual. We are working in an increasingly tough commercial and regulatory environment with still more challenges, such as inexorably rising costs, on the horizon. We must surmount them if we are to thrive, or indeed survive.

We have many strengths. Our visitors clearly like what they get (and so they should) and they keep coming back. We haven't lost the friendly and family atmosphere from the early days; and for many of us, paid and volunteer – and remember the directors are all volunteers – life without the Kent and East Sussex would be unthinkable.

I don't want to bang on about money but the brutal fact is that, despite everybody's hard work in 2018, we haven't got enough of it, and managing our cash flow will continue to present some significant challenges. We are never going to be able to pay for big projects – proposed (and needed) developments at Rolvenden for example – out of our normal business revenues. We will need money from elsewhere; and this means convincing people that we are worth donating or making grants to.

So what are we going to do? Obviously we must continue to look for ways of increasing our income and spreading it over the whole year, rather than just the Santa season and the high summer, and of getting the maximum value from all our assets and for every pound we spend.

We also need to develop a refreshed vision for our railway, together with a strategy that can be owned by everyone and which is realistic and achievable with what we have got or can reasonably hope to obtain. We have started work on this, with several workstreams designed to analyse and produce solutions for some of the key issues – fundraising for example – which face us. Getting it right will take time, and we must resist the temptation to leap to superficially attractive instant solutions.

If any *Terrier* readers would like to be involved, please do contact me at [chair@kesr.org.uk](mailto:chair@kesr.org.uk) or via the office at Tenterden. We're not just



looking for energy, enthusiasm and the normal railway-related skills; experience in such areas as PR, fundraising, project management (not necessarily construction related) and workplace management, motivation and empowerment would be equally valuable. This could be your chance to make a real difference. And you don't need to live nearby.

I said at the beginning that I first discovered the railway well over 40 years ago. We, and the wider world, have changed hugely in the intervening couple of generations. Some of the ideas championed by our predecessors were right at the time, but have been overtaken by events. We have adjusted accordingly. As we strive to position ourselves as a mid-21st-century tourist attraction

supporting a charity we must continue that evolution. I am confident that with everyone's support we can make it happen, without losing what makes the Kent and East Sussex Railway such a special place to those of us fortunate enough to be involved.

We are all part of the K&ESR simply because we want to be. We get pleasure from it and we want to share that pleasure with others. Everyone's contribution – and you are contributing simply by reading this magazine, no matter what else you might do – is of value. If you can spare some time or energy, in whatever capacity, so much the better.

*Simon Marsh  
Chairman*

### **AGM Results – Phil Edwards**

The following are the results of the two votes held at the Annual General Meeting.

**Revised Articles of Association** – 270 for, 9 against, 7 abstentions = 97% approval (minimum approval for adoption was 75%).

**Board Members** – All five candidates were elected as follows:

David Hazeldine: 217 votes for, 61 against, 8 abstentions (156)

Matt Hyner: 239 votes for, 41 against, 7 abstentions (198)

Phillip Shaw: 239 votes for, 39 against, 9 abstentions (200)

Neil Sime: 276 votes for, 6 against, 5 abstentions (270)

Robin White: 261 votes for, 17 against, 9 abstentions (244)

There were four spoil papers.

The Company Accounts were adopted by a show of hands.

## **MOTIVE POWER**

### **Rolvenden MPD – David Brenchley**

With the festive season behind us and the majority of the railway slumbering under a light coating of snow (or mud if you are PW), Rolvenden comes alive as our major maintenance programme starts.

**No.1638**, the Pannier, is in the yard, missing its rear axle which is away for machining. We also took the chance to send the tanks away for blasting and coating. No.25 has had a lot of work in the shed to try and improve its steaming. If it works, it should be a lot more eco-friendly, as well as easier to drive without covering the countryside in smoke! The upgrade includes a modification to the clacks to cut down on water leakage. One now has a PTFE seat and, if that works, we will change the other. The positive benefit of this is a reduction in both water and coal consumption. Her yearly boiler inspection has been carried out and minimal problems found.



*Liam paints No.1638's number. (Dan Dickson)*



*An unusual sight – the Pannier, minus tanks.*

*(Dan Dickson)*

**No.65** is in the shed. This loco has been a thorn in my side; a lot more work has been needed on the frames than was expected, as they were badly cracked. They have now been welded up in-house. The wheels were also found to be badly cracked, and could not be let out on the line. A specialist firm was bought in at great cost (thank you the Loco Trust!) and the cracks stitched. The boiler overhaul continues, with new sections being let in as required.

**No.300** is in storage until she is required later in the year.

As I sit here abusing my computer I can see No.678 and *Norwegian* in the yard, being brought out of winter storage for the first running period over half term. Both locos could do with a good clean, so if some of our valued volunteers would like to come along for a couple of hours...

The diesel fleet has had its ups and downs over the past few months (apparently they don't like cold weather any more than I do), but the

employment of a part-time diesel fitter has made life a bit easier for the group of volunteers who maintain these workhorses. Recent weeks have proved how much we need our diesels.

Well it's three years since I retired (one of my more spectacular failures). I never thought I would find myself in this seat, but I must say I am enjoying the job. However the part that makes it all worthwhile is the people, and I must thank the team (paid and volunteer) down here at Rolvenden. Once again they have been pulling rabbits out of hats with amazing regularity, and all for a few choccy biscuits. If anyone feels the urge to join us, please get in touch.

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

Since our last update the oversight of the Railcar project has moved from the C&W management to being under David Brenchley, the Loco Delivery Manager, as part of the diesel section. The Railcar has been shunted further into the shed on 3 road, which is now utilised for the



servicing, repairs and maintenance of the railway's diesel fleet. The gang look forward to working with our new diesel colleagues, while continuing to work alongside our old C&W friends. In reality the Railcar is a hybrid – part diesel loco, part wooden bodied carriage – therefore we work happily with both teams!

Following the return of the Railcar's second engine in August, the team quickly set to work installing both units underneath – but no drive train connections as yet. It is expected that fairly soon both engines will be test run under the supervision of the renovation expert who undertook their rebuilding. This process, which is part of the warranty arrangement with the engine rebuilding company, will be undertaken on a regular basis and hopefully will be observed by the diesel management team. This will ensure that the engines are kept in good condition until such time as the vehicle goes into service, when a full maintenance schedule will be introduced for the vehicle.

Other work continues on the vehicle body, including the external panelling. All the lower panels on both sides are now drilled, countersunk and lined up ready for final fixing. Since Christmas most of the lower valance panels

on the south side have been trimmed and adjusted, with locks fitted to allow for easy removal when access is necessary. A start has also been made on fitting the window sections and guttering, and lining these up with the roof panels – a long job to complete, but it's beginning to look really good.

Internally, all of the saloon wooden window surrounds have been prepared and fitted with an initial coat of varnish – all very smart – and the Headcorn-end cab has been wood-panelled. Both cabs and bulkheads have had coats of primer and white undercoat applied. Work is well under way on the Robertsbridge-end cab floor, with the Headcorn-end floor to follow.

The two front roof 'domes' have been moved out of storage. These were refurbished many years ago, but it is believed that some fettling will be required to achieve the desired fit before cleaning and painting can commence.

The team is still going strong every Wednesday in the C&W shed, and has had some new additions recently which is great. But there is still plenty to be done, and more hands... and some more donations(!)... would speed the project along even faster. Do come and join us.



*The Railcar enjoys a moment in the sun.*

*(Andrew Hardy)*



*D4118 collecting the Family Saloon.*

*(Alan Crotty)*

## **Diesels/TREATS – Mike Grimwood**

**Class 14 D9504:** The locomotive entered the shed at the beginning of November for a 750 hours examination. This is the largest examination so far carried out, and repairs were also undertaken which included the replacement of two buffer springs and vacuum hoses. The locomotive did not return to traffic until the end of January. However at the beginning of February a couple of faults developed with the air control system, which required the renewal of some piston seals and the replacement of three compressed air dryers.

**DMMU M50971 & M51571:** Both units entered the shed in January for their annual B exam. M51571 required a replacement starter motor on No.2 engine, new alternator drive belts and a new exhaust.

**Class 03 D2023:** The locomotive has been in regular service as Tenterden pilot. A number of exams have been carried out, and a number of repairs have been undertaken during these exams. These included the replacement of the flexible hoses on the air compressor, gearbox oil supply hose and coupling bolts, and a leaf spring.

## **08888/D4118 – Mark & Chris Stuchbury**

During the autumn 08888 underwent bodyside surface preparation and repairs as part of its repaint back to the 'as built' 1962 BR bronze green livery with end wasp strips. As owners we would like to record our thanks to the guys of the GWR 4253 Group for their unstinting support and work in getting the loco rubbed down and painted in undercoat, as well as completely stripping down the front end radiator grill slats – and rebuilding them so they actually work.

When new in February 1962, D4118 (as originally numbered) was initially allocated to BR's Western Region at 82A Bristol Bath Road, but in December 1964 it moved to 85A Worcester where it remained until 1972. Contemporary records from a Railway Correspondence and Travel Society visit to Worcester Shed in 1965 show that amongst the many steam locomotives still based there, D4118 was seen in the company of Class 14 D9504 and former GWR Railcar W20W. How strange that some 54 years later these former Worcester residents are back together again on the K&ESR.

D4118 was released back into traffic at the end



of November, and has since been used on trip working carriage sets between Tenterden and Rolvenden CSS after the Santa season as well as working Permanent Way trains on the various winter work sites. A few minor jobs remain to finish off the loco, but its final appearance is stunning – a great improvement on the work-worn EWS livery that it arrived in.

### **D6570 – Chris McMaughton**

D6570 moved a short distance under its own power in December, for the first time since 2012. Work undertaken to achieve this milestone included installing a set of testing batteries, which now start the loco with ease.

Maintenance and functional testing of the air

system, power and control electrical circuits facilitated taking traction power, and checking of safety circuits. Testing of the remaining systems, including the vacuum system, will be undertaken as part of the restoration phase.

The Locomotive Department has given invaluable support, including allowing us regular access to the Works, and prior shunting of the loco to and from Rolvenden Carriage Sidings has maximised each day's progress.

The restoration plan, which consists of eight manageable parts, will return the Crompton to its place as a safe, presentable and reliable member of the K&ESR fleet. The finalised plan is to be presented to the Company, seeking support, and the restoration will begin in earnest.



*A very Mixed train? Ballasting on Tenterden bank.*

*(Frim Halliwell)*

## **ROLLING STOCK**

### **Carriage & Wagon – David Brailsford**

**Maunsell CK 56:** This coach was finished just in time for the Santa trains. The standard of restoration is a great credit to all those who worked on it. The wheelsets at the Robertsbridge end were replaced with those from SECR coach 2947. Many thanks to the Locomotive Trust for agreeing to this temporary swap.

**Coach 2947:** Currently sits in the storage shed, on a pair of wheels that are not suitable for commercial operations.

On the subject of wheels, four pairs of Mk1 wheels have been reprofiled and two pairs have been retired.

Two pairs of Maunsell wheels were also sent away for retyring, but only one pair was returned to the railway as the axle was found to be outside of the allowed tolerances. We hope to find another axle/wheelset from our stock at Tenterden.

**District No.100:** The 18-month exam was carried out in December, and the vehicle can now be used as part of the Vintage set.



*CK56 on test, with the restoration team.*

*(Phil Edwards)*

**TFL Metropolitan coach:** An 18-month exam and attention to the vacuum cylinder were carried out in December.

**SECR Birdcage:** This vehicle has been withdrawn from service due to a number of splits in the roof canvas, which have allowed water to get inside the interior of the compartments. We have no idea when and if the repairs or replacement of the canvas will be carried out. There is currently no money available for this work, and the department has other priorities at the moment.

**Barbara:** Pullman Car *Barbara* received its 18-month exam in November. Two axlebox bearings will need to be white-metalled during the period that the coach is under repair. Our inspections have revealed that the roof canvas on both of the Pullmans is life expired and has been leaking in a number of places. The removal of the canvas on *Barbara* has revealed areas where the roof boards are rotten, and a door pillar that has definitely seen better days.

A number of bodyside repairs including window frames will need to be dealt with; one bodyside door requires replacing. Some repairs will be carried out to the seats, and the carpets require

renewal. Once this is done the coach will receive a repaint. Our aim, if resources permit, is to have this vehicle ready for the Wealden Pullman from mid-May 2019 onwards. A Maunsell BNO First will be substituted in the set to ensure that all seat reservations are honoured.

**Theodora:** This Pullman car also had its 18-month exam in November. This vehicle is also in the repair shed, and unfortunately it's in a fairly sorry state. The removal of the roof canvas has revealed rotten roof boards; and the main vestibule end pillars on both ends, plus a door pillar at the Robertsbridge end, will need to be replaced. An external door will also be replaced to make good the damage done during last year's break-in. The paintwork will be touched up to bring the coach back to standard.

Despite all this extra work it is hoped that this vehicle will be available for the Wealden Pullman from the end of March onwards.

It should be noted that it is some five years since both Pullman cars were last in the repair shed for major work. They spend five days out of seven stabled on the Pullman Dock with no air flow passing around them, and are subject to the vagaries of the weather. Last year's hot



summer was particularly destructive to our wooden-bodied canvas-roofed stock. In order to preserve these Pullmans, which are a major revenue stream for the railway, it is becoming increasingly important that some form of covered accommodation is provided. If we continue to ignore the effects that the weather can have on these vehicles the repairs to them will become more frequent and more complex.

Part of the original repair shed has been transformed into a roofing area for the work on the Pullmans. An impressive scaffolding set-up allows staff to work safely on scraping down the boards, replacing the rotten ones and installing the new canvas.

Meg Gooch has been repainting and lettering the Pullman roof boards and the door flags of each coach. She will also be involved with the lining and lettering of *Barbara* once the repaint is finished.

**Balcony Saloon:** Work, including chassis welding and build rail repairs, was carried out on this vehicle by Paul Turner, Ron Nuttman, Ken Lee, Julian Coppins and John Garner in the period to the end of October 2018. The coach was then

transferred to Rolvenden Carriage Storage Shed in its dismembered state, and is likely to remain there for an undefined period.

**Mk1 SK 86:** Also in a stripped down state in the storage shed at Rolvenden, awaiting space in the repair shed. Work may recommence in April if all goes to plan.

**Mk1 CK 25308:** On hire from the West Somerset Railway for the Santa period. Discussions are continuing regarding the length of stay of this vehicle.

Planned work for February and March will see coaches 54, 63 and 73 being put through their 18-month exams.

During December the department took the opportunity to tidy certain areas of the shed, and some rarely used items are now stored in the red PMV (which now resides in the storage shed at Rolvenden). This vehicle also needs to have its canvas roof cover renewed.

We are fortunate to have acquired the services of Sam Smith for three days a week over an initial period of three months. Welcome to the department!



*Heavy repairs for Theodora.*

*(John Wheller)*

## OPERATING DEPARTMENT

### Signalling Department – *Tony Ramsey*

There is always less to report during the winter months, but we are pleased to thank those members of the Signalling Department who undertook turns for the Santa Specials, thereby helping to ensure they ran as smoothly and successfully as they did.

Thanks are also due to the members of the Signalman's Training Course who took on lamping duties at Wittersham Road. All but three of the signals at this location are lit by paraffin lamps, and the Santa timetable is such that it is virtually impossible for the duty Signalman to light the lamps while simultaneously keeping the trains moving!

We congratulate Derek May, who passed out at Rolvenden (his second box) in October. We also congratulate those who have added to their level crossing competencies: Patrick Favell (Cranbrook Road); Paul Davies, Col McLaughlin and Kieran Wildman (Rolvenden); and Keith Dorey (Northiam).

We also welcome two new volunteers, Luke Belger and Richard Seabrook, who passed out as Crossing Keepers at Cranbrook Road and

Northiam respectively, prior to joining the 2019 Signalman's Training Course.

Sadly we must say goodbye to Dave Johnson, who has decided it is time to retire after serving ten years as a Cranbrook Road Crossing Keeper and eight years as a Tenterden Town Signalman.

Finally, we ended the season with a post-Christmas 'brunch' in the Tenterden Buffet. We thank the members of the Catering Department who made this possible.

### Guards Report – *Graham Williams*

- I would like to thank our Guards for covering all the Santa turns in December.
- Training Course dates for 2019 are Saturdays 6th July, 20th July, 7th September and 21st September.
- Congratulations to David Nibloe who passed out as a Guard on 28th October.
- Carol Mitchell retired on 30th December after 30 years. (A 'Thank You' appears on page 24.)
- Martin Forder has joined the department as a trainee.

## WAY & WORKS

### Forestry & Conservation – *Steve McMurdo*

The rush to beat the onset of winter has seen us active at various locations across the railway.

A mid-week exercise with the team, supplemented by our professional tree climber, took place in late October at a small copse just past Northiam towards Bodiam. Various trees owned by our neighbouring landowner were leaning dangerously, threatening both the track and our overhead wires. Permission had been obtained to proceed with the required cutting back, and work was completed by the end of the day, with all debris cleared and burnt before we left.

We had hoped to get to a rather more remote location about a mile on from this spot and nearer to Dixter. Unfortunately, pressure of more urgent work elsewhere meant we were eventually defeated by the wet weather causing

saturated ground conditions and flooded ditches. The end of the operating season also removed our usual means of transport to and from outlying sites, but we will return to these as soon as the weather improves and transport is available.

A number of visits were made to Cysters Crossing. This is a user-worked crossing, located in agricultural land between Rother Bridge and Northiam, and is regularly used by a farmer to transfer machinery and cattle across our track. A curve in the line can impede visibility from the footplate, so we cut back trees and undergrowth for some considerable distance to improve matters. One such visit was on Remembrance Sunday, and the team respectfully halted work at 11am to observe the two minutes silence.

A call came from André Freeman advising that branches had fallen from a tree near the toilet block in Tenterden station yard. We immediately





*Observing the two minutes silence.*

*(Martin Keable)*

investigated and found an ash tree suffering from Chalara, or Ash Dieback as it is better known. The good news is that this fungus does not necessarily mean the entire tree is dangerous or that it needs to be immediately felled. A small mid-week group quickly identified and removed all the dead branches, using a hydraulic access platform, thus leaving a tree which will hopefully continue to be an attractive feature for many years to come.

The railway received a plea for help concerning the use of Tenterden station car park in connection with the town's November Christmas market. This time we would not require our forestry skills. There was a desperate shortage of volunteers offering both to act as marshals

and to collect the £5 fee. To miss the opportunity of such income would be a great shame, so F&C duly drafted in three of the team. Our scheduled weekend work party lost their services, but they assisted in collecting hundreds of pounds from visiting motorists.

However, life as a Forestry & Conservation volunteer is not all hard work, and like other K&ESR departments we have our lighter moments. Our now traditional post-Christmas lunch took place in January, once again at The Plough at Stalisfield Green. Our guest of honour, the ever resourceful Brian Richards, was even able to secure crackers and party hats to complete the atmosphere – to the bemusement of other diners.

## COMMERCIAL

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

It's pleasing to report that 2018 concluded in the shop with a metaphoric bang. Traditionally

Christmas takings have followed a well-established pattern, the first weekend of Santa Specials always being the best. The theory goes that the closer we get to Christmas, the less money people have,

and the fewer presents they still need to buy.

It looked as if 2018 was set to be no different, the first Saturday generating what has become the customary four-figure sum. However, the mould was well and truly shattered on 22nd December when the shop had what is probably one of its best Christmas days ever, easily beating the total of three weeks earlier. This just goes to show the ever-fickle state of retail in general – though we would also like to think it reflects the better-quality merchandise we now stock. Special thanks to the heroic efforts of the ladies on duty that day.

The shop is still very much in a state of 'work in progress'. As we write this, Trevor Apps will be attempting to chip away at least 20 years worth of dirt on the walls, in order to give the interior a much-needed lick of paint. The aim is to brighten the place up by applying a lighter shade; there is no evidence to suggest that the current gloomy, grime-ridden colour scheme is in any way authentic. Well, OK: the grime-ridden bit may be. Once finished, adjustments will be made to the lighting to ensure that some of the murkier corners are better illuminated.

Regular visitors to the shop (we'd like to think that's all of you) will have noticed that changes have been progressively made to the stock layout. These are partly a consequence of a review of the ranges we carry. The wall adjacent to the till, traditionally the home of books and DVDs, is now being used to display our new range of artist's 'retro' prints, specially commissioned by the railway. This artwork is in turn slowly being introduced on our product range, thus slipping our offering in line with the evolving corporate image. Already we have cards, tea towels and mugs bearing the designs; further products will follow in due course.

Such books as we stock have been displayed in a somewhat cramped manner. This is far from ideal, but only a temporary measure pending further rearrangement of stock. However it is inevitable that the range of books will diminish dramatically. Hitherto they have occupied between 15% and 20% of our shelf space, yet they are a product range of absolutely no interest to 95% of our visitors. That isn't to say they haven't generated a useful income – not least because we have tended to focus principally on bargain books. The retirement of our wholesaler, however, means that we simply no longer have a reliable supplier of such items. In addition, the term 'bargain' has become increasingly

subjective. Margins have reduced considerably, meaning that we have been unable to offer the type of discounts we would wish. It therefore follows that books will no longer be as high profile as they once were.

This change in priorities sees the retirement of Brian Janes, our book buyer of many years standing. As well as sourcing the bargain books, Brian had an uncanny knack of identifying full-price titles that have sold well in the shop (mostly to the shop staff!). We thank him for his sterling efforts.

We will also be making changes to our OO gauge railway offering. It had been hoped that we would be able to expand the range, but in the cold light of day we cannot compete with the big suppliers – in terms of both prices and delivery times. The mark-up for retailers like us is very small indeed – in the region of 15%.

That said, modellers need not despair. We shall continue to stock our unique range of K&ESR rolling stock, as well as some items that are relevant to Colonel Stephens and his railways. Additionally we are optimistic that we have found a source that will enable us to offer 'bargain' rolling stock, and we will shortly be making contact with a local manufacturer that specialises in Southern wagons. This fits in well with our ethos of sourcing difficult-to-find items and/or items that are unique to us.

Thanks, therefore, to the supreme efforts of an ever-dwindling band of volunteers, the shop enjoyed an excellent year in 2018. At the beginning of December sales were down 5% year on year. That is actually a phenomenal result – not least since we did not have the benefit of a winter Thomas event. This invariably generates around 10% of our total annual takings. In addition we did not have a guide book (a regular revenue generator) to offer for much of the season, as well as several other product lines. Thus, all told, a first-class result.

Our report concludes with the customary plea for additional help. Nothing assures a downturn in takings more than a closed shop – be it Tenterden, Northiam or Bodiam. In short, your shop needs you! We are far too polite to mention the average age of our merry band of staff, but the sound of creaking joints (especially from the authors of this report) should give a rough indication. That said, absolutely all ages are welcome, creaking joints or otherwise.



## Pullman – Meg Gooch

As I write this article it's pouring down with rain; when I awoke it was white with snow!

Our two Pullman cars, *Barbara* and *Theodora*, are both in the Carriage & Wagon workshop having their roof canvases renewed. Unfortunately both have developed bad leaks which, as with any wooden vehicle, is disastrous. In Pullman cars the delicate marquetry is all too easily ruined, so extensive repair work is being undertaken. *Theodora* needs to have her Robertsbridge end completely rebuilt because of water ingress – a demanding commitment in the very short period of time available before the season restarts. Re-roofing is never a simple job, but with the compound curves that characterise Pullman cars, time constraints dictate we'll only have time to repaint *Barbara* this year.

Roof challenges aside, the excellent news is that the first of *Theodora*'s large marquetry panels has been beautifully restored and, if time permits, will be installed once her roof has been completed. It has been lovingly restored by Wheathills, who are based in Derby. Having

been up to look at their fascinating workshop, we were convinced they would do a superb job – and we weren't disappointed. They are also restoring the marquetry for the 'Brighton Belle', so *Theodora*'s panels are in good company! This work is being funded by the Pullman Improvement Fund, into which all our customer gratuities are collected.

The Christmas Day lunch was once again a sell-out, but to ensure we don't exhaust our small team of volunteers we have decided to take a break on Christmas Day next year. As always we finished the 2018 season with the New Year's Eve Pullman; staff then enjoyed a full English breakfast in the early hours of the morning!

Sales are going very well for the 2019 season, so no pressure...! If you've ever fancied having a change of scenery why not come and give us a go – we always need waiting staff, bar staff and kitchen staff. Most of our team had no previous experience in these fields, but everyone is very supportive. You'll be well looked after, have some fun and meet some great people. Get in touch with Meg by e-mailing [meg@kesr.org.uk](mailto:meg@kesr.org.uk) or phone 01580 761166 to find out more.



A new roof for Barbara.

(John Wheller)

## GROUPS & ASSOCIATES

### Museum Notes – *Brian Janes*

After a very successful 2018 season, with heavy visitor numbers and excellent sales, we look forward to another year of progress – despite continued reliance on our usual small band of loyal volunteers.

Improvements continue, though some, like new electrical sockets and reorganisation of the entrance desk to give greater comfort to custodians, will pass without notice except by those using them. Behind the scenes work has also progressed, though still handicapped by the slow progress in removing the Company archive.

Our visitor experience will not see any marked changes this year, though we have added two excellent new exhibits. First acquired was a Tyers No.7 tablet instrument – a rare item that was used on two of Stephens' railways, including the K&ESR. We have also put on display an exceptionally rare, probably unique, cast iron sign from the Weston, Clevedon & Portishead Railway.

For visitors who do not just visit to learn but also to buy we have had further large donations of books. If second-hand is not their thing then we have the new in-house publication on Colonel Stephens, with extensive biographical details and short histories of all his railways. The new Lightmoor Press book on Stephens' Railmotors has been available in the railway shop since Christmas. National sales are reported as very strong and nearly half the print run has already gone. Authors' fees are being donated to the Museum and the Colonel Stephens Society.

The 100th anniversary of the end of the Great War was celebrated in due style, with a special train giving a rare run for the Cavell Van. Regrettably it did not achieve due recognition in the railway press in the face of very successful events on other heritage railways. This year is the 100th anniversary not only of the van itself, but of its use for the huge national ceremonials of the return of Nurse Cavell's remains, on 15th May, and Captain Fryatt's, on 8th July. No events have been proposed yet for the railway. However, we have had firm proposals to exhibit the van at Harwich, the heroic captain's home and burial place, over the period 5th–14th July. Volunteers are working hard to try to ensure that the van is restored to excellent condition for this important anniversary season.

### Gardening Report – *Veronica Hopker*

#### Tenterden Town Station

September is always the start of tidying the gardens. Sadly, due to the very hot days during the summer and the lack of rain, we found some of the shrubs were suffering. In fact we have lost three *Lavatera*. The 'mound' was slowly becoming covered in acorns and leaves from the trees, which were also suffering from lack of water, and they were shedding everything early.

A start was made on tidying the garden next to the signal box, which is a difficult one to keep looking attractive as it does not have easy access. However, by trying different plants we hope to solve the problem of keeping it blooming. Fortunately we have the topiary steam engine created by Norman Bowden of the Tuesday Group, which is maturing and looking very good. It is regularly photographed by visitors to the railway. The little garden at the front of the offices has had a 'make-over', and we hope it will start to mature.

All the new gardens – that is the 'mound', the little office block garden and the area in front of the Station Master's office – all have fairly poor soil. Soil improver has been added, and in the spring worms from my compost bin will be added, in the hope that they can aerate the soil and give it a bit of life.

At the end of October winter violas were planted in the troughs on the Pullman dock, in front of the Booking Office window and on the pavement in the disabled parking area.

November saw the arrival of rain, which stopped all gardening, so we moved indoors and spent our time packing gift bags for the children travelling on our Santa Specials. Then during December we wrapped mince pies...

#### Rolvenden Station

The tubs on Rolvenden Station platform survived well to the end of the season, but they have now been replanted with Sweet Williams and tulips to last through to the start of the 2019 running season.

During October, with the help of Doug Ramsden and Mark Taylor of the Tuesday Group, the trees next to the roadside bungalows were pruned to





*Diesels in the mist.*

*(Meg Gooch)*

lift the canopy (much appreciated by one of our neighbours). The trees and bushes around the car park were also trimmed to keep their branches away from the parked cars.

The little triangle garden by the entrance was cut back to make it easier for the Tuesday Group to put a coat of preservative paint on the surrounding fences.

### **Northiam Station**

Liz Brown and Nell Joint continued to work on the flowerbeds in the picnic area and lineside, keeping them tidy and well stocked. They have a continuing battle against self-seeding Borage and Verbascums, which are very deep rooted, and seem to grow in every corner you do not need them. Their flowers are attractive, but they can quickly colonise and smother other plants in the borders. The tubs on the platform always give a lovely display and the team managed to keep them going to the end of the running season.

Thanks have to go to Mark Taylor and Doug Ramsden of the Tuesday Group for keeping all the grass areas trimmed and tidy throughout the season. Doug also looks after the seat in the Memorial Garden. This year the Tuesday Group had to give it some attention, due to an area of rotten wood; it has been repaired and repainted.

The wild flower garden flourished this summer, and now work has to be carried out to thin some of the plants to make space for new plantings.

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

Our main current project is the re-wiring and refurbishment of the platform lighting. We will be replacing two of the lamp posts, together with the armoured cable and junction boxes along the whole length, which have suffered from the ravages of time and weather. The posts and lamp housings will be repainted at the same time (as the weather permits). Bruce Sharpe, our resident electrician expert, is leading on this.

Elsewhere, the sleeper steps at the end of the cattle dock have been replaced by Paul Randall, Graham Holden and Chris Wady. Together with Adrian Freeman they have also been smartening up the grounded PMV body at the Robertsbridge end of the site, which is used as a materials store, and it is now resplendent in a fresh coat of paint. Sadly it was broken into on two occasions in January, and although nothing of any monetary value was taken, we had the inconvenience of making good the damage. This highlights how vulnerable our remote stations can be to theft and vandal damage.

Bill Larke, Frank Wenham and Vic Grigg have been giving the hop garden some welcome attention, and it is looking better at this time of year than it has for some years. We are seeking a substantial quantity of rotted manure to set it up for the growing season. Frank has also donned the waders and cleared out the ditch leading to the culvert which runs under the permanent way at the Robertsbridge end. This still backs up after very wet weather and provides a pond for the local ducks. By keeping it reasonably clear the water eventually subsides.

We welcome new volunteers Tim Hogben – who has been a K&ESR member for some time and has been moved (persuaded) to come for some ‘hands on’ experience – together with his neighbour Jim Barnes.

The platform seats that have been so carefully restored over the past few years have been put under cover for the winter; they will be brought out again when trains resume. The winter months are generally a good time for taking stock of tools and materials, and planning the tasks that will need to be addressed before we welcome back the paying customers. Bill and Jim

have given the platform waiting room and the shop a good clean ready for the new season – we hope the station staff notice!

The team took the opportunity to get together (with spouses and partners) for a festive lunch at the end of January, and the station buffet once again did us proud.

### **Tuesday Group – Graham Hopker**

Towards the end of 2018 work continued at Rolvenden. A new hardwood external door will replace the one on the Loco Shed fire door, and the door itself was repaired. The yard gate was painted black, together with the adjacent railing fence. All the timber closeboard fence panels were given a coat of preservative.

Undercoat and primer was applied to the new window frames at Cranbrook Road Crossing Keepers hut, together with a top coat. A new lock was fitted on the door.

Work was started at Rolvenden to replace and repaint some rotten wood on the station canopy, together with a general repaint of the whole station building. The weather in November/December deteriorated, however, so this project

has been halted until (hopefully) the weather improves.

A Christmas tree and lights were put up at Northiam, and on December 11th we had our annual Christmas lunch at the White Hart, Newenden. This was attended by 20 folks, and a good time was had by all.

As usual the Tuesday Group had a good representation on the Santa Specials, covering the whole weekend of 8th/9th December serving drinks, mince pies, etc., to all first and standard class passengers. The feedback was very positive from everyone.

After this we had our usual winter break!

The beginning of 2019 has started with the arrival of a new down side crossing gate for Tenterden and, with the help of Henry Edwards' barn, painting has commenced.

Our electrician, Dave Brown, has recently been carrying out some work in the Museum, tidying up the sockets at the reception desk and in the upstairs office, and also putting in some lengths of dado trunking. Dave has also fitted an additional security light at the rear of the Tenterden office.



*The Tuesday Group at Rolvenden.*

*(John Rose)*





*And to end Lineside News in an issue of the Terrier which sadly carries a number of obituaries, a celebration of new life. Congratulations to two of the K&ESR's best-known members, Helen and Jamie Douglas, on the birth of their daughter Iona.* (Helen Douglas)



*An unusual and evocative view of No.32678 and the Vintage Train approaching Bodiam in May 2018.*

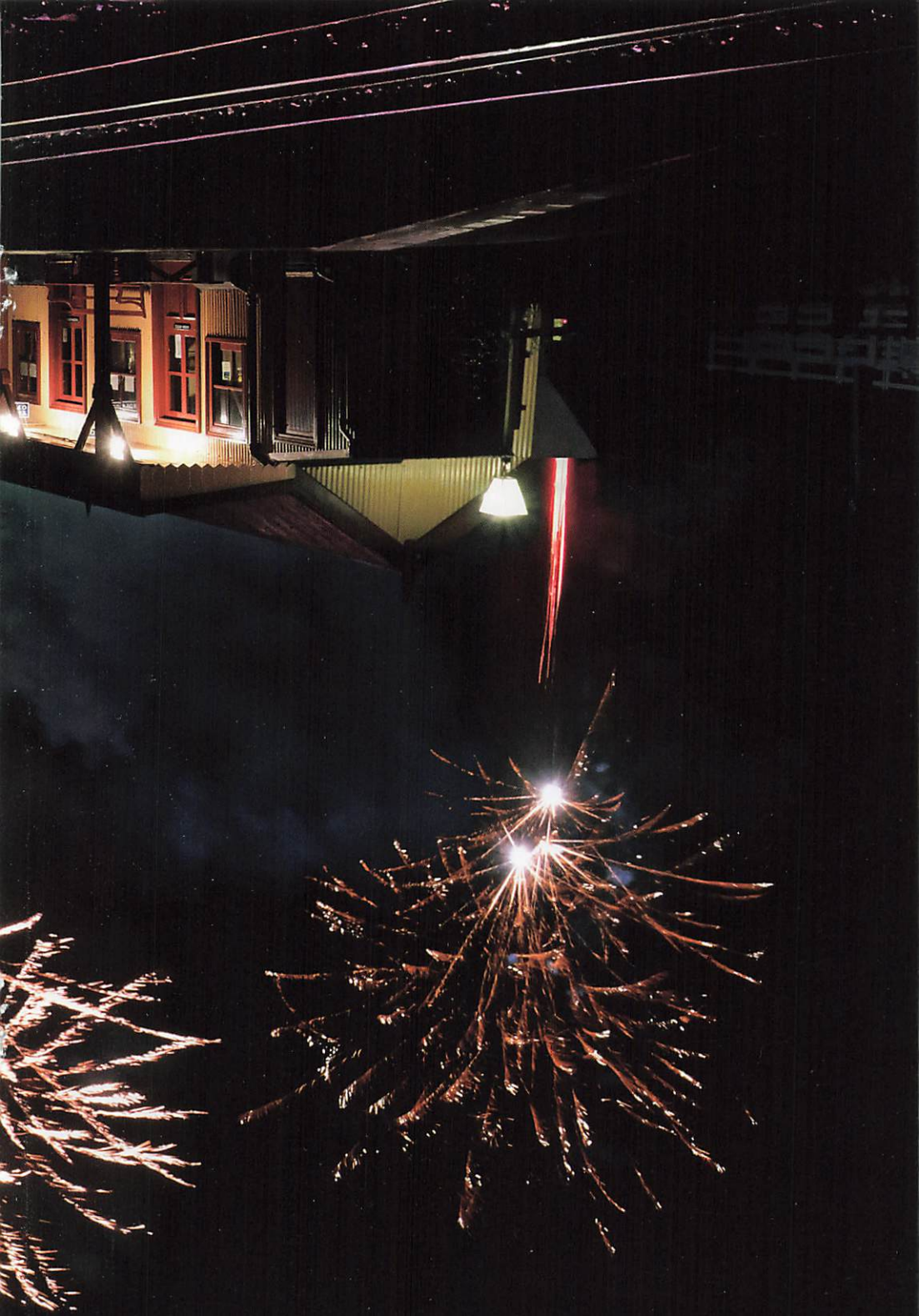
*(Martin Green)*

*No.32678 again, away from home at Bitton on the Avon Valley Railway.*

*(Alan Crotty)*







*Midnight at Bodiam – New Year 2019.  
(Alan Crotty)*







*19 minutes past midnight: the crew of the 2019 New Year Pullman.*

*(Alan Crotty)*

*USA Class LMR 300 working a Santa Special on Christmas Eve 2018.*

*(Phil Edwards)*



# THANK YOU, CAROL!

Many working members past and present will have met or worked with Carol Mitchell, who has recently retired as a guard after 30 years of service.



(Alan Crotty)

Carol is a one of the K&ESR's most senior guards, and of those active since the re-start of railway operations in February 1974 she is seventh most senior. Her interest began in late 1986 following a footplate ride (her late husband Chris was the driver) and, being intrigued, decided to

train as a guard. (She once told the Editor: "I looked at what the guard was doing and thought 'I could do that.' So I volunteered, and...")

Carol passed out in April 1988, at a time when the way the railway was operated was very different from the practices we know today. In those years we only ran as far as Wittersham Road, and had to propel out to Hexden Bridge with the guard keeping a look-out from the rear of the train through a window cut in Petros' gangway shield. Definitely not something we could do today! Then of course the railway extended to Northiam in 1990, and eventually to Bodiam in 2000.

Carol became involved with guards' classroom training in the early 1990's, assisted with training 'on the road', and for the past ten years was an assessor. She stood down as a Board member at the AGM in November, and on 30th December 2018 did her last turn as a guard. I was there as Guards' Inspector to mark the occasion.

I'm pleased to say, though, that Carol will continue as a volunteer, and has started training as a Station Master. She is also taking up the post of Joint Membership Secretary. I would like to thank her for her involvement and loyalty to the guards department, and wish her well in her new roles.

Pete Spratling

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## Question Time

The next issue of the *Tenterden Terrier* (Summer 2019) will see the introduction of a new feature enabling members to direct K&ESR-related questions to the railway's trustees and managers. There will be a few simple rules:

- The scheme is only open to members. Please quote your membership number when writing.
- Questions submitted without a name and membership number will not be considered.
- Only questions that are selected for publication will be forwarded to the manager or trustee whom we consider best qualified to answer them.
- Please keep your question brief and to the point.
- Submissions containing more than one question will not be considered.
- In submitting your question you agree to your name, and the response, being published in this journal.
- We are only able to accept submissions by e-mail. The address is [terrier@kesr.org.uk](mailto:terrier@kesr.org.uk)



## **Tenterden Terrier – Online Option**

As mentioned in recent issues of this journal we are able to offer members the option of receiving their copy of the *Tenterden Terrier* online in PDF format. If you would like to take advantage of this offer please go to <http://kesr.org.uk/tenterden-terrier-online> and complete the request form. You will, if you wish, still be able to receive a printed copy of the *Terrier*, but the more people requesting PDF copies only the greater the saving in both printing and postage.

## **KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS**

### **September 2018**

1st	Mrs Erica Martin	No.416	£100
2nd	Ernest C King	No.787	£90
3rd	B P Germain	No.244	£80
4th	R & S Jacques Bartlett	No.776	£70
5th	David Woodnott	No.924	£60
6th	Richard Seddo	No.679	£50
7th	Mr J Bignell	No.581	£40
8th	Peter Coombs	No.656	£30
9th	Keith Howell	No.535	£20
10th	Mrs Stella Dow	No.744	£10

### **November 2018**

1st	Dave Drewry	No.225	£100
2nd	Mr B R Stonestreet	No.473	£80
3rd	Chris Garman	No.006	£70
4th	Mr S Foster	No.200	£60
5th	Mrs Rowena Forbes	No.935	£50
6th	John E Brice	No.163	£40
7th	Peter Bennion	No.146	£30
8th	Mr G Lusted	No.308	£25
9th	Mr B R Stonestreet	No.473	£20
10th	Mrs D Clews	No.045	£10

### **October 2018**

1st	Mrs Jan Golding	No.783	£100
2nd	Mr P W Goodhill	No.441	£80
3rd	Mr John Emmott	No.056	£70
4th	Terry Heaslip	No.484	£60
5th	Richard Crumpling	No.865	£50
6th	Mr Roger Chaplin	No.566	£40
7th	Mrs P C Hoad	No.141	£30
8th	Dr Ian Cullis	No.943	£25
9th	Mr Kent Evenden	No.129	£20
10th	Mr Alan Crotty	No.054	£10

### **December 2018**

1st	Lionel Marchant	No.604	£300
2nd	R J Delves	No.584	£200
3rd	Claire Stuchbury	No.026	£150
4th	Mrs Jan M Golding	No.783	£100
5th	Mrs Karen Gay	No.570	£90
6th	Lionel Marchant	No.303	£80
7th	Peter Bennion	No.696	£70
8th	John Ward	No.971	£60
9th	Raymond Tatnall	No.750	£50
10th	Graham Voce	No.451	£40
11th	Bob Clifford	No.181	£30
12th	Ron Dawes	No.035	£20
13th	John E Denby	No.725	£10

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

# Letters to the Editor

## Norman Johnson

Sir – Please may I take a moment to thank those from the K&ESR who attended the funeral of my late father, Norman Johnson, in October. The K&ESR played a major role in Dad's life for many years (as it did with Mum, Lorna) and it was very gratifying to see that he hadn't been forgotten by those at the railway.

Dad would have been chuffed with the presence of his former fellow K&ESR friends and volunteers and I sincerely thank them also for their donations to his chosen charities, which he had requested in lieu of flowers.

Despite the sadness of the occasion, personally speaking it was a pleasure to see and chat to a number of 'railway folk' who I had not seen for many years. Our family's involvement in the K&ESR played a big role in my childhood and I have many happy memories of spending time at the railway in the late 1970s and early '80s, some of which was even spent doing something useful.

I would like to express my further thanks to Doug Lindsay for writing a fine obituary for Dad, which I believe is published elsewhere in this issue. I might add here that the 'Bus Gang' reached almost mythical status in the Johnson household, as we'd wave Mum and Dad off in their 1920s attire, wondering quite how many Pimm's and G&Ts it took to fuel a vintage bus and its jolly human cargo to whichever destination it was this time!

*Robin Johnson  
Aberdeenshire*

## The District Carriage

Sir – Brian Janes' excellent article on the history of our Metropolitan District Railway carriage matches the high standard of restoration of the carriage itself, and dispels various speculations about its origin.

I was, however, intrigued by the period illustration of a carriage interior. A feature of particular interest is the device on the ceiling between the two lights, displaying the station name 'TEMPLE'.

Some research in newspapers of the period shows that this was a station indicator, tried in the mid-1890s to overcome what was then seen

as a serious problem of distinguishing station nameboards among a plethora of advertising signs. As shown, it consisted of a glass half-cylinder about 18 inches wide fixed to the ceiling of each compartment, in which a series of cards with names of stations on the route were hung from an endless chain in geographical order. About 200 yards after leaving each station, a wooden stick hanging down below the carriage and tipped with a rubber wheel would come into contact with a ramp on the track, and the movement of the stick would drop the next card in each indicator in that carriage, and ring a bell to alert passengers to the change.

When travelling in the opposite direction, the sequence would automatically reverse. Where the line branched into two, there would be a series of ramps in quick succession at the start of the branch whose names came last in the sequence, so that the cards would flip through quickly until the correct name appeared. The overall effect must have been like the Solari platform indicators common in the 1970s and 1980s.

Following experiments on the Royal Albert Dock Railway (Custom House to Gallions, with two intermediate stations), a more extensive trial was made in 1894 on the Hounslow branch of the District from Mill Hill Park (now Acton Town). In 1895 the system was brought into use on the District's main line between Whitechapel and Ealing Broadway – as illustrated in Brian Janes' article – and five trains had been equipped by April 1896.

In May 1896 the Railway Station Indicator Company (Limited) was promoted with a capital of £120,000 to acquire the relevant patents and goodwill, the object being to install the apparatus in trains in exchange for the revenue from the sale of advertising space on the station name cards. However, although trials were conducted between Dublin and Bray and on the Ceinture railway in Paris, the idea did not catch on and the company was wound up in 1902.

Perhaps ahead of its time, the railway station indicator foreshadowed the on-train passenger information displays which became commonplace a century later.

*Tom Burnham  
Staplehurst*



## Railway Cat

Sir – I was delighted to see Gricer refer in *Tenterden Terrier* 137 to Jemma the Tenterden Town Station Cat, as I believe we should recall the social history of the railway alongside the more conventional items. As one of Jemma's regular companions, I would like to add some further reminiscences of my own about her.

Jemma initially came to us in the first half of the 1990s when, like many of us, she would turn up at weekends – in her case from a nearby house, where also lived at least one other cat and a dog. This did not suit her at all, so as soon as staff appeared she would come and join us. She would normally stay the whole weekend, and on Sunday evening the last person to leave would take her home and hand her back to her owners!

After a while we gave up with that and Jemma became resident on the railway. She found hideaways to sleep, and I well remember on many occasions arriving for an overnight stay around 9pm and calling Jemma, who would appear at my feet within moments. Following a good feed and an extended cuddle she rediscovered the pleasures of being a domestic cat for a while! She never showed any sign of becoming feral, and was always most affectionate and friendly to staff and visitors alike.

One Saturday afternoon she got into a dispute with another local cat, and they both disappeared beneath the Pullman set – just as the shunt from the Dock to the Platform was about to take place. The Guard was reluctant to move the train until both felines had been accounted for, so they had to be tracked down by listening for sounds of hissing and spitting as they menaced each other! The pair eventually dashed out from under the train and vanished in opposite directions, with no delays to services as a result.

On New Year's Day one year Jemma was nowhere to be seen all morning, and we started to become concerned. It was only when a passenger reported that there was a cat sitting on a Pullman table and looking out of the window that her whereabouts was revealed! She had crept onboard the New Year's Eve Pullman in the small hours, curled up and gone to sleep unnoticed. She was soon released, none the worse for her experience, though she had left a calling card...

Whether it is practicable to have another railway cat is open to question, as with fewer people regularly staying overnight these days – and no accommodation available for animals – it would be difficult to provide the minimum standards of petkeeping now required. Fitting a cat flap in the messroom door as in the past would probably not comply! Although interviews have been conducted from time to time, the post of Station Cat remains vacant.

*Clive E. Norman*  
*By e-mail*

## Posters

Sir – What a brilliant series of posters was featured in the Winter 2018 issue! They certainly evoked the golden age of railway art. All those involved in their design and production including the artist, Andrew Redden, deserve our congratulations.

I have often wondered if there was a logic behind the distribution of railway posters. Many stations displayed posters illustrating exotic, or at least distant, destinations. There are photographs in the Colonel Stephens Railway museum, for example, of posters at Wittersham Road encouraging visits to Scotland. Others at Rolvenden and Tenterden advertise Guernsey, while one at Tenterden shows Venice in all its glory!

Even more astonishing is a photograph of the tiny halt at Kingston Road on another Colonel Stephens railway, the Weston, Clevedon & Portishead Light Railway. Taken probably in the 1930s, it shows the small passenger shelter displaying a poster with a familiar image: Tenterden parish church! It is not unlike the poster from the new K&ESR series reproduced on the back cover of the Summer 2018 *Tenterden Terrier*.

Despite looking in all the resources we can think of, we have not found another photograph of this poster. How on earth did it get there? The only link is Stephens, but it's not even clear that the Kingston Road poster was issued by a railway. Was anybody using that halt tempted to visit Tenterden as a result? It seems unlikely. If any readers have information that might answer some of these questions we would be delighted to hear from them.

*Ross Shimmon*  
*Colonel Stephens Railway Museum*

*We are pleased to introduce our new regular commentator, who intends to 'Always Look on the Bright Side of Life'.*

# It Seems To Me... by Sequitur

## Getting It Right

"What a load of rubbish!" Despite comments like that some 93% of visitors who review the railway on a well-known website consider it to be very good or excellent. Thus for the vast majority we appear to be getting it about right – no mean feat when you consider that we Brits are notoriously slow to praise.

The "rubbish" review followed a ride aboard the Santa Special. "It was just like being on a normal train. Nothing interesting to see." Another review lamented the lack of onboard 'entertainment'. Also "...sat on a train for an hour (which we do commuting into London every day.)" So there we are: proof that you can please some of the people (apparently 93% of the people), some of the time... Let's, however, look at something closer to that magical 100%. A good place to start would be 99.4 – the percentage of Santa Special tickets sold in 2018 before a single Santa train had run. A remarkable achievement, which speaks volumes about the product offered. But amid the well-earned back-slapping, it wouldn't hurt to put that figure into even greater context.

What concert promoter, what theatre impresario, what event organiser wouldn't give their eye teeth to have a virtual sell-out like that? We're talking about just six tickets in every 1,000 remaining unsold. Now who couldn't envy that? Our little railway really is up there with the best; not quite on a par with the likes of Glastonbury, perhaps, but goodness, we're the stuff of stars.

## Heritage to the Rescue?

American essayist Ralph Emerson once said "People see only what they are prepared to see." Thus it cannot be an unreasonable assumption that, when the heritage railway movement was in its infancy, professional railwaymen were only prepared to see a shambolic bunch of anoraks whose feet were far from firmly planted on the ground. It's hardly surprising that the majority were not prepared to take those pioneers seriously: if there wasn't a brick wall between the

amateurs and professionals, there was certainly one made of fairly toughened glass.

Yet over the years the glass has been shattered; these days the boundary between professionals and amateurs – highly skilled amateurs – is virtually non-existent. It may have taken decades to happen, but the standing of the heritage railway movement has never been higher. Hundreds of professionals now freely give their leisure time (or retirement) to heritage lines.

Moreover, these days many professional railwaymen start their careers as heritage volunteers. You only have to look at our own railway to find several who started off in just that way, and have subsequently pursued careers in the industry. Of course the 'Big' railway is not without its problems, but broadly speaking it's in reasonable shape: undeniably there is a buzz of enthusiasm about it. Could it be, then, that the heritage sector has saved Britain's railways? And did some of the professionals who have been in the heritage sector since the outset once have a gut feeling that it might just have represented the future? If so, we'd be delighted to hear from them.

Meanwhile, heritage railways are enjoying greater respect than ever. Strange, isn't it, that 'comedians' – alternative and otherwise – seem to have dropped the trainspotter and anorak gags. You can't help wondering who the joke is on now.

With increased awareness comes increased responsibility. Gone are the halcyon days when the heritage pioneers were largely left to their own devices. Now we are subject to scrutiny similar to the 'Big' railway, and understandably so: Britain's preserved lines carry a huge number of passengers. In fact, there might well be an expectation that as 'amateurs' – albeit highly professional amateurs – we should come under even greater scrutiny. Were we to be treated in a more lenient manner, the accusations that would fly in the event of something terrible happening are unimaginable: "How could you let a bunch of part-timers do this in a wholly unregulated way?" would be the first of many.



Thus we all fall under the watchful eye of the Office of Rail and Road (ORR) and, for the most part, are subject to the same rules and requirements as any other part of the railway industry. Interestingly, that organisation's strap line is "Protecting the interests of rail... users." And surely, by consequence, rail staff. In recent months the ORR has been flexing its muscles in the direction of heritage lines a little more, and this must be looked at objectively. Some will say it is long overdue. Many of us will also wonder whether it is the result of realising that in the past, possibly, certain things slipped beneath the radar. Whatever the reason, providing we look at it in a positive way, it can benefit us all.

Notice of this more careful scrutiny comes on the ORR's website: "We will be working with the industry to review the regulatory regime for minor and heritage railways, ensuring that it continues to be proportionate to the potential risks on those systems."

One prominent heritage line has already borne witness to the ORR's intentions. Following an ORR audit it was told, according to the BBC, that it had a "significant number of important actions to take". The ORR nevertheless stated that no enforcement notice had been issued in this case; this would have meant that the line in question would have to cease operations immediately because of critical safety issues.

The railway concerned will, nevertheless, voluntarily close for the first three months of this year. The BBC report continued by stating that this will allow staff to "focus on qualifications and effective record keeping". The line's Chairman is quoted as saying that following the audit it was in need of "a recovery plan which must be achieved".

In conclusion, then, this is a reminder to each and every one of us that we are in a very serious business. We are being watched. And rightly so.



*A 2018 Santa Season train – presumably 99.4% booked in advance – climbs Tenterden Bank on 21st December.*

*(Alan Crotty)*



# BOOK REVIEWS

## 101 Railway Stations – A journey of variety

*Published by Crecy Publishing Ltd. Hardcover, 297 × 210mm. 208 pages, colour and monochrome photos throughout. ISBN 978-0860936929. £25.*

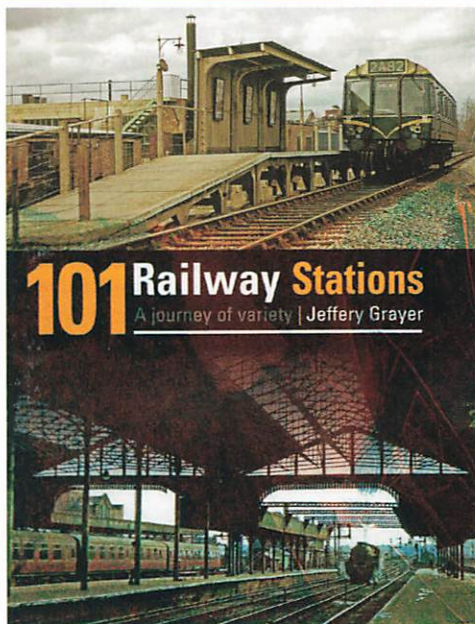
## Impermanent Ways – The closed railway lines of Britain: Volume 13, Kent

*Published by Noodle Books, an imprint of Crecy Publishing Ltd. Paperback. 104 pages, colour and monochrome photos throughout. ISBN 978-190932. £12.95.*

*Both by Jeffery Grayer*

These two volumes are by an author who seems to have made the subject of the British railway station very much his own. From various references in *101 Railway Stations*, he also appears to share this reviewer's taste for English lit and malt whisky! The book is indeed a 'journey of variety' featuring locations the length and breadth of Britain. Stations great and small are included from Caffyns Halt (Lynton & Barnstaple) and Chalder (West Sussex Railway) to Birmingham Snow Hill and Dover Marine.

Almost inevitably the author includes Adlestrop

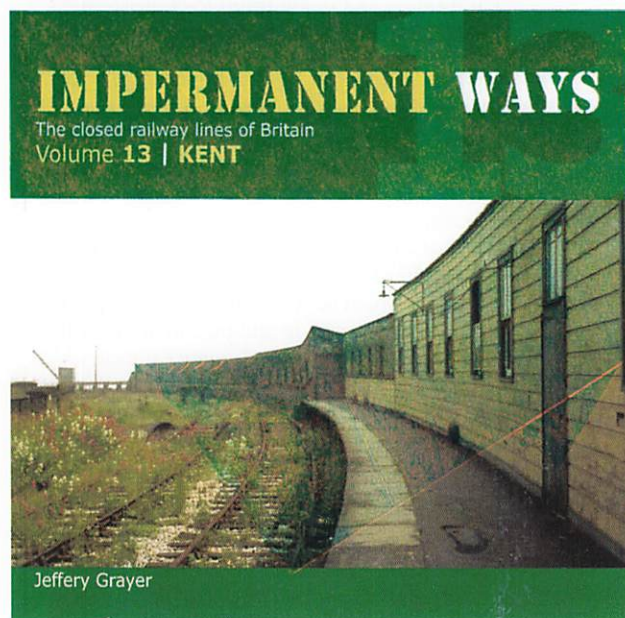


(of poetic fame), and many are the nostalgic descriptions and accounts of eccentric oddities (e.g. Dorchester South). The majority of the stations are now closed, but there are also some which happily still see trains – Bristol Parkway

and Caterham for example – as well as a few, such as the Ffestiniog's Campbell's Platform, which are on heritage railways.

This is one of those books where one need not start at the beginning but rather select interesting-looking sections almost at random. It is a diverting read, although we feel that had we not been sent a review copy we might have preferred to borrow from a library rather than purchase.

*101 Railway Stations* has ample examples from the former Southern Railway area, including Portsmouth Arms in Devon – this leading to due mention being made of the former presence there of Pullman car *Aries*. Of immediate local interest is Goudhurst, and here there is some duplication by





*Impermanent Ways, The closed railway lines of Britain, Volume 13, Kent.* The coverage of the station in this latter book is however rather different, forming part of a nicely concise photographic survey of the Hawkhurst branch, an approach which typifies this volume. As well as Hawkhurst, all the lines one would expect are covered, among them the Isle of Sheppey Light Railway, Gravesend West, Tunbridge Wells West, the East Kent Railway, the K&ESR Headcorn Extension and melancholy Westerham.

There is a section on colliery and industrial lines, and a nice summary of the late survival of steam at Ashford Works – including the preservation of our own USA class tanks.

Closed railways are an essentially bleak subject, and this tends to be emphasised here by the bleak nature of the peripheral areas of Kent in which a number of these lines ran. Overall *Impermanent Ways, The closed railway lines of Britain, Volume 13* has some interesting photos and is reasonable value for money. Mr Grayer is the originator of this series, the authorship of which he shares with Kevin Robertson who is probably best known for *The Southern Way* 'bookzine' periodical.

NP

## **The decline and fall of the Westerham Railway – A Prelude to Beeching**

*By Ron Strutt*

*Published by Crecy Publishing Ltd. Hardback. 208 pages. ISBN 978-1909328471. £24.95.*

The history of the short branch line from Dunton Green to Westerham, opened in July 1881 and closed on 28th October 1961, is full of 'What ifs?' Just imagine that the line had been extended to Oxted, as was originally planned, that the junction with the main line had been at Sevenoaks and not Dunton Green, that the branch had not been closed by British Railways but retained and electrified, or that preservation schemes had come to fruition and it was today a thriving heritage railway.

The general history of the Westerham Valley Railway has been ably covered by David Gould in a book published by Oakwood Press (2nd edition, 1999), so what remains to be said? The late Ron Strutt (the author sadly died shortly before publication) focuses exclusively on the events leading up to closure, and what happened afterwards. The text is based on very extensive

research in the National Archives, covering material from both BR and the Ministry of Transport. The author also mentions his discussions with former members of the Westerham Valley Railway Association.

The book provides a welcome correction to the popular impression that no-one worried about railway finances or thought of closing branch lines until Dr Beeching appeared on the scene. The evidence presented in impressive detail shows that the Southern Region management of the period were determined to close this (undeniably loss-making) branch and would not consider methods of operation which might have reduced costs or increased revenue. This will come as little surprise to those who've read Gerry Fiennes' book *I Tried to Run a Railway*. The Central Transport Consultative Committee recommended that the line should be retained in view of the hardship to its regular passengers if it closed, but this recommendation was controversially overturned by the Minister of Transport, Ernest Marples, following lobbying of the ministry by BR and an undertaking by BR to subsidise additional bus services in peak periods between Westerham and Sevenoaks.

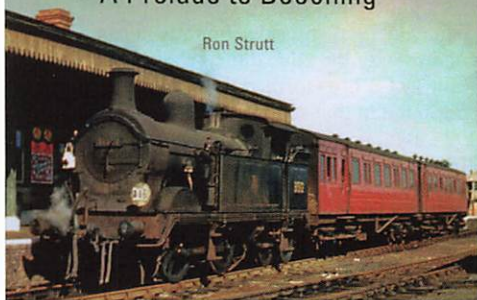
After closure there were attempts by a combination of former passengers and railway enthusiasts to reopen the branch, with a commuter service of diesel railcars on Mondays to Fridays and steam trains for tourists at weekends – the latter following the model of the Bluebell Railway from 1960. However the Southern Region was reluctant to repeat the five-year lease they had given the Bluebell, and sought a sale of the freehold, which would have required capital the would-be preservationists were unable to raise. The bus subsidy to London Transport became an issue in the negotiations, in that – even had the branch reopened with a commuter service – it was by no means certain that BR would be released from the obligation to pay the subsidy. In addition an offer for the land was tabled by Kent County Council, which wanted to avoid building a bridge over the line for the A21 Sevenoaks Bypass, then being designed, and which was interested in a potential new road to relieve the A25.

Strutt suggests that the Southern Region's estates department had at the very least exceeded its authority in negotiating with KCC. However, the claim which has often been made – that the line was closed so that the M25

# The decline and fall of **THE WESTERHAM RAILWAY**

A Prelude to Beeching

Ron Strutt



motorway could be built on its alignment – is rejected. A whole chapter on the routing of the south-east section of what became the M25 concludes that despite KCC's interest, in the early 1960s the MoT had not fixed the route for the 'South Orbital Road', and that it might easily have been built from Chelsfield towards Croydon rather than on its present route further south.

In 1966 the Westerham Valley Railway Association merged with the Kent & East Sussex Railway Preservation Society (some former WVRA members, including the author of this review, are still K&ESR members), and the rolling stock which had been acquired for use on the branch went to various other sites and survives to this day – apart from H class locomotive 31518, which had been reserved but not paid for.

Are the criticisms of the people involved fair? Most if not all of them have now passed on, and so are not around to give their side of the story, although the Kent archives at Maidstone may perhaps have shed more light on the County Council's priorities for road construction. In 1961 the nationalised railway was only in its 14th year, and there was no political momentum to reverse this. Even the Conservatives, whatever their attachment to local enterprise, saw the future of transport in terms of the construction of a road network for a car-owning democracy.

Strutt doesn't mention the attitude of the trade unions, but this will have been very much in the thoughts of BR managers of the period. A proposal to replace railwaymen on nationally negotiated wages and conditions by volunteers or – even worse – by non-union staff employed locally would certainly have set alarm bells ringing. And the withdrawal of the subsidised bus journeys would have put members of the then-powerful Transport & General Workers' Union out of a job. As for the scepticism about the capability of a volunteer-led organisation to operate a safe and reliable railway service for the general public, there were few examples at the time; and the experience of the Tallylyn Railway in its early days – as described by Tom Rolt – was hardly reassuring. As far as I'm aware no heritage railway in the UK has ever succeeded in running an all-year-round commuter service, although several have set out with that ambition.

From our 21st century perspective, it's surprising how much land the would-be preservationists seem to have been prepared to dispense with at their station sites. With the benefit of our experience since, they would have needed all the areas available at stations for storage and overhaul of rolling stock, for visitor facilities and – inevitably – car parking.

The book is copiously illustrated with many photographs of the branch in its last years of operation and shortly after closure, and with reproductions of some of the leaflets published by campaigners. There is also a whole chapter of 'Then and Now' photographs – with several of the 'Now' photographs showing sections of the M25.

Some points related to production. The H class 0-4-4T illustrated on the front cover is 31512 (withdrawn in June 1961), not 31522 as stated. A few references to endnotes are not printed as superscript. Perhaps more significantly, numerous appendices (including several contemporary reports which look as if they would be of great general interest) are included in the contents list but are not printed in the book. Instead, they are described as 'available to download', with an e-mail address given for enquiries. One appreciates that the publishers sought to keep the size and cost of the book within reason, but if this procedure is to become commonplace, anyone who wants to build up – or indeed consult – a library on railway history will need to think about the best way to archive and preserve this supplementary material.

*TGB*



## Peter Davis 1939–2018

It is with great sorrow that we share with readers the sad news that Peter Davis died at the end of last year, after a short illness, in hospital near his home in Bromyard, Herefordshire.

Older members will recall his pioneering efforts in acquiring the Kent & East Sussex Railway from British Railways in the late 1960s, and having to cope with several major problems with the Ministry of Transport, headed by The Rt. Hon. Barbara Castle MP, as well as other objectors.

Peter, with his urbane and chivalrous manner, oversaw negotiations and gradually whittled down the problems one by one. His strength lay in assuring landowners that the railway would be a good neighbour and statutory bodies such as Southern Water that drainage issues were addressed. As a result an amicable relationship was ever present, unlike other heritage railway schemes where hysteria and antagonism is rife with local residents and landowners. Thanks to Peter, good relationships with our neighbours remain sound to this day.

The greatest battle was with Barbara Castle and the Ministry, who declined the Light Railway Transfer Order on the grounds of a need to provide a level crossing over the A21 on the then proposed Robertsbridge bypass. With considerable help from Bill Deedes, the railway's Ashford MP, Peter challenged the decision in the High Court. The judge found in the company's favour, but this was reversed on appeal.

However, thanks to Peter's tenacity, negotiations continued and permission was finally granted for the railway to operate between Tenterden and Bodiam. His lasting regret was that the price of purchasing and restoring the K&ESR meant the abandonment of the Bodiam to Robertsbridge section. The proposed A21 Robertsbridge bypass sealed the railway's fate at that time.

Even before it was clear that the line would re-open, Peter set about purchasing locomotives to operate trains on the railway. As he was working in the cement industry, his first purchase was an industrial locomotive from his employer APCM, which some of you may recall was named *Westminster*. He was further involved in the acquisition of locomotive No.376 from Norway,

helped by David Barham, a local landowner who bought it after an approach from Peter. Later, on a visit to the Longmoor Military Railway at the time of its closure, Peter stepped in and saved a nearly new Austerity, No.196 *Errol Lonsdale*, from being cut up, and bought it for the scrap price.

Peter joined the committee of the preservation society in 1966 and subsequently became Chairman of the educational charity (Tenterden Railway Co Ltd) formed to run the railway; he continued in that role until the line opened in 1974. By then two miles of track from Tenterden Town station were fettled. These were deemed to be just about an acceptable standard and the inspector, Major Rose, passed the line as fit for operation. Donald Wilson, the railway's first Commercial Director, recalls that, after receiving the good news, Major Rose asked Peter when he would like to open. "Next weekend sir if possible," he said. Major Rose drew a deep breath saying, "I'll see if I can get all the paperwork through by then." Those were the days!

In later years he undertook several positions, both on and off the Board, including permanent way, structures and advising on heritage policy.

In 1990 the Board approved the challenge of constructing the missing link which led to the formation of the Rother Valley Railway. This separate company was charged with purchasing, restoring and funding the missing link between Bodiam and Robertsbridge, the aim being to hand over the line to the K&ESR upon completion.

Peter, who had never really accepted a truncated railway, enthusiastically joined the RVR Board, and once again his urbane manner and persuasive personality was to prove essential in the progress of the scheme. He forged friendly links with local landowners, politicians and other local leaders. This got the scheme firmly onto the local plan, which was unanimously approved in 2017. Although Peter was destined not to witness the restoration to Robertsbridge Junction, he can take credit for the early negotiations.

Peter had a strong character and held forthright views which he would frequently express publicly, and it is fair to record that not all on the railway saw eye to eye with his vision. He was a powerful

advocate of restoring the line in the style of a Colonel Stephens light railway. Some members disagreed, preferring heavier locomotives, modern crossing barriers and intricate semaphore signalling. These clashes frequently came to a head, including on one occasion at an AGM, when messages were handed out to attendees upon arrival which read "Don't vote for Peter Davis." In spite of this, and in the fullness of time, most would agree that without Peter the railway might never have re-opened.

John Peter Gill Davis was born on 3rd November 1939, shortly after the outbreak of WW2, in Hindon, Wiltshire to Wing Commander John (Jack) Gill Davis and his Swedish wife Elna. He grew up attending the village school in Fovant before moving to Worthing, where he attended Seaford College Preparatory School. He remembered the war at this time as a young toddler, and described how he and his mother had to dive into a ditch to avoid a German fighter plane which was strafing the road where they were walking. A further move to Ewell in Surrey found Peter at Downsland School at Ashted, where he passed his common entrance examination to St John's School Leatherhead, leading to the completion of his education. This school had a propensity to offer places to sons of military or clerical families.

Entering National Service in 1958 he trained at the Royal Military Academy Sandhurst with a view to forging an army career, but later changed his mind as he longed for a settled life. He completed his National Service with the Queen's Royal Regiment in Canterbury before returning to civilian life. He took a series of jobs, mainly in building, and was then promoted by Cubitts Construction as foreman at the Leatherhead Water Works. During this time Peter had been studying at night school; qualifying as a concrete engineer he was recruited by Associated Portland Cement (later Blue Circle Industries), where he spent most of his career in sales and in

solving technical challenges encountered by the construction industry.

In 1964 he married Diana, a skilled nurse, and they lived in Ashted and later Tonbridge; but they broke up 12 years later, after which Peter bought a house in Staplehurst. As a keen enthusiast of traditional jazz he attended a monthly event at the Elephant's Head in Lamberhurst. It was here in 1977 that on a chance encounter he met Jassamyn (known to most of us as Jinty). She had, as a special favour, taken the drummer and all his kit, squeezing this into her little two-seater MG. She met Peter and the rest, as they say, is history. They married 18 months later, and one year after that Jinty gave birth to their son John.

He was a good father and encouraged his son to embrace a wide range of interests, such as hunting for antiques, clay pigeon shooting and market gardening. Peter's brother Michael shared his interest in railways and there was a strong lifelong bond between them.

His other passion was motor racing, in the forms of speed hill climbing and vintage sports cars, that lasted most of his life – with a particular interest in Alvis. Visitors to his house were always shown his collection of racing cars, which he was continually restoring. He acquired several trophies during his competitive years at hill climbs and sprint racing. His other notable success was as first Chairman of the Shelsey Trust, a hill climb location where he re-negotiated long-term leases and pursued restoration of this world-famous venue. Peter's driving was legendary, and those who sat with him would always describe their experience as 'exhilarating'.

As family friends we were always greeted with warmth and affection. It is often stated by biographers "We shall not see their like again." In this case the description is apt, and we will all miss him greatly.

*MUY & DHW*

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## Norman Johnson 1933–2018

Sadly we have to record the passing of yet another of our valued volunteers, Norman Johnson, who passed away in hospital at Tunbridge Wells after a short illness on 26th September 2018 aged a grand 85 years.

Born in Catford in 1933, Norman had enjoyed a

colourful upbringing in the London suburbs before being evacuated during the war to Hadlow Down in Sussex. There he took a great liking to the countryside and what it had to offer a youngster by way of walks and cycle rides to enjoy the flora and fauna and fresh air. He won a scholarship to Sevenoaks School, which stood





*Norman Johnson with Railcar No.20 in 1979.*

*(via Johnson family)*

him in good stead for an eventual career in the banking industry. National Service took him to Lincolnshire, where he met and married Lorna – who also became a regular volunteer on our railway.

They settled back in Kent at Hildenborough, enabling him to commute to his office in London and also providing the ideal location to bring up their three children, Penny, Sally and Robin (who also from time to time volunteered on the railway!) Their love of the countryside, and their growing family, saw them move down to Wadhurst in Sussex where they settled permanently.

Norman always had an interest in transport, and particularly railways, having used them extensively for commuting, and of course latterly travelling on the famed 'Hastings' DEMU trains up to town. When the family had grown a little he sought a further interest for his spare time and became a volunteer with us at Tenterden. He passed out as a Crossing Keeper but will always be remembered as a Guard over the period from 1978 to 2001. In addition he was a Membership Renewals Secretary from 1982 to 1986, and Membership Secretary for a further ten years to 1996. Along with Lorna he spent many hours at Tenterden dealing with membership matters and indeed the ritual of envelope stuffing, which often involved the family as well! On many occasions Norman would be Guard on the Wealden Pullman while Lorna would be washing up, perhaps with Penny or Robin as well! A real Railway Family!

Norman's meticulous attention to detail was of notable help in his various rôles here – particularly once he became involved with membership matters, as his wisdom often

provided the wherewithal to carry out tasks more easily and efficiently.

Norman wrote many very informative articles for the Terrier following, in some cases, arranging special 'behind the scenes' visits to such places as the East Kent Railway before final closure and the British Gypsum system at Mountfield. Many others recalling railways in our area were enjoyed by readers over the years.

Another 'railway-connected' experience Norman and Lorna enjoyed several times was the excursions many of us had with Chris Newman's beautifully restored East Kent single-decker bus. We all dressed in 1920s attire and visited many locations including the Bluebell Railway and even the Brighton Commercial Vehicle Rally, where we won an award for the best dressed accompanying passengers!

Fortunately his illness was short and he died peacefully in hospital. The funeral at Tunbridge Wells Crematorium on 10th October, a really lovely sunny autumn day, was attended by several railway members along with family and friends. They witnessed a very fitting service to send Norman on his final journey, overlooked by his guard's handlamp which was in place on his coffin throughout the service – an extremely poignant end to a very full and fruitful life.

He will be much missed by the family, to whom we of course extend our condolences, and by us at the railway, remembering all the hours he and the family put in in various ways towards our continuing success. Norman, may you deservedly Rest in Peace.

*DL*

# Christopher Maple (Chris) 1980–2018

It is with considerable regret that we have to mark the passing of Chris Maple at 38 years of age, following a serious illness.

Chris was brought up in Tenterden and attended local primary schools before achieving a place at Norton Knatchbull Grammar School in Ashford. Introduced to the K&ESR by father Graham, a long-time member, Chris and his elder brother Andrew were nurtured into the role of volunteer when very young. They spent days alongside their father when he was on Crossing Keeper duty at Cranbrook Road – sadly something safety regulations would not now permit. Then there were days at Wittersham Road station, where Graham was on the Station Master roster. Both boys grew to hold a great affection for the railway.

Chris became a working member in his teens, spending much time in the Carriage & Wagon Department, where he was trained as a Carriage Examiner. He was conscientious in the role and once said that this work had, at an elementary level, established him in the frame of mind for pre-flight checks in his later career.

Chris would arrive home from C&W dirty, tired and happy, but would also appear as a smartly turned out barman on Pullman trains. In his CV in 2005 he wrote “I work as part of a team of waiters and chefs whose common objective is to serve a six-course meal whilst ensuring the customers receive good quality service and good value for money... The outcome of our teamwork is a train full of satisfied customers, many of whom remark on how much they enjoyed themselves.”

Chris also did a spell as Crossing Keeper at Cranbrook Road one summer holiday, in addition to gaining some footplate experience.

In 2002 Chris graduated from Brunel University with a 2.1 in Electronic and Microelectronic Engineering. While at university he obtained his



*Chris Maple*

*(via Maple family)*

private pilot's licence at Lydd. Soon afterwards he was applying for training opportunities, and after gaining a place at Oxford Aviation Training he achieved his commercial pilot's licence in 2006. He was snapped up as a First Officer by Jet2, so moved to Yorkshire to start his career – although keeping in touch with the K&ESR. Flying mainly from Leeds Bradford Airport he was promoted to Senior First Officer, then Captain at the age of 31, and then Training Captain – a remarkable achievement at such a young age.

Chris married Debbie in 2015 and became the proud father of Archie, born the following year. Tragically in 2017 Chris was diagnosed with a very rare form of cancer and, despite extensive treatment, he died on 16th November last year. We mourn the loss of this talented young man and send our most sincere condolences to his wife, son and other family members.

*CRM & NP*

## Jean-Marc Page

The untimely death in September 2018 of Jean-Marc Page, past President of our twin railway the Chemin de Fer de la Baie de Somme in St Valéry (announced in the *Terrier* Winter edition), came as sad news to the French, indeed international, railway preservation movement.

Jean-Marc was one of the earliest members of the CFBS, joining, as with so many of our own volunteer membership, at an early age and working to restore and reopen this metre-gauge steam railway which meanders around the Somme estuary. Undoubtedly, though, his outstanding





*Jean-Marc Page (right) in Tenterden Buffet in 2005 in company with K&ESR Chairman Norman Brice.*

contribution came as President during the 18 years from 1995 until he retired from this demanding post in 2013. During this period the CFBS grew very significantly from attracting 2,000 passengers a year to more than 150,000 when he retired – and with the foundations he laid, achieving a record 197,432 in 2015.

A great deal of this growth is attributable to Jean-Marc's dedication and his skills in working constructively with the various local and regional authorities in Picardie. As the number of passengers grew, so did the railway's contribution and importance to the local economy – a fact which Jean-Marc untiringly drew to the attention of those public authorities. The economy of that part of northern France is not as robust as wished, so Jean-Marc was able to persuade the mayors and other elected representatives to invest in CFBS infrastructure as a way of generating even more tourist visits and spending. Rarely did a year pass without K&ESR being invited to the ceremonial opening of a newly restored station, railway locomotive or stretch of road – all funded by public sources. This author remembers vividly a wet day when Jean-Marc greeted a host of local élus to inaugurate a stretch of pavement adjacent to the SNCF level crossing at Noyelles.

Also remembered by this author, and doubtless many members of K&ESR, were the magnificent *Fêtes de la Vapeur* (steam fairs) organised and delivered under Jean-Marc's leadership, with their intensive train service, displays and varieties of visiting locomotives, including from the K&ESR.

My first contact with Jean-Marc was as far back as 1994, when I was Director responsible for fundraising, and this meeting arose from a remarkably lucky chance. I needed to attend meetings in Paris and, being in the days before the opening of the Channel Tunnel, I had

decided to enjoy my Sunday travel and go by ferry and train. We stopped in Noyelles and there I espied a couple of diminutive steam engines and their carriages moving on a narrow gauge line adjacent to the SNCF station. I was already aware of the European Union's InterReg grant programme and the need for a French partner organisation to be eligible – and here was one. So I went to St Valéry a few weeks later, met Jean-Marc and the rest, as they say, is history.

In 1996 the two railways signed a Twinning Agreement/*Jumelage* with an agreed programme of investment works to improve our respective tourist offerings. The EU, though, also wanted to see cultural exchanges, and thus was born the 'working weekends' when CFBS volunteers worked here in Tenterden for a weekend and K&ESR volunteers worked in France the following year – to great mutual benefit. And also enjoyment. None of those who participated will forget French hospitality: Jean-Marc was the perfect host and offered meals ranging from sumptuous buffet spreads in the carriage shed to fine dinners in local restaurants.

There were serious benefits from these visits: work done, and experiences shared. Perhaps the most beneficial was when we hosted Jean-Marc and the CFBS working party on our classic Pullman dining service. From that evening, CFBS also introduced on-train dining services.

Professionally, Jean-Marc lectured in computing studies in Abbeville before being appointed as a Schools Inspector in the Ministry of Education. But it is from our negotiations over Twinning and InterReg, and our social meetings, that I will remember him. Our condolences go to his family and the personnel of the Chemin de Fer de la Baie de Somme.

*NRB*

# THE NEXT GENERATION:

## George Harman



Given that he comes from a family of K&ESR volunteers, it might be assumed that it was inevitable George Harman would follow suit. But that would be a mistake: George is clearly his own man and, as he puts it, "I volunteer because I want to, not because I have to."

George's late grandfather, John Harman, used to work for Rother Valley Timber, which led to him become involved with the K&ESR in our early days. Amongst other things he helped to build Wittersham Road signal box (where there is a plaque in his memory) and the platform canopy at Rolvenden station. He encouraged his son, Mike (George's father, who is now one of the Steam Loco Inspectors), to be involved from an early age, and he in turn encouraged George in the same way.

George's first formal involvement was as a waiter on the Wealden Pullman ("I was cute in those days and could wheedle money out of people!") but, as soon as he reached 14, he joined the Footplate Department where he rapidly rose

through the ranks, becoming a fireman at 16, a firing inspector at 19, and a driver by age 21. Now 22, he is our youngest driver.

Having virtually grown up at the railway, George naturally feels completely at home here. Asked what he enjoys most, he says without hesitation: "The people. It's a laugh all day long. And you meet so many different folk you wouldn't otherwise meet, all with the same interest."

"And what do you enjoy the least?" Again without hesitation he responds: "The politics. You'll always get that when people are passionate about something, but I could do without it." No doubt many readers will concur!

I ask him if he can recall any amusing anecdotes. "Well, there was this time when Nathan..." He stops. "No, I can't tell you that!" He does, however, narrate an episode from his first solo driving turn. "I was on 1638 and, when we got to Tenterden, I had to split and reform the A set because *Petros* had been failed. There was a trainload of passengers watching me doing this complicated shunt, and I'd only driven two and a half miles. It was a real baptism of fire: I didn't stop shaking for ages!"

George went to Homewood School where, for his work experience, he had a placement in the sheds at Rolvenden working with 'Moff' (aka Richard Moffatt). "I knew then that I couldn't work in an office. I need to be doing something practical." When he left school, he did a summer with us as a running foreman, then went to work for Southeastern, where he is currently a service engineer at Ramsgate Depot.

George lives in Ashford with his girlfriend Sarah Tagart, who is studying social work at Canterbury Christ Church University. However she is probably better known to *Terrier* readers as another of our young volunteers, because she is qualified as both a fireman and a guard.

However, because George works a roster of four days on, four days off (alternating between days and nights), he usually volunteers on weekdays, while Sarah mainly volunteers at weekends.

George doesn't seem to have any non-railway



hobbies but, away from the K&ESR, he and his dad have three 5in gauge engines at the RH&DR Model Railway, which they run when they can. He also does occasional cleaning turns at the Swanage Railway. "I enjoy that: I get to play with bigger engines on a smaller railway, without having to carry any responsibility," he says.

On the day I interviewed him, George had been driving with Angus Entwistle as his fireman. Their combined ages only amount to 39. K&ESR is fortunate indeed to have such able and enthusiastic young volunteers.

Tony Ramsey

## COLIN DEVERELL

Colin was for many years an active member of the K&ESR, working as Chief Booking Clerk and also undertaking TTI duties. It gives us great pleasure to record that he has been appointed Chevalier in the Ordre national de la Légion d'honneur by decree of the President of France.

The citation – given by the French Ambassador, M. Jean-Pierre Jouyet – stated that the award was given to recognise Colin's 'steadfast involvement in the Liberation of France during the Second World War'. Then aged just 19, he completed 34 operations over Nazi-occupied Europe as a flight engineer on Stirling and Lancaster bombers. On his 34th mission his Lancaster caught fire over Poland; Colin managed to extinguish the flames and the plane made it home. For this Colin was awarded the Distinguished Flying Medal in December 1943.

In January 1944, having completed their tour of duty, Colin and his fellow crew members trained for low-level flying missions. Their job was to fly across France at around 500ft dropping weapons to members of the resistance in preparation for D Day. Colin made ten of these dangerous trips.



(Sue Ferguson)

He is the sole living member of that crew, and has dedicated his award to them. Colin, now 94, is President of the Tenterden branch of the Royal British Legion and, as can be seen in the photograph, was active as a poppy seller last November.

*"I offer you my warmest congratulations on this high honour, which recognizes your military engagement and steadfast involvement in the Liberation of France during the Second World War.*

*As we contemplate this Europe of Peace, we must never forget the heroes like you who came from Britain and the Commonwealth to begin the liberation of Europe by liberating France. We owe our freedom and security to your dedication, because you were ready to risk your life.*

*I am happy to enclose your insignia and once again extend to you my heartfelt congratulations."*

*Yours sincerely,*

*Jean-Pierre Jouyet*



# A Long Time Ago

*John Scott-Morgan reminisces about being a volunteer in the difficult years of the late 1960s, when the Kent & East Sussex Railway lay semi-derelict.*

The rain was tipping down outside the Pullman sales car, and as Alan Newbole snapped shut the glass ventilator my thoughts were directed at how I would get to the bus stop without getting drenched. It had been a wet miserable day at Rolvenden, with little outside work going on, and now it was time to catch the Maidstone & District number 12 bus back to Northiam.

I had started my first term at Brickwall Down House School in April 1968, and quickly discovered the Kent & East Sussex Railway. In the next two years and eight months that I attended that school I was to see and learn a great deal about the line and the personalities who turned up every weekend to restore locomotives and rolling stock.

I knew of the railway before I lived in Northiam through an article in *Look and Learn* magazine, a boy's paper of that period. A reader who lived in Headcorn had persuaded the editor to do an article on the railway, which featured in the magazine, with colour pictures. At the time I read that article I didn't imagine that the K&ESR would soon be part of my life.

On my first Sunday in Northiam I walked to the end of the village, past the Rother Valley Hotel, to find the station bathed in yellow evening sunshine. Manipulating myself over the cattle grid and walking up the station platform, I explored the goods yard and the line towards Bodiam, passing a lineside hut which had a yellow enamel sign for Foster Clark's Cream Custard nailed to it.

I was hooked – there was something magic about this small corrugated iron station building and its environs. During my time in Northiam I would often walk down to the station and spend a quiet time looking around the station site and imagining waiting for a Brighton Terrier to appear on a train to Robertsbridge or Tenterden, dwarfed by a single bogie carriage. Sometimes I would be caught in a rain storm and have to shelter under the station awning until it stopped; I still remember the smell of wet grass and the sight of a rainbow over Newenden, on the other side of the Rother Valley. On one occasion, on a summer evening in 1968, I had a strange experience at Northiam when I felt that I was

not alone, even though there was not a soul to be seen other than me. Whatever or whoever it was, did not seem to be hostile or malevolent, but I did leave quickly and walked home. It never happened again.

We had lessons on Saturday mornings; but the afternoon was free, and those afternoons very quickly came to mean a visit to Rolvenden or Tenterden where I was to meet many new friends. Rolvenden was a hive of activity in those days, with larger-than-life characters like Peter Goddard, who always seemed to be up to his neck in oil and grease, and Charlie Kentsley, who would willingly give advice on locomotive maintenance to a young volunteer.

The bus fare was, even in those days, expensive for the mileage involved, taking a large chunk out of my modest weekly pocket money. This changed when I persuaded my parents to purchase for me a second-hand bike, from a school friend, in the summer of 1969. From now on I was able to enjoy more spending power, which meant I could purchase more publications from the Pullman sales carriage.

In addition to Saturday afternoons I was also free on Wednesday afternoons, and these were often spent exploring the outer reaches of the line or with Charlie – who taught me to use a lathe and other skills useful in my other interest, model engineering. He had a workshop which was well fitted out with a Myford lathe and boring machines, and was also well stocked with tools. Among the many interesting things in the workshop were his live steam models, a 2½ inch gauge South Eastern & Chatham Railway L Class 4-4-0, a Southern River Class 2-6-4 Tank and an upright stationary boiler, which I always admired. He was always a kind and supportive friend and he and I remained friends after I left Northiam, until his death in October 1975.

He would often tell me about his career on the railway, which started in 1915 at Hastings shed, where he worked as a cleaner on the SE&CR. Charlie once told me about the ambulance trains that ran through Hastings at night during the First World War, and how he and his colleagues would fetch buckets of fresh drinking water for





*No.14 Charwelton brings a works train into Northiam on Whit Sunday 1964.*

*(Alan Crotty)*

the wounded soldiers. He quickly joined the breakdown gang, which operated the steam crane in times of emergency. The members of the gang were allowed a ration of ale at meal times; Charlie did not drink and opted for tea instead. He later chose an engineering career at Ashford works rather than a life on the footplate like his father, who was a top link driver and had charge of Schools Class 4-4-0 No.934 *St Lawrence*.

Another stalwart of that distant time was Frank Davis, who looked after the telephone system on the railway with the Webb brothers. I would at times come across Frank and his team at Northiam on Sunday afternoons, doing maintenance or installing new equipment. Frank was a professional telephone engineer who worked for Telephone Rentals, which was part of the GPO at the time. We would sometimes get into conversation and interesting aspects of his past life would come out – memories of SE&CR Kitson steam railcars on the Crystal Palace line, or the introduction of P class 0-6-0 tanks on the same services in 1908 with their pull and push sets.

During 1969 volunteers organised track clearance work and generally tidied up the station. I arranged for some friends from Brickwall School to help out the Northiam group on a number of Sundays, and together we managed to make the station tidier and outwardly more attractive.

On a number of occasions I walked the line towards Bodiam or Wittersham Road, often with a school friend. I remember fighting my way with a fellow railway enthusiast, Simon Ruffell, along the derelict line to Bodiam in June 1968, being

ripped to pieces by the sharp brambles, looking inside the derelict lineside huts until the awning of Bodiam station could be seen in the distance and our destination reached.

Another time I spent a damp Wednesday afternoon with Alex Lyall, walking the line until we eventually arrived at the site of Wittersham Road station, which had a mound of earth where the station platform had been. We spent half an hour exploring the remains of the goods yard, with its concrete ammunition store – a legacy from World War Two – when War Department Dean Goods 0-6-0 tender locomotives and rail-mounted guns operated on this part of the line.

My favourite part of the railway was Junction Road Halt, which had a wonderful sense of solitude; it was such a peaceful location, with only the babble of the river for company. Like Northiam you could stand on the concrete platform on a summer's day and imagine waiting for a train to turn up. I would sometimes walk as far as Austen's Bridge, with its raised steel catwalks, and venture a little beyond towards Salehurst before turning back for home.

*(‘Walking the line’ was popular in those days – it generally didn’t matter in the slightest. A far cry from the necessarily safety-critical ways of today. Unfortunately the memory of those free and easy times may have led to later instances of lineside trespass –Ed.)*

My mind often goes back to cycling along the roads between Northiam and Rolvenden (which I did in all weathers throughout the year, such was my dedication to the K&ESR in those distant

days of my youth), arriving at Rolvenden drenched, or cold from the winter wind, but often beating the number 12 bus. When travelling back from Rolvenden I would often call in on friends who lived above the hill at Newenden, and over tea we could look down over the Rother Valley across to Northiam station, which looked enchanting in the evening sunlight.

Most of us at Brickwall had a copy of the local Ordnance Survey map in those days, and I quickly became interested in the abandoned part of the line to Headcorn. I well remember a visit in the summer of 1969 to High Halden Road station, with its fading paint and semi-derelict look. The then owner was using the station as a workshop and store at that time, but was quite happy for me to look around the station building and platform area.

The stations above Tenterden on the Headcorn extension were of timber construction, rather than corrugated iron, with slatted boards on a timber frame. As a result of a trip to Maidstone on the number 12 bus I managed to see the remains of Biddenden station, which had been turned into living accommodation, having lost its awning and been painted white at that time. It took many years for me to find and visit Frittenden Road station, which was in a very sorry state when I came across it in the late 1970s – its awning collapsed to one side and the platform completely overgrown with bushes. Later the sad remains of this station were set alight by vandals and totally destroyed.

As a result of improved circumstances we were allowed to go home for weekends, which I did every three weeks, taking a taxi to Robertsbridge station and a train to Charing Cross. This journey gave me the chance to see the locomotives and rolling stock stored at Robertsbridge, which at that time included SE&CR H Class 0-4-4 tank, Borrowers 0-4-0WT *The King* and our ex-Ford Bo-Bo diesel locomotive, which resided in a siding together with some rolling stock.

On one occasion in 1969 I missed the E10 express bus (which ran from London Victoria Coach Station to Rye, via Northiam), so had to use the E4 to Hastings and Bexhill instead. This meant the driver had to issue a transfer ticket for me to catch a number 12 bus from Hastings Silver Hill. I well remember it was a wet Sunday evening as I waited for the connecting bus, and when it turned up the Maidstone & District driver gave the ticket a long, hard look before letting me on

the bus. This unexpected journey had a fringe benefit in that it allowed me to see the SE&CR P class 0-6-0 tank *Pride of Sussex* standing outside Hodson's flour mill at Robertsbridge.

Another Wednesday afternoon bike journey took me to Hawkhurst to see the remains of the branch terminus there, almost nine years to the day that the line had closed. The Hawkhurst branch was Holman Stephens' first railway construction project, when he was resident engineer for the project. In those days the former branch station site was used as a timber yard, and sadly the station building had been demolished; however the signal box, goods shed and locomotive shed still stood to remind one of happier days.

It's the chance meetings one also remembers, like the time I was enjoying a cup of tea in the Maunsell open carriage at Rolvenden and happened to hear a conversation between an elderly man and a society member. The visitor had been present at the opening of the Rother Valley Railway in April 1900; he had been taken to see the opening by his father. He mentioned that he now lived in an old peoples' home in Hastings and had made the journey especially to see the line and visit Rolvenden. On another occasion on a Saturday afternoon at Rolvenden I happened to overhear a woman in her forties telling her two young children about their ancestor William Stroudley, who had designed the two Terriers in the yard.

In December 1970 I decided to leave Brickwall Down House School, as I was offered a traineeship with Mercedes-Benz Great Britain Ltd. I had joined the Great Western Society at the last Taplow open day in September 1967, and as I lived in Acton, West London, decided to volunteer at Didcot – Rolvenden was simply too far away for me. I was thus a member of two societies that owned Great Western AEC railcars and also pioneers in railway preservation.

I returned as a visitor with friends on occasion during the 1970s, but no longer as a volunteer. Over the years my mind has often returned to those long-ago days, remembering the people and the fun we all had. Fifty years on I am so glad that we have, against all odds, preserved the railway, and now have a chance of returning to Robertsbridge. I would not have missed those early years on the Kent & East Sussex Railway for the world, and often think of those happy times, spent with great people, many of whom are sadly no longer with us.



# Customer Service on the K&ESR in 1918

An article by the late Stephen Garrett in the Spring 1986 *Tenterden Terrier* describes complaints to the Board of Trade between 1903 and 1914 about dangerous practices on the K&ESR. The procedure referred to was that of guards making their way between compartments and from carriage to carriage by the external footboards.

The attitude of an ordinary passenger to this activity is illustrated by a letter to the *Kent & Sussex Courier* of 17th May 1918, describing visits to Bodiam and Pevensey Castles. The relevant section is:

"Bodiam was reached via Robertsbridge, and from thence up the Light Line, as it is termed, to the Station of Bodiam, not far from the ruins.

"We were amused on this Light Line to find no tickets were needed to be secured before entering. We simply took our seats in the compartment and awaited the development of events. Presently a face appeared at our compartment window. The handle of the door turned and in came, without any apology or even a 'Good morning,' an official, whose business it is

to see to the distribution of tickets and the collection of fares. I grieved that he charged me half as much again as was mentioned on the ticket. While I waited for the change of a shilling he was gone, and without even saying 'Good morning,' disappeared somewhere."

As mentioned by Stephen Garrett, the K&ESR had no booking office at Robertsbridge, and through bookings from Tunbridge Wells were evidently not available. The discrepancy between the charge and the fare printed on the ticket was no doubt a result of the general 50% increase in fares imposed by the Board of Trade from 1st January 1917.

Luke Pearce (1846–1940), the author of the letter, contributed many articles to the *Courier* on the history of Tunbridge Wells and district. Coming to Tunbridge Wells in 1912, he set up a printing business, from which he retired in 1926. He was, according to his obituary, an ardent member of the Baptist Tabernacle, and very fond of walking.

Tom Burnham



Imagine issuing tickets along the footboard of one of these!

(Bradley Botttomley)

## 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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