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Tenterden Terrier

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Projects – A New Approach
Visitor Numbers 2018
PMV Centenary
Focus on Norwegian
2019 AGM – Advance Notice

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FRONT COVER

USA Class No.300 Frank S. Ross on loan to the Mid Hants Railway during March.

(Neil Inshell)

BACK COVER

John Woodhams firing No.376 Norwegian.

(Bradley Bottomley)



No.25 Northiam working the RXD on Friday 5th April. (Bradley Bottomley)

Tenterden Terrier

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Editorial

Themes for Tomorrow

Sometimes the Tenterden Terrier develops a 'theme' as a particular issue is being prepared. This time we were asked to make space for Board member Robin White's article 'Projects – A New Approach', an important piece which details not only a revised strategy for project management but, inevitably, also talks about the vital and allied – some would say perennial – issue of fundraising. We then received former Chairman Ian Legg's column for Lineside News, which further emphasises the fundraising theme with suggestions for how members can help raise the capital needed for the future development of the K&ESR. Lastly, Andrew Hardy's history of our Norwegian Mogul – celebrating its centenary this year – includes mention of the need to raise funds to renew the boiler and cylinders of that popular locomotive and keep it in traffic into its second century. We commend all of these items to members, and ask that they consider how they may be able to help in all these respects.

Nick Pallant

E-Terrier

We regret that at present we are unable to provide an online version of the *Tenterden Terrier*. Despite the recent survey indicating a demand, there has not been sufficient uptake of the offer to make the initiative worthwhile.

We have not abandoned the idea, however, and if you would like to indicate your interest please go to <https://www.kesr.org.uk/tenterden-terrier-online> and complete the request form.

Tom Burnham

We would like to record our thanks to Tom Burnham, who has stepped down as Consultant after many years of service to this journal. We are nonetheless sure that he will continue to contribute articles on historical matters from time to time.

Photo attribution error

Please note that the lower photograph on page 23 of *Tenterden Terrier* 138 was incorrectly attributed. It was in fact the work of John Wickham. Apologies have already been made to both of the photographers involved.



No.32678 at Bodiam on 24th February just prior to working her last scheduled train before withdrawal.
L to R: Fireman Sarah Tagart, Driver James Veitch and Trainee Fireman Adam Rose. (Ian Scarlett)

Focus on Norwegian

On July 30th 2019 our beloved No.376 Norwegian celebrates the 100th anniversary of its entry into service on Norwegian State Railways. Andy Hardy, a Trustee of the Norwegian Locomotive Trust, outlines the locomotive's history.

No.376 was built by the Swedish firm of Nydqvist & Holm AB at their Trollhättan works (as works number 1163) for the Norges Statsbaner (NSB). It was the penultimate member of a series of 70 2-6-0 moguls built for a number of Norwegian branch lines. The final eight, all built at Trollhättan, entered service in 1919 and became the 21c class – a sub-class of the type 21.

The type 21 was one of the most numerous steam locomotive classes on the NSB system. A total of 42 examples were constructed which were at the time of construction divided into three sub-types, 21a, 21b and 21c, the 21a being an evolution of the type 15c. The first of these type 15 engines were built in Scotland by the firm of Dübs & Co of Glasgow, and bore a striking resemblance to the goods locomotives designed by David Jones of the Highland Railway.

The type 21 locomotives were delivered new to the Voss line (Bergen–Voss). Because of the Voss line's many sharp curves, especially the harbour lines in Bergen, the fixed wheelbase was reduced from 3,810mm on the type 15c to 3,352mm on the type 21a, and the boiler raised by 13.4cm so that the firebox would fit between the two rear driving axles where the wheelbase had been shortened. These design changes from the 15c type resulted in the engines being given their own designation as type 21a.

Between 1904 and 1906 a total of ten engines of the new class were ordered from two firms: Thune Mechanical Workshop in Oslo, and Hamar Foundry. These ten were two-cylinder compound locomotives with slide valves and no superheaters. The first five, nos.174–178, were originally commissioned in 1902 and were delivered in July 1904. They were transported in pieces by boat from Oslo to Bergen where they were assembled. On delivery they entered service as mixed traffic locomotives, hauling both freight and passenger trains.

The earlier type 15 (and type 11 before them) were intended as freight-only locomotives, but soon also proved well suited for local passenger workings. The type 21 must have proved successful on the Voss line, as between 1904 and

1905 a further five were ordered for the line. These were delivered in 1905/06.

In the meantime several other railways in Norway were rebuilt from narrow gauge to standard gauge. Several of these re-gauged lines required new locomotives, and between 1909 and 1910 a total of ten further type 21 locomotives were delivered from the same firms in Oslo and Hamar. These ten entered service on the Solør line (between Kongsvinger and Elverum), the Otta line (between Hamar and Otta) and the Randsfjord line (Drammen–Hønefoss)

In 1909 the Hamar Foundry delivered a further two locomotives for the Randsfjord line; however this time they were not built as compound engines, but as conventional two-cylinder locomotives with piston valves, and with superheaters (the first steam locomotives in Norway to be so equipped). These locomotives were classified as type 21b, and were followed by a further 12 similar engines delivered from Hamar and Thune during 1908 and 1919. These entered service on the Østfold line and the Kongsvinger line (Lillestrøm–Kongsvinger).

To improve on fuel economy several experiments were tried in the early part of the 20th century with boiler feedwater heaters. On a traditional locomotive the boiler would be filled with water from a tank, via steam-powered injectors. This water is however colder than the water inside the boiler. As this water is fed into the boiler it cools the boiler water and leads to a reduction in pressure. By pre-heating the feedwater this loss of pressure can be minimised, leading to better overall fuel consumption. The Knorr feedwater heater pre-heated the water as it passed through a reservoir which could be filled with steam from the boiler. This was then pumped into the boiler by a small steam pump.

In 1918 a further batch of eight type 21 engines was ordered from Nydqvist & Holm in Sweden. This batch, numbered 370–377, were fitted with Knorr feedwater heaters and were delivered to the NSB in 1919. These weighed some two tons more than the standard type 21 locomotives (due to the feedwater gear) and so were designated



No.376 moving under its own steam to Oslo ready for shipping to the UK.

Further photos of Norwegian are to be found in the Gallery feature on page 26.

(via Andrew Hardy)

type 21c. However the feedwater system was quite complicated and required regular maintenance from trained staff, and the gains made from the better fuel efficiency were lost in labour and maintenance costs; this resulted in the removal of the feedwater gear.

Later rebuilding of several of the older engines of classes 21a and 21b led to locomotives with several differences. Six members of the 21a class were rebuilt between 1923 and 1925 with superheated boilers, but their compound machinery cylinders and slide valves were retained and they received the classification 21d. These were less than satisfactory, due to the combination of superheated steam and slide valves. They were all rebuilt in 1929 as conventional two-cylindere engines with outside admission piston valves and were classified as type 21e. In later years several of the type 21b locomotives were also rebuilt as type 21e.

The compound locomotives of class 21 were the first locomotives to be withdrawn from service, starting in 1929; the last was withdrawn in 1955. The engines with superheaters remained in service much longer. They were very economical and proved well suited to their branch line environment. In 1969 seven class 21 engines were still in operation on the NSB.

The last type 21s in regular service were on the 92km Numedals branch line. A weekly freight operated with a 21 until May 1970, and a regular ballast train lasted until that autumn. These were the last regularly steam hauled trains on the NSB, making the class 21 the last steam loco type to be used on Norway's national network.

No.376 was ordered on 17th August 1918, but the early history of this locomotive is a little unclear. Some records show that it was ordered and delivered to the Kongsvinger line; however recent discoveries show that the engine was probably delivered to the Meraker line in central Norway, entering service on 30th July 1919. This line ran inland from Trondheim on the coast to Ostersund in Sweden, passing through a town named Hell. This has led to some K&ESR footplate crews affectionately telling visitors that it is 'the engine from Hell'!

No.376 finished its service life on snow-plough and ballast train duties at Grong, some 60 miles north of Trondheim, before official withdrawal from Dombaas shed on 22nd June 1971. Negotiations between David Barham and the NSB started almost immediately, and in September of that year the engine moved under its own power to Oslo, making one of the last, if not the very last, steam-hauled workings in

Norway. In Oslo the engine was loaded onto a low loader and shipped to Felixstowe for onward travel by road to Rolvenden.

The engine was returned to traffic and ran until 1977, when it required significant work. No.376 was stored pending overhaul, and eventually its ownership was transferred to then Tenterden Railway Company. However the overhaul was delayed as the railway's finances were already committed to extending the line and building volunteer amenities.

In 1984 the Norwegian Locomotive Trust was formed with the aim of purchasing and restoring No.376 and keeping it in operation on the K&ESR. With the locomotive duly purchased the restoration started, continuing for nearly ten years. The engine returned to traffic on 5th March 1995, when it was commissioned by the Norwegian Ambassador (and Patron of the Trust) Tom Vraalsen.

During its long restoration the engine received a number of modifications, including a rocking grate, a hopper ashpan and a completely new cab and tender body; a total of £38,000 was spent on it. Some of these modifications, including removal of the enclosed cab and rebuilding of the tender, were to make the engine look a little less 'continental' and fit in with the look of the K&ESR.

Since then No.376 has run thousands of miles in revenue-earning service on normal passenger trains, Railway Experience courses and Wealden Pullman dining trains. On these latter workings the sleek lines of the engine enhance the Pullman premium product, while its gentle and easy-to-handle nature has made the engine particularly useful and a firm favourite on our Railway Experience courses with K&ESR crews and the paying public alike.

In May we had a visit from the Norsk Jernbaneklubb (Norwegian Railway Club). The group of about 30 enthusiasts, including some drivers and firemen from various heritage railways, enjoyed a day riding behind the locomotive and visiting Rolvenden works. Several of them joined us on the footplate during the day, with a few even being given a go on the shovel!

The group were incredibly impressed with the way No.376 has been kept and operated, and thoroughly enjoyed their visit to the K&ESR. This has in turn led to increased access to

material and advice from our counterparts in Norway.

However, although we are celebrating the locomotive's 100th anniversary this year, it will also be a year of some sadness as No.376 will be withdrawn from traffic at the end of the main season. *Norwegian* has had a hard working life on the continent and in the UK, and it is now believed that most of the boiler (some of which is original from 1919) will require significant, or even complete, replacement. The cylinder blocks are also known to be thin and are likely to require replacement. The Trustees do not intend to sit idle however; they are actively engaging with the K&ESR to ensure *Norwegian* has a bright future. The Trust has now acquired some 500 drawings for the locomotive, alongside technical manuals and details for its various pumps, dynamos and fittings.

The recent visit by Norwegian enthusiasts mentioned above has forged a strong link with the Norwegian Railway Club and with two preserved railways in Norway that own type 21 locomotives. This has already paid dividends, as some spare parts have been sourced and made available to us. One of the locomotives in Norway has received a new boiler, built in Germany, the drawings and technical details of which have also been made available to the Trustees. However all this work will cost money, and we encourage any interested person to get involved with the Trust.

Our aim is to encourage people to give a small amount of money (the cost of a pint of beer a week) by joining the 376 Club and making a regular monthly donation. This will give us a regular income to help support the work needed on the engine and return it to operation on the K&ESR for everyone's enjoyment. As some of you know, this fundraising model has been used to great success elsewhere, with one group I am involved in receiving a five-figure sum each month by having a large number of people giving a small amount of money.

Norwegian has enjoyed a colourful and interesting history, and we firmly believe it has a bright future on the K&ESR – which we can achieve with your help. Enclosed with your *Terrier* mailing are all the forms you need to join the 376 Club. Please do consider joining us. If anyone would like any more information about No.376, the Trust or our plans for the future, please feel free to get in contact with me: contact@norwegianlocomotivetrust.com

FROM THE CHAIR

Slightly over six months in, and what's on my mind?

Firstly, and overwhelmingly, the bottom line. In common with many of our fellow heritage railways we are overstretched, and things are very tight indeed. We are doing our best to control our costs and we shall continue to look for in-year savings which we can make without jeopardising the future of the business. We are also looking at ways of increasing income, without having to spend more to earn it. Next year's budget may have to contain only expenditure that we know can be covered by realistic income projections. Planning for this is already well under way, with some creative ideas and a much stronger focus on the bottom line – for example seeking to run only those services that are worthwhile.

There is no magic wand, and there are no easy answers. One of the charms (at least I think it's a charm) of the Kent & East Sussex Railway is that it is an incredibly complex organism, and surgery undertaken with the best of intentions can have unintended and unwelcome consequences. But your trustees take very seriously the responsibility of ensuring that it not only survives but thrives.

If we are to do this we cannot stand still, and we wouldn't want to even if we could. We have launched two major appeals. The first is to safeguard the future of our prestige service by overhauling a restaurant car, and bringing it back into service on the Wealden Pullman in early 2020. It has been kick-started by a £74,000 grant from the KCC-administered LEADER Fund – an offer we couldn't really refuse. Without it the whole future of our Pullman operation would have been under serious threat.

The other appeal, jointly with our friends in The Terrier Trust, is to ensure that our much-loved No.3 *Bodiam* will be back in steam for its 150th birthday in 2022 and that its slightly younger sister *Knowle* will receive a fast-track overhaul to enable it to join in the celebrations. Both appeals are the first fruits, and the tests, of a new policy in which we shall be much more forward about asking for money, but only in respect of projects which have been thoroughly thought through first. Please give them both your full support.

Alongside this we are now taking positive steps to refresh our fundraising techniques, including the

completion of the long-awaited legacies leaflet.

Another thing on my mind is the culture of our organisation. We are like an extended family, and this has many joys and strengths. But it can also mean that on occasion we are quick to find fault with others and are resistant to change. As with many extended families, we are very good at coming together to deal with an immediate crisis; we must – and will – find ways of getting that attitude to underpin everything that we do. We are all one railway, and we need to support each other even more than we do at present.

Like it or not we are a tourist attraction, in a competitive market with high customer expectations. Most of our income comes from people who wouldn't describe themselves as railway enthusiasts. We must get more into the habit of seeing ourselves through others' eyes. We have a very well deserved reputation of being friendly to our visitors; apart from making things enjoyable for ourselves this makes people want to come back again. It may also get people to want to volunteer and become part of the family.

Which brings me to the third thing on my mind.



Henry Hill, the Chairman's grandson, on the footplate of No.300.
(Claire Marsh)

We need to find ways of attracting new volunteers, especially – dare I say it – volunteers who may have many years of service ahead of them. Without new volunteers we shall perish. We cannot afford to pay people to do everything. There has been a lot of thinking in the heritage railway movement as a whole about volunteering; we for our part are actively looking at what more we could and should be doing on this front, and I hope you will be seeing some developments soon.

The day before writing this message I was the guard on the diesel multiple unit. As is often the case, the day didn't go exactly as planned – in this instance work by UK Power Networks meant

that we had to amend the timetable since we couldn't cross trains at Wittersham Road. But it was a thoroughly enjoyable day: everyone rose to the occasion; any minor inconvenience to our visitors was explained with a joke and smoothed out; the trains were relatively full, including a sizeable contingent from the University of the Third Age; and staff and visitors went away happy, the former in the knowledge that they had shown off something in which they had pride.

That's what it's all about, and that's what we need to preserve and develop.

*Simon Marsh
Chairman*

MOTIVE POWER

Rolvenden MPD – David Brenchley

It has been a very difficult time for the Loco department. I am now convinced that our engines talk to each other when we are not around.

After major works during the winter (rear wheelset axle machined and refitted, the contractor overran as the work required turned out to be not as easy as thought) the **Pannier** (No.1638) went for a test run. All was found to be

satisfactory at first, but then the centre wheelset started to feel warm... after a couple of service turns it became obvious that the centre bearings had run hot. There were various theories about why, but nothing definitive. Anyway, the loco is now jacked and blocked up in the workshop, with the wheelset removed and work taking place. As I write the loco is being re-assembled.

After a visit from the Office of Rail and Road our big borer was taken out of service, as it was considered unsafe. Work has been done to make the machine safe and usable again, so we will be able to machine both the Pannier bearings (now done) and those for 888 on-site.

No.25 was withdrawn from service as it was due for a washout. The planned washout time for this loco is 14 days, but we hoped it would be shorter – the loco was back in service in ten!

No.300 – well we now know where some of the clanking comes from now! Several bolts holding the cylinder block to the frames have sheared. This, apparently, has happened before, but there is no quick fix. The bolts will have to be removed, holes reamed and new fitted bolts made.

No.376 gave us a scare earlier this year – a driver reported water coming from the firebox at disposal. After much testing and inspection it was put down to driver error and the loco remains in service.

Both 25 and 376 have had broken springs changed over the past few months.

A running 'A' service has been carried out on the **Ruston**. This loco is now more important than ever, as the **Ford** suffered a 'flashover' and is no



1638's repaired axlebox. (Lawrence Donaldson)

longer fit for service. More news on the future of this historic diesel next time I hope.

The overhaul of the Terriers has started, with Bodiam off to Norfolk and Knowle being worked on by volunteers in the yard – when we do not have other disasters to cope with.

Class 14 **D9504** has been carrying the load while we are short of steam.

So, it's not been a good couple of months, and I must commend everyone who has assisted with the extra work that has been needed. Everyone at Rolvenden has given up their spare time, TREATS have been a rock, and the volunteers have as usual risen shining to the task.

GWR Railcar W20W – Andrew Webb

Progress continues to fit the side and window external panels...

Now, dear readers, many of you will be saying, "Haven't I heard that before? Come on you guys, how about showing some progress?" Let me enlighten you.

Having had a tot-up, the guys have drilled and countersunk no less than 1,568 holes in the side panels and 772 in the window surrounds. This takes a long time, and a lot of patience, as does the careful lining up of the panels so that the body crease forms a lovely straight line as one looks along the body of the Railcar. Only perfection will do in C&W!

Unfortunately we discovered that the countersinking had disrupted the protective paint finish, so every hole has had to be ground back to bare metal so that new etch and base primer can be applied locally and rubbed down. The photo shows the extent of some of the work.

We are now reaching the point where these panels can be permanently screwed in place... so that's 2,340 screws! GWR practice is to then fill each screw recess to result in a perfectly smooth finish (unlike the Maunsell coach where the screw-heads are all visible – albeit with perfectly aligned slots!) By the way, a further 1,000 screws will be required to fix the roof.

The final missing external side and front panels have been measured up, and we await a quote for these so they can be ordered. Once in place, the Railcar will assume its classic appearance. (Probably in the order of 700 more holes – with 1,400 screws – will be needed to fix these!)



A whole lot of holes!

(Chris Mileham)

Sliding top-light window frames have been fitted, and fixing the guttering is now under way having confirmed the roof alignment.

Internally, the wooden roof trusses have had their three coats of fireproof paint, which means that all the wood has now received this treatment. Saloon interior wood panelling, not requiring Rexine, has received a coat of primer and white undercoat.

The Headcorn-end cab internal ply panelling is complete, and awaiting a coat of primer and undercoat (to match the Robertsbridge-end cab). Further progress has been made on installing the control wiring.

The Railcar team are still working hard every Wednesday, and we trust that money will be made available for parts as and when we need them. There is still much to do though, so any assistance – practical and financial (and screw-driving!) – will be most welcome.



Lifting D4118.

(Chris Stuchbury)

During late February, following routine running checks, it was found that the left side centre

axlebox had been running warm. Inspection of the axlebox kept oil found evidence of white metal, indicating the possibility that the axlebox bearing was beginning to disintegrate. To deal with this problem required the loco to be lifted, so that the centre axle with its associated axleboxes could be dropped and taken out.

This was achieved on 26th March, when a heavy lift road crane was brought to Wittersham Road yard. Within an hour the 48 ton loco was spectacularly lifted and centre wheels removed and loaded onto the Frimtrol, for movement back to Rolvenden. When the axle boxes were taken apart, it was clear that a previous poor job of remetalting the axlebox bearing (undertaken long ago) had indeed started to disintegrate. In addition, the horn guides on both sides had worked loose on the frames.

Thanks to the 4253 guys and the Rolvenden shed staff, the boxes have now been remetalting and machined, while the horn guides have been drilled out and cleaned up and had new rivets installed.

The opportunity was taken to clean off and repaint the loco's main frames, to complement the recent body repaint. It is hoped that D4118/08888 will be back in service in June. Thanks go to Jamie Douglas for leading this project, supported by Mike Grimwood from TREATS, Charlie Masterson and his band of 4253 volunteers, together with David Brenchley and his staff at Rolvenden.

ROLLING STOCK

Carriage & Wagon – David Brailsford

The Department has been proceeding with various projects and can report that 18 month exams have been carried out on Mk 1 adapted coach *Petros* and BNO 53. Running maintenance tasks have been carried out on our operational fleet, including brake adjustment, block replacement and a number of defect repairs.

Pullman Car *Theodora*: Currently operational following its return to service on 26th April. The marquetry panel restored by Wheathills of Derby is now inside the coach, giving our customers a good idea of what the rest will look like in the future. Quite frankly, it looks splendid. It is planned to give this vehicle a full repaint during the 2020 closed period, as the livery looks a bit like a patchwork quilt in places.

Pullman Car *Barbara*: Currently still in the repair shed, receiving a total repaint and lining out. Peter Bolton, Meg Gooch and Alan Brice are doing the painting, with help from various volunteers on the rubbing down between coats. A new carpet has been fitted in the passenger compartment, and a number of repairs have been carried out to the seats. A window had to be removed to get the seats in and out, as the clearance on the internal and external doors precludes this. The roof has been painted with a special nano paint, and we wait to see whether its longevity will help the roof canvas survive the rigours of our weather. Two axlebox bearings have been white metalled. It is hoped that this car will have returned to service in June.

The department would like to record a very big Thank You to all staff, both volunteer and paid,



CK56 in the evening sun.

(Robin White)

for the amount of effort that has been put in to the repairs on both of the Pullmans. Now all we need to do is look after them correctly...

Mk1 Kitchen Car *Diana* will receive an external cosmetic upgrade towards the end of July, in

order to bring it up to the same fine condition as the rest of the coaches in the Wealden Pullman rake.

Mk1 SK 86 is still awaiting its turn in the repair shed.



Van 138 receives a repaint.

(Robin White)

Mk1 CK 25308 is now off hire and has been returned to the West Somerset Railway.

SECR Birdcage 1100: Thanks to a very generous offer from the K&ESR Locomotive Trust, which will pay for the repairs, this coach currently occupies the roofing bay in the repair shed. The roof canvas has been stripped, revealing a bit of rot in places. A number of woodwork repairs are also under way in the four corners of the body. A certain amount of ceiling repainting will be required in some of the compartments.

The Cavell Van has received four new platform side doors, manufactured by Dave Stubbs and fitted by the department. These were painted, and then lettered, by a member of the Museum staff. The roof received two coats of paint, and some local repairs with fibreglass mat, and then the ventilators were soundly fixed to the structure.

District Coach 100: This vehicle will be taking part in the last ever Steam on the Underground event over the weekend of 22/23 June. TfL's Metropolitan coach will also form part of the rake in use. The axles on both vehicles were recently ultrasonically tested by TfL to ensure that they are fit to be used on their tracks, as part of a fitness-to-run inspection.

Mk 1 Restaurant Unclassified 1987 is due to go

to Eastleigh Works by road for full refurbishment in the near future. Partial funding has been obtained for this project from an external grant (EU LEADER Fund), which needs to be match funded by the K&ESR. A fitness-to-run inspection has been carried out by our contractors Arlington Services Ltd. – a job which has been made necessary because of the need to transfer the coach over Network Rail infrastructure for the final mile into the Works. It is planned that the railway will receive the coach back in the spring of 2020.

David Raimbach has been appointed project manager for the job, and it is hoped that C&W staff will be involved, with visits to inspect on progress. Its Commonwealth bogies are scheduled to be overhauled in our C&W department.

We welcome two new volunteers: Richard Giles and Barbara Robertson.

Sam Smith will be with us as part of the paid staff until the end of August.

We are currently seeking to recruit a new full-time staff member, following the retirement of Ron Nuttman. Ron still intends to commit some volunteer time to the department as and when he can. Many thanks Ron for your commitment in the past.

OPERATING DEPARTMENT

Operating Department – *Pete Salmon*

The annual meetings for guards, signalmen, footplate staff and station masters were well attended during March. The new-style HOPS ID cards were issued at the meetings, along with rulebook updates and associated briefings.

Train services ran well over the Thomas weekends, with no operational problems apart from the need to send a light engine to examine the line and remove a few small branches following high winds. The 1940s event also ran extremely well.

As you'll probably have read elsewhere, we have been unlucky with several loco failures, which have necessitated a few days of diesel haulage. While no doubt disappointing to some passengers and enthusiasts, this gave us the opportunity to do a few diesel driver competence assessments on passenger workings.

New diesel loco logbooks have been delivered. These will be introduced to help us better

monitor loco hours and drivers' turns, and to ensure proper preparation for servicing and fault reporting. Work continues on the introduction of a new Safety Management System and the review of associated documentation.

Following a review, it has been decided that station staff should now fall under the responsibility of the Operating Department rather than the Commercial Department. Although many of our front line staff's duties have a commercial focus, it was felt that the safety critical elements of the role would be better managed from within the Operating Department. Work continues on the development of a new Station Masters Standard Manual.

The new Controller role and process is bedding in well, and its value was shown during the Brightbricks event, managing changes following loco failures. The next stage is to recruit and train a few more volunteers to undertake this important role.



The Class 14 diesel on Pullman duty at Tenterden Town.

(Kieran Wildman)

The Safety Director and the Operating Manager attended a meeting with their counterparts at the Bluebell Railway concerning working together on our responses to changing regulations (RM3). A proposal has been made to form a Southern Five railways group to discuss and share operating knowledge.

A new diesel oil tank has been delivered to Rolvenden to replace the two old life-expired tanks. Thanks go to Richard Stone for attending to the electrical installation.

Kevin Goodsell has recently relinquished the Guards Roster Clerk position, and we thank Kevin for his work in this role. So now we need to find a volunteer to take on this important post. It is a task that can be largely done from home, so may suit someone who is unable to get to the railway as much as they might wish. If you would like to discuss the role to see if it could be suitable for you, please contact the Operating Manager pete@kesr.org.uk

Railway Experiences have been running well, and have been well booked this year with lots of participants going home happy! Well done Bradley and the team!

From time to time people kindly donate wood or pallets for us to use for lighting fires in steam locos, this is very much appreciated. We are happy to accept wood that we can easily break up, but would like to point out that old kitchen cabinets and chipboard etc. are not suitable, and actually give us a disposal problem. Likewise we really appreciate any rags you can let us have, provided they are cotton based and suitable for cleaning and polishing locomotives.

More than anything the railway needs more volunteers if we are to provide the level of service required. Volunteers are needed in all departments, and the Operating Department is no exception. If you are interested in working on locomotives, guarding trains, operating level crossings or becoming a Station Master now is a great time to start. You will be made very welcome, make lots of new friends and learn new skills, many of which will look great on your CV.

Please contact pete@kesr.org.uk if you are interested in any of these roles, or would like to discuss other ways in which you might join our happy band of volunteers!

Guards Report – *Graham Williams*

Kev Goodsell has resigned as Guards Roster Clerk, because his work and family commitments have changed. He had been in the role since 2010. I would like to thank him for all the effort he has put into the job, covering day-to-day rostering as well as bringing out the monthly one.

Charles Lucas stepped down from the role of Guard on his birthday (18th June). He qualified on 15th May 2005. He has also been one of our Assessors, signing off Trainee Guards on elements of their logbooks. Thank you, Charles, for the time you have put in. We will continue to see you about the railway as Chief Station Master.

Martin MacFarlan has taken on the role of Senior Assessor, helping the Inspectors in doing 'Ride Outs' with Guards and asking a small set of questions.

We welcome Andrew Crouch to the section as a trainee.

Signalling Department – *Tony Ramsey*

We welcome new volunteers George Glass and Peter Jefferies, who have both passed out recently as Crossing Keepers at Cranbrook Road, and we congratulate those existing volunteers who have added to their competencies: Richard Seabrook (Cranbrook Road), David Dee (Rolvenden gates) and John Slocombe (Northiam gates). We are most grateful to our colleagues in the S&T Department for the provision of an Internet connection in the Crossing Keeper's hut at Cranbrook Road, and we now look forward to the promised provision of toilet facilities there.

We are pleased to report that this year's Signalsman Training Course has five members, and the weekly Skype training sessions are working well. These are held on Tuesday evenings, as our Training Officer is rostered for nappy-changing duties on the other days of the week!

Finally we wish to record our grateful thanks to Chris Lowry, who has recently retired as a Signalsman at Wittersham Road.



Kev and Alfie Goodsell on duty during the 1940s Weekend.

(Karen Gay)

PROJECTS

Fundraising – Ian Legg

The railway does not make enough money to fund all the work that we want to do to restore rolling stock, upgrade our infrastructure or improve our facilities. Therefore we need to make a concerted effort to raise additional funds from donations, grants and legacies. A small group is working on improving how we maximise this income stream.

The main effort is focused on the Terrier 150 and Camilla Project appeals. However, we are also looking at improving general donations. For instance, when a passenger books online or at a ticket office, there is an opportunity to 'top up' their transaction with a donation. All eligible sales can also be 'gift aided', which gives us extra income.

The observant will have noticed donation envelopes on trains and at the ticket offices, etc. These are a simple way for customers to show appreciation of their journey. Our TTIs are encouraged to hand these out, and this initiative is showing its worth.

Legacies

As Benjamin Franklin said, "Nothing can be said to be certain, except death and taxes." Well the railway can benefit, and so can your estate, if a legacy is left to the K&ESR in your will. In the past we have seen large and small sums left to us by members and friends. Although it can be a difficult subject to broach with people, more and more charities are actively pursuing legacy income. With rising house prices, inheritance tax planning is also becoming a more common subject for discussion. A leaflet has been produced to encourage people to think of the K&ESR in their will.

In summary there are three types of legacy:

- Residuary – the whole of the estate, or a percentage of it after other specific gifts have been made;
- Pecuniary – a specific sum of money;
- Specific gift – for example property, an item of value, or shares.

If you have already made a will, you can make the K&ESR a beneficiary by adding a codicil.



Bodiam, partially stripped, at Weybourne on the North Norfolk Railway.

(Mark Hemsley)

Any capital remaining in a pension fund is not treated as being part of an estate, and it is not covered by a will. You might like to think about naming the K&ESR as a beneficiary of any private pension fund.

As the K&ESR is a registered charity, legacies will be free of inheritance tax. If you would like to contact us about a legacy, then please write to legacy@kesr.org.uk

Other ways to support our railway include:

The 300 Club

We run a club with regular cash prizes – profits are used to support small-scale improvements around the railway. To join go to www.kesr.org.uk/phoca-downloads/category/79-fundraising or contact the organisers – see page 45.

Easyfundraising

Many people who search online for an elusive present or replacement part use Google. However, if you use <http://kesr.easysearch.org.uk/> you can generate small donations for the railway. It's an easy way to enable us to benefit from your day-to-day activity, and costs you nothing. Please sign up!

Glamping Coach – Bryan Atkins

The intention of this project is to convert a redundant Mk1 coach, which cannot be used for revenue service, into quality holiday accommodation available for a commercial rent, and so provide the railway with an additional revenue stream.

Outshopped from Derby Works in 1964, Brake Composite Corridor No.21275 was converted by Balfour Beatty into a mess coach for use in a weedkilling train during the late 1990s. It is in excellent condition for its age, but sadly no longer suitable for revenue passenger service. The coach was purchased from a private owner on the Gloucestershire Warwickshire Railway, whose intention was to convert it into a Camping Coach, so it's quite fitting that we are now doing

that very task – only with a little more luxury.

Work on refurbishing the vehicle started at Wittersham Road last year but, due to a shortage of volunteers – along with fiercely hot summer days when the inside of coach was too unbearable for working – only half the coach was completed. Probably due to the onset of the hot weather, work was also slowed down by the Ministry of Silly Ideas, which came up with a list of innovative suggestions, such as super-gluing the windows into position, and painting the coach in Rustoleum as solution to the ingress of ferrous oxide etc. Much time was consumed tempering enthusiasm with the practical limitations of the suggestions!

Externally, the rear half was completed last year. It comprises a master bedroom with en suite, plus a separate bedroom for two single beds, with a separate bathroom and shower. The corridor leads to the kitchen and lounge. These need to be completed this summer, along with the remainder of the outside paintwork.

First fix electrics and plumbing are complete, along with the lounge ceiling. Once the outstanding grit blasting is completed (this should have been done by late May) we will be able to complete the inside and paint the remainder of the outside.

Work will commence in earnest at the end of June, but progress depends on volunteers, and there is a need for a few new hands with some DIY skills to help push the project on. Lots of painting, sanding and varnishing are needed to get the job finished. We also need to build the kitchen. Any offers of help will be very warmly welcomed! Please contact Bryan Atkins on 07866 308389 or e-mail kesradventures@gmail.com

Working parties will commence on weekdays in late June and also at weekends. Why not pop down to Wittersham Road for a visit to this rather special project, and perhaps see how you can get involved this summer?

WAY AND WORKS

Permanent Way – Paul Jessett

The problem with the work that P.Way do is that, unless you look closely, you don't see it. However our small team continues to keep the track in as good a condition as we can. Recently our independent competent person, Pete Barber,

carried out his annual inspection, and his comments show that we are achieving what we set out to do.

This season has seen us completely refurbish the track through Newmill Bridge. All the track and ballast was removed, and the bridge trough was



The P.Way team clearing Newmill Bridge.

(Graham Williams)

pressure-washed and painted with bitumen. A rubber membrane was then cut to shape before the ballast and track was replaced. The only change was that it was relaid in flat bottom rail with concrete sleepers. The new formation gives a very smooth ride.

The other big job completed already this year was a new drainage system at Tenterden between the signal box and the platform. This area has suffered severe contamination of the track ballast by clay. Water, believed to be from a spring, runs under the platform and drains into the track formation. The work involved complete removal of the track panels and ballast, installation of 40m of drainage pipe and re-ballasting.

The old track and materials from these jobs were returned to Wittersham yard for dismantling and recycling.

A lot of work has been done recently to geometrically survey the railway, for which Brian Richards used his specially adapted track trolley. This procedure identifies track twists that are difficult to detect visually on a track patrol. Some of these will require tamping, but shorter twists in the track can be hand fettled. A database of track defects is now in use to help monitor defects; this also allows us to package jobs together to clear when we are able to get a possession.

The P.Way team is able to carry out some fairly major jobs even when trains are running. We managed to replace 22 sleepers in Wittersham Road platform between trains, thanks to a very helpful signalman and a safe system of work.

We have welcomed two new members to the team, Clive Fitzjohn and Brent Smithers, but sadly Jim Tooke has retired due to ill health. Many thanks to Jim for his assistance over many years. The average age of the P.Way team is still the wrong side of 60!

This summer we will be repainting Rother Bridge – a job which can only be done in warm weather. Dates will be available soon, so look out for posters and check your social media. If you would like to help, please contact Frim Halliwell.

Forestry & Conservation – Steve McMurdo

The arrival of spring is something which the team always looks forward to. The weather, and consequently our working conditions, should begin to improve, and the recommencing of regularly operating trains means we can once again arrange transport out to the more remote locations on the line.

The sound of our chain saws, and the sight of wood smoke from our bonfires, may suggest to the casual observer or passengers on passing

trains that our method of working is no more than a random slash and burn exercise. I am pleased to assure readers that this is very much not the case!

A high proportion of the line is bordered by trees and, like all woodland, these require monitoring and proactive management. As time passes growth will need to be controlled to keep branches clear of the line, signalling equipment and communication cables, and to maintain safe visibility for our train crews. The length of the line and modest size of our team makes this a challenge, but one which is clearly enjoyed, as many in the group have now served the railway for significant periods.

We have a planned schedule of work for the weeks ahead, which is based on our own inspections or from notifications and requests from other departments such as S&T, P.Way and Operating. It is essential to prioritise our responsibilities whenever emergency situations arise. Adverse weather conditions, and the general tree ageing process, will inevitably lead to some becoming unstable, meaning early action is required as soon as this becomes evident.

Recent work locations have included a number of visits to the section between Hexden and Rother bridges, where we initially attended to fell a large willow tree which, due to a split trunk, was considered to be in poor condition and a threat to the line. The availability of early morning works trains to this remote spot in

subsequent weeks gave us the opportunity to return on several Sundays. We went on to cut back and prune a good length of undergrowth and branches to further enhance visibility.

We have been active around Wittersham Road and Tenterden Bank, in the latter area working from the station down towards Rolvenden. We dealt with sight lines at the various foot crossings, and removing undergrowth from beneath the cables leading from Tenterden 'box to the home signals.

A Sunday in early April saw some of the team engaged in a rather different activity, that of planting new trees rather than reducing or removing existing ones. Brian Richards' negotiating skills had resulted in the Woodland Trust supplying us with more than 400 saplings, along with support canes and rabbit guards, at no cost. We planted these at Rolvenden, adjacent to the private road leading to the sewage works, to form a boundary hedge of native species which, all being well, will grow to screen the view of Rolvenden field from the main road and neighbouring properties.

Several of the group were pleased to have a small involvement with the 1940s weekend, temporarily foregoing our forestry skills to man the car park at Tenterden. Our lineside work locations tend to make us rather isolated from day-to-day K&ESR life, and it was good to become part of a larger team operation for a couple of days.

COMMERCIAL

Booking Clerks – Chris Baker

We have volunteer vacancies at our three ticket issuing offices – Tenterden, Northiam and Bodiam. The job is computer based for ticket issue, and full training will be given. Our booking clerks are usually the first point of contact for visitors to our railway, so it is essential to have good customer relations skills.

On a normal day at Tenterden the booking on time would be 9.15am, and you would finish shortly after the last train departs at 3.35pm. The office staff would be able to assist at busy times to help with queues. At Northiam and Bodiam the start and finish timings are later, to correspond with the train schedule.

We need to ensure that the passengers are given

information which enables them to obtain the most enjoyment from their day with us, so there is a lot to learn. At the same time we can promote other parts of the railway, encouraging our guests to visit the shop, museum and refreshment rooms.

There are the usual volunteer benefits of free tea/coffee and free travel on the railway. Interested? To find out more please contact us on 01580 765155 or e-mail vrn4253@gmail.com

Shop – Chris Fautley & Alan Joyce

The improvement work in Tenterden shop is now largely completed, and is attracting almost universal approval from customers and staff alike. The final stage of transformation into what is now a bright and airy environment is thanks in

no small part to Trevor Apps, who heroically managed to find four walls and a ceiling to paint beneath years of accumulated grime. Thank you, Trevor!

We continue with what occasionally seems to be the never-ending task of restocking the shops and sourcing new lines. Our efforts, however, have sometimes been thwarted by the railway's creaking IT system. Earlier in the season several orders merely vanished deep into the Stygian depths of the company server, rather than reaching our suppliers. It also led to a deluge of orders being delivered simultaneously once the log jam had been freed. If there is one lesson we have learnt from all of this it is that 10% of our time is spent in accomplishing 90% of a task, and 90% of our time is spent trying to bring it to a conclusion.

Confectionery continues to be a consistently good seller. We started the season with a huge order, only to have to place another in May. We have managed to source some good value EFE OO gauge commercial vehicles that we are able to sell well below list price. Other new lines include K&ESR beer bottle clocks – through an alchemistic process old beer bottles are squashed flat and converted into timepieces. So now it's always time for a beer...

The 1940s Weekend was particularly good for us,

as were the ensuing two schools' evacuation days. Pocket money priced items are always popular here, it being a schoolchild prerequisite that you come armed with cash that *has* to be spent. Consequently we shifted just shy of 250 pencils. But only just: our supply had arrived from the manufacturer only days previously.

Staffing continues to present its challenges. We are desperate for volunteers. Hardly a week passes by without a plea being made for staff in our shops. Each time one has to remain closed our railway loses money, and if we continue at the present rate it will surely run into thousands of pounds by the year end. Our band of volunteers soldier on as best they can; our overstretched paid colleagues do everything possible to assist. And throughout all this, a loyal group of staff keep the Northiam and Bodiam shops running. These are every bit as important as Tenterden in presenting the cheery face of the railway. Our thanks to you all.

And finally, Thomas the Tank Engine. The spring event this year was put back to March. Although we didn't freeze to death in the marquee, nature obliged by laying on a gale instead. Unfortunately the shop marquee had been configured so as to resemble a wind tunnel, and at one stage it was debatable which would be blown away first: the stock or the staff.



Answering the Call – Soldiers at Tenterden.

(Keith Edwards)

GROUPS & ASSOCIATES

Tuesday Group – *Graham Hopker*

In late March the new down side crossing gate was hung at Tenterden, with vital help from Henry Edwards. This was a fairly straightforward exercise. The weather held, luckily, and the finishing touches to the paintwork were completed soon afterwards.

Some fence repairs were required at the back of Wittersham Road platform. This was achieved using concrete spurs and arris rail repair brackets.

Work continued at Rolvenden when the weather improved. The joints between the platform edge coping stones were filled with cement, and a new white line was painted the length of the platform. The mess room fire exit door received some TLC – it was painted and a new sill fitted. The canopy frieze has all been replaced and flashing put on the top edges. Painting of the underneath of the canopy has been completed.

Anti-slip paint has been applied to the foot crossings and signalman's walkways at Rolvenden, Tenterden and Northiam.

Grass cutting has started at Northiam, and Seb Dunn took some holiday from his place of work to give us a day's strimming. Also at Northiam, five donated bird boxes have been put up around the site, including the Memorial Garden.

Finishing touches have been made to the Cranbrook Road crossing keeper's hut, and Rolvenden crossing keeper's hut has received a repaint; unfortunately, however, some of the wood on this is becoming time expired!

Gardening Group – *Veronica Hopker*

Tenterden Town Station

The New Year dawned very chilly and not conducive to working outside, so it was the end of January before our trowels saw the light of day! At Tenterden the track had been lifted to sort out the drainage problem, so the lineside gardens were out of bounds. Therefore we returned to Tenterden at the beginning of February.

The 'mound' needed a major effort as it was covered in leaves and acorns from the surrounding trees, and dead foliage needed cutting back. The whole garden needed tidying to make room for all the spring bulbs.

The little garden by the Station Master's Office has poor soil, so a consignment of worms from my compost bin was added in the hope that they will get to work.

In preparing for spring we decided to try and start tidying all the gardens to encourage the arrival of the daffodils, forget-me-nots and Pulmonarias. We removed the small spiky conifer from the lineside garden, as this had grown over the path to the crossing gates and had a habit of 'grabbing' the signalmen as they walked by.

As I write this we are into the really busy season, as it is May and everything is growing madly. We have planted up the hanging baskets, but the watering system presented a problem – I have my fingers crossed that it has finally been sorted. The Pullman Dock has been planted for the summer. The Violas we had there during the winter were brilliant, and flowered right through from October until May!

Rolvenden Station

The Sweet Williams which were planted in the pots in the autumn are now flowering, and a few clumps of Lobelia have been added for additional colour. The watering system has now been turned on.

The little garden at the station entrance is surviving well. Now the warmer weather is with us I hope the crossing keepers will continue watering the garden to keep it going.

Northiam Station

I worked at Northiam in January checking on the Memorial Garden; the little triangular garden was tidied, together with the wild flower garden.

During March work thinning many of the wild flower plants was carried out, together with removing unwanted weeds. I checked on the wild flower garden again in April, and things seemed to be growing well. However as it has been very dry, time was spent watering both the Memorial Garden and wild flower garden.

Liz Brown and Nell Joint have returned to look after the picnic area and lineside garden. They have planted up the little tubs on the station platform – these always look very attractive, and attract comments from the passengers.



Bodiam in bloom.

(Malcolm Burgess)

Bodiam – Malcolm Burgess

The matter that has dominated the early months of this year has been the saga of the crossing gates. In January there were high hopes that a new set was to be ordered, for installation before the beginning of the running season. Sadly a review of the railway's financial situation concluded that they could not be afforded this year, and in early March it was agreed that we would undertake a hasty cosmetic 'make-over'. This would reduce the adverse impact the corroded and rusty gates were having on the appearance of the station as a whole.

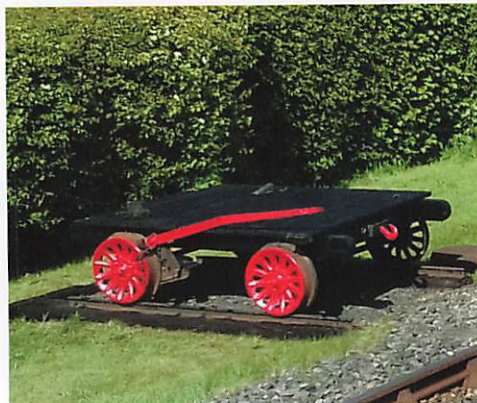
Almost all of the Bodiam team rolled up their sleeves and pitched in. Within two weeks the steel gates had had rusty sections chipped off and been wire-brushed, then they were pressure-washed and had a coat of rust-inhibiting paint applied – all in time for the Mothers' Day service. This has only been a stop-gap measure, but you can judge from the photo whether the aim of improving the station's ambience has been met.

We send our thanks to all those who worked very hard to make this happen. Certainly train crews and road users can see the gates more clearly now, and we sincerely hope that new gates will arrive, or at least extensive structural repairs will have taken place, before the start of the 2020 timetable.

The second photo shows the newly repainted platelayers' hand trolley, which has languished in a neglected state at the side of the loop for many years. Tim Hogben spent several hours refurbishing this (generally) static exhibit, and it now presents another interesting feature at our station.

Gaye Watson continues to lovingly tend the flower garden at the Northiam end of the platform. It has looked a picture this spring, attracting many complimentary comments from passengers and staff.

Bruce Sharpe has carried on with the job of



Refreshed.

(Malcolm Burgess)

refurbishing and upgrading the platform lamps, bravely trying to achieve a balance between creating a heritage appearance and meeting current electricity safety requirements.

We are lucky to have ample space at Bodiam for visitors to picnic in fine weather; however our five picnic benches were definitely showing signs of long-term weathering. Chris Wady set about improving the finish of these, and all are ready with a new coat of stain in time for peak use during the summer.

The south-facing corrugated iron roof of the toilet block has been looking increasingly shabby. It is very visible to visitors, especially during special events, so Graham Holden and I washed it down and gave it a coat of bituminous paint. You can certainly see where we've been.

Frank Wenham has been busy tending the Station Master's garden, which is now full of rapidly growing vegetables together with a bed of dahlias, which promise to bring some vibrant colour. Frank has also been helping Vic Grigg with another feature of Bodiam station, the hop garden; this has been re-strung, and the hop plants are growing strongly.

With the advent of the warmer (and wetter) weather Bill Larke and others have been working hard to keep the grass mown, especially when the 1940s weekend was looming.

In response to an appeal by Brian Janes, Paul Randall and I spent some time at the C&W works at Tenterden re-painting the roof of the Cavell Van so that it is ready to visit distant parts in July.



We'd like to say thanks to the P.Way team, both for the work at Newmill Bridge and for their year-round efforts to ensure we have a railway to run on.

(Dave Hazeldine)



No.25 climbs Tenterden Bank with a Sunday train in September 2018.

(Patrick Nairne)

No.300 at Alresford on 9th March during the Mid Hants Railway's Spring Gala.

(Neil Instrall)



*No.32670 in Tenterden High Street on 27th May at the start of its
journey to the North Norfolk Railway.* Phil Edwards







No.376, suitably adorned for its Centenary and appropriately at the head of the Vintage Train, on 7th May. (See 'Focus on Norwegian' on page 4.)

(Alan Crotty)

Andy Hardy – in overalls, left of chimney – presents a print of No.376 to visiting Norwegian enthusiasts.

(Alan Crotty)



Letters to the Editor

Ageing Membership

Sir – As ‘one of the few members who do not use computers’ – apart, that is, from bashing off letters like this – I write to say that you are to be complimented for including the picture of the Douglas’s newborn alongside the obituaries in the March 2019 *Tenterden Terrier*. (An initiative on the Assistant Editor’s part – Ed.) Who knows, perhaps young Iona will have an important K&ESR role in future years?

As one of those who had the great good fortune to be around at the time when steam locomotives were ubiquitous on our railways, I am sadly aware that our ranks are slowly but inevitably dwindling. At a recent visit to the Mid Hants Railway Spring Gala, I wondered how the scene would look in ten year’s time. At the said Gala it was good to see USA 300 *Frank S Ross* in steam; I was told it was performing very well. Also I was told there was a K&ESR footplate crew on the 9F 2-10-0 – a step change from the Terriers!

Simon Marsh is to be congratulating for taking on the Chair at such an important time. Against the background of Return to Robertsbridge (proceeding at Br***t-like pace), the remarks

in Peter Davis’s obituary about amicable relationships in early K&ESR days, “unlike other heritage railway schemes, where hysteria and antagonism is rife with local residents and landowners” would seem to have a perhaps unintended relevance, given the farmers’ stance and the protest signs I saw last time I was in Salehurst.

Finally it was good to read of a 22-year-old driver and 17-year-old fireman making up a footplate crew. Great to learn of Millennial enthusiasm!

*D. Morgan
Guildford*

M&D Bus Service

Sir – I was interested to see the Maidstone & District bus, an Albion Nimbus, held at Northiam level crossing during Whit Sunday 1964 on page 44 of the March *Tenterden Terrier*. This was on service 31 Rye to Hawkhurst, run jointly with Dengate. At the time there were still six trips on Sunday, but seven years later the whole service was withdrawn. The lack of passengers in the photo is a good indication why.

*Tony Pritchett
Machynlleth*

Annual General Meeting

The Annual General Meeting will be held on **Saturday 16th November 2019, commencing at 2pm**. Nominations for election to the Board will close at 2.00pm on 24th August. If you wish to stand for election to the Board, the necessary nomination forms and requirements can be obtained from the Assistant Company Secretary at Tenterden Town Station, e-mail kesrasstcosec@outlook.com. For ease of communication please supply your e-mail address when applying.

Awards

The Company runs two award schemes – one for 25 years service as a volunteer and a second for 50 years of continuous membership of the Company and its predecessors. The awards are normally presented at the AGM. Over the next couple of months we will be contacting those whom we are able to trace and appear to be eligible, but it would be of great assistance if anyone who thinks they have a claim to either award would write to me, at Tenterden Town Station, or e-mail the Assistant Company Secretary at the address given above.

*Charles Mavor
Company Secretary*

VISITOR NUMBERS 2018

The accompanying tables set out a comparison of the visitors to the railway in calendar year 2018 with those of 2017.

At first glance the overall visitor numbers appear a little disappointing, with a net decline in overall numbers. However two significant differences in our events need to be taken into account:

- The Lego event in 2017
- The February 2017 Thomas event

The Lego event in 2017 was a great success, contributing to a total of more than 11,000 visitors for the month of April 2017. No similar event was held in April 2018, resulting in just under 6,000 visitors in the month (including platform tickets) – suggesting a notional ‘loss’ of 5,000 visitors. It is worth noting that another Lego event was held in April this year, resulting in over 8,000 visitors for the month.

The February 2017 Thomas event attracted 4,190 visitors. Thomas was not available in February 2018, but we ran trains during the school half term attracting 1,720 visitors – another notional ‘loss’ of about 1,500.

Excluding these ‘losses’ 2018 can be regarded

as a satisfactory year. Regular passengers in all 2018 months compared favourably with the corresponding months in 2017, particularly in August and September.

The Thomas events in July and September 2018 exceeded the corresponding 2017 dates in visitor numbers. The Santa event in 2018 was the most successful to date, attracting more than 15,200 visitors. All the seats were booked before 1st December – there were virtually no on-day sales throughout the month. The Pullman service had a successful year, with an increase of 270 over the corresponding period in 2017.

We again supported the Tenterden Christmas Market over the last weekend in November. As in 2017 we charged visitors £5 to use our car park at Tenterden. This year we adopted a different approach at Rolvenden, offering free parking at the Rother Valley Timber car park and a free train ride to Tenterden and back – but inviting donations on the train and at Tenterden. The combined income from our service to the market amounted to over £3,000.

John Harding

YEAR 2018						
Month	Operating days	Regular passengers	Santa passengers	Thomas passengers	Pullman passengers	Total passengers
January	1	440	0	0	0	440
February	7	1,720	0	0	50	1,770
March	5	1,210	0	0	100	1,310
April	19	5,940	0	0	490	6,430
May	24	9,850	0	0	240	10,090
June	22	6,370	0	0	320	6,690
July	25	7,450	0	3,150	460	11,060
August	31	13,200	0	0	550	13,750
September	22	7,250	0	2,070	370	9,690
October	12	3,880	0	0	480	4,360
November	3	400	0	0	0	400
December	12	890	15,240	0	340	16,470
Total	183	58,600	15,240	5,220	3,400	82,460
Platform tickets for year						2,100
Total visitors 2018						84,560



The amazing Lego dragon of April this year, which helped improve on the visitor figures for the same month in 2018.
(Bradley Bottomley)

YEAR 2017						
Month	Operating days	Regular passengers	Santa passengers	Thomas passengers	Pullman passengers	Total passengers
January	1	420	0	0	0	420
February	4	0	0	4,190	0	4,190
March	2	340	0	0	70	410
April	21	11,420	0	0	370	11,790
May	25	9,690	0	0	260	9,950
June	23	6,360	0	0	300	6,660
July	27	7,760	0	2,440	480	10,680
August	31	12,010	0	0	490	12,500
September	22	6,580	0	1,800	310	8,690
October	13	3,940	0	0	550	4,490
November	2	650	0	0	0	650
December	13	870	15,090	0	300	16,260
Total	184	60,040	15,090	8,430	3,130	86,690
Platform tickets for year						2,400
Total visitors 2017						89,090

Projects – A New Approach

“Fewer promises, more delivery,” by K&ESR Director Robin Moira White.

At its April meeting the K&ESR Board approved a renewed approach to projects on the railway. In future we will concentrate on a more limited number of projects at any time, and manage them rather more intensively. Major projects will have a formal project manager, a company manager will be identified as the responsible manager for the project, and a Board Director will be identified to take an overview, from Board level. Sometimes these roles may be combined. We will be careful not to take on too much at once, and to complete projects before starting others. To oversee this, a Board project group of Directors has been identified: this consists of myself, Ian Legg and Matt Hyner.

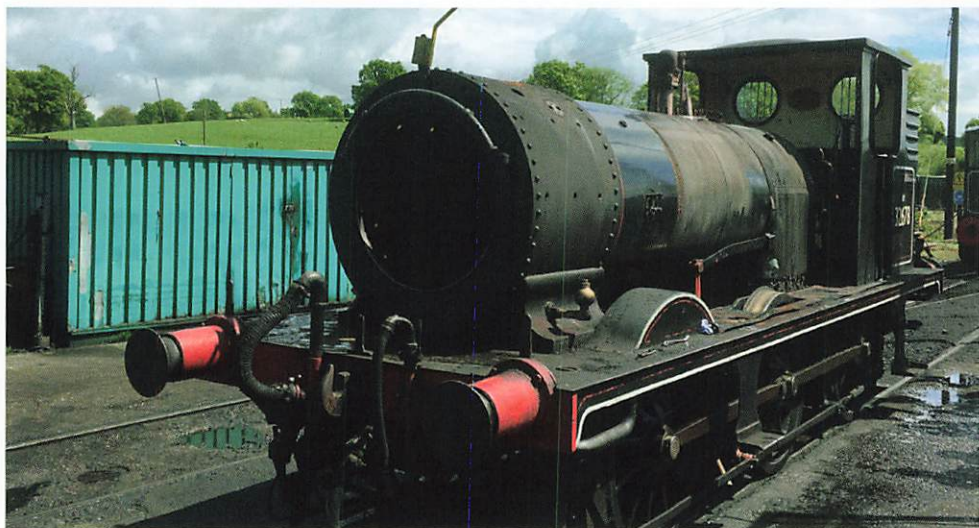
The initial group of projects to get the new ‘treatment’ were, to some extent, self-selecting. These are the restoration of Terriers *Bodiam* and *Knowle* under the ‘Terrier 150’ appeal banner in co-operation with The Terrier Trust CIO; the refurbishment of new kitchen car *Camilla* for the Wealden Pullman; the Rolvenden Field 51 development; and the legacy arrangements.

I am the lead Director for the Terriers and for

Camilla. The responsible manager and project manager for the Terriers is Loco Delivery Manager David Brenchley. A leaflet for the Terrier 150 appeal, being run jointly with The Terrier Trust, has been included with this journal. The appeal was launched on 10 April when *Bodiam* went away to the North Norfolk Railway, where the loco is to be overhauled. *Knowle* is to be given a fast-track overhaul at Rolvenden. The aim is to have both Terriers in service in 2022, for their 150th anniversary.

At the time of writing (1st June) both Terriers have been partially stripped to allow the boiler inspector to look at *Knowle*, and for the NNR to carry out a condition assessment on *Bodiam*. We will be making full use of social media: restoration blogs for both locomotives have been established on The Terrier Trust website, and ‘The Terrier Loco Group’ Facebook page will be another source of news. Approximately £100,000 remains to be raised.

Camilla is a very significant project for the railway. Our flagship dining train is a mainstay of our finances. Kitchen car *Diana* has given



No.32678 Knowle, part dismantled at Rolvenden.

(The Terrier Trust)



David Raimbach – Camilla Project Manager.

decades of service, but she is now rather tired and may not be able to stay in service on the Pullman for much longer without a very heavy overhaul. We have had kitchen car RU 1987 in store for many years. Refurbishing this vehicle, provisionally named *Camilla* after a long-lost Hastings line Pullman car, will provide modern working conditions in the kitchen, better facilities for its staff including mechanical dish and glass washing, and pave the way for Pullman car *Aries* to replace the Southern Railway BNO Brake, allowing the K&ESR to present an 'all-Pullman' offering for the first time. The work will cost around £184,000.

We have been fortunate, through hard work by a number of people, to obtain a European LEADER fund grant via Kent County Council of £74,000 towards the work. Adding in money from the Pullman 'tips' fund, a contribution from the 300 Club and some private donations already received, we still have around £77,000 to raise. A leaflet about this appeal should also be included with this edition of the *Tenterden Terrier*. However *Diana* is not to be cast aside: she will form the basis of an enhanced catering offer on our 'A Set' of coaches, allowing the RMB to be cascaded to the 'B Set', so offering better catering on all normal service trains.

For the *Camilla* project, once again, I am lead Director. André Freeman is the responsible manager and we have been very fortunate to obtain the services of David Raimbach (left) as volunteer project manager. He is a recently retired project manager from the IT sector, and now a Tenterden resident; he has already made a significant contribution to the overhaul of the railway's IT systems and will be working closely with K&ESR rolling stock experts to ensure the project stays on track for a planned entry into traffic on 1st March 2020. The refurbishment of *Camilla* is to be carried out at Arlingtons at Eastleigh, after which it will be returned to Tenterden for internal 'fit out'.

It will be seen that significant sums remain to be raised for both projects, and fundraising will be an integral part of project progression. We will be targeting the general public for funds for the Terriers (thank you in advance to booking clerks and TTIs who will be at the 'pointy end' of this) and Pullman customers for *Camilla*. However you – the K&ESR membership – will also need to help if you want to see your railway develop and prosper. Fare and other revenue generated on the railway keep it running, but it does not generate funds for significant investment. Please consider the two appeals. Can you contribute a lump sum or a monthly amount? Every donation helps towards the total – and if you are UK tax payer the 'Gift Aid' scheme means that the government adds 25% to your donation.

Please think about what you can afford – there are some very attractive benefits. We are fortunate that Norman Brice, who will be known to many, has come forward to assist with administrative and other tasks related to fundraising. We expect that the new approach will grow expertise and the team for project delivery as this becomes an increasing part of K&ESR life. If you would like to help, do get in touch.

What about other projects?

Matt Hyner has been working hard to ensure that the Field 51 project – extension of facilities in the area to the north of Rolvenden works – continues to move forward. The first stages in this are the steps to complete some existing works and to obtain the necessary planning consents for what is planned in the field. This demands an article of its own in a future *Terrier*, but it offers the prospect of considerably enhanced facilities there – and for Rolvenden not to be the eyesore it presently appears to many to be.

Ian Legg is leading the team working on legacies. Bequests can be a significant source of development capital. Even a 5% or 10% bequest from an estate can achieve much for the railway. Also expect an article from Ian on this when all the new legacy arrangements are in place.

And beyond these four projects? If the unrestored vehicles on the line are added to the 'wish list' of projects, there are more than 100 current and potential projects on the railway. By the time this article appears in the *Terrier* that list will have been published on 'HOPS' for working members. Other members and supporters are welcome to contact me for a copy. While we are working through the projects set out above, the Board project group will be leading a railway-wide discussion on prioritising and queuing those projects, so that we can plan properly for the future and publish a plan showing the order in which projects are to be supported. Some choices are obvious: the need to obtain planning consent for Field 51; then build the access track; then other facilities. Other choices may be less obvious. It should continue to be an interesting journey.

Did I mention the opportunity to sign up to contribute to the *Terrier* 150 or *Camilla* projects?



Bodiam being dismantled at the North Norfolk Railway. See also centrefold for photo of this loco beginning its journey to East Anglia. Note Somerset and Dorset 7F No.53809 on the right of the picture. (Mike Fuller)



Lady in Waiting – RU 1987 Camilla at Rolvenden.

(R.M. White)

K&ESR on the Underground



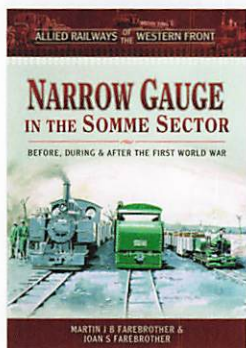
Vintage coaches at Ealing Broadway for the 'Steam on the Underground' event on 22nd & 23rd June. Immediately behind electric loco Sarah Siddons is Metropolitan Railway No.353 (which has run on the K&ESR since 2017) followed by our own District Railway coach No.100. The other vehicles are the Bluebell Railway's Chesham set. (Charles Mavor)



K&ESR No.100, also at Ealing Broadway, displaying the magnificent restoration work of our Carriage & Wagon Department. Both this and the previous photo were taken on Saturday 22nd June. Steam power was provided by 0-4-4T Metropolitan No.1. (Charles Mavor)

Narrow Gauge in the Somme Sector *Martin J.B. Farebrother & Joan S. Farebrother*

Published by Pen & Sword Books Ltd. Hardcover. 256 pages, mainly monochrome photos, some colour. ISBN 978-1473887633. £40.



This scholarly work, subtitled 'Before, During and After the First World War' follows the authors' similar volume about the Arras Sector which was published in 2015.

The railway aspect is of course inseparable from the military context, and there is much here for anyone

with an interest in either. Appropriate coverage of the area's history, local administration and French railways are also included.

There is comprehensive detail of infrastructure, locomotives, rolling stock and, despite the title, plenty about the standard gauge lines in the area. Although railways are not a good platform from which to conduct a war, even a relatively static one like the Western Front, a complex network of 60cm, metre gauge and standard gauge lines was developed out of the existing civilian railways between the Channel Coast and the trenches. Indeed, the degree of railway building that occurred seems surreal within the murderous setting of a ruined and shell-ravaged landscape.

The latter part of the book continues the story post-WWI with the civilian use of some of the lines up to the 1950s. The heritage era includes due mention of our twin railway, the CFBS; that other favourite of K&ESR members, the Chemin de Fer Cappy Dompierre; and 60cm locomotives preserved in Britain. There are suggestions for walks to see what remains today.

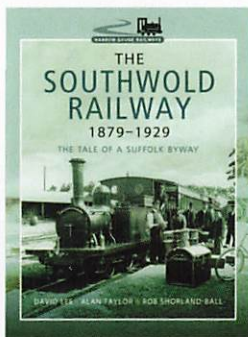
Narrow Gauge in the Somme Sector seems unlikely to appeal to those who dislike the more historical content in this journal, but will nevertheless repay the necessary study by anyone with an interest in this fascinating niche subject.

The Southwold Railway 1879–1929 **The Tale of a Suffolk Byway** *David Lee, Alan Taylor and Rob Shorland-Ball*

Published by Pen & Sword Books Ltd. Hardcover. 248 pages, profusely illustrated. ISBN 978-1 47386 758 1. £35.

Another scholarly and admirably detailed work, this time about a much-lamented English narrow gauge railway in the somewhat unlikely setting of Suffolk. Although certainly not the first book on this subject, *The Southwold Railway 1879–1929* seems likely to become the definitive account of this 3ft gauge line. 18 chapters are presented in six sections: Beginnings (proposals for the line); Telling the Tale (history of the railway from construction to closure); Building and Working the Railway; Rolling Stock; A Derelict Railway (including early efforts to reopen the line); A New Beginning (the heritage era).

The final chapter describes the work of the present day Southwold Railway Trust to preserve remaining artefacts and to instigate the reinstatement of a line which last saw passengers



90 years ago. This last objective is, in the final few pages, compared to the efforts necessary to reopen the Welsh Highland Railway. The above brief description hardly does justice to a volume that is railway history of the old school – and before

anyone misunderstands, that is meant as a compliment. It is nonetheless a book for the serious student, not the casual reader.

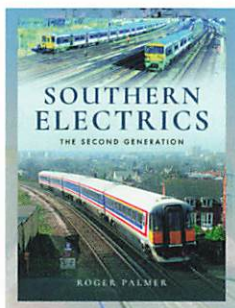
NP

Southern Electrics **The Second Generation** *Roger Palmer*

Published by Pen & Sword Books Ltd. Hardcover. 180 pages, colour photos throughout. ISBN 978-1526711946. £25.

This is a book which definitely should appeal to those unlikely to be interested in the volumes described in the two foregoing reviews. *Southern*

NP



Electrics the Second Generation is a well-presented photo album (mainly the work of the author) with informative extended captions. These include a nicely judged degree of historical detail, although one wonders how much this might

be of interest to the likely readership.

The period covered is the post slam-door privatised scene and the variety of multiple units and liveries that have featured in it. The content may also be quite useful to steam-era dinosaurs, like your reviewer, who once had an almost encyclopaedic knowledge of Southern emus but look at the current lot and think err... "Which one is that?" One would however query the assertion that the subject matter is the second generation of Southern Electrics. That was surely the 4 SUBs and EP-braked stock which replaced the original emus, either built by the Southern Railway or converted from pre-grouping vehicles.

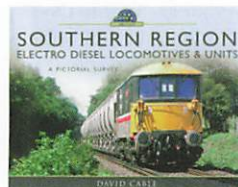
Should sell well; the price is not unreasonable.

NP

Southern Region Electro Diesel Locomotives & Units, A Pictorial Survey *David Cable*

Published by Pen & Sword Books Ltd. Hardcover. 228 pages, colour photos throughout. ISBN 978-152672 061 0. £30.

Apart from some brief and necessary historical and technical detail, this is another out-and-out photo album. The author sadly died in October 2017, about three months after completing this book, but it is a fine finale to his involvement with railway photography which started in 1946. Regrettably one has once again to quibble with the book title. The locos may indeed have been electro diesel, but the units were diesel electric. Perhaps this inexactitude was down to the publishers and not the late author.



With one exception (a Thumper in 1964) the photographs all post-date the livery change to Rail Blue and, apart from those illustrating the brief life of Class

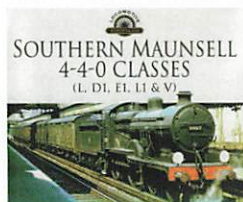
74, date from the early 1980s up to recent times. The reader's attention is drawn to the wide range of liveries carried by Class 73, and a large part of the book illustrates this. There is good coverage of the Hastings Diesels, the '2 HAP with an engine' Thumpers and the 'Tadpole' hybrids. This book is definitely recommended for those with nostalgia for the first 30 years post-steam and who prefer their railway history presented visually rather than in literary form.

NP

Southern Maunsell 4-4-0 Classes *David Maidment*

Published by Pen & Sword Books Ltd. Hardcover. 228 pages, monochrome & colour photographs. ISBN 978-1 52671 469 5. £35.

Having reviewed two books for the specialist and two for the general enthusiast, we now turn to a work which, in our view, succeeds in being all things to all people. *Southern Maunsell 4-4-0 Classes* presents the history of classes L, D1, E1, L1 and 'Schools' V in an informative and



accessible style that this reviewer would seek to emulate.

With a legendary reputation, R-to-R models and three preserved examples, the 'Schools' class has

perhaps over-shadowed the other four. These are however not forgotten, and are remembered by the spotter generation who grew up to be heritage volunteers.

The author begins with a general introduction and potted biography of Richard Maunsell. He then presents each class with a more-than-adequate account of its design and construction, which is in effect a concise history, and then in an 'Operation' section gives allocation details as well as ample interesting performance logs. He concludes with a section of his own reminiscences – quite a nice idea. The photographic content exceeds 'profuse' but without the book becoming a photo album; the illustrations are from the work of such classic photographers as R.C. Riley, David Clark and Ken Wightman.

We have to declare an interest – this is our favourite among the books reviewed in this issue.

NP

Book Reviews continues on page 40.

It Seems To Me... by Sequitur

Friendly and welcoming

The other evening, being bored by Brexit, we had a desire for something that might seem straightforward and uncontentious – so we turned to the Editor's *Holding the Line – Preserving the Kent & East Sussex Railway*. Browsing through its pages (and just when is the promised sequel coming out?) we happened across the following:

"I was then part way through my transformation from 'spotty Herbert' with number-filled notebook to serious railway enthusiast... Railway preservation has done as much for many other unassertive young people."

How many times have we seen similar sentiments in more recent years? It has certainly appeared in these pages in features such as 'The Next Generation'. We have also heard it in mess-room conversations where someone has admitted to the personal growth they have achieved on the K&ESR. Or it is said that so-and-so has grown up over the past few years, lost their rough edges and become a useful member of our railway's community. Now, none of this may have been something that the heritage era K&ESR set out to do, but it has certainly been one of our more positive achievements. Perhaps an unintended fulfilment of the Educational Charity aspect of our existence?

What we would like to think of as the 'therapeutic' side of life on the Kent & East Sussex is by no means confined to helping our younger members through the challenges of adolescence (also known as 'being a teenager'). We have of course no intention of identifying individuals, but we can think of quite a few people who have found the railway a welcoming refuge following marriage break-up, or somewhere to not only fill their time usefully following redundancy, but rebuild their confidence ready to re-enter paid employment. Looking at other examples, volunteering is a marvellous way of keeping active in retirement and can be a great antidote to depression. In having personal experience of this in the past, we are able to vouch for its efficacy. Indeed, when we took the not insignificant step of finally sharing with colleagues that we had been unwell,

two things surprised us: firstly, the genuine level of concern; and secondly, how many had also been along a similar avenue.

Genuine, we should add, is not a word we use lightly. In modern parlance, it is so misused as to be almost a cliché. But the concern of colleagues, indeed friends, is genuine. Sincere. It is something that helps make the K&ESR such a special place to all who work here. Now it would be wrong to give the impression that there are never any rows, disagreements or grumbles; or that, sadly, there is the occasional person who just doesn't fit in. But compared with our experience of the wider worlds of work and hobby organisations we don't do too badly. It's never good to be complacent, but the K&ESR has earned a reputation for being friendly and welcoming. Time to give ourselves a modest pat on the back?

CO₂ anyone?

Long ago, in the days of Dr Beeching (pause for collective boo...), railway enthusiasts were among the first to see the environmental damage that would be caused by concentrating land transport on to the roads. To quote from Sir John Betjeman's *Dilton Marsh Halt*:

*And when all the horrible roads are finally
done for,
And there's no more petrol left in the world
to burn...
...Steam trains will return.*

Back then no-one took any notice. Now, more than half a century later... ever had the feeling you've been proved right?

The irony of this, of course, is that the heritage railway movement – a significant factor in maintaining and raising public awareness of rail travel – largely uses coal-fired steam traction. Which means, we read somewhere, it adds 0.03% to the UK's output of carbon dioxide. At the time of writing, heritage railways don't seem to have attracted the attention of climate activists – but that may be about to change. Within days of this thought crossing our mind, the following letter was published in the *Daily Telegraph*:

Sir: At a time when we are seeking to reduce our carbon emissions to zero by 2050, why are we considering re-introducing fossil-fuel-burning steam trains?



Global warming? Northiam Nature Reserve on 19th February. The Rother Levels can look like this in times of flooding.

(Bradley Bottomley)

During their disruption of central London, it was really weird that climate activists interfered with the very green DLR but ignored a steam charter operating out of Waterloo! We would like to think that this was because many DLR passengers were off to work for some corporate polluter and that the protesters realised railway enthusiasts broadly support their side of the argument. We would like to *think* that; but, cynically, when was the world that romantically simple?

All this brings us to the question of what the heritage railway movement is going to do in this developing and challenging situation. Much the same point was made in this journal by Board member Ian Legg towards the end of his term as Chairman. To begin with, we ain't going to give up and go away. Presumably our customers will arrive in battery-powered cars and coaches and, to a much increased extent – for those lines fortunate enough to have a main line connection – via the national network. Heritage railways may even achieve that Holy Grail of railway preservation – a regular service to their local community.

Maybe we will follow in the footsteps of some airlines. We understand that, buried deep in the small print of their terms and conditions, are

instructions on how passengers may offset their carbon footprint. This involves paying an additional fee, which presumably enables trees to be planted on runways.

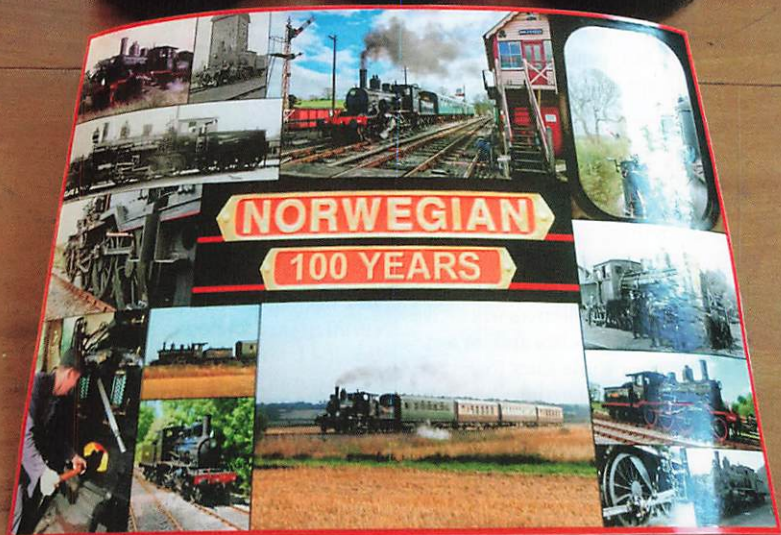
Once at the K&ESR of the future, what might visitors find? We envisage booking clerks engaging with passengers thus: “Would you like to Gift Aid your fare? Would you like a guide book? Would you like to offset your carbon footprint?” Will they then find trolley wire energised by a wind farm at Wittersham Road? Ex-Croydon trams with solar panel covered roofs? A Motor Luggage Van with the luggage space crammed with additional batteries? (The East Kent Railway has already gone in that direction.)

In a dispenser at Tenterden Town will be a leaflet (printed on recycled paper) advertising the July Special Event – STEAM WEEKEND, one of the three permitted each year under government licence. Perhaps it may be possible to fire a steam loco without producing excessive amounts of CO₂ – can anyone on the engineering side advise what the score is on this? Then again, at only 0.03% output, we may be allowed to continue as we are, in part because the number of lineside trees reduces that number nearer to net zero.

Norwegian Ale!

Real ale and steam railways seem to go together (but not of course if you are doing something safety critical!) The K&ESR has long had connections with the brewing industry, and this has continued during the heritage era thanks to the railway's association with the Rother Valley Brewery at Northiam – the owner of one of the few remaining hop gardens in the area. For some years the brewery has produced the highly regarded (and K&ESR-related) Leavers Alone, and it has now created a special limited-edition ale in celebration of *Norwegian's* centenary. This new beer will be on sale around the time of the loco's actual 'birthday', which will be towards the end of July.

Norwegian Ale will be available from the Refreshment Room and the Gift Shop at Tenterden, and onboard the A set, for £4.00; or in souvenir gift boxes containing three bottles for £10.50. A limited number will be produced, so once they're gone they're gone! The accompanying photograph illustrates the label which will feature on the gift box. The label features a collection of illustrations spanning *Norwegian's* 100 years, and amounts to a timeline of images.



THE NEXT GENERATION: Liam Head

"<1ppm total hardness; pH of 11.5. TDS of 1,787ppm; tannin 120ppm" is not a formula which is likely to excite the average railway enthusiast, but it certainly seems to arouse Liam Head! Tony Ramsey explains more about that in a moment.

Liam, who grew up in Wittersham, started visiting the railway as a young child. His nan, who worked in Tenterden, used to take him for lunchtime trips to Northiam on the Victorian set, while his granddad was one of those who helped to lay the track between Tenterden and Rolvenden. Later on he moved to Hastings and, with the pressure of school work, his visits ceased; but when he heard that *Foxcote Manor* was going to be here in the spring of 2017 he decided to pay us another visit. He met Chris Stuchbury, who invited him to take a look on the footplate, and was immediately inspired to join up as a volunteer. Although he signed up as a Cleaner, when those duties were completed he would often stay on to help in the Workshop.

At the time Liam was working as a manager with World of Water, but was not really enjoying it. So when in February 2018 an opportunity arose to join the paid staff at Rolvenden, he jumped at it, even though it meant taking a pay cut. His official title is 'Boiler/Water Chemist and Fitter', and his function is to try to stop the accumulation of scale, and reduce corrosion, in loco boilers, so that they will last as long as possible.

"Water chemistry is a fairly new subject," he tells me. "I try to help the crews to understand it as much as possible." (Hence his passion for that chemical formula quoted above.) It is a role for which he is well suited ("It's just a mixture of maths and chemistry," he says) and which he thoroughly enjoys. "I never find a day arduous, like I did in my old job. Here, there's always something interesting to do, you can see the results of your work, you get appreciated, and my colleagues are great." He still tries to do one day a week as a volunteer, although he has to watch his hours; he has qualified as a Steam Raiser and, if time permits, hopes to become a Fireman.

As usual, I ask Liam if he can describe any amusing or embarrassing incidents. He recalls an occasion when he was washing out the Pannier, with Jamie Clapp at the pump controls. He dropped the nozzle and muttered something



Foxcote Manor – the loco we have to thank for encouraging Liam to join us. (John Petley)

(= swore). Jamie misheard ("well, that's his version") and turned on the pump. "It was like Niagara Falls. Water went everywhere, and I got soaked. Jamie was so surprised it took him a while to a switch off the water. Luckily it was a summer day, and we had a warming fire in another engine." He fears this incident is on video somewhere! He also recalls another occasion when he spent ages looking for his glasses – until eventually he realised he was already wearing them!

When I ask him to describe his interests away from the railway, he talks so eloquently and so rapidly that my note-taking skills could not keep pace. He is keen on all genres of music, and has played the guitar for 20 years (he is now 27). He is a 'lifetime tinkerer', especially with cars, and enjoys steam rallies. He reads a lot and is interested in archaeology, and in the history of transport as it explains so much else. He used to be keen on sport and in the past has won medals for the 100m sprint, but active participation is

now limited to occasional archery and kayaking. He is mad about dogs: "There are seven amongst my close-knit family and they all need walking, but there could soon be more as any unattended dog will be taken in by me!"

Throughout my interview with him, Liam is passionately positive about everything we discuss. "Surely you must feel negatively about something?" I counter. He does not, although he expresses regret that the Workshop lacks the

facilities of some other heritage railways. "There is a constant tension," he explains. "We are always being asked why locos aren't ready, but the reason is simply that we don't have the resources." I suspect many readers will sympathise here, even if we all have different views on how to address the problem.

Nevertheless, your author believes that, as long as we have staff of the calibre of Liam Head, we have the most important resource of all.

BOOK REVIEWS *Continued from page 35.*

abc Rail Guide: Light Rail & Heritage Railways

Colin J. Marsden

Published by Crécy Publishing Ltd. Hardcover, 217 × 153mm. 109 pages, colour photos throughout. ISBN 978-1 9108 09563. £12.95.

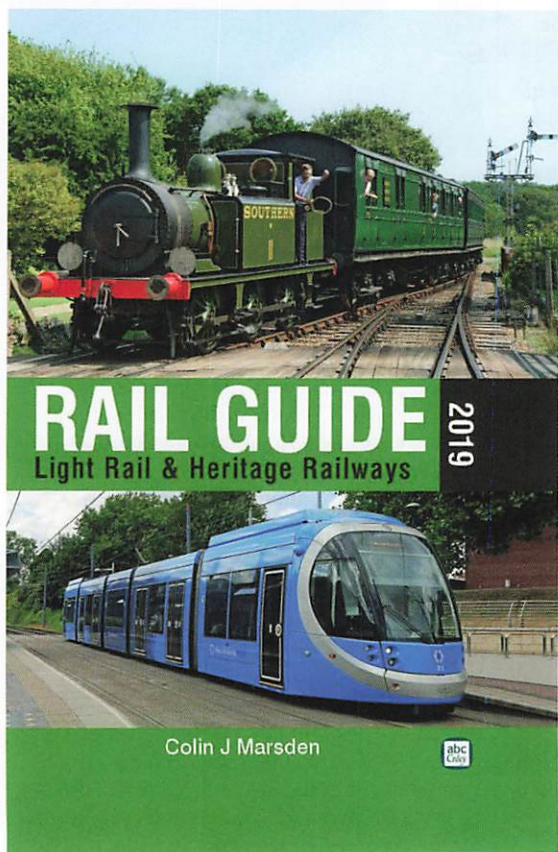
For the first time Crécy Publishing have taken

information about the rolling stock of London Underground and the various light rail and tramway systems out of their abc Rail Guide, and included it in a separate volume – together with expanded details of former main line motive power at heritage railways, preservation sites and museums.

The Transport for London section includes, rather oddly, a listing of the 'gondolas' of the Emirates Air Line. There is a comprehensive listing of London Underground service stock, but similar information is not provided for light rail systems. Stock of the Dublin 'Luas' tramway is included, but no other Irish information. The list of UK heritage railways, railway centres and museums only includes those with standard gauge rolling stock.

Postal addresses are given, but it would have been useful to have website addresses and telephone numbers as well. The list of museums includes the Monkwearmouth Station Museum in Sunderland; this has now closed and the building is used for other purposes (although still worth seeing).

There is a listing of preserved former main line locomotives (steam, diesel and electric) and multiple unit cars, with their locations. This indicates those which are certified for main line operation. It would be helpful for those planning visits to know which items of rolling stock can be inspected or are likely to be in service, although it would admittedly be very difficult to keep such information up to date.



Centenary of Some Humble Vans

Brian Janes reflects on the lasting nature of a familiar van type whose history and use is largely overlooked.

Some may say that a railway van is just a van. However there is one distinctive type of van that served in intensive service for more than 60 years, then passed into static and departmental service on the main line and the heritage sector for another 40. Further, many bequeathed underframes to serve beneath diverse vintage coach bodies that enhance many a heritage railway. Name a standard gauge line without one such a van! It is of course the PMV (Parcels and Miscellaneous Van) and its sisters.

PMV was the British Railways designation for a design which started out as an economical luggage van for the conveyance of the mountains of luggage accompanying Victorian and Edwardian distance travellers. Richard Maunsell and his small team of designers had come to Ashford planning a necessary revolution in locomotive, wagon and carriage designs. The 'War to end all Wars' intervened to delay this change, and only prototypes (known as 'pattern wagons') of an open wagon and a closed van emerged, both in 1915. Further prototypes followed; an N class 2-6-0 locomotive in 1917 and a brake van in 1918. Maunsell's ex-Swindon Chief C&W Draughtsman, Lionel Lynes, designed the

wagons which had a 15–16ft wheelbase with steel underframes and details reminiscent of Great Western practice, though the covered and brake vans had a distinctive semi-elliptical roof profile.

With the coming of peace the heavily laden continental traveller was to re-emerge. Luggage vans designed to travel at express speeds were needed, for which Ashford evolved a style all of its own. Although the other main line railways usually – and expensively – modelled their brake and luggage vans on their coaches, Lynes stuck to the robust economy of deal planking used for wagons. Consequently the new van had a marked family likeness to his goods vans but with a 21ft wheelbase and a 32ft body.

The prototype van emerged from Ashford early in 1919 as a one-off 'pattern wagon', but it was soon to be dubbed a 'Special Van'. Almost immediately it was used to convey Nurse Cavell's remains, and subsequently those of Captain Fryatt and the Unknown Warrior. Whatever fame and glory it thereby achieved it was, from a railway point of view, simply a luggage van propelled into the limelight by expediency and a little railway pride. This was sufficient for it to be



*A Hoppers Friends special at Junction Road, with BY variant to act as guard's and luggage van.
(Bluebell Railway Museum, J.J. Smith collection)*



A Passenger Luggage Van fulfilling its traditional role in a boat train behind Lord Nelson E859 Lord Hood at Herne Hill, around 1930.

(Photographer unknown, Brian Janes collection)

named by railwaymen the Cavell Van and its sisters as 'Cavells', during the years before nationalisation at least.

The 'Special Van' was replicated, with a few detailed changes, with an order for 44 for the SECR. With the coming of the Southern Railway the quantity of vans from the merged railways reduced the demand for new vehicles. Production of simple luggage vans was suspended in favour of a variant (see below). Construction recommenced in 1933 with the designation PLV (Passenger Luggage Van) and continued into the early 1950s. By then separate vans for passengers' luggage had become a limited market and they were used for a wider range of traffic, so BR classified them as PMV (Parcels and Miscellaneous Vans).

The Southern replicated the design of the 'Special Van' but added end doors to allow the loading and delivery of motor cars, an increasing traffic, and batches of these were built commencing in 1925. Production of these utility vans ('Van U') continued till 1938 and when they passed into nationalisation they came to be classified CCT (Covered Carriage Truck).

Another variant of the basic design appeared in 1936 with the addition of a brake compartment and consequent lengthening of the wheelbase to 23ft. Around 250 were built by 1941. Classified as 'Van C' and known as BY after nationalisation, these were used in both passenger and – in one variant with a guard's stove – in goods trains.

In practice, all these variants were often used indiscriminately and came to be referred to by lay enthusiasts from the 1950s as PMVs. The working of these vans was pretty random and they were to be found in many far-flung spots. In

the 1960s they were regularly to be found in formations of vans operating from Red Bank sidings in Manchester.

An interesting single use could be observed in North Wales. A clinic had been

established for mothers and babies in Blaenau Ffestiniog in the 1950s so, to provide transport for the prams of the families travelling there on the former GWR branch, a PMV was added on clinic days to the normal single non-corridor coach provision. The van, reportedly usually full of prams, was a useful addition to this quietest of branch lines.

In the South trains were formed 'as required', so a large pool of vans was necessarily retained at key stations to be drawn upon. Such pools of vans were particularly useful for hop pickers' specials on their traditional September outings before mechanisation of hop picking. Each special would include several vans loaded with camping equipment, prams (again!) and other chattels. During Beeching's time the provision of a pool of vehicles was deemed wasteful and disbanded; nevertheless traffic in mail and parcels was very healthy and hundreds of PMVs remained in active use, despite steady attrition. In June 1981 BR's parcels collection and delivery service was withdrawn and the end was near, but the last survivor in main line traffic lasted until July 1986.

The variety of traffic carried in passenger vans up to the 1960s was astounding, though taken for granted at the time. David Gould recorded that in the summer of 1955 the following regular consignments of commodities were being conveyed in Kent in these vans:

Milk in churns: Wallens Dairies and Co-operative Wholesale Society products from Victoria to Shorncliffe, Gillingham, Tunbridge Wells West, Dover Priory, Ashford, Faversham, Folkestone, Margate and Sittingbourne by night parcels trains.



PMVs continued to serve as passenger luggage vans into the diesel era. Here D5010 hauls a boat train at Folkestone c.1960. LMR Type 2 (Class 24) locomotives were loaned to the Southern Region prior to the introduction of the indigenous Type 3s (Class 33). (Photographer unknown, Brian Janes collection)

Lyons' Cakes: A daily van of cakes ran from Margate to Maidstone West. Lyons' Teashop traffic in trays: from Kensington via Clapham Junction to London Bridge or Holborn, thence Canterbury, Chatham, Maidstone, Margate and Ramsgate. Delivery was expected no later than 7 am each day.

Mushrooms from Ashford and Headcorn: forwarded to Charing Cross every Sunday, thence by road to Euston and rail to Manchester.

Oysters from Whitstable: carried on Sundays in a van running in the 10.40 am parcels train from Ramsgate to Holborn, detached at Blackfriars.

Mail and parcels, newspapers, racing pigeons, fish and fruit were also conveyed in great quantities.

Much of this traffic disappeared in the wake of unfortunately timed industrial disputes and the

abandonment in 1962 of the requirement on the railway to be a 'common carrier' and accept all traffic offered. Nevertheless the very large amount of mail and parcels being carried remained, and there were several overnight van trains. Every night fast newspaper trains left Victoria and Waterloo, and extra parcels trains ran during the hectic pre-Christmas rush, when London Bridge Low Level was given over entirely to accommodating such trains. It was unimaginable then that they should ever be discontinued – but it happened.

Large numbers of withdrawn vans had their lives extended by being used as departmental service vehicles, but most of them had been condemned by 1990. It was to the heritage railways that many went, and surprisingly large numbers have been preserved, either for stores or giving life once again to ancient carriage bodies.



The PMV family is represented in model form as well. Shown here in 4mm scale are a Parkside BY kit (left) and a Bachmann PMV (right). Even with some weathering to the former, both are much cleaner than they would normally have been in reality. Yes, the PMV is fouling the running line! (Nick Pallant)

OBITUARY

Brian Leonard Chaney 1938–2019

Brian Chaney died on 17th January at Hawkhurst House Care Home. His funeral took place at Vinters Park Crematorium in Maidstone on 5th February. A group of 12 volunteers from the K&ESR attended, representing the various departments in which Brian had worked as a volunteer.

Brian took great interest in various aspects of railways for many years, and joined the K&ESR after being bought a one-day driver experience for his 70th birthday.

He became an enthusiastic, well-known volunteer and was active in several K&ESR roles. He is perhaps best remembered working as a Station Master at Tenterden, Northiam and Bodiam and as a regular Ticket Inspector and Booking Clerk. Brian and his wife Hazel formed part of the Wealden Pullman team, as well as regularly staffing the evening Fish & Chip services together. Brian was also an enthusiastic and convincing Santa on the Santa Specials.

A headboard in memory of Brian was carried on the locomotive of the 10.45 departure from Tenterden on 22nd April. Hazel and other family members and friends travelled on the train.

Brian was born on 30th January 1938 in Corringham, Thurrock, the youngest of three sons. The family moved to Gravesend, where Brian attended Gordon Secondary School. On

leaving he joined the family bakery business before two years of National Service in the Army.

After his service Brian returned to the family business. The family moved to set up a new bakery in Cranbrook in 1964, with another shop in Sandhurst. In addition to working long hours in the business, Brian also worked for the Kent Probation Service supervising offenders on community service. After retirement from the bakery business at 65, he worked for several years in a security role, finally retiring in his early 70s.

Brian was a rock & roll enthusiast and Buddy Holly fan. He enjoyed going to dances and met Hazel – a widow with a young daughter – at one of these. They married in 1976 and Brian willingly took on Hazel's daughter Grecia, thinking of her as his own and proving to be a strict but devoted dad, and later a devoted granddad to Gemma and Alice. The family set up home in Higham, moving later to Gravesend, Cranbrook and finally Staplehurst.

Brian and Hazel were enthusiastic members of the West Kent Caravan Club for many years, and he was an enthusiastic Garfield collector.

Brian had a full and interesting life and is much missed by his friends at the K&ESR. He was no doubt pleased with the selection of exit music at his funeral: *That'll Be The Day* by Buddy Holly.

CWL



Northiam on 18th May. Norwegian heads a Tenterden-bound train into platform 2, while the dmmu waits at platform 1.

(Phil Edwards)

Question Time

Gillian Davis asks:

Would it be possible to run a buggy up from Tenterden Station to the High Street? People would gladly pay for such a service, and advertising could be sold to cover running expenses. Many elderly people would use the train if they could only get up the hill. Might there not be some sort of grant available to assist the elderly and handicapped?

Fortunately I am still able to walk to the High Street, but many of my friends won't take the train with me because of this barrier.

Commercial Manager André Freeman replies:

The idea of providing a buggy or land train is attractive. However there are legal and practical

issues which would have to be addressed before such a scheme could be properly considered.

The National Trust recently advised that they are no longer able to provide a buggy from Bodiam Station to the castle, for a whole host of reasons – reasons which I suspect would apply equally to the service suggested.

Do we have anyone within our membership with the specialist knowledge who may be able to advise us please?

Please e-mail your questions to terrier@kesr.org.uk, stating your name and membership number. Please be brief and to the point.

By submitting a question you agree to your name, and the response, being published in this journal.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2019

1st	Mr Vic Avey	No. 984	£100
2nd	D J Haynes	No. 055	£80
3rd	Mr S T Saltmarsh	No. 500	£70
4th	Keith D Brown	No. 177	£60
5th	Charles Mavor	No. 231	£50
6th	P A Hobbs	No. 044	£40
7th	Mark Justice	No. 352	£30
8th	Clive E Norman	No. 391	£25
9th	Peter Wilson	No. 148	£20
10th	David Merrick	No. 733	£10

March 2019

1st	Mrs Janet Bridger	No. 005	£100
2nd	Roger Diamond	No. 082	£90
3rd	Frim Halliwell	No. 031	£80
4th	Graham & Jane Tubb	No. 658	£70
5th	Talbot J Stone	No. 779	£60
6th	Keith Jones	No. 553	£50
7th	Tom Webb	No. 414	£40
8th	Neville Oliver	No. 710	£30
9th	Richard Crumpling	No. 867	£20
10th	Mr & Mrs J P Fry	No. 650	£10

February 2019

1st	Mr J Cheswright	No. 428	£100
2nd	Chris McNaughton	No. 288	£80
3rd	Barry Roberts	No. 600	£70
4th	Richard Maxwell	No. 543	£60
5th	Alan Goddard	No. 809	£50
6th	Christine Sibley	No. 769	£40
7th	Richard Crumpling	No. 874	£30
8th	Heather Drewry	No. 545	£25
9th	Paul Mineham	No. 824	£20
10th	Susan Brackley	No. 754	£10

April 2019

1st	Mrs S M Peppiatt	No. 651	£100
2nd	John Collard	No. 109	£80
3rd	Alan Rice	No. 753	£70
4th	P S Rand	No. 182	£60
5th	Mrs M A Banks	No. 764	£50
6th	John E Denby	No. 165	£40
7th	Kent Evenden	No. 130	£30
8th	Alan Jury	No. 013	£25
9th	Paul Bridger	No. 666	£20
10th	Phillip Smith	No. 854	£10

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

Tenterden Timeslip?



Readers will recall that in the Spring 2018 issue Museum volunteer Ross Shimon drew attention to a poster, featuring Tenterden, that appears in a 1930s photograph, and which we are now able to reproduce here, of Kingston Road halt on the Weston, Clevedon & Portishead Railway. The photo appears to be unique, and nothing more is known about this example of pre-war publicity. In style it is eerily like a poster (inset) from the present K&ESR series by artist Andrew Redden!

The rational explanation is of course that Andrew was deliberately emulating the Art Deco style, and that the WC&PR and the K&ESR were under the same management. But it does make you wonder – after all there are all those Internet stories about timeslips and parallel worlds...



A memory of the early days – Charwelton and the Woolwich Coach at Northiam on 17th January 1965.

(Tim Stephens)

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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