



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Winter 2019

Number 140



Focus on the 300 Club

The Next Generation: George Moffatt

The Last Day – 2nd January 1954

Education, Education

All Terriers K&ESR

**ISSUE NUMBER 140
WINTER 2019**

Editor:

Nick Pallant

Assistant Editor:

Jon Edwards

Editorial Assistants:

Bradley Bottomley

Paul Heinink

Hugh Nightingale

Lucy Sayce

Ian Scarlett

Layout & Design:

Jon Elphick

Editorial Office:

Tenterden Town Station

Tenterden

TN30 6HE

E-mail:

terrier@kesr.org.uk

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

ISSN 0306-2449

© Copyright Kent & East Sussex Railway Company Limited 2019

Printed by
Elle Media Group Ltd.
7 Seax Way
Southfields Industrial Park
Basildon
SS15 6SW

FRONT COVER

During the season we were honoured by a visit from distinguished actor and all-round transport enthusiast Sir Michael Gambon (left). Driver Dan Dickson is on the footplate. Other K&ESR staff are (l to r) Richard Stone, Claire Sime and Andy Hardy.
(Liam Head)

BACK COVER

The corridor of Maunsell CK No.5618, which has now been back in service for 12 months following its renovation by the Carriage & Wagon Department.
(Liam Head)

JOURNAL OF THE KENT & EAST SUSSEX RAILWAY



A rarely photographed view of Bodiam Station from the Castle side of the valley.

(Les Lawrence)

Tenterden Terrier

Editorial	3
Lineside News	
From the Chair	4
Motive Power	5
Rolling Stock	8
Operating Department	10
Way & Works	13
Groups & Associates	15
Focus on the 300 Club	21
Gallery	23
Letters to the Editor	27
Education, Education	28
Rother Valley 10k Run	29
Book Reviews	30
Sequitur	33
The Next Generation	34
The Last Day	36
Terriers on the Kent & East Sussex	41
Organisation	47

Editorial

It is Better to Give...

Once again we begin the *Tenterden Terrier* with the subject of appeals for funds to undertake vital work. We are joined in this by Simon Marsh, our Chairman, who puts particular emphasis on it in his contribution to Lineside News. Simon especially mentions the projects to restore the second Mk1 RU as a kitchen car for the Wealden Pullman and overhaul the Terriers. We particularly wish to draw attention to the kitchen car scheme, and hardly need remind members how important the Pullman is to both the cash flow and general well-being of the Kent & East Sussex Railway. The Chairman asks for the fundraising momentum to be maintained –

why not give your favourite railway a Christmas present and make a donation!

Details were enclosed with the previous issue of this journal and are available on the railway's website.

E-Terrier

We regret that we are still unable to provide the *Tenterden Terrier* online. Take-up of this offer has been minuscule, and we need substantially more people to request the online option before we can provide it. If you are interested please go to <https://www.kesr.org.uk/tenterden-terrier-online> and complete the request form.

Nick Pallant

A Merry Christmas and a prosperous and peaceful New Year to all our readers from the Terrier Team.



With Norwegian leaving service for overhaul, time to reflect on how well she fits at the head of the Vintage Train. Seen here approaching Rolvenden on 6th May.

(Phil Edwards)

An Apology

A wise man once said "To err is human, but to really foul things up you need a computer." Well, a combination of two computer issues saw the Museum report omitted completely from the last edition of Lineside News. I would like to apologise to the Museum team, and to Brian Janes in particular, who may have felt that their efforts were not appreciated. We will try our best to ensure that we learn from this mistake, and that it doesn't happen again.

JE

FROM THE CHAIR

We are now at the end of the main season, and thanks are due to everyone who in whatever way has kept our railway running during this period. As is usually the case it was a close run thing but, with the exception of a few diesel substitutions, we succeeded. As an aside we are, in common with other heritage lines, finding it increasingly difficult to keep the steam fleet running. Modern standards and testing uncover issues that we never knew existed. It's a tribute to the staff at Rolvenden that we manage as well as we do.

Behind the scenes I am pleased to be able to report that, thanks to sterling work by an enhanced Finance Committee, led by Geoff Crouch, our finances, and particularly our cash flow, are much healthier than they were earlier in the year. The Committee – with the full backing of the Board – has over the past few months worked with the managers to control our spending and this, while never easy, has borne fruit. We were always a going concern; now we are even more so.

But we mustn't take our eyes off the ball.

Looking ahead, at the time of writing we have had a good September Thomas, and Santa bookings are ahead of last year. These events will consolidate the position still further.

The 2020 budget has now been signed off by the Board. We believe it is realistic and challenging, and it allows for some modest investment in the future. In order to better match service provision with demand, and to reduce wear and tear, we will be running on slightly fewer days next season. On a number of those days there will be four round trips rather than five. The net result will be a 28% reduction in steam trips to Bodiam. We will also reduce overheads by concentrating Thomas into one nine-day event over Easter.

We continue to use the more detailed information we are gathering about the business to plan what we need to be doing. It is becoming clear, for example, that despite much hard work our catering operation doesn't bring in as much net income as it should; we will be focusing on this in 2020.

In short, 2020 will be a transitional year which will provide a firm basis for further change in 2021 and subsequently. Developing the forward strategy to guide this is now getting under way in earnest, and the pace will pick up in the coming months.

I need to mention appeals. The Kent & East Sussex family has several appeals running, most notably for the Pullman kitchen car and the two Terriers. We really do need to get fully behind these and ensure they are successful. The momentum needs to increase. Please be generous, and if you can help with encouraging potential donors to give their money to a good cause, our appeals director Robin White or I will be delighted to hear from you.

I'm sure I've said before that the Kent & East Sussex is all about its people – people who have a passion for the railway. There are always comings and goings, and differences of view, and this seems especially the case at the moment.

Many of us, paid and volunteer, including Board members, are overworked and under pressure. There is no magic wand we can wave to solve all the issues that need to be dealt with. An apparently obvious solution in one area can have unintended and unwelcome consequences elsewhere. Everything always takes longer than anticipated.

At our best we are very good at practical problem solving; and we are getting better at it all the time, for example in the continuing



Thomas approaches Cranbrook Road in bright sunshine.

(Phil Edwards)

development of our safety culture. We need to make that approach the norm throughout our railway. If we can do so, and I'm sure we can, we will succeed and thrive.

My main message to you is a familiar one. It is this. We have much to be proud of – let's celebrate it, and build on it. The environment out there is challenging, and will become more so. We haven't got a right to exist. We must earn it.

In the meantime we need to keep plugging away, support each other, go the extra mile even more than we do at the moment, encourage people to donate to our appeals and other fundraising activities – and run a successful Santa season!

Thank you all again for your continuing support for our railway.

Simon Marsh
Chairman

MOTIVE POWER

Rolvenden MPD – Jon Edwards

Steam Locos

No.3 Bodiam (32670): Undergoing assessment prior to overhaul at North Norfolk Railway.

No.8 Knowle (32678): The frames have been pressure washed to remove old loose paint, and rusted areas are being needle-gunned to prepare for painting. A number of other jobs have been tackled including new bolts to secure a loose left-hand eccentric sheave. Re-studding the boiler is almost complete: all 70 new studs have been machined for us by a volunteer at home. Weld repairs have been carried out around the

firebox side stays on the outside of the boiler and the throat plate to rebuild where it has corroded. A new riveted smokebox has been fabricated by volunteers and a new two-inch band welded to the boiler to receive it. The smokebox saddle has had a new plate rolled and fitted where it was broken.

No.11 P Class (1556): Overhaul suspended pending completion of other projects.

No.12 Marcia: Stored pending repairs.

No.14 Charwelton: The boiler has been designed and is now being constructed by Northern Steam Engineering at Stockton-on-Tees.



The stripped frames of Knowle. (Geoff Lewis)

Progress is good and the boiler should be delivered to Rolvenden in the first quarter of 2020. The wheelsets need re-tyring; new tyres, produced in Germany, were expected to be delivered in October.

The new cylinders have been designed by Matt Holloway, who works at the Bluebell Railway (he also designed the new cylinders for P Class No.27, which is under extensive overhaul at Sheffield Park). The patterns are in progress, and will be cast by our contractor in Bolton.

No.19 Norwegian (376): In service until December, then to be withdrawn pending overhaul.

No.21 Wainwright (300): Still under repair. Reaming tapered holes in the frames has proved more difficult than expected. A boiler inspection will be carried out on completion of the repairs.

No.22 Maunsell (65): Under overhaul, but no further progress at present.

No.23 Holman F Stephens: In store pending overhaul.

No.25 Northiam: In service.

No.30 Pannier (1638): In service.

No.31 GWR 42xx (4253): The restoration by 4253 Ltd. is continuing.

No.32 GWR 56xx (6619): In store pending overhaul.

No.33 GWR 56xx (5668): In store pending overhaul.

Steam Cranes

No.133 (10t Taylor Hubbard): There has been no

progress on the overhaul, due to other projects taking priority.

No.145 (10t Grafton): Stored.

No.151 (36t Ransomes & Rapier): Serviceable.

Diesel Locos/Units

Class 108 DMMU: In service. The DMMU is due to enter Carriage & Wagon in November for overhaul. This will be a volunteer project, and there will be plenty of jobs to do at all skill levels. Please contact Mike Grimwood via the workshop at Tenterden if you would like to assist.

No.40 Ford: The generator is away with our contractors for repair. Repairs to the roof will be carried out by volunteers, under the guidance of Richard Stone.

No.41 Ruston: In service.

No.44 Class 08 Dover Castle: Stored.

No.46 Class 03 (D2023): In service.

No.47 Class 03 (D2024): Stored at Bodiam.

No.48 Class 14 (D9504): In service.

Class 25 D7594: Stored.

Class 33 Ashford D6570: Awaiting a decision on its future by the owning group.

On-Track Plant

No.73434 07 Tamper: Has been in Carriage and Wagon for heavy repairs to the Headcorn-end cab. Will be finished in time for the DMMU to take the shed space in November.



Repairs to the tamper's cab nearing completion. (Phil Edwards)



*David Dee cleaning D4118's wheelset.
(Mark Stuchbury)*

D4118/08888 – Mark Stuchbury

Unfortunately, due to various delays during the summer, the work on the centre axleboxes has been slower than anticipated. However, the delivery of tooling in September has enabled work to recommence on reaming the bolt holes for the axlebox horn guides, in preparation for them to be refitted. In addition, the newly re-metalled axleboxes have been offered onto the axle bearings and where necessary 'scraped' to allow for a good, free-moving fit.

With the wheelset removed, the opportunity has also been taken to clean off years of oil and grime, using the Rolvenden pressure washer/steam cleaner, with volunteers from the 4253 Group subsequently repainting the wheels. It is hoped that wheels, axleboxes and side rods will all be reunited in time for the Class 08 to be available again for the forthcoming winter track engineering programme.

GWR Railcar W20W – Chris Mileman

Lots of progress to report again this time.

- The Headcorn cab panelling is all primed and undercoated, and the floor has been made and fixed. (The Robertsbridge cab was completed some time ago.)
- Our two carpenters have made, beautifully profiled and fitted all of the saloon inner window surrounds.
- Seat brackets are being re-fitted, having been previously stripped and painted.
- All existing steel body panels have been lined up, drilled and countersunk and positioned.
- More paint has been applied to the exterior to

repair the damaged areas around the screw countersinks and to build up a nice layer for the future.

We have been lucky to have been able to beg, borrow and steal paint, mastic and screws, etc. This has meant that the team can continue work as planned. Four (probably more by the time this is published) side panels have been fully screwed in place, with weatherproof mastic applied to the joints. This has really begun to 'stiffen up' the vehicle... and it looks great too!

Money donated by a very generous benefactor (thank you so much!) has allowed us to order the remaining steel panels, and we are expecting delivery of the cab fronts in early October. When in place the familiar 'face' of the railcar will once again be visible after many years of hard work. Both cab windscreen transoms have been fabricated and fitted and work is under way on the buffer surrounds, complete with horn cut-outs (see photo).

On 16th October W20W departed the C&W shed for a temporary stay in the carriage shed at Rolvenden while the DMMU receives its long-overdue overhaul and refurbishment. We had to secure roof panels and tidy the interior in readiness for this short journey. This means, of course, that work on our railcar will have to pause for a few months; but we still have plenty of components to be smartened up – and I'm sure the team will also be happy to assist with work on the DMMU in the meantime... after all, it is related!

As ever, I would encourage members to join the team on a Wednesday, or maybe donate a few pounds. Our project display board is in the Model Railway room together with some lovely new Gift Aid collection envelopes. Thank you!



*The GWR Railcar starting to take shape.
(Chris Mileman)*

ROLLING STOCK

Carriage & Wagon – *David Brailsford*

Staff news: The department welcomes new volunteers Paul Tomlinson, Colin Mears and Graham Hunt. There will always be plenty of jobs to occupy your time! Many thanks to Graham who has donated various tools and a selection of screws for our use. Peter Blythe joined us as a full-time member of staff from the Bluebell C&W dept on 1st August. He has a wealth of railway experience and knowledge, and has already made a good start on SK 86. He will be involved in overhauling the Commonwealth bogies for RU 1987.

We have said goodbye to Sam Smith, who left the ranks of our paid staff at the end of July to take up an apprenticeship with Smurfit Kappa at their paper mill in Snodland. Anthony Wilson has also left the department to take up a job with London & South Eastern Railway at their Ramsgate Depot.

Maintenance, both planned and unplanned, has been carried out on a number of vehicles.

Coaches 73, 68 and 85 have had their brake blocks renewed followed by adjustment of their braking systems. TSOs 68 and 64 plus RMB 59 have received reconditioned brake cylinders at the Headcorn end of the vehicles.

RMB 59: Has undergone an enhanced 18 month exam to determine whether it can continue in service. Repairs to a crash pillar and some external cosmetic improvements, together with a new set of batteries, will allow it to run for a further 12 months. However at the end of this period the coach will probably require bodywork repairs, four reconditioned wheelsets and some major work on the toilets. Thanks to Boris Perkins for masterminding the installation of the batteries.

Diana: The re-varnishing of this coach has transformed its appearance. During the down time staff spent some time removing internal panels to inspect the metal structure, in order to determine whether any major repairs were required. We can report that the coach is in good



Carriage washing at Tenterden.

(Andy Hardy)

condition and will be able to continue in service for the foreseeable future.

BSO 73: Due to the uncertainty over the availability of the above catering vehicles it was decided to provide a back-up snacks and drinks facility in the large luggage compartment of this vehicle. The original grills and sliding doors have been given a facelift and refitted to the compartment. Dave Stubbs has put in a number of shelves and a small sink for hand washing, plus a large fridge to complete the installation. André Freeman has equipped the coach with an inverter. It is probable that a new set of batteries will be required.

Pullman Car Barbara: Returned to service in mid-June, and really is a credit to all those who have worked on her.

RU 1987: Currently at Eastleigh and being stripped down to assess the work needed to return this vehicle to service. To assist with this project C&W have overhauled two vacuum cylinders, a passenger communication valve and two pressure gauges. Many thanks to TREATS for loaning two functional Commonwealth bogies to this project – this enabled the coach to be trip worked into Arlington's premises.

Birdcage 1100: Final external finishing is taking place on this vehicle, as the scaffolding used for the roofing has now been dismantled. A bit more bodyside rot has been dealt with, and the main focus of our efforts at the moment is in the compartments. All ceilings are being rubbed down and any gaps are being treated with flexible filler. Final coats of paint will be applied soon.

Remaining tasks include an 18 month exam and weld repairs to the draw hook at the Headcorn end. Peter Bolton is working his magic on the external painting so that it all matches up. A coat or two of varnish will complete this job

Mark 1 CK 86: This carriage was moved into the workshop after work on the Pullmans had been completed. All floor cross members at the Headcorn end of the coach have been replaced. Repairs to the crash pillars and certain door uprights are complete, and the whole assembly has been painted. Work on replacing rotten sections of the steel steam heat pipe is now complete, and the main frame girders have been needlegunned and painted. We will have to source a roof support to the correct profile, as the one above the toilet water tank is in a very poor state.

Julian Coppins and Alan Brice have been busily machining pieces of wood and fitting in the new plywood floor panels. Painting of the new outer skin steel panels has been carried out prior to their installation. Some of the key elements of the compartments are beginning to be refitted. The overhaul will progress further down the coach once the Headcorn end gets to a more complete state.

Richard Giles, a skilled joiner/carpenter who is also a new volunteer in the department, has been making up nine new wooden door frames. The workmanship is fantastic, and will save the company a considerable financial outlay.

The department has recently overhauled two Maunsell type F vacuum brake cylinders. The cylinders and pistons have been metal sprayed, machined and fitted with new bronze guide bushes as well as rolling and sealing rings.

Sadly we have had to sideline District coach No.100 due to issues with the Headcorn end wheelset. The coach was greatly appreciated by those who used it during the Steam on the Met event. The roof vents have been replaced on this vehicle following its return from London.

Similar wheel-related problems have also seen the SR 20t brake van and John Colwell's box van no.138 being red-carded for the foreseeable future.

On a more positive note we have been able to improve the four-wheel drop-side tube wagon, as a result of a joint working weekend in October with our friends from the Chemin de Fer de la Baie de Somme. All the drop sides and the ends of this wagon have been re-timbered, as has the floor. The wagon will receive a cosmetic repaint before it leaves the workshop.

A variety of other tasks were also tackled by the work groups, and a very enjoyable and satisfying time was had by all.

Finally we have received the go-ahead to remove the girders that formed the front of the old shed. The weatherboarding and plasterboard has been removed by Andy Roberts and Paul Rand. We are planning to relocate a number of electrical sockets and re-route the associated cables, and then the steelwork can come down. In order to make the operation possible the GWR Railcar will have to be moved out of the way. This work will improve equipment access between the old and new sheds.

OPERATING DEPARTMENT

Operating Department – *Pete Salmon*

This has been a very busy season for shunting and stock movements. Two vintage carriages went to Steam on the Met, and have since returned; this involved the District coach needing two trips to Tenterden, and back to CSS, for modifications and repairs. The blue RU was also tripped to Tenterden twice, and has gone away for restoration to become our new Pullman Kitchen Car. Several other vehicles were moved for maintenance. There was also a vast amount of shunting to get every vehicle's wheel profiles taken. The Cavell Van returned to the railway, and was subsequently tripped and shunted into position at Bodiam. These moves required as many as six volunteers on each occasion, and we are extremely grateful to those involved.

Controllers, along with the Commercial Duty Manager and Rail Incident Officer, are now rostered on HOPS. All three posts can now be contacted by using a common phone number, pressing 1 for Controller, 2 for Commercial Officer etc. This allows for much more flexibility, and makes it easy to swap the duty person at any time, including during a shift if necessary. This also saves time when producing the fortnightly Operating Notice, as knowing who is rostered for the next two weeks is no longer necessary.

The Guards Department has recruited another six volunteers. All are existing railway volunteers who have chosen to learn an additional role. We now have 12 trainees in the system – some of whom we believe can be fast tracked, due to previous experience on the footplate. We have advertised the volunteer Guards Roster Clerk position and the Chief Station Master's role, as Charles Lucas is stepping down. Charles has brought the Station Masters department forward by leaps and bounds, and we thank him for this.

Promotions to Driver during the past year have largely eliminated the need for paid staff to cover volunteer shortages. Where paid staff are used on the footplate it is usually a turn that they need to do to maintain their competence. Some paid staff also volunteer to cover turns beyond their usual paid quota. Overall we have managed to cover the season's requirements with very few paid staff.

One of the department's 'fun' jobs was completed when the Rolvenden yard oil

interceptors were emptied. The glamour of steam! A new diesel fuel tank has been installed.

The Railway Rules Working Group have been working on reviewing and reformatting the Incident Manual. This requires input from commercial and engineering departments to bring it to completion.

Can we please remind you that although firewood for lighting up is always handy and appreciated, old kitchen units and similar are of no use to us and cost us time and money to dispose of. We can always use cotton rags for loco cleaning; old T-shirts and similar are perfect. Many thanks to those of you who have kept the supplies coming!

Guards Report – *Graham Williams*

First and foremost we must offer congratulations to Michael Goodwin, who passed out as a Guard on 14th August. Guards Inspector Pete Spratling did the honours on this occasion.

We are also pleased to report a couple of appointments: Mick Leech has taken on the role of Senior Assessor, and Robin Collett is now an Assessor.

It is of course vital that we make sure that everyone is keeping up their competence in the job, and so far this year more than 35 Guards and Trainees have been accompanied on the necessary observation trips.

This may sound a respectable number, but the more the merrier when it comes to keeping all the duties covered. We recently put out a call for more Guards, and were very pleased with the excellent response from footplate staff. There is a significant overlap in Rule Book and other knowledge, which should all help in the 'new' recruits making rapid progress. The Trainees are:

Angus Entwistle (Fireman) (featured in a recent 'The Next Generation' article); Jorge Gorman (Steamraiser); Adam Rose (Steamraiser); Neil Sime (Fireman – and Safety Director!); Craig Aston; Simon Dyer; Jack Marlow and Sheila McKenna.

If anyone else, existing volunteer or not, would like to become a Trainee Guard please get in touch. I will be more than pleased to hear from you.



Derek May and Kieran Wildman, both happy in their work.

(Jasper Pryer)

Signalling Department – Tony Ramsey

We are pleased to welcome four newly qualified Signalmen – Neil Hilkene and Cliff Webb at Tenterden Town and Col McLaughlin and Robin Moyser at Wittersham Road – as well as one newly qualified Crossing Keeper, Ken Cromwell at Northiam.

We are also pleased to record that Bernie Bone has passed out at Wittersham Road (his third box) and Philip Noakes has passed out at Tenterden Town (his second box).

We must also congratulate those who have added to their existing level crossing competencies: Luke Belger, Philip Crow and Mike Goodwin at Rolvenden and Hugo Baxter, Paul Davies, George Glass and Cliff Webb at Northiam.

Regretfully we must bid farewell to John Rigby, who has found it necessary to retire on health grounds after eight years' service. John originally

participated in a Signal Box Experience Day and enjoyed it so much he decided to volunteer with us, despite living in Leicestershire. He qualified as a Crossing Keeper at both Cranbrook Road and Northiam, and as a Signalman at Wittersham Road. Thank you, John, for your contribution.

The Railway Rules Working Group are now undertaking a review of the Incident Manual and expect to have a revised draft available soon for consultation with interested parties.

The regular training sessions on Skype continue to work well and are proving popular with this year's five trainees. In recent months members have participated from as far afield as North Wales and the Lake District in order not to miss out!

Finally we congratulate Signalman Gary Walbrin on his recent marriage to Lauren Gaunt; we wish them both every happiness. Signalman Kieran Wildman was Gary's Best Man.



The Rolvenden Synchronised Tea Drinking team cooling off.

(via James Darling)

WAY AND WORKS



In the evening sun, the Class 14 visits Bodiam with the weedkilling wagon.

(Paul Jessett)

Permanent Way – Paul Jessett

With the increased running days of the summer running season comes the increased inspection programme. The entire railway has to be walked to ensure we pick up any new faults and, importantly, to monitor the existing ones. With the tamper out of action (having an overhaul, and a new cab fitted), any track twists have to be closely monitored, and if they show signs of worsening it's back to the old traditional method of jacking and packing. Thankfully these are few and far between; however, what has been highlighted is a strange wear pattern on the wheelsets of some of our coaches. Brian Richards has set about surveying all the rail profiles on the line using a laser device set on a track trolley. This will show up the worst-worn rails. Meanwhile the team have set about greasing some of the suspect areas to reduce the rate of wear.

We have welcomed another member to the team – Paul Davies (yes another Paul!) He brings a wealth of environmental knowledge to the team.

The team have been busy preparing for the winter projects. We are planning to change out worn rails and weld up short sections in 180ft lengths. This reduces joint maintenance and wear issues, and gives a better ride. Rail has been donated to us by LU (we just have to pay for the transport). It was delivered to the yard at Wittersham Road in track panels, which had to be broken down into constituent parts to enable us to get at the rail. This was four days' hard graft in the extreme temperatures we had over the summer.

The sleepers, chairs, keys and chair screws will be dismantled for further use or recycling. The rail has been loaded on to one of our Sturgeon wagons, ready to be transported to site. It is planned to use some of the sleepers to re-lay

the loop and number 1 siding at Tenterden. It is interesting to see where these materials have been in use previously, and sometimes you find old asset plates. It looks like this lot came from the east end of the Central Line.

A major project that had to be postponed during the summer was the painting of Rother Bridge. A lot of time was spent planning this work, but we were sadly let down by our suppliers the day before the job was due to start. With the weather cooling down the decision was made to put it off to next spring.

Over the past couple of months we have been developing a training programme for Permanent Way staff. The ORR like us to “Say what we do and do what we say we will do”; gone are the days of “Just do it”! So we are running a programme of proving the competency of P.Way staff in the black art of track patrolling, the use of power tools and acting as a Lookout. These qualifications will be added to the HOPS system in the same way as operating safety-critical tasks are recorded.

During the late spring and summer the weedkilling train has been out and about. This

has not been as frequent as we would have liked, due to the ill health and work commitments of key volunteers; however you will see areas where we are winning our battle against bramble and mare’s tail. This work will continue from early spring next year, and working with Forestry & Conservation proves we can make a difference.

I know I have said it before, but if you want to save on gym membership and get fit, we meet every Friday throughout the year – and you will be made most welcome.

Forestry & Conservation – *Steve McMurdo*

As summer progressed incidents of branches brushing against passing trains, at various locations along the line, were being reported by operating staff. It is important that these reports are responded to as quickly as possible. Not only do such branches have the potential to damage paintwork and scratch glass of rolling stock, but they are also a significant injury hazard to persons (staff or otherwise) leaning out of windows.

In many cases the required cutting work involved takes very little time compared to that spent in



The Forestry team clearing sight lines at Mill Ditch.

(Steve McMurdo)

actually getting out to the site. Most locations are simply too far away to access by foot, particularly given the amount of tools and heavy machinery we need to carry with us to do our work. They rarely seem to be close to stations or to vehicle-accessible areas.

The ideal solution for us is to be able to use the DMMU before morning scheduled services commence, stopping at as many spots as possible. We dismount and deal with the offending branches, before boarding again and moving on to the next problem area. Our thanks go to the train crews and signalling staff for starting even earlier than usual on several Sundays in the past few months to facilitate this.

We have had a number of visits to Mill Ditch, a remote area between Northiam and Bodiam, where there is a user-worked crossing to enable farmers to take machinery and livestock over the line. Sighting from the footplate had become considerably restricted due to undergrowth and foliage, and a temporary speed restriction had been imposed as a result. A large amount of clearance work is required, but we have now made good progress towards completion.

A bus rally was scheduled to be held in Tenterden Station car park during August. The organisers became concerned that low branches could damage visiting vehicles, particularly double deckers, and we were asked to carry out some urgent work to trees in the approaches to the level crossing, as well as in and around the rally site area itself. We removed a considerable quantity of branches using team member Paul Davies' van equipped with a 'cherry picker' – a

hoist for quick and safe access for work at height such as this.

At the request of S&T we have cut back grass and brambles from around and beneath signal cables at Wittersham Road and Northiam. This was to enable clear visibility for their inspections, and to also reduce resistance when pulling signal levers.

The grass, nettles and brambles encroaching in the areas around the foot crossings on Tenterden Bank have also been strimmed and cut back, to achieve satisfactory visibility and safety for both pedestrian users and our train crews.

Residents of the houses backing onto the station end of Tenterden headshunt contacted the railway, requesting the clearance of undergrowth on the strip of K&ESR land backing onto their boundary fences. This was completed on a Sunday, along with another site further down the bank where an owner had made a similar request.

We reduced the size of the boundary hedge at Rolvenden which runs alongside the main A28. It had become unsightly and, more importantly, was obstructing crossing keepers' view of oncoming road traffic when operating the gates. While on site we also removed some of the lower branches of the large poplar trees alongside the main workshop building.

Regrettably, two team members of our small team have recently had to leave us, due to new non-railway commitments. If the type of work described in this report might be of interest to you, please do not hesitate to contact us at kesr.forestryconservation@gmail.com

GROUPS & ASSOCIATES

Museum Notes – *Brian Janes*

The Museum notes were inadvertently left out of the last Tenterden Terrier, so these necessarily cover the whole 2019 running season.

We have been able to open on all promised days, thanks to increased volunteer effort. The year started well with visitor numbers up to last year's record, but disappointedly declined in July and August, perhaps reflecting the number of visitors to the railway. We will probably reach some 16,000 by the end of the season, which is still a very healthy number and supported record sales of some 30% more than last year. This surge has been materially assisted by generous donations

of books and models; long may they continue! However cash donations continue to flatline. This is an unwelcome trend when the railway needs every penny, and highlights the need for the Company to arrange cashless donation facilities.

Our visitor experience has seen steady but undramatic changes this year as we have added excellent new exhibits. We were particularly surprised and delighted to receive the generous gift of the nameplate and ownership plate from *Morous*, one of Colonel Stephens' most widely used, and oddly named, locomotives. The nameplate had long been assumed to have gone



Paul Stileman presenting the nameplate from Morous to Brian Janes. (via Brian Janes)

to the furnaces back in 1936. By some miracle it was acquired from the scrapman by a passing cyclist who, after a small financial transaction, rode away with the nameplate tied to his crossbar. In time the plates passed to enthusiast Les Burberry whose friends Paul and Rosemary Stileman brought them to us.

As for *Morous* herself (Manning Wardle works no.178 of 1866), she was acquired by Stephens in 1911 to help reconstruct the Shropshire & Montgomeryshire's Criggion branch. Overhauled and rented out to the Selsey Tramway in 1924, she was still carrying her S&MR ownership plate when sold to the Sussex line in 1932 for £50. The ownership plate was then removed, but it survived to accompany the nameplate to the Museum.

We have acquired a document bag from Callington, the terminus of the branch built by the Colonel. The bag, which is of heavy-duty leather with a brass plate for transmission from the station to the SR Audit Department at Southampton and return, probably dates from the 1940s. It was almost certainly used for the transmission of the numerous financial and ticket returns, and is a reminder of the long-forgotten importance of paperwork in running the railways efficiently.

As a direct result of contacts made over *Morous*, we have had a donation of a slewing jack which was supplied by George England of Hatcham Ironworks, London to accompany the locomotives he built for the Festiniog Railway – often claimed as the first true narrow gauge locomotives in the world. This is a nice acquisition from a railway which is under-represented in our collection.

Minor items of interest added to the collection include an early miner's lamp, made by E. Thomas & Williams Ltd of Aberdare. Two early signal finials, representative of K&ESR practice, also enhance our displays. Numerous items of paperwork have been added to the archive, including an August 1916 list, signed by Colonel Stephens, of the EKR lines taken over from the contractor, which pins down some uncertainties over EKR opening dates. Useful too have been drawings of bridges and culverts on the K&ESR, including 'Austen's Bridge'.

Not often mentioned in these notes is the enquiry service the Museum volunteers provide, often by default, about Colonel Stephens, light railways and even general railway subjects. Lest you think this is trivial, two or three queries get dealt with each week, and a recent query took a couple of days' research to settle reasonably definitively. But even this research yields interest for, in further sorting the archives as a result, we unearthed an overlooked photograph album given to Stephens in 1916 by one of his fellow officers. That officer became, just days before the Armistice, the last person to win a Victoria Cross during the Great War.

For some of us the work upstairs in the archive is as important as that in front of house, and a lot of work goes on out of visitor sight. Matters



The Morous plates on display in the Museum. (Brian Janes)

have been materially helped by the removal, at long last, of the Company's archive.

Winter work will be well in hand by the time you read this. The 'Colonel's Tent' exhibit has succumbed to the extreme old age of the (non-authentic) canvas, giving the opportunity to rethink this little-visited sub-exhibit. This whole area will be completely revised, materially assisted by the offer of a handsome and very large display case free from Tunbridge Wells Museum. This was promptly transported virtually free by our erstwhile neighbours D.C. Groves and Son, to whom we extend our very grateful thanks. It will be the centrepiece of the area, with extensive reconstruction and rearrangement of many exhibits.

The Cavell Van had a difficult start to the year, as severe rot developed in four of its doors during its sojourns at the Severn Valley Railway and at Folkestone. New doors had to be made, and David Stubbs undertook this as 'homework'. However urgent work on the Pullmans precluded a place in the works during the winter. During April space was found and fitting work and repainting was carried out promptly by a few members of the Museum and Bodiam teams. Time could not be found for a highly desirable roof canvas renewal, but this is now expected in November. Its return to Bodiam was held up by shortage of locomotives and manpower, and it sadly had to remain in the Rolvenden shed during the 100th anniversary of its first use for carriage of Edith Cavell's remains. Regrettably even the limited resources required to commemorate such national anniversaries mean little in the present severely constrained era.

Despite many planning difficulties, the Van did manage a successful visit to Harwich for a week to commemorate the anniversary of Captain Fryatt's return, and it was visited by many local VIPs and others. It was then quickly returned to Bodiam, its spiritual home. An offer to display the Van for two months or more next year in the renovated environs of Folkestone Harbour is being actively pursued, as are other exciting proposals at Dover and London around the 100th Anniversary of the return of the Unknown Warrior.

Remember the Museum is as much a part of our railway as any other activity. Anything you buy there helps the railway. If you are interested in research we have a very extensive archive, thousands of photos and an extensive reference

library for you to use by appointment. Better still, come and join the team.

Tuesday Group – *Graham Hopker*

Since the last report we have finished all the repainting at Rolvenden Station, with a final coat of gloss paint on the canopy, the mess room windows and platform lamps and lamp brackets. Subsequently Dave Brown and Steve Dunn worked on Rolvenden Signal Box, replacing sections of the timber flooring and cross pieces on the balcony.

The hedges on Platform 1 and at the rear of the car park at Northiam Station have been cut, together with regular grass cutting and strimming – all necessary during the summer months. The lock on the door of Northiam's toilet for disabled people has been replaced, and a new air freshener fitted. Fence repairs were completed on Platform 2, using concrete repair spurs to support the wooden posts.

The ACO drain at the side of the Northiam car park access road had failed to drain the rain water from the site, which had caused a flooding problem, so this was cleaned out.

During the very hot weather in July the freezer in Northiam Station's buffet stopped working, so this was taken by train to Tenterden for attention.

Considerable time has been spent repairing and repainting platform seats, which have come from Northiam, Rolvenden and Tenterden Stations.

Recently help was given to Chris Lowry in the form of a PICOW while some over-hanging tree branches were cut back on the running line between Northiam and Bodiam.

Gardening Group – *Veronica Hopker*

This report is being written at the end of September, when all the gardens are edging towards autumn. Many plants have now set seed and some have gone over completely; and we have also lost a few due to lack of water. The hanging baskets around the station building at Tenterden have been removed, and many of the plants around the gardens are being cut back.

A lot of time and effort has been put into the gardens over the past few years, and I have been looking back to when I really became heavily involved with the gardens. In February 2003 we set about forming a Gardening Group, chaired



Tenterden in bloom as 1638 arrives.

(Rosemary Geary)

by the late Robin Dyce; it was made up of Gerry and Pat Coombes and Bill Mackey who had spent some years nurturing Tenterden Station gardens, Jolyon and Sue Vickers who endeavoured to work at Wittersham Road, Alan and Dee Willcox who organised gardeners to cut the grass and look after the flower beds and hanging baskets for Northiam Station, and Pamela and Sheila Stevens who created the gardens and hedges at Bodiam Station.

Sadly Bill, Gerry and Pat decided, because of the travelling involved and being past retirement age, they could no longer keep on top of everything at Tenterden, but decided they would come occasionally.

Permission was sought from the Management to buy plants for all stations in order to make all the gardens more a feature of the railway. Old photographs were looked at and decisions made regarding the type of plants needed to bring the stations back to how they might have been. The largest expense was the purchase of privet hedging for the length of Platform 1 at Northiam and the conifer hedge at the rear of the car park. Other plants bought included perennials for Wittersham Road, Tenterden and Northiam.

At Tenterden the buffer stop and area around the office building (referred to as 'Soweto') was cleared and planted up. Then, in November, it

was decided to take a section of the gardens to widen the platform from the station building towards the Headcorn end. Also in November, Wittersham Road had a working party to establish a garden on the site of the spoil from the installation of toilet facilities.

2003 was the beginning of the turnaround for the railway gardens. The Stevens sisters meanwhile were pressing on, working with the Bodiam team creating the station it is today. In 2004 we joined in the Royal Horticultural Society's Bicentenary and Year of Garden Celebrations by putting on an event called 'Stations in Bloom'. For this we decorated the main gate at Tenterden with flowers and provided all station staff as well as engine drivers, firemen, etc. with buttonholes. All the stations had baskets and tubs of flowers.

Rolvenden Station had not been included up to then, as no one was available to work there. However, Mr and Mrs Tony Pearson asked if they could have some tubs on the station platform and tidy the little patch of garden just inside the fence at the entrance to the platform. This has been up and running ever since.

Unfortunately Tony is no longer with us but I endeavour to keep things going. It has helped having a watering system installed to get the tubs through the summer months.

Rolvenden had some attention in 2005 when the Tuesday Group planted a row of English native trees in the field, as requested by Ashford Borough Council. They are now very mature and growing well.

During December 2010 permission was given to create a Memorial Garden at Northiam, and with the assistance and muscle of the Tuesday Group over a few weeks it was finally completed. This project has been worthwhile as it has given families an opportunity to place a plaque, as a permanent reminder of their family member or friend, in a place the deceased loved and admired.

In the spring of 2011 I am pleased to say I was joined by Jan Lelean, who has been my 'right-hand man' and a real support ever since. In 2013 Liz Brown joined as a gardener to look after Northiam picnic area and station tubs, and later on Nell Joint started working with Liz. Thanks to all this support the gardens around the railway have prospered – except for Wittersham Road, where the rabbits seem to have won the battle with the gardeners.

During 2015 Bodiam Station was included in Ewhurst Green's entry in 'Britain in Bloom'. The village won a Silver Gilt award – only seven points short of Gold. Ewhurst Green was pleased to have the support of the K&ESR – not many villages can boast a steam railway with gardens in their midst.

In 2016 we were approached by Tenterden Rotary Club to support their campaign to help eradicate polio worldwide. They supplied a box of purple crocus plants, which have been planted in the grass by the entrance to Tenterden Station where they come up in spring each year. They are purple as a reminder of the dye which health workers use to colour the fingers of children who have been vaccinated in each country they visit.

There have been numerous other changes to the gardens at Tenterden, including moving the little information hut, building the Pullman Dock, moving the offices, creating a little garden by the new office entrance, planting 'the mound', and the new food outlet which meant another little garden to plant up.

We now have to sit down and take stock of where we are – and plan for 2020.

Bodiam – *Malcolm Burgess*

As happens every year, work at Bodiam during the summer months is restricted to matters that can be dealt with while the public are on site as the timetable is in operation. The primary task is to keep the station grounds in a presentable condition, and this year both the Stationmaster's garden and the flower garden have been looking superb thanks to the efforts of Frank Wenham and Gaye Watson respectively. Frank's vegetables have looked so enticing that several have been lost to people helping themselves!



The Bodiam storage PMV receives some new paint.

(Malcolm Burgess)

A good summer for plant growth has meant that regular grass cutting – together with weeding, strimming and hedge cutting – have taken up a lot of time with Frank, Chris Wady, Paul Randall, Freddy Soper and Bill Larke all pitching in at various times.

Chris, together with Adrian Freeman and Tim Hogben, refreshed all the picnic benches so that they were in good fettle for the Hopfest weekend. This year the weather was kind to us and, although numbers of visitors may have been down on last year, the event seems to have been a success with record sales of cakes and garlands. Our thanks go to Carol Dyce and Eileen Lowry on the cake stall and Gaye, along with Ange, Gillie and Jenny, for the garlands. Even some honey from the Bodiam bees was on sale!

The latest design (Mark III) for the platform steps developed by Graham Holden and John Harding to assist passengers boarding and alighting from carriages was given formal approval by Andy Hardy, and we wait to see if some form of mass production can be arranged, with variations to suit other stations.

The appearance of the two tank wagons in the siding has not been enhancing the appearance of the station, and Tim spent several hours hosing them down and scrubbing them. The BP wagon looks distinctly better, and while the 'Frittenden Treacle Mine' wagon is cleaner we await approval to give it a fresh coat of paint to restore it to something close to its former glory.

Sadly Bodiam experienced further theft and vandalism over the summer, with two station signs being ripped from their fixings. New signs have been produced by John Liddell and Mike Sharp, but we will delay putting them in place until the outcome of a proposal for CCTV is known.

The Cavell Van returned to us in July from its travels (with new doors) and has proved to be as popular as ever. This winter it is scheduled to be re-roofed in the C&W works ready for a commemorative event next year. Meanwhile we will be rebuilding the steps to it from the yard. The paintwork on the weather side of the green PMV – which is used as our paint, scaffold and ladder store – has deteriorated again, and we are in the process of making it good before winter sets in.



Our congratulations to Lauren and Gary Walbrin – not only on their marriage, but on surviving having Kieran Wildman as Gary's Best Man!

(via Gary Walbrin)

Focus on the 300 Club

In my role as Treasurer I have been running the 300 Club since 1994, originally with the help of the late Brian Heyes. When, due to health problems, Brian decided to stand down as Secretary the position was offered to Colin Avey, who accepted and took over in November 2016.

When Brian and I became involved in the Club in 1994 just 74 'numbers' had been purchased – a total which has since been increased to over one thousand (more than three times the target implied by our title!) More numbers means more prizes and therefore more money to benefit the railway. Please join – or if you are already taking part, then why not consider extra numbers?

The 300 Club essentially has a two-fold purpose:

1. To raise funds for worthy K&ESR causes
2. To hold a monthly lottery draw for its subscribing members.

The Club (originally called the Rolvenden Improvement Fund) has now been running for the best part of 30 years. Since 1994 it has donated over £80,000 to various projects around the Railway. In this same period it has paid over £86,000 in prize money. We pay out 55% in prize money per year – this currently amounts to more than £6,000 annually.

Members pay £12.00 per year for a unique number (you can have as many numbers as you wish) you can either pay by Cheque or Cash annually. Alternatively, you can pay monthly/annually by Standing Order. At present the Club pays out £500 per month for eight months (ten prizes), £575 per month for three months (11 prizes) and £1,000 in December (12 prizes).

A small number of prizes have very generously been waived by the winners, which all helps to swell the 300 Club's coffers.

Prize winners for the previous four draws are published in each issue of the *Tenterden Terrier*.

The 300 Club is registered with Ashford Borough Council under the Gambling Act 2005, Paragraph 39 of Schedule 11, which requires a monthly return of subscribers, prize values, expenses and proceeds allotted.

The largest contributions the 300 Club has made:

- £4,000 donation towards Bodiam waiting room
- £3,755 towards a new green 20ft lined and insulated container for Rolvenden
- £3,585 towards the restoration of Pullman Car *Barbara*

- £3,500 towards resurfacing Northiam Station car park
- £3,500 towards volunteer accommodation.

Other notable donations made by the Club:

- £3,000 New oil store at Rolvenden
- £2,400 Purchase of 40ft container and transport
- £2,250 transport of Pullman car *Aries* from Ramparts at Barrow Hill
- £2,040 Tarmacadam at Tenterden
- £2,006 for installation of electricity to Cranbrook Road crossing
- £2,000 towards four 15 ton jacks for C&W
- £1,781 Water softener plant at Rolvenden
- £1,458 New computer
- £1,453 Mag swiv drill for Rolvenden
- £1,320 Buffet chiller room
- £1,000 for Operations Classroom at Rolvenden
- £1,000 Scissor lift for C&W Dept.
- £1,000 Northiam Station roof
- £1,000 Tenterden office roof.

Many more smaller amounts have been donated to various projects, such as:

- Electrics in the C&W workshop
- Archive document storage
- Spare china for on-train catering on the A set
- CCTV for Tenterden Buffet (this proved its worth when the Buffet was broken into. The CCTV recorded the incident, the culprits were identified and the Police were called in, leading to a successful conclusion)
- Wireless microphone for Tenterden Station
- Four new LED lights at Rolvenden (Machine Shop area)
- Bodiam disabled toilet refurbishment
- Tenterden Buffet clock restoration

If you wish to join, please complete the form enclosed with this *Terrier* and post to Chris Garman, 300 Club, K&ESR, Tenterden Town Station, Tenterden TN30 6HE. If you are already a member but wish to increase your numbers, then either complete the application form or e-mail the 300 Club at kesr.300club@yahoo.com

It all helps to make our railway even better than it is already.

Chris Garman



Barbara – newly refurbished with the help of the 300 Club – on 30th June, its first Sunday back in service.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2019

1st	Alan Dawes	No. 010	£100
2nd	T J Hoskins	No. 449	£80
3rd	Mr B R Stonestreet	No. 473	£70
4th	Richard Crumpling	No. 870	£60
5th	Geoffrey W Warner	No. 551	£50
6th	Lionel Marchant	No. 518	£40
7th	G W Bennett	No. 343	£30
8th	Mrs P C Hoad	No. 345	£25
9th	Tom White	No. 032	£20
10th	Tony Hutchins	No. 508	£10

July 2019

1st	A J York	No. 187	£100
2nd	Peter Landon	No. 323	£80
3rd	Paul Gurley	No. 677	£70
4th	Howard Wallace-Sims	No. 235	£60
5th	Laurie Cooksey	No. 440	£50
6th	Mrs M Watson	No. 463	£45
7th	Mrs Jean Sugden	No. 705	£35
8th	Lionel Marchant	No. 300	£30
9th	Ian Luetchford	No. 963	£20
10th	Mr & Mrs D G Barham	No. 799	£10

June 2019

1st	Paul Mineham	No. 826	£100
2nd	Robert E C Jones	No. 284	£90
3rd	R J Delves	No. 586	£80
4th	P H Wilson	No. 042	£70
5th	Roger Allin	No. 628	£60
6th	Richard Crumpling	No. 873	£50
7th	Mr & Mrs J P Fry	No. 650	£40
8th	Mrs Kim Chaplin	No. 1008	£30
9th	Norman Brice	No. 155	£20
10th	T C Hull	No. 591	£10

August 2019

1st	R G Crane	No. 402	£100
2nd	John Clark	No. 038	£80
3rd	Malcolm Hayward	No. 455	£70
4th	Lionel Marchant	No. 159	£60
5th	J M Whitcombe	No. 241	£50
6th	P A Hobbs	No. 044	£45
7th	Richard Crumpling	No. 861	£35
8th	Lionel Marchant	No. 405	£30
9th	James Veitch	No. 404	£20
10th	Brian Remnant	No. 246	£10

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



With a blue K&ESR Terrier recently released by Dapol, this seems a good time to recall when No.3 was last in that livery. She is seen here in May 2007 in company with No.23 in Maunsell green. (John Wickham)

Due to motive power problems on 1st September D9504 worked the Sunday Tenterden–Northiam Pullman ECS. At Northiam the Pullman exchanged locomotives with the service set. (Phil Edwards)



Steam and smoke at Rolvenden. (David Dee)







An Aveling and Porter roller in Tenterden Town Station car park, flanked by two Burrell traction engines during Hoppers' Weekend Saturday on 7th September.

(Neil Instrall)

No.376 Norwegian resting in the yard at Rolvenden before being prepared for evening Pullman duty on 24th August.

(Ian Scarlett)



Letters to the Editor

Ecological Responsibility

Sir – First congratulations on another fine magazine. As always: a combination of clear, attractive layout and high-quality photos

Sequitur (*Tenterden Terrier* Summer 2019) raises some important issues about coal and CO₂ emissions. Heritage railways contribute hugely to their local economies and enjoy significant sentimental support from the general public, so may well be given a derogation from coal bans.

A bigger threat, however, may well be the cost and availability of coal, if articles in *Steam Railway* are anything to go by, especially once mass consumption by power stations ceases and domestic use is outlawed. But Climate Change fears will continue to rise, as will the vigour of protesters (imagine young women chained to railway tracks, silent-movie style!)

Nevertheless, every threat is an opportunity; and perhaps his thoughts could sharpen policies the K&ESR already adheres to in its concern for the environment (see the Gardening Group and Forestry & Conservation Group reports). The key word is 'Conservation'. But the buzzword these days is 'Sustainability'. Organisations large and small, public and private, proclaim their policies.

A comprehensive Sustainability and Ecology Policy should cover all of the railway's activities. CO₂ emissions need to be offset by active tree planting; lineside clearance should minimise burning; there should be a commitment to ecological diversity (the railway is a linear reserve which is richer and more diverse than surrounding fields); single-use plastics should be reduced/eliminated; waste should be minimised and re-cycling maximised; local suppliers should be used to reduce traffic miles.

Concern for the environment will increase, but the railway already shows responsibility. In the future, however, it needs to proclaim its commitment more vigorously.

Keith Barron
by e-mail

'Sequitur' stated in the July Tenterden Terrier that heritage railways contributed 0.03% to the national output of carbon dioxide. We have since read in

Railway Magazine that the figure is in fact 0.2%, and take this opportunity publish the correct figure –Ed.

SECR 44ft Coaches

Sir – For me the most interesting photograph in *Tenterden Terrier* Summer 2019 was the charming one of the Hoppers' Friends train on page 41, because it shows yet another type of coach in use in BR days. This appears to be an SECR 44ft composite, and I would guess that it is S5238S.

Although the caption does not give a date, there is another photograph elsewhere of 32636 with probably the same two-coach train taken on 12th September 1953, pulling it chimney first, and the coach behind the engine is a 100-seater.

The angle of this photograph does not allow the coach beyond the BY to be recognised. As these trains would not be catered for by the regular Carriage Working Notices, no doubt someone had to scratch around to find something available and adequate for the job.

By 1953 many of the older SECR coaches had been withdrawn, although many 100-seaters remained until the 1960s – and in front-line service between Charing Cross and Hastings.

It fascinates me how new discoveries can still be made so long after the event. The body of another 44ft composite, 5240, was apparently bought by the preserved K&ESR in its early days. Does it still exist?

Peter Clark
by e-mail

5240 spent many years planted on Tenterden platform as a mess coach, and is happily remembered by long-serving volunteers (including the Editor). In 1999 however it was removed and placed on the underframe of another vehicle.

The coach is now stored at Tenterden, pending a possible restoration. It is presently in poor condition, and would require significant sums of money, and labour, that the company will not have for the foreseeable future. Therefore it is likely that it will remain stored for some time to come.

Further details of 5240 can be found on the main K&ESR website –Ed.

EDUCATION, EDUCATION

As an educational charity it is vitally important that we inspire the next generation, and for several years the K&ESR has run a successful programme of educational visits for schools. These are mainly aimed at primary schools, but secondary school visits are something we'd very much like to see more of. These could inspire young people to take up engineering or volunteering, either with us or with another heritage railway near them (but preferably with us!)

Victorian Experience

Victorian Experiences are run on any standard service day during school term, usually adding the SECR Family Saloon to the train formation. The children learn about Victorian coach building and how accidents had an impact on the development of a safer railway. They are told about the Armagh disaster which happened on 12th June 1889, which led to the Regulation of Railways Act 1889, requiring the use of continuous automatic brakes on passenger trains.

There then follows a quiz in the Museum and brass plate rubbing, the results of which pupils can take home with them. During 2018 we tried running the Vintage Train in the DMMU slot (11.45am departure from Tenterden) on dates when schools booked to be with us, so as to give a much better idea of what a Victorian train was like. It also allowed schools more time to get to the railway. For 2019 however we have reverted back to the old format, due to the need to reduce loco steaming days.

Victorian Engineering Experience

We organised this somewhat different event following an enquiry from a schoolteacher at Wilmington Grammar School near Dartford. Some 140 students learned about a range of subjects connected with Victorian engineering, including wooden carriage construction, the maintenance and operation of steam locos, and signalling. This was a step change from the type of event described above and was the railway's first large secondary school visit, requiring the cooperation of several departments. It was pleasing to subsequently receive the following:

Dear Keith, Karen, Bradley and everyone at the Kent & East Sussex Railway

Thank you so much for having us today, we had a really fantastic day, despite the weather!

After speaking to all the staff, they couldn't praise everyone at the railway enough. Please thank all involved for making it an excellent day.

We hope to use this event as a template for large-scale school visits in the future.

Evacuation Event

For two days directly after the popular 1940s Weekend the railway 'evacuates' around 300 school students per day to Northiam, which masquerades as a fictional Welsh station. The children can hear from real evacuees about their wartime experiences and the fun – but sometimes upsetting – adventures of being an evacuee. Around the station site at Tenterden Town we have Utility Jude, who demonstrates making chocolate spread from mashed potatoes and cocoa powder, along with the plotting room and the ever-resourceful Vic the Spiv who's always ready to sell chocolate or petrol coupons.

Can You Help?

As with many things at the K&ESR, all these visits are planned and run by less than a handful of volunteers who deliver this vital part of our educational remit. If you are interested and would like to help with next year's school events I would be really interested to hear from you.

Please e-mail me at bradleykesr@yahoo.co.uk

Bradley Bottomley



Wartime memorabilia used for the Evacuation Event. (We are unable to publish illustrations of people involved in educational activities because of the necessary restrictions regarding photographs of children.)

(Bradley Bottomley)

Rother Valley 10k Run

Ten minutes past seven in the morning and the birds are only just waking up. The railway lies dormant. At Rolvenden only the clatter of the steam raiser can be heard, while at Tenterden the sound of chopping is coming from the Pullman – dishes for the Sunday Lunch service are being prepared. Suddenly there is the rumble of the DMMU starting up in No.2 siding. “The DMMU at that time in the morning?” I hear you say. “The driver must be keen!” In fact the Class 108 is being prepared to provide a shuttle between Northiam and Bodiam. This is the third year the K&ESR has run a service for the for the Rother Valley 10k Run.

It’s strange to see Northiam station so busy so early in the day, with runners signing in and an orderly line forming outside the station tea rooms. There is an even longer line outside the four portable toilets (the start time was pushed back from 10.00 to 10.05 due to calls of nature).

As soon as the last runners had left the DMMU departed for Bodiam, leaving promptly to avoid holding up the first lot of runners as they came across the level crossing. The race was won by Rhys Boorman, who completed the course in 33 minutes 51 seconds.

Bradley Bottomley



BOOK REVIEWS

Colonel Holman F. Stephens Promoter and Manager of Rural Light Railways – The Man and his Railways

Brian Janes

Published by The Colonel Stephens Railway Museum, Softcover, 96 pages, monochrome photos. £8.99. Available direct when the K&ESR is operating (see operating days at www.kesr.org.uk) from the CSR Museum or the K&ESR shop at Tenterden Town Station. Otherwise order by post from the CSR Museum with cheque for £10.99 (including £2 p&p) made payable to 'Colonel Stephens Railway Museum (K&ESR)' or by e-mail to brian@kesr.org.uk giving your delivery address plus a PayPal payment of £10.99 to brian@kesr.org.uk

This is not the oft-requested biography of Stephens, but 23 of the 96 pages are devoted to an appreciation of his life and career. The author has taken advantage of his position as Hon. Curator of our Museum to ensure accuracy. He considers aspects of the Colonel's life, including his family background. His father, Frederic George Stephens, was a prominent member of the Pre-Raphaelite Brotherhood of artists.

His godfather was Holman Hunt, hence his first name. Janes provides insight into his education, his visits to France and Germany and his

apprenticeship with the Metropolitan Railway, followed by his appointment as Resident Engineer for the line we know as the Hawkhurst branch.

As Janes says, *many of the distinctive features and materials used in the buildings on this line were adopted by him subsequently.* The Light Railways Act of 1896 stimulated greater interest in rural light railways; Stephens set up his own consultancy and, in 1900, established offices in Tonbridge.

We learn of his early interest in military matters, leading to his involvement with the volunteer forces and the

defence of the Thames and Medway estuaries and, eventually, to his appointment as Lieutenant Colonel; subsequently he was known as 'Colonel Stephens'.

Stephens the manager *was much admired and liked by his staff.* Janes refers to *many tales of generous tipping... to the staff he admired.* He argues that, although the employees of the Festiniog Railway received many of his curt memoranda, it was not their Welshness but their attachment to wasteful traditional work practices which prompted the criticism.

Like most railway managers, Stephens did not foresee the competition coming from road transport after the Great War. Stephens was clearly good at making friends in influential circles, exploiting contacts in government to ensure that his independent lines were not merged with main line companies after the end of the war. By the 1920s survival had become the prime concern. Using his organisational skill and strict financial control, he kept his lines running. Janes argues that Stephens was largely responsible for ensuring that light railways were given the option of retaining their independence at the Grouping of railways in 1923.

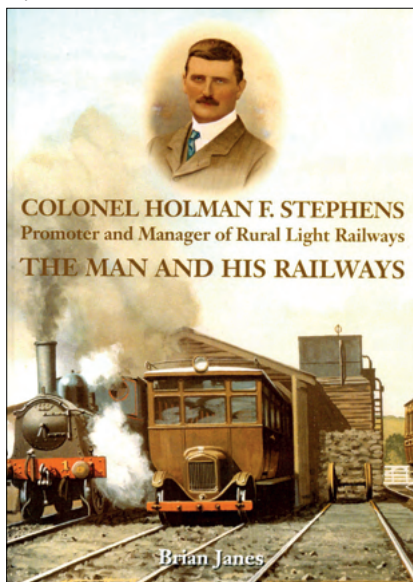
Each of the individual railways associated with Stephens, including of course the K&ESR, is summarised in a few pages, with a map and a

well-chosen photograph or two. Some of the maps may challenge your eyesight, however.

There are two appendices. One summarises the life and work of W.H. Austen, his colleague and eventual successor. Another covers the Light Railways Syndicate, established to obtain orders for new light railways. Only the Sheppey Light Railway was built as a result.

This book is the most complete story of the life and works of Col. Stephens to date, and is highly recommended.

RS



Colonel Stephens and his Railmotors

**Brian Janes and
Ross Shimson**

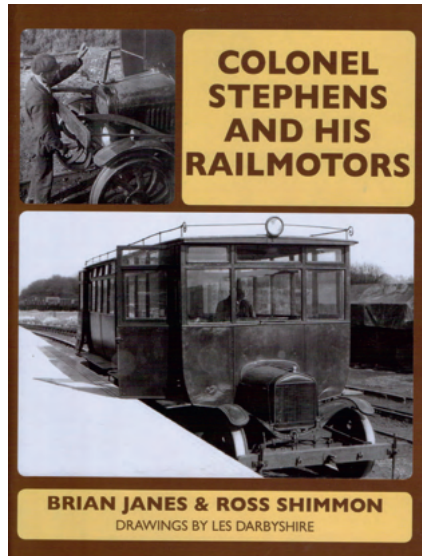
136pp, illustrated with b&w photographs and drawings, hardback. Lightmoor Press, 2018. ISBN 978 1 911038 48 1. £22.50.

The petrol railmotors used on several of the Colonel Stephens railways have attracted curiosity ever since their introduction in the 1920s, but until relatively recently precise details were sketchy. In 1995 Stephen Garrett and John Scott-Morgan published 'The Colonel Stephens Railmotors', a 48-page paperback based on the best information then available. Since then many additional documents and photographs have come to light, allowing an even more complete account to be given.

The story begins with *Gazelle*, the tiny inspection engine acquired by Stephens in 1910 for the Shropshire & Montgomeryshire Railway and later used for passenger traffic on the Criggion branch, at first alone and then with a trailer. The convoluted history of the Pickering steam railcar built in 1905 for the K&ESR is then unravelled, with the many alterations and rebuildings carried out in the attempt to produce a useful vehicle.

Next come the two Drewry four-wheeled railmotors which were used on the Weston, Clevedon & Portishead Railway with considerable success. The first was built new for the WC&PR in 1922; the second was built for the Southern Railway in 1928 for trial purposes and sold to the WC&PR in 1934. Both continued to be used for passenger and milk traffic until the railway closed in 1940.

Perhaps the classic Colonel Stephens railmotors were the back-to-back pairs of Wolseley-Siddeley, Ford and Shefflex vehicles used on the K&ESR, the Selsey Tramway and the S&MR. They were seen at the time – and to some extent still are – as railway oddities. However, they performed a useful role in enabling these railways to offer a faster and more frequent service for passengers



than would have been possible with steam-hauled mixed trains. The authors do an excellent job in unravelling the many minor changes to the railmotors during their working lives, following breakdowns and the increasingly frequent collisions with road vehicles at ungated level crossings.

A chapter on the railmotor experience focuses on what they were really like, both to travel in as a passenger and to drive and maintain. The driver's point of view is based on valuable information supplied by the late Monty Baker, who

joined the K&ESR in 1933, and from S&MR driver Clifford Gill.

In addition to the many photographs – which are well reproduced, in some cases at full page size – there are drawings by Les Darbyshire of each main type. These are based on projections from photographs and key dimensions, but should be accurate enough for most purposes and will be useful for modellers.

An appendix gives details and photographs of the replica Ford railmotor based on Model T components which was built by Colin Shutt in 2004. Following Colin's death in 2016 the railmotor came to Tenterden, where it is on display in a specially built shelter near the Colonel Stephens Railway Museum.

The Colonel's Ford and Shefflex railmotors were a dead-end in internal combustion railcar development as far as Great Britain was concerned. However, similar vehicles which appeared at about the same time in France and Germany, the USA, Australia and Ireland gradually evolved into more sophisticated units and kept passenger services running on branch lines and minor railways in those countries for much longer than they would had they had remained exclusively steam worked. No doubt the comparatively small number of independent light railways in Britain and a lack of interest from the Big Four grouped companies discouraged investment by potential manufacturers.

As a 'might have been' it is interesting that James Ramsay and John Pike (Chairman and Director of the S&MR) and J. Elcome (Secretary of the West Sussex Railway) were among those present at a demonstration of two new diesel-electric railcars by Armstrong-Whitworth in February 1932. Certainly neither railway was then in any position to spend the money that would have been needed to buy such a state-of-the-art vehicle, but it is interesting that, even after the death of Col. Stephens, his railways were keeping an eye on developments in railcar technology.

Serious use of diesel railcars on British railways may be said to have started with the 38 cars built for the Great Western between 1934 and 1942, and continued with the sizeable fleet of diesel multiple units built for British Railways from the 1950s onwards. In the light of the K&ESR role in pioneering petrol railmotors, it is fitting that the railway now has both a GWR railcar and a Derby Lightweight set, in addition to Colin Shutt's replica Ford railmotor.

Strongly recommended as a reference for anyone interested in the history of the Col. Stephens railways, or in the development of lightweight self-propelled trains on British railways.

TGB

The Modified Bulleid Pacifics

Tim Hillier-Graves

*Published by Pen & Sword Books Ltd, Hardcover.
273 pages, profusely illustrated.
ISBN 978 1 52672 166 2. £40.*

With a shelf-full of books on the subject one might wonder what else there is to say about the Southern's Pacific fleet; the author of *The Modified Bulleid Pacifics* has nonetheless found more than enough for a most worthwhile volume. Earlier writers seem to have emphasised the locomotives in their original form and then, in a slightly regretful tone, added an account of the rebuilding. Tim Hillier-Graves takes the opposite approach.

He details the design, construction and early operational history of the original Pacifics but then goes on to give the most comprehensive account of the defects in the concept that we have come across. This develops logically into how the rebuilt designs were evolved by Ron Jarvis and his team and resulted in a group of magnificent locomotives. As the title implies, the book's emphasis is on the later history of the



Bulleid Pacifics, not the mystique-filled era of the 'Spamcan'.

This book is not only about machines; there is also a good deal about people – and not just Bulleid and Jarvis, both of whom have been the subject of biographies in their own right. (*A photo by Ron Jarvis coincidentally appears with the 'Terriers on the K&ESR' item elsewhere in this issue.*) This gives a welcome depth to the story. One particularly noticed a photo of members of the Pacific design team. This included the predictable stern and ageing Edwardians, men with the short hair and wire rimmed glasses of the era and, intriguingly, some younger individuals, presumably in reserved occupations, whose laid-back appearance and longer hair would not have looked out of place much later in the 20th century.

The photographic side is in general excellent and comprehensive. There are a number of old favourites, but also a good many historic photos which your reviewer has not seen previously,

Although focused on the rebuilds this book also gives details of the various modifications made during efforts to improve the originals including the highly successful fitting of a Giesl ejector to *Fighter Command* in 1962 (an adaptation which was applied to *City of Wells* in preservation, although the author does not mention this). The locomotives surviving into the heritage era – including those not rebuilt – are listed and suitably illustrated. The book concludes with the life history of one that was not fortunate enough to be among their number, 35008 *Orient Line*.

In our opinion this is the best Bulleid-related book for some time, a tad pricey at 40 quid but worth every penny.

NP

It Seems To Me... *by Sequitur*

Stereotypes

Stereotypes – don't you just hate 'em. A couple of Terriers back we suggested that the respect in which heritage railways are now held may have seen off the alternative comedian's jokes about acne-ridden, anorak-wearing 'train spotters' and the public perception that went with them. Now, like many caricatures, this view – possibly adopted because other prejudiced humour had become unacceptable – contained a grain of truth. Such people do exist, and we have all met them; but they are in the main harmless. They are what they are for a variety of reasons. They are entitled to toleration and civility even if they have to be told a little firmly that they can't wander round the shed because welding is going on. And of course they can be generous when it comes to contributing to appeals and the like. Maybe Essex-based members may find something familiar about this – after all they have to live with a negative image, in their case based on an untypical and not so harmless minority.

Other railway enthusiast types

Stereotyping may be awful but there is no denying that the great variety of human personalities is one of the things that makes life interesting. Around 60 years ago one of the railway hobby's great annual events was the Model Railway Exhibition organised by The Model Railway Club and held at Central Hall in Westminster. It was sort of the equivalent of the Motor Show. (We know there are still major model railway shows today, but that is not what this is about.) The few preserved lines that then existed usually had displays, including, from about 1962, the fledgling K&ESR. From memory (always unreliable!) there were three groups of 'characters' present in Central Hall: model layout operators, lads in early adolescence and middle-aged establishment-looking types.

The modellers are remembered (again probably unreliably) as slightly grumpy, late-middle-aged, beer-bellied and wearing sleeveless pullovers. Because of involvement with the K&ESR I haven't been to too many model railway exhibitions in recent years but, looking at the videos on YouTube, the quality of the models may have improved; but not much else seems to have changed. Let's however not be judgemental (or

indulge in stereotypes). There is, for fairly obvious reasons, a significant overlap in both interests and personnel between the worlds of railway modelling and heritage railways. Individual modellers have received help at the K&ESR, and major manufacturers have measured up vehicles or recorded loco sounds. Equally, modelling information has been invaluable during restorations. All in all, both sides of the hobby/industry are the better for this co-operation.

Getting them on your side

The very early '60s was just before the post-war social changes really set in, and there was a sort of deferential attitude towards the stiff-upper-lipped gents wandering around Central Hall. In the fullness of time, many of the young lads no doubt became heritage volunteers and found the same sort of well-connected-looking figures taking leading roles in the embryo project they had just joined. Indeed, into the 1970s heritage lines took pains to emphasise how many doctors, lawyers etc. they had on board in an effort to endow what might have seemed like a delusional idea with some solid respectability.

We sometimes wondered about this, as it didn't always seem very welcoming to Joe Average – the sort of person who did most of the grunt work. But in the egalitarian world of the heritage railway there is room for all the talents and the 'Good Chaps from the Right Background' did us all a great many favours, and sometimes provided cash, in getting the show on the road (or rails). If you want proof of this look at the history of the K&ESR 1967–74. Their part is to be celebrated. Their place has perhaps been taken by the successful entrepreneurs who have arisen from the ranks of the heritage volunteers and now use their resources to the benefit of the movement.

As an aside to the above, about 25 years ago a sub-type of the respectable old-time enthusiast often visited the K&ESR and could be seen, blazered and (military?) tie-wearing, strolling along Tenterden platform, wielding a walking stick covered in railway company badges. "Oh look," the young volunteer would say, "the Railway Enthusiast Establishment." These old-timers sadly seem to be no longer with us. The young volunteer is however now a respected academic at a leading English university...

THE NEXT GENERATION:

George Moffatt

Some families, it seems, have railwaymen in every generation, while in others the bug only seems to strike alternate generations. Thus George Moffatt, who is a member of the Saturday Gang, is passionate about railways, having been inspired by his grandfather Richard Moffatt (a member of our paid staff at Rolvenden, widely known as 'Moff'). "Thanks to him I grew up with railways and as a child loved coming to see Thomas." George says his nine-year old younger brother Oscar is also "showing signs of interest" but, although they are supportive, he cannot detect any such spark in the generation in between!

George, who is now 15, has been volunteering since he was eight. When he first joined he

thought he would probably just be screwing and unscrewing nuts and bolts but he discovered it was much more varied and interesting than that. Within the shed the Saturday Gang tend to have their own specific projects, such as a loco washout or assembling a chimney cover (to allow air in but to keep rain out), but there is plenty of variety and every effort is made to meet personal preferences.

George has valued the opportunity this has given him to learn things like how a steam locomotive actually works and how to use different tools and select the right one for the job in hand, as well as softer skills like understanding how a workplace functions. During school holidays he sometimes attends on weekdays as well, when he can help



(Richard Moffatt)

with watering the engines and observe the more complex tasks undertaken in the shed.

In the past he has also been involved with the East Kent Railway. "It was part of an enrichment programme at school," he explains. "Every Friday afternoon we had to go out, and 'railways' was one of the options. Well, it was much better than doing something boring like 'forestry'!" he laughs.

I ask him if he can recall his first day with us. "It was amazing," he says. "The engines were much bigger than I imagined, but everyone was really kind and friendly and encouraging, although I went home filthy." He grins slightly ruefully. "Even now, because of my size, I always seem to get picked on to climb inside the smokebox. But really that's all part of the fun!" I also ask him if he can recount any embarrassing incidents. "There was one day when I had been painting with David Dee. At the end, you have to put the lid on the paint tin and turn it upside down to seal it. I did, but unfortunately the lid was not properly on, and paint went everywhere. It took ages to mop it up!"

George lives in Folkestone with his mum, brother, step-dad and three step-sisters. He attends Orchard School in Canterbury, where he will sit his GCSEs next summer. He particularly enjoys Maths, English, Science and Design & Technology, but is less enthusiastic about languages and ICT – and he would be thrilled if it were possible in the future to get an apprenticeship with us (watch your back, Jamie

Clapp!) and gain some formal qualifications so that he could work for a railway full-time. He is looking forward to volunteering in the Loco Department as soon as he is old enough, and would love eventually to become a Driver. He is also a keen badminton player.

Finally I ask George if he can sum up his involvement as a volunteer. "I would recommend it to anyone," he says. "It's a lovely community, there's a great atmosphere and, as long as you follow the rules, it's perfectly safe. I really enjoy it, but there's always room for more volunteers – why not try it?"

Tony Ramsey

For readers who are interested in discovering more about the work of the Saturday Gang, or in seeing snippets of George Moffatt in action, a monthly report is available on YouTube.

George follows in the honourable tradition of young people volunteering on the K&ESR. Times have changed, however, and we have the necessary policies in place to protect children (those under 14) and young people. George, at 15, is now a 'young person' and so must still be supervised by an adult. He complies through his membership of the Saturday Gang and the presence of his grandfather.

If you would like further details of the Company's policies in this respect please see the website for Policy Document POL214, Safeguarding Children, Young Persons and Vulnerable Adults. –Ed.

Question Time – A Reminder

Why not make use of this feature, which enables members to direct K&ESR-related questions to the railway's trustees and managers? There are a few simple rules:

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

The Last Day – 2nd January 1954

As a further tribute to former Chairman Peter Davis, who died in December 2018, we republish with some light editing his 1977 Tenterden Terrier article about the 1954 closure of the Headcorn Extension and the withdrawal of passenger services on the K&ESR.

It began the same way as my previous visits to the Kent & East Sussex Railway – at Charing Cross on a Friday evening; but this time it was New Year's Day, 1954, and the next day was to be the line's last. Therefore it was with some sadness that I secured a seat in the first coach of the 4.20pm semi-fast to Hastings, before strolling forward to inspect the engine – a preliminary to any journey in those days.

Of course it was a Schools Class, quite nicely turned out in the current lined black and the train in red and cream, including a SE&CR Matchboard coach in addition to the obligatory Maunsell restriction O stock. The Matchboards occasionally appeared in Hastings trains, where the public often mistook them for Pullman cars, to the advantage of the initiated, who invariably enjoyed a less crowded journey.

After a leisurely start, perhaps in deference to the greasy rails of the terminus, we rumbled across the Thames and paused briefly at Waterloo and London Bridge before gathering speed through the dark suburbs. At Tonbridge we swung onto the switchback of the Hastings branch and that splendid three-cylinder chatter became more readily audible as the Schools capably tackled the sharp gradients. Eventually we rushed into Robertsbridge at a more-than-prudent speed, coming to rest after some fairly dramatic braking with the engine all but over the level crossing.

As I alighted from the train the 5.50pm for Tenterden stood quietly in the bay – as friendly a sight as any train could be. There was Terrier No.32655, the ubiquitous L&SWR Brake Third, familiar faces on the footplate and the courteous



O1 Class 31065 at Headcorn on 2nd January 1954.

(Alan Jackson/CSRM)

guard, Bert Sharp, anxiously looking at his watch. I joined the 20 or so other passengers in the dimly lit coach and we were off into the darkness of the Rother Valley. The unlit platforms at Salehurst and Junction Road slid past and the clatter of the train was punctuated by the shrieking whistle of the Terrier as we coasted over the ungated crossings. Conversation in the compartment turned to the closure, but somehow it seemed that no one took it very seriously, as if there might be a last minute reprieve.

Arrival at Northiam, my destination, was greeted by the bright platform lights, installed by the old Company just after the War, and by the sturdy figure of Stationmaster Bill Rann, with lamp in his hand. After he had waved away the train and called goodnight to the handful of passengers I joined him in his tiny booking office to enquire about the plans for the next day. It had been rumoured that the line was to be publicly executed in spectacular fashion. "It's going to be a busy day tomorrow," said Bill, "the timetable is bound to go all to pieces and the Southern Region has also laid on a special excursion to honour the occasion."

He offered me a handbill, crudely duplicated, setting out the time of the excursion, with the appropriate fares. It was issued from Orpington, which was presumably the office of the Area Passenger Manager in those days. This was surely one of the earliest exploitations of nostalgia by BR, and showed commendable enterprise at that time, although closures were then fairly infrequent and excited much comment in both the local and national press. Indeed, the Kent & East Sussex closure was reported by 'Peterborough' in the *Daily Telegraph* and even featured a photograph of Terrier 32678 outside Rolvenden shed. It was at this time that the press coined the phrase 'The Farmers' Line' and one local paper even referred to the line as the 'Tenterden Bumper' – a hangover, perhaps, from the days of the rough-riding back-to-back railbuses. I resolved to travel on the special if possible, and left Bill to lock up the station while I went off to stay the night with friends who lived nearby.

The next day dawned cold and foggy, but by the time I had left for the station, the sun had broken through and the wispy Rother Valley mist was dispersing fast. The 10.02am train from Tenterden arrived, headed by 32655 with driver Nelson Wood, and for the first time I saw more than one coach on a Kent & East Sussex train, as

the L&SWR Brake had been strengthened by a Birdcage, normally berthed at Rolvenden as a spare. As soon as the train stopped, all the doors opened and a hoard of excited, camera-clutching, raincoated enthusiasts leapt out and made for various vantage points to capture the scene for posterity. Bill Rann eventually persuaded everyone back on to the train and it moved off towards Bodiam, flanges protesting loudly on the sharp curve.

My thoughts turned to the subject of organising my own last trip, but only then I realised that it was impossible to reach Headcorn before the special left at 3.40pm. However, Bill Rann advised that it might be possible to intercept that train at Biddenden, where it appeared that it must pass the 3.20pm Headcorn train. Anyway, I booked to Tenterden and caught the returning 12.30pm from Robertsbridge, which was now so crowded that I had to squeeze into the Birdcage's brake compartment. The look-out roof lights had collected a dose of priming paint at some time and were almost blacked out, but luckily some enterprising passenger chatted up the driver for a wad of cotton waste and had the train delayed while he cleaned off the grime. We headed off across the marsh under a blue sky with bright sunshine, pausing momentarily at Wittersham Road, and then onwards through the avenues of willows to Rolvenden.

There was a garden party atmosphere at Rolvenden; crowds were milling around the yard and track, and the staff had become heroes for the day. Outside the shed Terriers 32678 and 32670 stood in steam, the latter still in green livery. The crews were giving enthusiasts footplate rides up and down the locomotive road, but not wishing to lose my place in the Birdcage I remained in the train, while the fireman made up the fire for the ascent of Tenterden Bank and Nelson Wood chatted with some onlookers. Soon we were away, through the crossing gates and into Tenterden Bank in fine style, crossing Cranbrook Road at unabated speed, to the consternation of a solitary motorist who almost drove into the train.

Such was the interest that a photograph of our train, taken just below Tenterden level crossing, appeared in *The Times* for Monday 4th January 1954. At Tenterden we were directed into the left-hand platform (now the site of No. 1 Road) – again a first as far as I was concerned, for the main platform was occupied by O1 class 31065,

which had just arrived from Headcorn with the other two L&SWR coaches. After the driver had collected the staff the O1 made off towards Rolvenden, while the Terrier quickly ran round its empty stock and followed behind. Presumably this movement was authorised by the issue of a single line ticket!

Tenterden station was buzzing with activity and the booking office was doing brisk business in K&ESR labels, waybills and other literature. They were not actually being sold, but released against donations to the K&ESR Benevolent Fund (*plus ça change –Ed.*) for which there was actually a suitably marked collecting box! I decided to catch the 3.35pm to Headcorn, with the intention of connecting with the special at Biddenden, as I was advised that the two trains had to pass there and as the special was unlikely to fit into the loop, we would have to run in first in any case. The O1 duly reappeared with its two coaches, still crowded to capacity, and we set off up the remainder of the bank. In those days Tenterden Town was only half way up Tenterden Bank, the summit level being beyond St Michaels Tunnel.

St Michaels and High Halden offered no custom, but the gathering crowds of local people were an indication that the special was likely to be well supported. We ran into the little-used ‘up’ side platform at Biddenden, where I quickly booked a single ticket to Northiam. (I had already purchased a Northiam–Robertsbridge excursion ticket earlier in the day for the advertised price of 1/9d – about 9p.) (£2.40 at current values) The special arrived, on time, at 3.57pm behind a breathless O1 No.31064, the six red and cream restriction 1 Maunsells already well filled. I managed to find a corner seat and settled down to savour my last journey on the line; it turned out to be a most curious experience.

As I had no intention of giving up my precious seat, I had to be content with what could be seen from the carriage window. At that moment a curious ceremony was being enacted beneath the station awning; a platoon of Dad’s Army had been paraded under the command of a bristling major while a gold-braided railway official, presumably in charge of the special, solemnly inspected them. Actually this was a detachment from ‘E’ Company, 23rd Battalion Home Guard (The Buffs) under the command of Major F.J. Persons; apparently they had been responsible for patrolling the line during the War. Perhaps today (*and in 2019*) the ill-assorted selection of

elderly gents in baggy battle dress and large, shapeless berets would provoke hoots of laughter, but in 1954 the Home Guard was still taken very seriously and no doubt they had given sterling service to the line during the dark days of the conflict. Soon the troops were fallen out and installed in their reserved compartments and the be-wreathed O1 blasted away from Biddenden, whistling continuously, while a local farmer fired a shotgun salute from the lineside.

At High Halden Road a large party dressed in traditional mourning dress and carrying a draped coffin squeezed themselves into the train and two boy scouts played the last post as we departed. After a pause at the lowly and seldom used St Michaels Halt, we arrived to a civic reception at Tenterden where the Mayor, Councillor S.J. Day, dressed in silk topper and attended by the Town Sergeant, signed autographs, posed with Driver Hills of Ashford, said a few words and squeezed into the train for the last journey.

The train was by now hopelessly late and darkness had set in by the time Rolvenden was reached, and where a complicated engine changing procedure lost even more time. Rolvenden yard, from an operating point of view, was the same then as now (*i.e. in 1977*) and 31064 was replaced at the head of the train by Terrier 32655, with Driver Hazel and Fireman Blair.

The Terrier then had to draw the six coaches clear of the yard before 32678, with a St Leonards crew, could be attached to the rear. It was apparently a source of great regret to the K&ESR enginemen that neither they, nor No.3, figured more prominently on this day.

Eventually we proceeded to Robertsbridge, sliding uneventfully through the Rother Valley, the dimly lit stations thronged with sightseers and yielding even more passengers. Under the circumstances a 30 minute late arrival was quite reasonable.

After darkness had blotted out the passing scene, I turned my attention to the proceedings within the dimly illuminated coach. It seemed that a distinction could be made between the enthusiasts, who had come to ‘do the line’ for the last time and the local folk, to whom it was no doubt a regrettable occasion but nevertheless one to be celebrated with a certain amount of abandon and jollity.

So while the locals attacked their crates of beer, hot drinks and food, told jokes, sang songs and



L to R: Douglas Vidler (guard), Jim Burroughs (driver), Jack Hoad (driver), Arthur Harris (porter), Cyril Packham (guard), Nelson Wood (driver), Fred Hazel (driver), Peter Vidler (fireman), Bob Blair (fireman). (CSRM)

generally enjoyed themselves, we enthusiasts sat in forlorn huddles bemoaning the imminent end of the line. Little did we realise that more than 20 years later, people would be eating, drinking and enjoying themselves as they too meandered through the Rother Valley in dimly lit Maunsell coaches!

Lawson-Finch, author of the first history of the line, was squeezing along the crowded corridors selling copies of his publication from a large suitcase. I believe he sold all the remaining copies that evening – and was probably delighted to have done so, as the book had been published for six years by then. I had bought a copy second-hand the year previously for four shillings; today a mint copy may fetch six or seven pounds! Strange that publications are sold in the coaches of the K&ESR in 1977 – what price a present-day guide or stock book in the year 2000? (*In 2019 not as much as you might think. Early guide books on e-Bay are attracting as little as 99p, and a copy of Lawson-Finch's book £11 –Ed.*)

At Robertsbridge everyone was turned out of the train while it was shunted to enable the engines to be watered. At least 1,000 people were crammed on to the narrow platform, including the mourners, the Home Guard and sundry

persons in fancy dress. Harassed railway officials, reinforced by a solitary railway policeman who was travelling on the line, did their best to keep people off the main line – a potentially lethal situation, but happily even the most enterprising trespassers survived.

Meanwhile TV cameramen were busy capturing the scene with the aid of magnesium flares. Eventually the banner waving, wreath carrying, Auld Lang Syne signing crowd were shoe-horned back into the train; Porter Algy Bean handed Fred Hazel the staff and the very last public train left Robertsbridge, the panting of the hard-working Terriers being punctuated by traditional detonator explosions.

At each halt and station travellers left the emptying train for the last time, more quietly, and soberly now, their reluctant parting compounding the delay as they said final farewells to the train crew. Of course my round trip ended at Northiam, and as the last of the travellers and sightseers trickled away, I stood on the platform sadly listening to the two Terriers drawing away across the marsh. I waited until the gently swaying tail light disappeared into the night. Yes, it had been my favourite line; a pity in a way that the last day had been so untypical of its delightfully leisurely existence.



Tenterden Town on the last day of the passenger service.

(Colin Hogg/CSRM)

Author's postscript

The train took on the O1 again at Rolvenden, but was banked by 32655 as far as the summit near St Michaels tunnel, the Terrier returning light engine to Rolvenden – a highly suspect manoeuvre, as apart from line occupation considerations, it is presumed that the engine was not coupled or continuously braked to the train.

Arrival at Headcorn was 65 minutes late and, as far as passengers were concerned, that was very definitely the end of the Headcorn Extension. However, at about 9.00pm that night one of the Terriers worked from Rolvenden to Ashford via Headcorn with the three coaches allocated to the line and the Extension was then officially closed, together with Rolvenden depot.

I believe that the remaining two Terriers were also worked to St Leonards that night in preparation for the freight-only roster which commenced on Monday, 4th January, and which was based at the old West Marina shed. The staffs at the Headcorn Extension stations remained for a few days in order to clear up outstanding commitments and were then redeployed elsewhere on the Southern Region. The goods yards on the extension were

all cleared of wagons during the final week of operations.

Demolition of the Extension was carried out during the summer of 1955, with class O1 locomotives 31048, 31064, 31065 and 31370; George Cohen's 600 Group were the contractors. In the first year of freight-only services, Bodiam, Northiam and Tenterden retained their staffs, but eventually only Tenterden remained manned, with my old friend Bill Rann from Northiam as the incumbent and rejoicing in the title of Goods Agent, a position he held until final closure.

At first it was necessary to run two freight trains daily because of the concentration of traffic that had originally come in from both ends of the line. This was aggravated by the loading restrictions on the Terriers of 30 axles, including the brake van. By 1961 a single daily working was adequate to handle the diminishing traffic brought about by the discouragement of wagon-load consignments and a general reduction in the domestic coal market. Complete closure was inevitable with the announcement that Southern Region coal deliveries from the area would, in future, be concentrated at Staplehurst for distribution by road.

Terriers on the Kent & East Sussex

Brian Janes and Laurie Cooksey review the 'footfall' of Stroudley's Terriers on our line.

Origins

Of all the locomotives on the K&ESR the small ex-London Brighton and South Coast Railway (LB&SCR) 0-6-0Ts known as Terriers come most readily to mind. These lightweight and competent locomotives have been associated with us almost continuously from our inception to the present day. The class was designed by William Stroudley to serve the great surge in the expansion of London as the suburban railway developed. The light track of the recently opened South London and East London lines called for a special light locomotive and this was his first standard design, classified appropriately the A (later A1).

These locomotives made a strong initial impact on the travelling public, footplate staff and technical press, giving a sparkling performance with considerable savings in fuel and maintenance. Almost immediately the press was reporting that these engines had been christened 'Terriers' although to Victorian enginemen 'Rooters' was the more common expression. With their bright yellow Stroudley livery they dominated the lines for which they were built, enlivening both the murky working class depths of the tunnels of the East London line and the then middle-class suburbs of Peckham, Brixton



Bodiam at Rolvenden on the K&ESR, 5th May 1935. (R.G. Jarvis/CSRM)

and Clapham. Almost all were initially shedded at Battersea or New Cross.

By 1880 50 engines had been built, but by 1898 the railway had decided that these engines were too small; they scrapped 11 and sold others. However, with the success of the railmotor concept of light supplementary trains of one Terrier-powered coach, their numbers stabilised. Douglas Earle Marsh designed a modernised boiler with a drumhead smokebox which changed the appearance of the front end of the locomotives considerably. The resultant engine, reclassified A1X, was if anything an even better looking locomotive than before.



Rolvenden ready for despatch from Brighton Works in 1905.

(CSRM)



Stepney, on the last day of passenger services, at Cranbrook Road. (Colin Hogg/CSRM)

The locomotives became scattered throughout the LB&SCR system on railmotor duties, but in Southern days they slowly became concentrated on the Isle of Wight and the Hayling Island branch, where they had been stationed since at least 1889.

Owned by the 'Old Regime'

Those engines laid aside by the LB&SCR were found to be of great utility to light railways and contractors, and Col. Stephens was in the queue. Rother Valley Railway (later K&ESR) No.3 *Bodiam* was his first purchase together with one more, No.5 *Rolvenden*.

Both were from the original batch of six engines. *Rolvenden*, the former No.71 *Wapping*, had the honour of being the first Terrier built. *Bodiam*, although having the first number of the batch as No.70 *Poplar*, was delayed as she bequeathed her cylinders to No.71, which had a faulty casting (strange how these sisters were twinned from birth). *Bodiam* was purchased on 6th March 1901 for £650 but did not arrive until late May. *Rolvenden* is reported to have arrived in February 1905, although the £700 due to the LB&SCR was not paid until 9th May, so delivery was more likely after that date – perhaps accounting for its numbering after No.4 *Hecate* which had arrived on 11th May.

With regular overhauls, including that of *Bodiam* at Eastleigh in 1919 and *Rolvenden* at Brighton in 1917, both Terriers gave excellent service until the depression years. They were as alike as two peas for much of their lives together, even to the near-simultaneous acquisition of three-rail coal

bunker extensions (the LB&SCR extensions had four-rail extensions). Although the two Ilfracombe goods engines acquired in 1910 and 1914 became the favoured main line engines, the Terriers were the mainstay of the line in the Edwardian era, and much used thereafter.

Around the time of the railway's receivership in 1931 *Bodiam* fell into disuse, but *Rolvenden* seems to have lasted a little longer. They were then dumped in the works yard.

Bodiam was resurrected in 1933 and repaired over the ensuing two years, mainly by a Southern Railway (SR) fitter at weekends. Although much reported, there is little hard evidence, apart from anecdotal, to suggest that she incorporated many major parts from her sister. However some Terrier parts most certainly came from the Shropshire & Montgomeryshire Terriers. Re-entering service on 27th December 1934, she had acquired an enlarged and distinctive bunker and lost her name (Austen's usual practice); she also exchanged her blue livery for a bright apple green with yellow lining.

Officially withdrawn in 1937, the hulk of *Rolvenden* was finally disposed of to T.W. Ward in October 1938.

Bodiam's boiler gave out in September 1940 and she was out of use until repaired by 1943 with an A1X pattern boiler and smokebox. Two K&ESR fitters undertook the work, under wartime co-operative arrangements, at St Leonards Shed. She may have also been fitted at this time with the S&MR's Terrier *Dido*'s tanks, acquired in 1941. Some reports suggest she did not return home until 7th March 1944, but this cannot now

be verified. Further repairs were undertaken at Brighton Works between 28th April and 15th September 1947, when she received an exchange boiler and was repainted a darker green.

Further repaired at Ashford in the second half of 1949, she remained in green, although with blank tank sides – but as British Railways No.32670. From then on she still appeared on the K&ESR until dieselisation; and later at Newhaven and elsewhere, with occasional returns including the last day special. She came back in 1964, on preservation – a true living embodiment of the continuity of the K&ESR, on whose metals she has been present during all but nine of her last 119 years of operation.

Loaned by the ‘Old regime’

SR No.2655; built December 1875 as No.55 Stepney

By the time of Grouping, Stepney was working the Hayling Island branch and the Lee-on-the-Solent Light Railway. Hired for a very brief period to assist with the hop-picking traffic in 1932, No.2655 became resident on the K&ESR from 28th August 1938 until 20th October 1939. She returned for the line’s last day of passenger services on 2nd January 1954.

Almost, but not quite, the first BR locomotive sold into private preservation, she went to the



Cheam at Northiam on a rare goods-only train, 16th September 1950.

(J.J.Smith Collection/Bluebell Railway)

newly created Bluebell Railway in May 1960, since when she has been in and out of service in the usual heritage railway pattern.

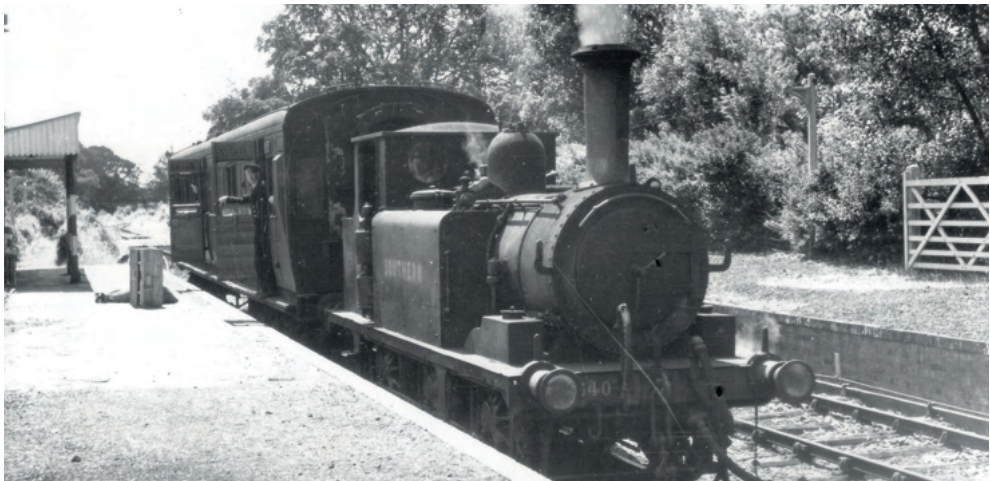
SR No.2659; built October 1875 as No.59 Cheam

In LB&SCR days *Cheam* was at Fratton for the Hayling Island branch by 1921. On 20th October 1939 she replaced No.2655 on hire to the K&ESR; two weeks had to be devoted to repairs before she could run. She left for overhaul at Brighton Works on 30th November 1942. Thereafter she worked the Hayling Island branch until March 1950, after which, as 32659, she worked the K&ESR for a further three years before becoming DS681 as a Lancing Works shunter. She was broken up on 27th June 1963.



Knowle being rescued on 24th April 1949.

(A.F. Dunk/CSRM)



Brighton (2640) at Biddenden

(CSRM)

SR No.2678; built July 1880 as No78 Knowle

With *Bodiam*'s boiler ailing, No.2678 was hired in February 1939 and, except for overhauls, she remained to become the longest-serving non-K&ESR locomotive to work on the line.

Knowle was a notable wanderer round the LB&SCR from an early date. Then she became one of three Terriers to be transferred to the Isle of Wight (IoW) in May 1929, to become No.W14 *Bembridge*. In April 1932 she was given a Drummond chimney. Displaced in May 1936, W14 returned to the mainland to be condemned in December. Reprieved, and reverting to her mainland number, she worked the Hayling Island branch until loaned to the K&ESR. Departing only for overhauls at Ashford from 25th June to 16th September 1946, and between May and August 1948, the renumbered 32678 returned to the newly nationalised branch.



Martello on LCGB 'The South Eastern Limited' rail tour at Northiam, 11th June 1961.

(J.J. Smith Collection/Bluebell Railway)

No.32678 was badly derailed on 26th March 1949 while working from Robertsbridge to Tenterden. At first it was considered that the locomotive might have to be scrapped on the spot, but she was eventually retrieved for further service by two breakdown cranes. On 2nd January 1954 she hauled the K&ESR's final scheduled passenger train from Robertsbridge as far as Rolvenden, continuing thereafter to work the daily Tenterden freight workings.

When Drewry diesel locomotives took over on the K&ESR in 1958, Hayling Island called; but in 1961 she was back on the K&ESR to make three farewell runs.

Withdrawn on 5th October 1963, charmed locomotive that she was, *Knowle* was sold to Butlin's in 1964 for display at their Minehead holiday camp. A decade later Butlin's had tired of her and she was moved to the nearby West Somerset Railway. In early 1983 her dismantled remains were sold and she returned to the K&ESR, to finally re-enter service in late May 1999. Sold to The Terrier Trust in the autumn of 2000, she continues to grace our line.

Under British Railways

No.2640; built March 1878 as No.40 Brighton

Brighton earned a Gold Medal at the Paris International Exhibition in the year of her birth. She was sold to the Isle of Wight Central Railway in January 1902 as their No.11 and converted there to Class A1X in August 1918. Named *Newport* in June 1930, No.11 became the Island's



Waddon, *Ramblers Association excursion*,
18th October 1959. (R. Brown/CSRM)

longest-serving Terrier; she returned to the mainland on 22nd February 1947.

Carrying her Southern Livery as No.2640 she was a regular on the K&ESR from July 1948 until transferred to Newhaven in early 1951; then, benefiting from her large IoW bunker, she went to Hayling Island. Withdrawn in February 1964 she became a static exhibit at Butlin's Pwllheli Holiday Camp, but was rescued for the Isle of Wight Steam Railway in 1975.

No.32644; built June 1877 as No.44 *Fulham*

Fulham was by Edwardian times working the Kemp Town branch until its closure to passengers in 1933. She then went for Hayling Island duties and stayed until 30th March 1949, when she was sent to the K&ESR to stand in for the derailed 32678, remaining until 6th January 1951 – only to be withdrawn three months later.

No.32636; built September 1872 as No.72 *Fenchurch*

Fenchurch was the first Terrier to enter service – on 7th September 1872 from Battersea. Sold to the Newhaven Harbour Company in 1898, she became an A1X in April 1913. When the Harbour was absorbed by the Southern Railway in 1926 she was renumbered SR No.B636. She continued to work at Newhaven, with occasional forays elsewhere.

32636 was sent to Rolvenden in August 1952, solely to assist with the hop-picking traffic, and returned in 1953 for similar duties. Again used in 1955 she stayed for a year before departing. In 1958 she undertook a number of K&ESR duties including a special four-carriage passenger train on 12th April and then the last scheduled

steam-hauled freight on 31st May. She was, however, back on the line on 7th June to cover for a diesel failure, and again for two days a month later. On 22nd September she worked a hop-pickers' special from Robertsbridge to Bodiam and, less than a fortnight later, worked the Saturday goods as the diesel had again failed. Her last trip on the K&ESR was on 19th October 1958 to work the heavily laden 'Rother Valley Limited' with the help of No.32678.

Leaving the K&ESR for good, she saw further service at Newhaven and worked on the last train of the Hayling Island branch; she is preserved on the Bluebell.

No.32662; built October 1875 as No.62 *Martello*

By 1925 *Martello* was working Hayling Island services, but from 1953 she worked the quayside lines at Newhaven and Littlehampton, with occasional short stays at Lancing Works.

During a two-week stay at St Leonards in 1958, No.32662 worked just one train on the K&ESR on 2nd September, a hop pickers' special. In 1964 she went to Butlin's Holiday camp at Ayr, Scotland. In February 1971 Butlin's lent, then sold, *Martello* to Bressingham Steam Museum,



Branch Line Society rail tour, Tenterden, 12th April 1958. Left: Frank Jenner; right: Peter Hawkings.
(Peter Hawkings/CSRM)



Sutton, formerly Whitechapel, in Rolvenden Yard in 1968.

(Peter Chatman)

who restored her in 1975. She has since operated on several railways, including two visits to us.

DS680; built in February 1876 as No.54 Waddon

This is another locomotive that only appeared once on the K&ESR to haul, with *Bodiam*, a special train on 18th October 1959.

Waddon has had a particularly eventful life even for one of her class. On 26th August 1904 she was sold to the SE&CR as its No.751, for service on its new Sheppey Light Railway, a line engineered by Holman Stephens. Leaving the Isle in 1909 she led a wandering life with service at New Romney, Orpington, South London, Richborough, Folkestone Harbour, Ashford, Battersea and Eastbourne.

Shopped in late 1932, she emerged with a Drummond pattern chimney and, numbered 680S, came to rest at Lancing Carriage works. Receiving an A1X boiler in 1937, but retaining her short smokebox, she is often described as an A1. After her momentary limelight on the K&ESR she returned to a humdrum life in the works, until in 1963 she departed for preservation in, of all places, Canada, where she still resides.

Moved on

K&ESR No.10 Sutton; built in December 1876 as No.50 Whitechapel

No.50 *Whitechapel* migrated to Hayling Island in

the Edwardian period, and then entered IoW service as W9 *Fishbourne* from 1930 to 1936. She returned to mainland service as No.515S at Lancing, and then to general service in 1953 on the Hayling Island branch as No.32650, probably because she had the larger IoW bunker.

At the time of her withdrawal the London Borough of Sutton and Cheam conceived the idea of displaying a local engine. Having missed the real *Sutton* (the last Terrier to be scrapped, in September 1963) they purchased 32650 in 1964 and re-christened her. Not knowing what to do with her until a plinth was ready, they loaned her to the K&ESR in late 1964. She worked in 1974, our first year of running, and thereafter was in service until January 1994, when her cylinders showed signs of distress.

While awaiting overhaul and entertaining our younger visitors in Tenterden yard, volunteer Martin French persuaded the Council that overhaul could be undertaken quickly at the Spa Valley Railway and she departed for Tunbridge Wells in 2004. Since then she has undergone a prolonged overhaul and still awaits return to service.

Due acknowledgement must be given to the late Tom Middlemass' encyclopaedic book 'Stroudley and his Terriers' and the standard RCTS work on LB&SCR locos by DL Bradley.

Notes for contributors

Our printers are set up to receive largely digital text, and this is an advantage to us as it keeps the cost down. This is increasingly important, so please try to follow the guidelines set out below.

Content

The *Tenterden Terrier* majors on K&ESR news, features on the railway past and present, and historical articles on other railways, particularly in the South East.

There is only one criterion here: any written or photographic contribution must be interesting to the reader, not just to the writer. It should only exceed 2,500 words if you trust the Editor to do his worst to shorten it – or put in a special plea for a two-parter.

Text

Copy should be sent in electronic form in word-processor format (Word is best). No need to worry about the typeface or size, but please keep it simple and do not include page numbers. Sending by e-mail attachment is the simplest method, but you can send by CD, if carefully packed.

Typewritten copy can be scanned to extract the words for printing, so can be accepted; but the Editor's task will be easier if you ask a friend to turn it into digital form. Please do not embed photos within text – submit photos separately.

Photos

Prints, negatives and transparencies can always be accepted, but generally speaking negatives and transparencies need to be of particular interest or quality to justify the necessary work.

For news and current events digital is preferred, especially if the picture is as least as good as more traditional formats. Unless used to accompany an article, a low-resolution jpeg copy of the original is initially requested. Typically the longest dimension should be no greater than 900 pixels, or resized as a copy for the web. We will request a full-size image if for possible future use, but please bear in mind that the image/file needs to be typically suitable for cropping to a minimum of 1,800 pixels (longest dimension) for A6/half a page or 2,700 pixels for A5/full page.

We can also accept pictures saved to DVD, CD or USB memory stick.

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

The Kent & East Sussex Railway Company Limited

Registered Charity 262481

(Limited by guarantee and not having a share capital)

Registered Office:

Tenterden Town Station, Tenterden, Kent TN30 6HE

Telephone: 01580 765155 E-mail: enquiries@kesr.org.uk

Website: www.kesr.org.uk

Patron

Christopher Awdry

Directors

Simon Marsh (*Chairman*);

Geoff Crouch (*Deputy Chairman*);

Neil Sime (*Safety Director*);

Bryan Atkins, Matt Hyner, Ian Legg,

Philip Shaw, Robin White

COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED

(A wholly owned subsidiary)

Directors

Simon Marsh (*Chairman*);

Kevin Bulled, Geoff Crouch, Ian Legg,

Philip Shaw

Company Secretary

Charles Mavor

Assistant Company Secretary

Phil Edwards

General Manager

Shaun Dewey

Accountant

Debbie Hayes

Accounts Office

Rosemary Geary, Pamela Barcham

Commercial Manager

André Freeman

Pullman Manager

Meg Gooch

Retail & Catering Manager

Michelle Kenward

Sales & Marketing Manager

Helen Douglas (maternity leave)

Customer Service Assistants

Lin Batt, Rosemary Geary

Stations Manager

Richard Smith

Chief Booking Clerk

Chris Baker

Chief Ticket Inspector

Brian Thompson

Museum Curator

Brian Janes

Loco Delivery Manager

David Brenchley

C&W Delivery Manager

Paul Wilson

Permanent Way

Frim Halliwell

Signals & Telecommunications

Nick Wellington

RXD Manager

Bradley Bottomley

Operating Manager

Peter Salmon

Service Delivery Manager

Andy Hardy

Signalling Inspector

Clive Norman

Guards Inspector

Graham Williams

Consultant Civil Engineer

Graham Bessant

Forestry & Conservation Manager

Martin Keable

Volunteer Recruitment Manager

Jim Williams

Health & Safety

Neil Sime

Finance Committee

Geoff Crouch (*Chairman*);

Ian Legg, Simon Marsh, Philip Shaw

Employment Committee

Kevin Bulled (*Chairman*);

Alan Crotty, Stuart Phillips

Membership Secretaries

Chris Garman, Carol Mitchell

