



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Spring 2022

Number 147

Visitor Numbers 2021

Obituaries: Mark Yonge and Doug Barrow

The Next Generation – Jack Rand

Photo Feature: Visiting Locos

Signalling on the K&ESR 1900–1961



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FRONT COVER

Large Prairie No.4144 made a popular return for the Santa Season and is seen here on 12th December.

(Phil Edwards)

BACK COVER

From a time before the world turned upside down: a restful evening scene at Bodiam on 26th May 2018.

(Ian Scarlett)

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4144 on shed at Rolvenden on 13th November.

(Jake Lewis)

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Editorial

Irrepressible

For each Spring issue of the *Tenterden Terrier* I generally like to start with something optimistic and morale-boosting. However, for the second year running, in common with the Chairman, I hesitate to tempt fate. Nevertheless, despite Covid-19 still successfully competing for the news agenda, it is possible to cautiously note that the position looks better than it has over the past couple of years.

2022 is in particular the 150th anniversary of the introduction of the Terrier 0-6-0Ts by the London Brighton & South Coast Railway. We have previously recognised the need to balance this journal's coverage of that class against other locos in the K&ESR fleet, but the fact remains that this is a significant event and that the history of Class A1/A1X is intertwined with the story of the Kent & East Sussex Railway. A keenly anticipated highlight will be the return from overhaul of No.3 *Bodiam* – as LB&SCR No.70 *Poplar* in Stroudley-era livery – and a

number of events are planned jointly with other heritage railways. As modellers may already be aware, Hornby are marking the anniversary by producing a limited-edition presentation set featuring in 4mm scale models of none other than our own No.2678 and *Poplar*. The *Tenterden Terrier* will of course be recording all associated matters as the year progresses.

Lastly, with all the hesitant crystal gazing that's going on, this issue's light-hearted item is a piece by Sequitur imagining the K&ESR in 20 years' time. A *Terrier* team member commented that it seemed 'a bit depressing' but we ask you not to take it too seriously. Although it features some genuine issues it's really meant to be a wry look at the pre-Ukraine news agenda through the lens of the irrepressible Kent & East Sussex. In fact reminding ourselves that the K&ESR is irrepressible is perhaps just the optimistic approach that this Spring issue for 2022 needs.

Nick Pallant

Hugh Nightingale recently resigned as an Editorial Assistant with the *Tenterden Terrier*. We take this opportunity to thank him for his contribution to the house journal.



A steamy winter scene at Northiam on 21st December 2021.

(Alan Crotty)

FROM THE CHAIR

It's good that we have put 2021 behind us, and that we are now well into a new year. In fact, despite the restrictions and uncertainties, 2021 turned out to be a successful one for our railway – but none of us want to go back there again.

We've overworked the crystal ball in the last couple of years, but it's still in use, and it's still not giving us an entirely clear picture. As I write this at the end of January the Covid outlook seems better than it has for some time and most of the remaining restrictions are in the process of being lifted. Some people are predicting another spike in the summer, but we have no way of knowing whether it will materialise, and what the Government's response will be if it does.

The Covid outlook may be better, but the overall economic situation isn't promising. Inflation is on the rise and families are likely to feel the squeeze. There will be less money to spend, including on visits to our railway. We will find it more expensive to buy what we need to keep running – a case in point is coal, the price of which is rising very significantly. Not only do things cost more, they are also more difficult to obtain on a timely basis. In common with other UK businesses, we are suffering from problems in the supply chain.

All of which means that the challenge is the same one as usual but even more so – maximising our income while keeping tight control of expenditure. We have set what we believe to be a realistic budget, but we shall have to work hard to achieve it, especially if inflation gets any worse.

Among several changes to our offer this year we are introducing seasonal themes, with promotions and activities based on spring, summer and autumn. This we hope will encourage repeat business by providing something different throughout the year. We will be doing this in partnership with organisations such as the RSPB, and we hope to be able to develop a lot more partnerships in 2022.

In the summer we hope to launch a new on-train catering service, which among other things will for the first time in many years allow a range of meals to be prepared and served on ordinary trains. There are significant risks here, and the management collectively are seeking to manage and mitigate them, but once it gets under way we shall have a whole new income stream to develop. We will be learning as we go along, so it will be the 2023 season before the full benefits are realised.



Young guide dogs, during a training exercise at Tenterden.

(Caroline Warne)

We will be investing in a number of projects this year, focusing on improving safety and efficiency. All the infrastructure and engineering departments have very full programmes, which you can read about elsewhere, and which are vital to our continuing success. The number and range of tasks that we have to plan, carry out and co-ordinate seems to get larger all the time.

We have also initiated a station site strategy review. This will gather thoughts and ideas from across the railway about how we can improve our station areas to make them better from both a visitor and a functional perspective. From that review we will create a long-term development plan for making the best use of the very limited real estate available to us. It is something we have needed for some time.

Another new departure is the development and implementation of an environmental and sustainability policy. We have much to do here, but it will be to our advantage and it's all part of

ensuring that we can thrive in the modern world.

So 2022 is already busy, but we are confident and in good shape.

Finally, for the record, last November we were able to hold our Annual General Meeting in person, but with some innovations in the interests of efficiency and moving with the times. We have reviewed the experience and will incorporate the lessons into planning the 2022 AGM. The Board of Trustees remains unchanged, and the address that I gave at the meeting can be found on page 27.

If you haven't yet volunteered your services on the railway, please do consider joining the growing number of people who have done so – many of whom had no particular interest in railways before they started. We are a growing family and we want to keep it that way.

*Simon Marsh
Chairman*

MOTIVE POWER

Rolvenden MPD – *David Brenchley*

The Loco Dept breathed a huge sigh of relief when the final engine came on shed after New Year. During the last year's running we have not missed a service, and only once had to field a diesel instead of steam. The team have worked incredibly hard to keep the rather flagging fleet going: at one point a day's steaming with the Yank cost us three days maintenance, something we hope to avoid in 2022.

4144 has joined us for a while in exchange for 2678. We hope to keep 4144 until the end of summer 2022, but this has still to be finalised. (*This has now been confirmed – Asst. Ed.*)

1638 departed to Leaky Finders in January to have some much-needed maintenance on the running gear. It will hopefully be back before the summer season, running a little straighter.

25. Well 25 is 25 and just keeps on going. The locomotive is a credit to its owners and the overhaul team.

300 is very tired, and due for its boiler inspection in February, so we shall see.

The team (yes that is paid and volunteers) have put some time into getting **Marcia** moving forward. Although not in the plan we have our



1638 goes up in the world. (Jack Woodhams)

reasons for this and hopefully it will be in steam this summer...

65 is now back on its wheels and the boiler welding is going well (thank you Lawrence). The boiler tubes turned up just before Christmas, 18 months after being ordered (Covid and Brexit strike again). We await a lot of castings from the foundry, something else that has taken far more time than envisaged.

2678 has continued its tour of the country, getting good reports wherever it goes. It will probably spend most of the winter domiciled at Didcot.

Poplar is still under overhaul at the North Norfolk Railway. It has caused us some problems (yes OK it was me who poked a finger through the funnel, oops chimney); the spare chimney is incorrect, so we are constructing a new one with metal spinning, castings and bent metal – such fun! The forged billets for the new connecting rods have turned up and will hopefully be sent for waterjet profiling in the near future. I'd better not mention the bent con rod.

D9526. The hired-in class 14 diesel has worked hard (probably harder than its owners expected) and done sterling service while the diesel group overhaul **D9504**, the TREATS 14. This is still an ongoing project, as more was found wrong than expected. Work included the removal of the remaining coal dust acquired while it was with the Coal Board. If there are any budding diesel engineers out there, Jon Grimwood would love to make your acquaintance.

We have now burnt some 6000 litres of HVO (hydrotreated vegetable oil) with, touch wood, no problems despite being told by some that the engines would all blow up within six months. All feedback on this greener fuel has been good; all I have to do now is find a substitute for coal...

A lot of time has been spent clearing up the shed, making it a better place to work. This is an ongoing process and will probably never be finished, as occasionally we seem to be chasing our tails; however the overall result is pleasing both to us and to H&S.

Work goes on every day with new projects and problems to cope with, but I can say the Team is up to the challenge and should be given a well-deserved slap on the back – social distancing allowing.

Did anyone notice the lights and Father Christmas decorations on Rolvenden station?

4253 Locomotive Company – *Kelvin Williams*

The 4253 team are saddened to report the passing of Mark Yonge. Mark was a long-time 4253 Director and joint editor of the latest incarnation of our Newsletter. Having been asked, along with Dave and Kelvin, to take on and edit a revamped newsletter in 2019, Mark instantly came up with all sorts of ideas and put lots of things in the pipeline. Unfortunately, even at that early stage, Mark felt that due to his illness he would be unable to devote the



The 4253 team lifting 5668's new side tank.

(Charles Masterson)

necessary time to the Newsletter, and so he gracefully retired. The 4253 Locomotive Company send our condolences to Mark's wife Alison and his family. *(A full obituary appears on page 31.)*

Santa Specials were finally able to run again! We were pleased to be able to supply the manpower to operate the mulled wine/port stand on behalf of K&ESR for all ten Santa Special days in December, as well as the Festive Special day on Friday 11th December.

On Saturday 22nd January Shareholders in 4253 Locomotive Company were able to attend their first AGM since January 2020, thanks to the various lockdowns.

Diesels – Mike Grimwood

Class 14 D9504 – The loco has been withdrawn from service for a 3000-hour exam and repairs to a leaking cooler group/radiator and vacuum brake exhaust. Once the front bonnet, cooler group and exhaust had been removed from the loco we found that 50+ years of hard work had taken its toll. The radiator header tank was found to be so badly corroded that a completely new tank and element headers had to be made; although this sounds like an easy task it turned out to be far from it, testing our engineering department to the limit.

We then moved on to the manufacture of two exhaust stands, from a set of drawings, to the original design. The two replacement exhausters were serviced, tested, painted and fitted to the loco. New 2" vacuum system pipework was designed and installed along with electrical conduit and cables.

Once the exhauster work had been completed the cooler group was reunited with the loco, all 18 radiator elements were tested for leaks and refitted along with the overhauled air dampers, hydraulic fan cooling system and pipework.

We have taken the opportunity to completely clean the engine compartment and repaint the area in the correct as-built colours.

To gain access to the cooler group mounting bolts we had to remove the front footsteps and sand boxes. On inspection both sandboxes were found to be corroded, and required the corrosion to be cut out and new steel to be welded in its place. Again, the areas behind the sandboxes were cleaned and painted along with the sandboxes and footsteps before being refitted.

Class 03 D2023 – Loco is in service at Tenterden having received a 50-hour exam.

DMMU Units M51571 and M50971 – Currently in storage in the Rolvenden carriage storage shed.

Class 14 D9526 – In service, having received a number of 50-hour exams and repairs as they became necessary.



*D9526 arrives at Tenterden with a stock movement.
(Jake Lewis)*

On Track Machines – *Jamie Douglas*

07-16 Tamper 73434 – This machine has had a fairly busy year, having completed something like 10,000 tamping cycles (tamping tools inserted into the ballast) in the last year or so, equating to some 7000 metres of tamping. Thanks to Brian Richards' track surveys, we have been able to use the data output from this to prioritise tamping sites much more effectively, and this was very much the order of the day during the early part of 2021.

Since we resumed running trains, we have

returned to being a little more reactive in terms of where we tamp – the track does not degrade consistently throughout under the passage of trains. We rely on rough ride reports from traincrew to let us know areas which need attention. However, through the winter closed season we have returned to a more carefully planned approach, taking advantage of the better opportunities for track access periods, as well as making a return visit to the Avon Valley Railway on external hire for a couple of days.

This machine is now rapidly approaching its next 24-monthly maintenance intervention, and we plan to tackle the next tranche of body repairs in parallel with this maintenance work. For added excitement the machine requires an engine change, as the current unit is suffering with low oil pressure resulting from coolant leaking into the sump – we suspect the cylinder liner seals are leaking. We have a spare engine, and we are planning to undertake the exchange during the planned maintenance period.

08-275 Tamper 75201 – This machine, along with sister machine 75202, arrived on the railway in April 2020 to replace the old yellow CTS tamper which had been based on the K&ESR since the mid-1990s. Obviously the various lockdowns and Covid-related restrictions have severely hampered our efforts to bring 75201 into service, as well as balancing this with the work on other machines, and using these pieces of equipment to maintain the railway line! We are however approaching the finishing line – we have very nearly completed the 24-monthly maintenance, which forms the basis of our commissioning process.

The two biggest tasks to complete are, first, effecting a livery change: one of the terms of sale when the machines were purchased from Balfour Beatty was that their distinctive blue and white livery would be removed prior to them becoming fully operational. Second, getting a hire agreement signed with the K&ESR – some time ago we put a draft agreement to the General Manager and between us agreed that this was basically what would suit what we needed to keep the machine maintained, without breaking the bank for the railway. We just need to meet again to get this 'over the finishing line'.

Ballast Regulator 77329 – Having spent some time out of use owing to an issue with the diesel power unit resulting in significant fuel dilution of the engine oil, we made an application via the



Tamper 73434 pauses in the sun. (Jamie Douglas)

Project Assessment Committee to part-fund the cost of the repairs, with owner Clive Lowe funding the rest. In the event we were able to find a company which has significant experience of overhauling Cummins diesel injectors; so we purchased a set of service exchange injectors from them, and then brought in a Service Engineer from Cummins UK for a day to fit and set them up. An initial test run showed that the engine ran with significantly less exhaust smoke, and after an engine oil and filter, fuel filter, air filter, coolant and filter change, we were able to undertake a longer test run which showed that we seem to have resolved the issue.

Since resolving the engine problem a small number of other issues have cropped up, mainly around brake system pressure regulating valves suffering from lack of use and water ingress. These have now been addressed, and the machine has also had a day over the pit for transmission oil filter replacement, cardan shaft inspection and greasing, and brake equipment inspection, adjustment and greasing. The machine has been out for a few days of shake-down work, carrying out ballast profiling work, prior to us actively pushing on to complete the full 24-monthly maintenance, and capturing any faults and repairs that are identified during the shake-down work.

We are aware that many of the wearing components of the machine (ballast profiling wear

plates, brush box internals, etc.) are getting towards a very worn condition. We are now beginning to scope and price replacement and/or repair of these items, to trying to ensure that we capture these works before we end up having to purchase or manufacture completely new items.

This machine also made a brief visit to the Avon Valley Railway over the winter for a couple of days' external hire.

Track Renewal & Maintenance Machine 98211

– The TRAMM has been resident on the K&ESR for 16 years now and has proved itself to be a versatile and useful asset in supporting various departments, particularly the Permanent Way. However it has fallen out of service for the last few years, as it increasingly became in desperate need of body repairs. We managed to carry out repairs to the trailer unit a while ago, and I am pleased to say that body repairs to the tractor unit have been completed, to a very high standard, over the past few months – including painting of the tractor unit cab and engine bay. There is still a good deal of work to complete before the machine returns to service, but significant progress is definitely being made towards this goal, and we'd like to thank those who have put in significant time and effort.

D4118/08888 – Mark Stuchbury

Following arrival at the Avon Valley Railway in late September 2021, progress on overhauling D4118 has had a swift start. The cabling and associated electronics for the remote control were completely removed, and by early January all the standard electro-mechanical parts had been installed and new wiring runs tested.

The next stage is to remove the engine, traction motor blower and main and auxiliary generators, with the heavy electrical machines being sent away to a specialist contractor for inspection and refurbishment. In the meantime the fuel pumps, filters and injectors will be removed from the engine and refurbished. It is hoped that the overhaul will be completed towards the end of 2022.

While 08888 is away having its makeover, our new company – The Diesel Electric Shunter Company Ltd – acquired another Class 08 of 1958 vintage in November. 08359 was built at Crewe as a standard vacuum brake only loco and started its BR life numbered D3429.

Most of its career was spent in South Wales, and it



08359 at Bitton.

(via Mark Stuchbury)

was withdrawn at Cardiff Canton by BR in 1984 as a casualty of coal mine closures. It went straight into preservation, spending time at the Midland Railway Centre, then at Tyseley, Telford and most recently the Chasewater Railway. One claim to

fame is that it is now the oldest surviving diesel locomotive built at Crewe Works. It is hoped that 08359 will spend some time at the K&ESR in the future, but for 2022 the loco will be on hire to a heritage railway in the West of England.

• STOP PRESS •

GWR Railcar W20W – Important Update

Over the past few weeks (January 2022) the Railcar project team have been in discussions with the Board's Fundraising Group. The purpose of these discussions was to establish the current state of the Railcar's progress and understand the level of effort and funding necessary to see the vehicle's restoration completed, through to its return to operational service. Initially these discussions were to assess whether the Railcar was a potential candidate to explore an external grant funding opportunity which had been identified by the Fundraising Group.

The outcome of the meeting was a position paper, which was presented by the Fundraising Group to the full Board meeting for their assessment.

Just before this edition of the *Terrier* went to bed the Railcar Project Team were informed by

the Chairman, Simon Marsh, that following a unanimous vote by the Board, the Railcar project is to be adopted as a 'Priority Project' for completion in 2024/25, committing the necessary resources to enable this to happen.

This commitment provides the Railcar Project Team with the certainty as to the vehicle's future that it has been striving to achieve for a long time. The Team will now be working with the Fundraising Group and the Company's Management Team to develop a plan to deliver the long-awaited return to traffic of W20W.

We look forward to providing a full update on the state of the vehicle, and how the restoration is to be progressed, in the next edition of the *Tenterden Terrier*.

–The Railcar Team

ROLLING STOCK

Carriage & Wagon – David Brailsford

The department has a shed full of projects under way which require skills of various levels to see them to completion. We are very lucky to have a group of paid staff and volunteers who come week after week and turn their hands to almost anything. Their efforts are to be applauded, and the latest vehicle to be put back into service, Mark 1 CK86, is a shining example of their work. Congratulations to all.

Mark 1 CK 86: In order to ensure that this vehicle was available for last season's Santas an enormous amount of effort was put into the project. The coach was made available for commercial operations at the end of November; however it should be noted that, due to the tight timescale, it was impossible to install the toilet. The compartment walls exist; it just needs to be fitted out, and this represents a considerable amount of work. Hopefully this will take place before the next Santa season.

RU 1987: This vehicle entered the shed at the end of November and has been inspected thoroughly to determine just what needs to be done to complete it. The aim is to try to finish the restoration by the end of June so that it can run in the A set, but much work needs to be done in a number of areas to ensure that it can put up with the rigours of service over a long period.

The bogies from the RMB have been re-wheeled and now sit underneath this vehicle. Once the shell of the coach is completed satisfactorily the kitchen will be installed by an outside contractor.



*SECR Dance Hall Brake 11934 at Rolvenden.
(Paul Jessett)*

Mark 1 No.73: Receiving attention for a number of leaking main windows. A fair amount of rotten timber will need replacing in and around each window frame.

Mark 1 No.64 and BNO 54: Both these vehicles have received a set of new batteries. It is also hoped that the paintwork on the Maunsell Pullman will receive some attention during the closed period.

SECR 3062: Withdrawn from service due to wheel flats.

SECR Family Saloon: This vehicle has been worked on by the GWR Railcar gang amongst other volunteers. Much preparation for painting has been carried out. The marine resin has been applied to the plywood and bodyside painting is soon to start.

The **Great Western Railcar** will spend a period of time in the shed this year so that the roof can finally be fixed down and at the same time windows will be installed. C&W staff will assist with this project where they can.

LMS Box Van and Box Van 501348: Have both been tidied, and a certain amount of spares have been stored within. They have received a fitness-to-run examination.

SECR Dance Hall Brake Van 11934: This partially restored unfitted vehicle arrived on the railway on 15th January. It is owned by three members of Southern Locomotives and has been stored and worked on by them at the Bluebell Railway.

Shed space will be made available during this year to enable the project to be finished. A through brake pipe will be fitted to this vehicle as part of the overhaul.

All the ladders in the railway's brake vans have received a thorough inspection, and their condition has been recorded in the department's files.

We still have no fixed operational wood and metal working machinery. This non-availability of equipment is affecting our ability to produce items to a reasonable timescale.

Finally, it is good to be able to welcome Boris Perkins back to the department after his battle with Covid.

Signalling Department – *Tony Ramsey*

Once again it is pleasing to be able to report that, despite the inevitable Covid-related scares, we were able to cover all the signal box and level crossing turns required. Our thanks are due to all those who contributed, thus enabling us to 'do our bit' to facilitate a successful Santa season.

Learning turns were unavoidably restricted during 2021, but some progress on level crossings was possible, and we congratulate Caleb Eagles on qualifying as a Crossing Keeper at Cranbrook Road and Tim Coutts likewise at Northiam Gates. We are also pleased to report that Paul Davies has passed out at Cranbrook Road, his third crossing.

Work has continued on creating competency assessment questions on HOPS. Those relating to our four signal boxes and associated crossings have now been implemented, and several Signalmen have already completed their quota. The next stage will be to devise the questions covering general signalling principles.

The broken fridge in Rolvenden signal box has finally been replaced by a new one. Our thanks to Pete Salmon for facilitating this, and to Derek May for ceremonially opening it!

We record with regret that Roger Temple has decided that it is time to retire as a Signalman, although he will continue as a Crossing Keeper at Northiam. We owe Roger an enormous debt of gratitude for all the hard work he put into restructuring and delivering the Signalman's Training Course, as well as all the time he devoted to box turns at Tenterden in the days when we were seriously short of qualified Signalmen. It is surely thanks to his contribution over those years that the department is in such a healthy position today. We also note that Roger Allin has decided to retire as a Cranbrook Road and Rolvenden Crossing Keeper, although happily he continues as a Booking Clerk. We thank them both for their respective contributions to the department.

Guards Report – *Pete Spratling*

Since the last *Terrier* there have been some changes within the Guards department.

Graham Williams has decided to retire as

Guards Inspector. Graham was only the second Inspector within the department since the railway opened in 1974! He took over as Inspector officially from 2005. I'd like to say thanks to him for everything he has done for the department. I'm pleased to say however that Graham will be continuing as a guard.

After interviewing for replacements, it was decided that three Inspectors would help run the department. I was appointed as Senior Inspector, with Neil Harrison and Mick Leech as Inspectors. I would like to welcome them into their new roles and wish them well. It was also decided to appoint Patrick Favell as Assistant Training Officer; I'd like to thank him for agreeing to help, and wish him well in his new post.

I would like to say thank you to everyone who helped run trains during 2021. Despite the Covid situation, all turns were covered. Thank you, especially to those made themselves available for extra turns.

This year's training course is halfway through, and it is going well. At the time of writing, lecture three had been completed. The department has reopened to recruitment of new trainees, and if we have enough trainee guards we intend to run a second course later in the year.

I would like to congratulate Andrew Crouch who has recently passed out as a guard. Well done.

Two guards, Derek Smith and Martin Macfarlan, have decided to retire. I would like to say thank you to both for all their commitment to the department, and wish them both well.

The annual guards meeting will go ahead at 2.30pm on Saturday 5th March, in the buffet at Tenterden.

Finishing on a sad note, I have to report that Doug Barrow, a former guard, passed away on 29th December. He had been a volunteer since 1985, undertaking roles in several departments on the railway, including Forestry and P.Way. Doug qualified as a guard in December 1989 and carried on in this role until he retired in 2015. A devoted volunteer, Doug helped many trainees to progress, including me. I'd like to offer my condolences to the family. A full obituary appears on page 32.



1638 on Santa Special duty at Northiam.

(Jake Lewis)

WAY AND WORKS

Permanent Way – Paul Jessett

During the time since I last reported, we have completed one of our big winter projects, the re-lay at Wittersham Road, which turned out to be quite a major operation. The track between the yard and no.6 points was one of the very few remaining spots on the railway supported with wooden sleepers and, although some of these were Jarrah timbers, the formation had degraded.

The job involved disconnecting the S&T equipment from the adjacent ground frame; the rails, sleepers and ballast were then removed.

This area was installed on a very shallow formation, so the opportunity was taken to get down to a decent level and replace with new ballast. Concrete sleepers were then installed. An opportunity to reduce the number of joints in this section was identified, so longer rail lengths were installed. At the same time around 50 timbers were replaced under the two sets of points. Some of these were up to 15 feet long, and many of them needed to be slid out into the culvert on the south side. This was a job that could not have been completed without the Road Railer and the Kubota 360.



New sleepers laid out at Wittersham. (Paul Jessett)

The area was ballasted and then tamped, using the latest addition to the fleet, the Switches & Crossings tamper. This machine has the ability for the operator to use the tamping bank one side at a time, and to slide the tamping bank from side to side to enable the tines to get into the



Members of the P.Way Department levelling up the spur road. (Paul Jessett)

small areas between the switch and closure rails. With the main line through the points levelled, it became clear that the spur to the headhunt dropped away, due to the degradation of the formation. By first hand jacking and packing the slump and then using the S&C tamper we were able to lift and pack this area and flood with more new ballast. The lift was a good six inches, so after ballasting another pass was made.

While in this area we changed out the wooden sleepers in a couple of disused user-worked crossings and an in-use one. Once all the S&T equipment was reinstated, the tamper performed a complete run through from Pole 91 right through to Pole 103. This enabled the tamper crew to remove a couple of twist errors, and ensure no Pullman soup will be spilt in this area! Having completed this, the old materials had to be transported back to base for stripping and recycling. Currently we are sourcing materials for the next job at Tenterden... but that's for next time.

Over the autumn/winter period our friends at Playfoot Engineering have been out at Rother Bridge, completing some running repairs to the structure. Unfortunately this work was delayed a couple of times, due to no crews being available to take the personnel out to site by train. The bank along the river is not accessible by road at this time of year.

Forestry – Steve McMurdo

The Covid restrictions at the beginning of 2021 meant we were unable to resume work until the end of February last year. Nevertheless we still had 47 days working on the line in the period up to Christmas, and completed a significant amount of work.

Safety is of paramount importance in the type of work we do and the environment we work in. We make extensive use of chainsaws and other potentially dangerous items such as chippers and pole saws, all in an active railway setting. In response to the latter, we made the decision to reduce the risk exposure by seeking to avoid working on the line on public train running days wherever possible. This meant the end of Sunday operations, with Friday now normally our main working day.

The competence of each member of the team using power tools, such as strimmers and hedge cutters, has been reviewed by the department's



*Damage from Storm Eunice on Tenterden Bank.
(Jake Lewis)*

management. This included the reassessment of each volunteer's currently held competence elements, and the offering of appropriate training followed by assessment for those seeking new skills.

Chainsaw and pole saw competence involves rather more extensive training and knowledge, and during 2021 this was provided by external specialists away from the railway. All of those attending from the department were assessed as competent at the end of their courses, and we now have three additional qualified chainsaw and four pole saw operatives. This has greatly improved the efficiency of our operations.

We are presently contending with the annual wet season in which many of the farm tracks we normally use to access the more remote locations become unusable, even by 4x4 vehicles with

'proper' off-road capabilities. This means we are reliant on the provision of a special works train, usually comprising the Class 14, a flat wagon for our ever-expanding collection of kit and a guard's van to get us out to (and more importantly back from) the rural wilds.

At the time of writing we are involved in a major project at Dixter Wood, an isolated spot between Northiam and Bodiam. Visibility of a farm crossing on a curved length of line has been compromised due to uncontrolled undergrowth and low branches, to the extent that a speed restriction has had to be imposed. Many of the trees are in poor condition, or in some cases dead, and will have to be removed as they are a threat to passing trains. Planting of replacements will take place in due course.



*Tree down on Newmill Straight, in front of the Ballast Regulator. A report on the Department's response to Storm Eunice will appear in the next edition of the Terrier.
(Jamie Douglas)*

PROJECTS

With the Project Assessment Committee (PAC) rapidly approaching its first birthday, I thought it appropriate to take this opportunity to reflect on what the committee has achieved and to mention a few things that are on the horizon for 2022.

With the PAC having been set up in January last year, the first business case received was for the funding required to launch and maintain the 'Keep Us On Track' campaign which, as we know, achieved its aims within just nine months. Since then I'm delighted to say that we have seen proposals from almost every department across the railway. All of these have been subjected to scrutiny and challenge by the committee (sometimes with the assistance of specialist

subject matter experts) to ensure that they fit with the railway's strategy and objectives, while maximising the benefits from our investment.

Some of the business cases have been 'complete no brainers' that were swiftly approved; others have required more sustained investigation, resulting in either rethinking of the suggestion or, in some cases, complete withdrawal. But, for every case submitted, the Committee has made sure that the Board is signing off capital expenditure that is right for our railway.

What kind of proposals, I hear you ask, have passed across the metaphorical desk of PAC? Well, the diverse range for 2021 included:

- A telehandler for use by the Permanent Way team
- The repaint of the Family Saloon by C&W volunteers
- A cherry picker to ensure that working at height becomes less risky for the Infrastructure team
- Funding of the corrective actions highlighted by the Machining Review
- A freestanding toilet for Cranbrook Road crossing, which has been constructed, and will be installed with the help of the P.Way team early this year (much to the relief of the long-suffering crossing keepers!)
- Substantial remedial work on our Pannier Tank loco 1638
- Installation of the new sewage treatment plant at Bodiam to replace the old tank, which was significantly life-expired.

Looking to the future, 2022 promises to keep the members of the PAC busy. With department managers already working hard on their plans for the year, we are looking forward to receiving their proposals to support those activities for the next 12 months, with things like expanded on-train catering and a return to a full programme of our various special events.

We can expect further investment in the infrastructure across our railway. Some of this will tie in with the Station Site Strategy Review that the Board has initiated, and which will commence in earnest this month. And of course this year will see the final decision on the Robertsbridge extension, which is certain to keep us busy whatever the outcome!

Happy first birthday to the Project Assessment Committee!

Andy Papworth



The carousel at Tenterden Town station helps bring good cheer to the 2021 Santa Season.

(Pat King)



Northiam approaching Cranbrook Road.

(Jake Lewis)



End of the day for 4144.

(Jake Lewis)

GROUPS AND ASSOCIATES

Tuesday Group – *Graham Hopker*

The wheelset seat adjacent to the Memorial Garden at Northiam has been repainted and a ‘Tuesday Group Tree’ (*Acer Griseum*) has been planted in the same area. The tree is to remember and recognise the work that has been carried out since we started in 1998 and the members who have been part of the team since that time; those who, unfortunately, are no longer with us; and those carrying on into the future. It is also our contribution to ‘saving the planet’.

Work has started with the repainting and repairing of the Signal Box, and will be using the Infrastructure Group’s new ‘cherry picker’. This has however been put on hold over the winter period until the weather improves.

We have replaced some rotten lengths of wood that form part of the pavement adjacent to the Northiam crossing gates.

A Christmas tree and lights were put up on Northiam platform ready for the Santa Specials. As usual the Group helped during the Santa



*Replacing rotten timbers at Northiam crossing.
(Graham Hopker)*

period by covering on-train catering for all departures on the weekend of 11/12 December.

We had a very enjoyable Christmas lunch, organised by Steve Carter, at the Rose & Crown in Beckley. Many thanks to landlady Alice and her team.

Wednesday Working Group – *John Holland*

I think it goes without saying the Wednesday Working Group wish all members of K&ESR a happy and prosperous New Year, and hope that the organisation that we support has the same. Of course, that will only happen with the continued support of our volunteers.

“Who are the WWG?” you may ask. We are a dedicated band of volunteers that came together after a plea from Brian Richards about Infrastructure: to see what we could do about supporting the railway in maintaining what we have, and how we could make it more acceptable to our customers; to smarten things up without paying a fortune to do it; and to keep within our limitations on skills. I think our customers have identified with what we are doing; but so have a huge number of other volunteers, and their comments on Facebook have shown us that we are a Group that will make a difference.

In the past few months we have had an input on how the railway should be trying to decorate the stations for events. One of the big problems we faced was that event equipment had never been stowed together, or been put in places that were easily identifiable. That situation was a nightmare, and it really surfaced on the Fright Night event where we found ourselves with very little equipment for display. A huge amount of work was put in by management, and also by us in trying to make the best of what we could find at the time, while knowing that any new Covid restrictions would have blown the whole event out of the water. I think the Group did a great job in decoration, lighting and fireworks.

We know we can do better next time with more goodwill from other volunteers. Because of our lack of storage we had to find a container that could store the event paraphernalia in proper order and boxes. This occurred with the help of



The last Santa train of the 2021 season rolls through Wittersham Road, topped and tailed by 4144 and K&ESR 21.

(Alan Crotty)

other departments and the Bodiam Group. We managed to move the container from Bodiam to Tenterden, finishing in rain in the dark of night. Yes, we are slightly mad!

The run-up to Christmas arrived sooner than



The Wednesday Group clearing outside C&W.
(John Holland)

we thought, and there was so much to do with limited resources. Thankfully we did a good job, with some new ideas, and continued to decorate during the Santa event. It was a shame that the Tunnel of Light and the animals were at their best when it got dark, but our customers seemed to appreciate once again the efforts by all concerned. One of our big concerns in the event was that the ladies toilet cisterns were not operating as we would have liked. This led to us having to clean the toilet basins by hand at certain times. We are looking at this operating system to make things work in a better manner for future operating days.

Our Group is made up of volunteers from all different walks of life, so there is a lot of experience and good camaraderie – so much so that we held our Christmas dinner at the Woolpack in November, followed by our Christmas Fish & Chips in *Petros*. We have grown from six to 13 members now, and have just welcomed our first lady, Sharon. We also have three junior members who have fitted in very well and are as keen as mustard. We cannot do everything, as budget constraints still rule us, but we know that the Trustees will try to back us if possible, as they know that Infrastructure has been a low priority for too many years.



Just one week after the boiler was placed in the frames, Marcia was out on test on 23rd February.

Angus Entwistle (left) and Dan Dickson look happy with her so far!

(Alan Crotty)

Gardening Group – Vanessa Hopker

Tenterden: During October the whole team – consisting of Jan Lelean, Liz Cobbett, Louise Gannon and I – concentrated on tidying the Carriage & Wagon yard garden. With all of us working together, we were able to tidy the whole area.

As we entered November planning for the Santa Specials was in full swing. Help was needed by the Catering Department, and so we turned our attention to assisting with the Christmas decorations in the Pullmans. We then moved into the Buffet to help with the wrapping of mince pies for the Santa Specials.

Some gardening was managed in between, as the Pullman Dock needed to be tidied before the start of the Christmas activities.

At the end of November/beginning of December plans for the Santa Specials increased. The mince pies were finally all wrapped and the packing of the 'goodie bags' for the passengers commenced.

It was then time to put the Christmas trees into containers and dress them with their lights. Brian Richards' team set to making containers for the trees, and finally decorating them with the illuminations.

Rolvenden: Before Christmas the tubs on the platform were cleared and the little garden tidied.

Northiam: Work is ongoing in the Memorial Garden. The Forestry & Conservation Group have tidied the area around it, opening up the view across the fields and letting more light into the garden. It is proposed to plant this special area with more herbaceous plants to attract more insects.

Liz Brown, who looks after Northiam's Picnic Area, is still struggling heroically on her own. However, as there are now four of us working regularly at Tenterden, we have agreed that I will now spend more of my time at Northiam to help her, while still supporting Jan, Liz C. and Louise who will continue at the railway's main station.

Bodiam – Malcolm Burgess

Winter weather tends to restrict the variety of outdoor work that can be achieved, but so far we have not been too limited by rain and frost. The banana van body found to replace the temporary container arrived in November; the group set to work on transforming it from a rather sad and neglected shell into a useful store which enhances the appearance of the station rather than detracting from it.

The container served as useful secure storage following the break-ins of three years ago, but it didn't have a 'railway-like' flavour. It is now being fully utilised at Rolvenden as storage for events equipment. The photo below shows the replacement van *in situ* and we hope you agree it is an improvement. We are grateful to Brian Richards for securing it and arranging its transport to Bodiam.

An apparent hiatus with decisions at railway management level has meant that progress with the camping coach and the landscaping of the surrounding area has been disappointingly slow. Unless a green light can be given very soon there is the risk that the appearance of what is arguably the prettiest station on the line will be compromised for another year.

Work has started on replacing the platform lamp-post nearest the station building. Timber posts, when concreted in, have a habit of rotting and a further year may have been one too far. Extracting it was a bit like removing a difficult tooth, but some ingenuity was brought to bear and the empty socket now awaits the new post, which is under preparation. The lamp housing will also receive a deserved freshening up.



The van body at Bodiam, newly moved from Wittersham Road car park. (Malcolm Burgess)



Waiting for the off.

(Caroline Warne)

The group is fortunate to enjoy cakes (regularly made by the partner of one of our members) and these have been a feature at Bodiam for several years. Sadly, in the last two months, someone with access to the mess room decided to remove some of these from the fridge when we weren't there and no service was running. We hope whoever this was enjoyed their booty, but nothing will be left there in future.

As spring approaches work has started on preparing the gardens, and we welcomed new volunteers Pat and Colin King to the group. They have been helping Gaye Watson with the flower garden and Frank Wenham and Vic Grigg with the hop garden.

During the wet period just after Christmas the new culvert installed by the P.Way Dept. last summer was put to the test. We are delighted to say that it performed well, even when the river burst its banks, so thanks to Frim and the team. All we need now is the surplus spoil to be pushed around so that we can re-seed the area!

Trains will start running to Bodiam again at February half-term, so all efforts are now directed to making the station ready to receive visitors again.



Brendan Connell tends the fire on 4144.

(Philip Noakes)

Tenterden Terrier Online

Members of the Kent & East Sussex Railway can receive the *Tenterden Terrier* in electronic (PDF) format. Help save money and volunteer time by registering at [hiip://kesr.org.uk/tenterden-terrier-online](http://kesr.org.uk/tenterden-terrier-online)

You can, if you wish, still receive a printed copy; but the more people requesting PDF copies only the greater the saving in both printing and postage.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

September 2021

1st	Colin Avey	No. 982	£100
2nd	Andrew Preston	No. 730	£90
3rd	Jan M Golding	No. 783	£85
4th	Daniel Snowden	No. 421	£80
5th	Mrs Ann Blewitt	No. 918	£75
6th	Peter Bolton	No. 267	£70
7th	Paul Gurley	No. 675	£65
8th	Suzanna A Ward	No. 004	£55
9th	Mrs Margaret White	No. 1308	£50
10th	Gillian Freeman	No. 915	£45
11th	Mrs Jean Sugden	No. 705	£40
12th	Bryan Atkins	No. 437	£30
13th	Terry Hannocks	No. 563	£25
14th	Frim Halliwell	No. 028	£20
15th	Leonard Peppiatt	No. 734	£15
16th	Graham Bessant	No. 1141	£10

November 2021

1st	Richard Crumpling	No. 857	£100
2nd	Mrs Catherine Blair	No. 684	£80
3rd	Mrs Ann Blewitt	No. 918	£75
4th	T J Hoskins	No. 449	£65
5th	Graham Ford	No. 120	£55
6th	Colin Scrase	No. 1186	£50
7th	Chris Wood	No. 719	£45
8th	Lionel Marchant	No. 1028	£40
9th	Mr B L Martin	No. 691	£35
10th	Karen Harris	No. 232	£25
11th	Richard Crumpling	No. 859	£20
12th	B J West	No. 548	£15
13th	P S Rand	No. 509	£10

October 2021

1st	Roger Humphries	No. 1317	£100
2nd	Tracy Hughes	No. 1269	£80
3rd	Janet Bridger	No. 262	£75
4th	William S Marshall	No. 897	£65
5th	John Collard	No. 108	£55
6th	Keith Rylands	No. 550	£50
7th	Robert Leach	No. 957	£45
8th	Ross Shimmon	No. 221	£40
9th	Nigel Thomas	No. 176	£35
10th	Howard Wallace-Sims	No. 235	£25
11th	Bob Clifford	No. 015	£20
12th	Graham Voce	No. 547	£15
13th	Doug Lindsay	No. 250	£10

December 2021

1st	Michael Popplewell	No. 299	£200
2nd	Louise Pauline	No. 1331	£150
3rd	Max Read	No. 209	£100
4th	Mrs M L Farahar	No. 712	£100
5th	Mrs M Dartnall	No. 702	£100
6th	Jack Treadgold	No. 743	£95
7th	Christopher Scarff	No. 1313	£80
8th	A J Clark	No. 064	£70
9th	Christine Rigby	No. 1092	£60
10th	Michelle Kenward	No. 595	£55
11th	Kim Chaplin	No. 1001	£50
12th	Meg Gooch	No. 105	£45
13th	E Stockdale	No. 114	£35
14th	A J York	No. 185	£30
15th	Nigel Thomas	No. 176	£20
16th	Robert Dove	No. 627	£10

To join the 300 Club or for more information contact Chris Garman or Colin Avey by e-mail: KESR.300Club@yahoo.com



Visiting loco No.4144 making a splendid departure from Northiam on 21st December.

(Alan Crotty)

No.2678 visiting Didcot's rendering of poetical Adlestrop, which bears something of a resemblance to Wittersham Road!

(John Wickham)



No.300 is here seen at Northiam on 18th December, suitably adorned for Santa Special duties.
(Ian Scarlett)





Monochrome adds that old-time loco shed feel to this night view at Rolvenden on 9th November.

(Jake Lewis)

At 0.35am on 1st January, No.25 brings the Pullman train into Northiam during the return journey to Tenterden.

(Alan Crotty)



Chairman Simon Marsh's Address to the 2021 Annual General Meeting

The whole country has been through an extraordinary 18 months. The disruption to normal life has been unprecedented in peacetime. And yet we are still here; in fact we are thriving. Why is that? There are the obvious answers, such as the people. Shaun Dewey, our General Manager, led the response to Covid itself as well as the start-ups after the two major periods of disruption. We owe him a lot. And there are others too numerous to mention – trustees, paid staff, volunteers, supporters and contributors.

But there is something else too, and I think I can best illustrate it by looking at the tale of our two Terriers. These are engines from a class that has been continuously present on our railway since 1903. If you say “Kent and East Sussex” the natural answer is “Terrier”. They represent our heritage, and our links with our Colonel Stephens roots. We have invested heavily in their restoration, and this shows that we value that heritage. By next spring we shall have two of them in service. We couldn't have done that without the funding. Over the past few years we have become far better at fundraising.

We have run successful appeals, we have made full use of Government and other grants, and we are always looking at new opportunities to raise money. We have a Fundraising Working Party to co-ordinate and drive these efforts. And let's not forget the fact that we are continuing to



Simon Marsh addressing the 2021 AGM in St Mildred's Church.

(Robin Moira White)

attract people to ride on our trains and to pay for doing so.

At the moment we have the money to catch up on the backlog of maintenance and to start investing in equipment for the future. A lot of this investment won't be on the exciting big-ticket items – it will be on the less glamorous kit essential for us to do our jobs safely and efficiently. Can we do more? Yes. We have set ourselves ambitious targets of covering direct costs and overheads plus £100,000 from revenue, in addition to raising £250,000 per annum from external sources. This will mean exploiting new markets, away from our traditional support base.

Ambitious – but not out of reach. In each of last two financial years we have significantly exceeded the £250,000 goal, and not just because of government Covid-19 support. We have adopted a range of new approaches to fundraising. Unsurprisingly, generating a surplus from our normal activities has not been possible in these extraordinary times.

The first of the Terriers to return to service is in fine fettle. This is down to the skills of the people at Rolvenden. We now have a young and enthusiastic team who are embracing the opportunities that new technology can bring. And the skills are not only at Rolvenden; they exist, and are being nurtured, right across the railway: for example in Carriage and Wagon, in the infrastructure departments, in signalling and in the all-important commercial areas.

We have learned that doing things on the cheap, while often for understandable reasons, is not always the best policy

For the second Terrier we have subcontracted most of the work to a third party in Norfolk. This is another example of doing things in a new way. We are authorising the work in carefully controlled stages and learning lessons as we go. We don't always get contractor and supplier relationships right, and this is something on which there needs to be an increased focus. Once the Terriers are returned to service and some remedial work done to the existing fleet, the locomotive department will complete the overhauls of the second USA and the P. This will be followed, they estimate around this time next year, by a start on 6619, a large and useful engine.

Talking of control, we are improving our project management capability, and we also have a new way of ensuring that bids for expenditure are scrutinised and prioritised. This, like everything else, is a work in progress; but already it is resulting in new equipment appearing and existing jobs being cleanly finished off.

Heritage railways must move with the times if they are to survive and thrive. Society is changing, and we – and the sector as a whole – must change too. We don't want to lose what we have, but we do need to adapt to reflect the outside world. We must appeal to the young, those with different backgrounds from ourselves, and those with different priorities – and dare I say it, to those with no particular interest in steam railways.

Here again the Terriers have a part to play. In

partnership with The Terrier Trust, a successful bid for Lottery funding has been made for an initiative with the education department of the London Borough of Tower Hamlets. This will reach 5,000 primary school children and their families in this inner city area. If we get it right it will open us up to an audience we could in the past only have dreamed of reaching. It may also challenge us, and that would be good.

Along with diversity comes sustainability. Young people increasingly expect us to be environmentally conscious, and we must respect that. It is right. We cannot assume that we will be allowed to burn coal for ever. We must reduce our energy usage and our environmental footprint. We must do all we can to avoid accusations of wilful pollution. We must also do still more to understand and make the most of the countryside in which we operate. We have established an environmental sustainability working group and we'll be developing this area further in the new year.

Partnerships. These are important if we are to achieve maximum profitability, and they are an opportunity to leverage in extra resource. They aren't always easy, and there is the potential for friction given differing pressures and priorities. Our relationship with The Terrier Trust is an example of a partnership that is working well. There are plenty of other partnerships – 4253 and the Bodiam camping coach spring to mind, not to mention TREATS and the impressive collection of on-track plant on the railway – and they are all grist to the mill.

I'd like us also to develop partnerships with organisations beyond the traditional railway ones – the London Borough I've just mentioned is one such example. In fact we are busy working on our relationships with local government and community bodies – and indeed with other heritage railways. We have a great story to tell, and it's to our advantage to get it out there. The first Terrier has already gone on tour as an ambassador for the Kent & East Sussex Railway, and there will be more of this in 2022. I've used the Terriers to illustrate what we are doing, and what we hope to do, but there's more to the railway than that.

We always need volunteers, and the response to recent appeals has been overwhelming, which shows that we are getting something right. Many people without a traditional railway interest want to be part of us, and that is good. We must make



A pleasant autumn scene at Bodiam, looking towards Northiam.

(Jake Lewis)

sure that we capture and place them before their enthusiasm has waned.

Safety is crucial to our survival. We have made progress in the past year but there is much still to do, not only to be the safest railway we can be but to *prove* that we are.

There is so much more I could have said, but there isn't the time. So how shall I sum up? We have a five-year plan, and we are entering its third year. Progress has been solid, despite the impact of Covid, but some areas are more developed than others, and not all the achievements are irreversibly nailed down. Sometimes it feels like three steps forward and two steps back. But then I'm a glass-half-empty person.

What I will say is this. The past couple of years have been gruelling at times. But we have emerged into whatever the new normal will turn out to be in as good a shape as could reasonably have been expected. Actually, even better.

There are plenty of challenges ahead – Robertsbridge and the increasing burden of regulation being but two – and we won't get everything right. We are after all only human and there is only limited bandwidth, although we do continue to try to attract new talent. But we are in good shape to face the challenges.

And that is down to my fellow trustees – all of whom give their time voluntarily – our staff paid and unpaid, all our supporters and all of you.

The Annual General Meeting of the Kent & East Sussex Railway Company was held in St Mildred's Church, Tenterden on Saturday 20th November 2021. The three trustees due to retire by rotation – Matt Hyner, Philip Shaw and Neil Sime – were all re-elected. There were no other nominations.

Letters to the Editor

Return to Robertsbridge

Sir – Doug Lindsay's references in the Winter 2021 *Terrier* to 'Return to Robertsbridge' in September 2013 prompted me to look at my notes of my visit to that event. (Incidentally, I've got this down as being on Sunday 22nd September; but as this clashes with the dates Doug quotes perhaps I'm wrong.)

Here's an extract which is hopefully of interest.

"Heavy overcast. Long M25 roadworks Clacket Lane to A21. At Robertsbridge I admired new platform and 32670 and Vintage Train trundling up and down; they'd had 1000 visitors yesterday and 300 so far today. Met a lady who'd moved to Robertsbridge in '48, a chap visiting his old teacher, a Brummie and an informative RVR member who forecast reopening to Bodiam in 2–3 years(!)

"On K&ESR 32678, *Charwelton*, DMMU and diesel shunter operating; shown round superb Pullman *Barbara*. Colonel Stephens Museum now much more conspicuous with new awning. 6619 in Rolvenden shed.

"A21 congested on the way back." (Some things haven't changed a lot since!)

Congratulations on featuring Fraser's excellent 'Railway Ogre' piece alongside his grandmother's obituary.

*David Morgan
Guildford*

David Morgan is quite correct that 'Return to Robertsbridge' was held on 21st/22nd September 2013. An unusual slip on Doug Lindsay's part, and a reminder to ourselves to do more fact checking! We include below a photograph from that notable occasion –Ed.



(Alan Crotty)

Mark Upton Yonge 1944–2021



Mark Yonge accompanying HM Queen Elizabeth the Queen Mother during her visit to the Kent & East Sussex Railway on 9th June 1982.

(Jim Berryman/Terrier Archive)

Mark's passing on 15th December 2021 is a great loss to the K&ESR. He was active in the K&ESR almost from when he joined the preservation project as a volunteer in 1963. He subsequently became Clearance Manager, leading a small team getting the lineside vegetation under control and then, as the railway developed, became more involved in the management of the company, initially as Press Officer, then as a director in 1979 and Chairman from 1980 to 1983. He again served as a director during 1994–95. The highlight of his Chairmanship was to host HM The Queen Mother for a visit to the railway on 9th June 1982, followed by an invitation to the Royal Yacht moored in Dover.

Mark's background in agricultural chemicals made him an obvious choice for controlling the line's vegetation, and he organised the spraying of the line for many years. His outgoing personality meant he was at ease dealing with landowners, some of whom were not in favour of the railway. His tact and persistence enabled the purchase of the car park site at Tenterden, which he correctly foresaw as vital for the success of the K&ESR.

Always looking for opportunities to develop the railway, Mark shared the vision to revive the dream of joining it once again to the main line at Robertsbridge. In early 1990, together with other members of K&ESR, he saw that such an extension was achievable; he was one of the founders and first directors of the Rother Valley Railway Ltd when K&ESR set it up as an independent organisation in 1991. He continued to actively promote the scheme as its Publicity Officer, liaising with opinion formers and the local Council. Mark could be very persuasive, Gardner Crawley recalling being 'roped in' to help with the civil engineering necessary to reconnect Bodiam with Robertsbridge.

As the Robertsbridge scheme developed Mark was very much 'hands-on', organising a gardening group as well as dealing with vegetation clearance on the short section to Northbridge Street. He was also a leading light



Mark Yonge on site with 4253 at Rolvenden.

(C.W. Masterson)

and director of the 4253 Locomotive Group, tasked with the almost impossible job of bringing a derelict GWR tank locomotive back to life. Again his publicity skills were used to great effect, bringing the project to a wider audience.

Mark was very interested in railway history and was a most able writer. In 2015, in conjunction with his stepson, Alex Griffin, he produced the first of a series of publicity booklets which proved to be very successful in getting the Rother Valley project out to the wider public. In recent months Pen & Sword Transport published Mark's book *Unfinished Lines*, a review of which appears elsewhere in this journal.

For many years Mark could be regularly found

on Saturday evenings onboard the Wealden Pullman train, either as a waiter or conductor, roles he very much enjoyed. In his retirement he also acted as Stationmaster at Tenterden, especially on weekdays when staffing could be a challenge.

During Mark's final weeks he said that he hoped to live to see the first heritage-era train from Robertsbridge to Tenterden, but sadly this was not to be. The K&ESR has lost an enthusiastic and loyal supporter who will be sorely missed by his family and many friends. It is hoped that a memorial service will be held later this year as a tribute to his life and achievements.

DHW & GSC

Doug Barrow 1943–2021

Doug Barrow was born in Perivale, Middlesex, in 1943 and was fortunate to be able to travel to school using modes of public transport that some of us can only dream about – steam-hauled passenger trains on the Western Region, motorbuses, trolleybuses and vintage London Underground trains. In fact one of his school classrooms had a great view of an Underground yard, and this was often a more interesting topic to study than what the teacher was trying to teach! Doug's passion for road and rail transport was ingrained at an early age, and remained throughout his life – as those who met him would be easily able to testify. Trainspotting was the thing when he was young, and Doug 'bunked' Old Oak Common shed on a few occasions, however he didn't manage to get into Willesden shed as that was seen as a tough cookie to crack!

Doug, his parents and two sisters moved from London to the Rochester area of Kent in the late 1960s and Doug visited the K&ESR in its early days, cycling there before he had a car. Doug was a prolific photographer and was never without his camera. His collection of colour slides and prints is thought to number around 70,000, and they are gradually being scanned into digital format to try and help preserve them – there are more than 4,000 K&ESR slides catalogued, and probably double that number not yet dealt with. January 1967 is the earliest date found so far for a colour slide of our railway.

Doug met his future wife Joan at work. They

married in 1973 and had two sons (Chris and David) in 1978 and 1985. Doug worked for Rochester-upon-Medway City Council until he retired at the time of that authority's merger with the Borough of Gillingham Council in 1998. The additional free time Doug now had did not go to waste as he was then able to volunteer for weekday jobs on the K&ESR as well as the normal weekend public operations.

All four members of the then Barrow family volunteered at the K&ESR over the years. Doug started as a K&ESR volunteer in 1985 with the Clearance Department (also unofficially known as 'Slash and Burn'), latterly the Forestry and Conservation Department. He became the regular Lookout Man for the Clearance Department, and was well known for turning up with a scrap tyre or two from Mercers Garage at the back of Tenterden Town Station to help 'get the bonfire started'. The Department assisted with many projects on the railway including providing car park marshals for busy events, laying the concrete sleeper roadway in the Tenterden station car park and helping to reconstruct the Refreshment Room building after it had been dismantled in Maidstone, having previously been the town's bus station.

A few years later Doug trained as a Guard as another way of volunteering at the railway. This was a chance to meet the travelling public as well as enabling him to appreciate the work that the Clearance Department had undertaken! He was passionate about seeing people develop, and



*Doug Barrow in the cab of an old Central Line tube stock unit.
(Via Chris Barrow)*

enjoyed being able to train future Guards immensely; he was only too happy to spend additional time assisting people with further training when they needed it.

Doug's ability to speak Dutch, Flemish, German and French proved very useful when welcoming visitors from overseas. It always brought a smile to their faces that someone was making the effort to speak to them in their own language and to explain how the railway worked and what there was to see and do. He even produced foreign language leaflets, printed at his own expense, which he handed to visitors so that they had something to refer to. On occasions in the late 1980s and early 1990s Doug could even be found manning the refreshment trolley on the Santa Specials. He had a knack for being able to persuade adult passengers to go and purchase bottles (and occasionally a complete case) of the Biddenden Cider that was being served!

Outside of volunteering 'on-site' for the K&ESR, Doug served on the committee of the Maidstone Area Group which was set up to promote the railway and assist with fundraising by organising events such as slide shows, model railway exhibitions and attendance at public events (giving people the chance to ride on a pump trolley or on a miniature railway at the Kent County Show). Doug served as Vice-Chairman

of the Maidstone Area Group and loved exhibiting his Hornby Dublo 3-rail model collection tabletop style, with a different configuration for each exhibition that he attended.

One of Doug's many other hobbies was trolleybuses. He recorded the last years of some of the British trolleybus systems, and assisted with the moving of vehicles between systems for tours as well as helping numerous trolleybuses at various locations. He volunteered at Sandtoft Trolleybus Museum near Doncaster, working on the vehicles as well as driving the steam and electric trains on the miniature railway. Other interests included the pirate radio stations of the 1960s and travelling to explore places in

the UK and Europe. From 2003 Doug became involved with Class 37 diesel-electric locomotive number 37254, which his son Chris had purchased, and many hours were spent getting it back to operable condition. When the loco moved to the Spa Valley Railway Doug started volunteering there. His roles included Secondman, Guard and on occasions Crossing Keeper at Forge Farm.

Doug was a proud family man doing whatever was required, and he was so pleased to see his family expand after the Millennium with three grandchildren to dote on and watch grow. He was diagnosed with the beginnings of dementia in 2016 and this led to the inevitable cessation of physical work on the railways and at Sandtoft. He continued however to visit the K&ESR on occasions, with his last visit to ride on a train being in 2017 behind *Foxcote Manor* – a fitting final steam loco for a man born and bred on the Western Region. His smile on the day showed how much it meant to him.

Doug moved into full-time care in August 2019 and spent two years at Pine Lodge Care Centre in Sittingbourne, where he played an active role and made many friends among the carers and other residents. He passed away on 29th December and is sorely missed.

The Barrow Family

THE NEXT GENERATION:

Jack Rand

There is no point in asking Jack Rand how he acquired his love of trains – because he himself doesn't know! But his passion for railways in general and steam engines in particular is manifest from the first minute of our meeting, as he almost chokes in his desire to share his enthusiasm.

"I've been a member and a visitor for years," he explains, "and I planned to become a volunteer as soon as I was old enough. I really wanted to work with steam engines but would have been happy with any role. Unfortunately, when I reached 14 the joining age had been raised to 16; then when I reached 16 I had too much schoolwork to do." (He was doing A levels in Classical Studies, English Language, English

Literature and History at Norton Knatchbull School).

Last summer however, with school behind him, the dream finally came true, and Jack joined the Footplate Department. "I enjoy being a Cleaner, and it's even better than I expected because it's not just wiping and polishing. You also learn other things like how to light the fire and prepare the engine. Best of all are the Third Man turns, and it's great that the Firemen want to get you involved. I went home aching after the first one, but still had a smile on my face." He is keen to progress through the grades, partly because he hopes to become a Driver and partly because he would like to be able to help cover turns "rather than just be stuck in training".





Jack pauses briefly for breath, which enables me to attempt to ask a question about what he dislikes. "There's nothing I don't like," he assures me. "I find some parts hard, such as coupling up, but it's all the more satisfying when you achieve them and that makes me even more motivated. I found the early starts difficult at first but have got used to them, so I actually arrive wide awake now instead of asleep. Also I'm not really keen on heights, and was worried about going on top of the saddle tank to do the water, but even that I'm used to now."

I ask my usual question about any embarrassing experiences. "When doing the water the first time, I was told to sit on the top of the loco and look sideways into the tank to see when it was full. Unfortunately I misjudged it, so the tank overflowed, and I got soaked. I had to stand by the fire for ages to dry out!"

Away from the railway, Jack has always lived in Ashford with his parents and has recently passed his driving test. He is a student at the University of Kent, where he is in the first year of a Classical Studies course done partly on campus and partly online. "With all the Covid restrictions, Kent was one of the few I was actually able to visit in advance; it was also cheaper because it meant I

could live at home. I definitely enjoy it, although not as much as I enjoy the K&ESR."

He is also very keen on model railways and is a member of the Ashford Model Railway Club, where he has helped with exhibitions and open days. "I was inspired here by visits to heritage railways in Wales. I have dabbled in several scales, often 00, but I now have an 009 at home." The only sport which interests him, however, is motor sport, especially Formula One.

Throughout the interview Jack's enthusiasm for his involvement in the K&ESR is self-evident. "I'll talk for hours to anyone who will listen," he admits. He can remember once standing by the fence at Tenterden looking at the railway and wishing he was part of it. "Now, I'm just so pleased to have a foot in the door." He adds: "It's great that by volunteering we also get an authentic experience of what Britain's railways used to be like." Your author believes it is a sign of hope that we attract volunteers of this calibre, and recommends any members who may be feeling jaded to go and listen to him. Thanks to the pandemic there has recently been much to depress us; thanks to our 'next generation' there is also much to encourage us.

Tony Ramsey

VISITOR NUMBERS 2019–2021

Volunteer Booking Clerk John Harding has been particularly interested in counting passenger numbers since the introduction of the MERAC computer program in 2014. As a consequence he also has the role of 'Assessor', though he's not sure that will mean much to readers! It nevertheless enables him to assemble and write about the K&ESR's performance, and with the return of something more like normal service from May onwards we are pleased to publish his analysis of the results for 2021.

Previous reviews of our passenger numbers have made comparisons of the current year with the immediate preceding year. In view of the unfortunate events and circumstances it seems more appropriate this year to take a three-year timescale to include the last year of 'normal' operation, 2019, as shown in the table opposite.

Comparison between 2019 and 2020 was totally meaningless but served to illustrate the 'annus horribilis' suffered by not only our railway but by just about every other organisation in the leisure industry. Results for 2021 show a reasonable recovery thanks to the heroic efforts of all staff and volunteers in what have still been very difficult conditions.

In 2020 the first lockdown started in March, which meant cancelling the Thomas event (nine days over the Easter period), all Pullmans and all other advance bookings. This created an immense amount of work for the office staff at a time when there was some doubt as to whether they should be in the office at all. We also had to cancel other events including Forties, Evacuation and Hoppers.

In early July 2020 the lockdown was eased and we were able to operate during the period July–October but subject to 'social distancing' restrictions. Compliance meant that in the open plan coaches only every other table could be occupied. Families of up to eight could book a compartment in the Vintage set. We only attempted to operate one train (which became the 'A' set), consisting of some Victorian coaches and some open plan including *Petros*.

In order to enforce the restrictions we could accept only advance bookings originating at, and returning to, Tenterden on the same train. These restrictions are reflected in the passenger numbers for this period. However it is encouraging that even under these difficult conditions there was still a demand for our services, providing an enjoyable day out for our visitors.

Sadly during October the pandemic worsened, and we were locked down again from 2nd November. At that point we had taken a considerable number of Santa bookings and December Pullmans, all of which had to be cancelled, again creating a heavy workload for the office staff. However an encouraging aspect was that a considerable number of bookings did not require a refund as passengers were happy to transfer their booking to 2021.

As we all know now, the lockdown continued from November 2020 until late April 2021 and again we were unable to stage a Thomas event. We were able to start regular operations from mid-May, but continuing to be subject to government restrictions – which were however somewhat more relaxed than those established in the 2020 operating period.

We were able to operate both 'A' and 'B' sets and allow passengers to return on a later train from Bodiam. By August 2021 passenger numbers were comparable with those in August 2019. In September we were able to stage the Hoppers and Forties events in the first two weekends.

We also planned the Santa event without knowing whether or not it would be permitted but proceeded on the basis that it would, subject to restrictions. This turned out to be a wise decision in view of the Covid Omicron variant. The event did take place and was a great success, with more than 12,300 bookings. We have had many messages of appreciation from passengers.

2020 will be a year we all would rather forget but it did demonstrate the resilience and perseverance of the staff and volunteers. 2021 has shown a substantial recovery, despite the lack of a Thomas event, and at least bears some comparison with 2019. This gives us confidence not only in the survival of the railway but also in our ability to come back stronger than ever in the coming years.

Visitor Numbers 2019						
Month	Operating days	Regular passengers	Santa specials	Thomas events	Pullman trains	Total numbers
January	1	390				390
February	7	2,250				2,250
March	6	360		3,690	60	4,110
April	22	8,050			390	8,440
May	27	9,090			230	9,320
June	23	7,250			370	7,620
July	25	7,310		3,820	340	11,470
August	31	12,130			520	12,650
September	22	6,820		3,000	310	10,130
October	12	3,200			480	3,680
November		50				50
December	13	1,020			220	15,100
Totals	189	57,920	13,860	10,510	2,920	85,210
Platform tickets						2,300
Total visitors						87,510

Visitor Numbers 2020						
Month	Operating days	Regular passengers	Santa specials	Thomas events	Pullman trains	Total numbers
January	1	630				630
February	7	1,070				1,070
March						0
April						0
May						0
June						0
July	6	1,180				1,180
August	19	5,460				5,460
September	13	3,220			70	3,290
October	12	2,860			290	3,150
November						0
December						0
Totals	58	14,420	0	0	2,920	14,780
Platform tickets						60
Total visitors						14,840

Visitor Numbers 2021						
Month	Operating days	Regular passengers	Santa specials	Thomas events	Pullman trains	Total numbers
January						0
February						0
March						0
April						0
May	9	1,945			160	2,105
June	22	4,500			197	4,697
July	23	5,830			397	6,227
August	31	12,243			418	12,661
September	21	5,580			317	5,897
October	17	5,112			598	5,710
November						0
December	13	286	12,345		195	12,826
Totals	136	35,496	12,345	0	2,282	50,123
Platform tickets						735
Total visitors						50,858

It Seems To Me...

Back to the Future. *Finding that the Tenterden Town phone box is in fact a Tardis – and inspired by the feature on page 27 – Sequitur, with tongue in cheek, reveals the contents of the Chairman’s address to the Annual General Meeting for 2042.*

In welcoming members to the meeting, the Chairman observed that it was quite nostalgic to have an overcast day and a break from constant temperatures in the low 30s. Weather-wise, 2041 had however been a tremendous year. Sadly, that had not been reflected in visitor numbers, the slight downward trend of recent times being maintained.

After some years as a major attraction, the Robertsbridge extension had lately disappointed in terms of passenger numbers. The Chairman recalled the sense of anticipation when it opened, but sadly the connection at Robertsbridge with Southern Railway (which had recently succeeded Great British Railways) was under-utilised. Regular weekend line closures to enable emergency repairs to the tunnels between Tonbridge and Robertsbridge, as well as to service the 25kV overhead catenary, continued to be a disincentive to travel. Similarly, with just one main line train each hour, maintaining connections was nigh-on impossible. Visitors were simply not prepared to stand waiting on a platform for upwards of 40 minutes. It was far easier to charge up the car, pay the road toll, and visit on their own terms. In this connection it was planned to increase the number of pay-by-phone charging points in Tenterden Station car park.

The continuing downturn was all the more disappointing considering the huge changes the railway had made to its offering in recent years. The combined toilets, visitor centre, museum and buffet complex was still, even six years after opening, something of a ‘Marmite’ development. Entirely covering what was formerly the station building-side ‘yard’ it had undoubtedly improved the visitor experience; that said, a small though vociferous minority of members continued to express their distaste for it. There were also continuing complaints from visitors whose children had been frightened by the holographic display based on old 8mm and 16mm films of volunteer life in the 1960s and 70s.

The Chairman expressed annoyance at those who continue to belittle the coffee bar, housed in the former gift shop in the main station building.

It was, she said, far more profitable selling sustainably sourced cups of coffee than pens and pencils, however recyclable. This had been proven in every single year since the gift shop was incorporated into the visitor centre. The Chairman added that she would not rule out losing the gift shop altogether. As things stood, we offer only an extremely limited range of souvenirs; we simply could not afford to have hundreds of New Pounds tied up in stock gathering dust on shelves. (Introduced in 2030 in response to inflation, one New Pound = 20 ‘old’ Pounds.)

Change was all around us, not just on the railway. Twenty years ago, whoever would have believed there would be lineside vineyards almost all the way from Tenterden to Rolvenden? This part of southeast England may well once have been hop growing country, but now it was increasingly becoming the home of English wine. Similarly global warming had necessitated the Rother Levels being restored as an inlet of the sea, the marine ambience and activity allowing the K&ESR to market itself as a seaside railway.

Which subject led to what the Chairman called the soaraway success of 2041. After six years languishing as an unloved flat-pack, the old buffet from Tenterden – formerly the Maidstone Bus Station waiting room – had been re-erected as The Rother Valley Limited railway-themed brasserie at the far end of Northiam station car park with fine views over Lake Stephens (The Environment Agency’s tribute to the Colonel). Trade had been “phenomenal” and already it had gained an enviable reputation. The question of “What do we do with Northiam?” had finally been resolved.

That said, the railway was facing significant challenges. The burden of the Clean Air Act (2032) was onerous indeed. For each passenger carried on a single journey in 2041, the railway had to pay a levy of N£2. Additionally, for every mile that a steam locomotive covered, there was an additional levy of N£5. It was becoming increasingly difficult to break even; the railway could not continue like this, and Trustees had

spent many hours debating the best way forward. It was quite likely that steam services between Bodiam and Robertsbridge would be cut back and dieselised. We also had to acknowledge that we were fast approaching the stage where steam, even though now using bio-fuels, would only run when we could be sure it was economic to do so. This would undoubtedly include the Santa Special season, where steam had always been considered part of the product's draw. We also had to accept that for the majority of our visitors, steam was little more than an amusing novelty; very, very few could now relate to it in the real world.

The situation was only marginally better for bio-diesel operated services. We still had to pay tax but for the moment, at least, this was somewhat less than for steam. For how long it would remain thus was uncertain. Protestations from the heritage railway industry had largely fallen on the tin ears of government.

To say that it was nigh-on impossible to enter into any kind of dialogue with officialdom was an understatement. Along with many other registered charities, we had recently been subject to an audit by the Charities Office Eligibility Commission (COEC) as part of a government review of organisations benefiting from charitable status. This is part of a long-term and ongoing campaign to recoup the billions of (Old) pounds spent fighting Covid 20 years earlier. COEC's initial findings were that we were "too commercial" (whatever that may mean) and that more of a charitable nature needed to be done. Despite extensive co-operation with schools throughout the southeast many visitors did not use the railway for educational purposes, and thus it was that COEC questioned our status as an educational charity. That said, COEC was unable to provide a definition of what exactly an educational charity is, or how



A special train service will be run in connection with the Rother Wind Surfing Festival.
(Robin Dyce/Terrier Archive)

we might better place ourselves to continue to benefit from that status.

However, we had faced greater hurdles. We had survived the Covid pandemic, which still loomed large in the public memory. It was only after five years, and with the fading of the feeble Omega variant, that normal service could be guaranteed. The Chairman had absolutely no doubt that she could rely on everybody to work as a team, and that whatever life, and the government, threw at us, the Kent & East Sussex Railway would prevail.

With that in mind, we would continue to invest in long-term capital projects. Thanks to a generous legacy, work is due to start next year on a carriage washing plant at Rolvenden Marina. This would enhance our visitor offering immeasurably.

The meeting concluded with the customary questions from the floor, among them one concerning the high turnover of volunteers. Being "somewhat long in the tooth" (his words), he was concerned to note the recent loss of several long-standing volunteers, citing reasons of being over-worked and under-appreciated. Theirs was experience we could ill afford to lose; it was becoming a worrying trend. In response, the Chairman stated that the wellbeing and sense of self-worth of the railway's volunteers was of paramount importance. Trustees were enormously grateful for their efforts but would, as always, monitor the situation.

BOOK REVIEWS

Unfinished Lines

Rediscovering the Remains of Railways Never Completed

Mark Yonge

268pp, 175 × 250mm, hardback. Illustrated with 201 photographs and diagrams. Published by Pen & Sword Transport Books, 47 Church Street, Barnsley S70 2AS. ISBN 978 1 39901 853 1. £30 (widely available at a lower price).

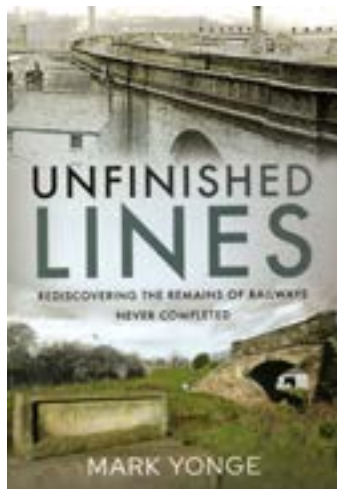
To those with a deep interest in railway history, proposed but unbuilt railways hold a special fascination – as also do closed lines whose many remains still haunt us. However few have taken the time to see and survey the scattered remnants of railways that were authorised but never opened, even after construction had commenced. To find such remnants requires a dedication to historical research and sheer footwork that very few attempt, let alone guide us to the results of their efforts. Mark Yonge pursued this interest for many years and is able, regrettably posthumously, to guide us through the results of his long-term research.

The coverage is essentially a personal one of some 19 railways and sites. Some chapters, like Brunel's atmospheric railway failure and Lullingstone Airport station, are not strictly lines but associated buildings. The work ranges nationwide to the far north of England, exploring the completed cut of a line in Northumberland abandoned when the Great War broke out, via the unspoilt completed bridge George Hudson built in the 1840s to grace Tadcaster in Yorkshire. Nearer to us is the, perhaps well-known, London Brighton & South Coast Railway's Ouse Valley line (north of Haywards Heath to Eastbourne and Hastings) and the abandoned Northern Line extensions beyond Edgware.

Other South East remains include the original line of the Hawkhurst branch, on which a false start was made a decade before Holman Stephens supervised the construction of the final line that was to last 70 years. Stephens' East Kent Light Railway features in its abandoned branches that testify to the lost coalfield hopes, as do the inaccessible remains of the abandoned start of the 1880s Channel tunnel, trials for which revealed the coalfield.

Necessarily eclectic in their coverage, most chapters give a comprehensive picture of the origins and progenitors of the lines, which are full of historical interest in themselves. There are many excellent photos and maps, many based on Google satellite pictures, and each chapter ends with a description of the remains and how to reach them. This book is a true memorial to dedicated research, and is recommended to those of us interested in the might-have-beens of railway history.

BJ



Dickens and Staplehurst – A Biography of a Rail Crash

Gerald Dickens

235pp, paperback. Published by Olympia Publishers. ISBN 978 1 78830 851 9. £8.99.

This new work – written by Charles Dickens' great-great-grandson – covers the well-known accident to a boat train at Staplehurst in 1865, on which Dickens was a passenger. However the book has much more of interest, as the first section covers the earlier life of the famous author – which is necessary to explain the circumstances of how he came to be on this train as he returned from a trip to Paris. It has always been a point of conjecture as to who accompanied him on this trip, and has remained an enigma to many people ever since.

This book explains all, and Gerald Dickens has spent much time researching, from newspapers and accident reports, exactly how this unfortunate boat train came to derail on the Beult bridge at

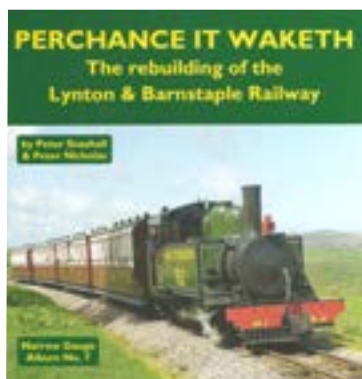
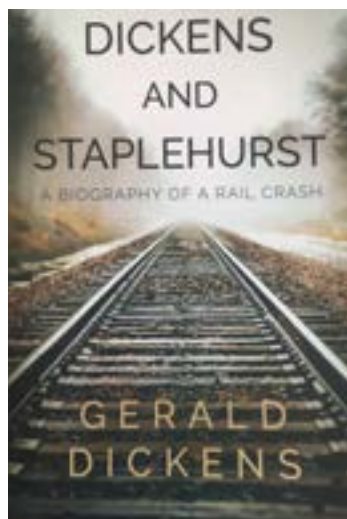
Staplehurst, costing the lives of 11 people. It makes interesting reading and covers the assistance that Dickens himself gave to many fellow travellers – some who survived and some who sadly didn't – plus the actions that took place to care for the injured in several local places familiar to us here in Kent. Following his ordeal it is obvious that Dickens suffered the effects of his experience for the rest of his life; although very active in his final years he died in 1870 exactly five years to the day after the accident. The author interviewed survivors from recent rail accidents such as Ladbroke Grove and found that very similar effects were experienced and continue to be experienced by them to this day.

The final chapter comprises Dickens' tale *The Signalman*, a short story which the author often told at his reading performances around the world. The BBC eventually made it into a film, the railway scenes of which were filmed at the Severn Valley Railway in 1976 (see *Steam Railway*, December 2021). This story was almost certainly written as a result of Dickens' experience at Staplehurst that fateful day in 1865.

Gerald Dickens was once a resident of Tenterden, and worked at Homewood school for several years which makes for a local connection. Indeed, the fact that girders from one of those Beult bridges have been used to replace the bridges at Robertsbridge on the Rother Valley section of our railway cements our connection with the great Charles Dickens himself!

I can recommend this budget-priced book to anyone who has an interest in the incident at Staplehurst over 150 years ago, and who may find the background to Dickens' involvement of added interest.

DL



Perchance It Waketh The rebuilding of the Lynton & Barnstaple Railway

Peter Snashall & Peter Nicholas

96pp, hardback. Colour photographs. Published by Mainline & Maritime. Narrow Gauge Album No.7. ISBN 978 1 90034 095 3. £19.95.

This book starts by telling how a few volunteers got together and started a small railway at The Milky Way Theme Park near Clovelly. They called it The LynBarn Railway, and from this beginning helped raise funds for the rebuilding of the much-lamented Lynton & Barnstaple Railway – including, in 1995, the purchase of both Chelfham and Woody Bay stations. The following year the L&B was reborn when planning

permission was given and work started at Woody Bay station.

Ten years later, on 27th May 2006, the line opened to Killington Station. For such a short stretch of line to attract so many visitors owes a lot to its charm and being situated on the edge of Exmoor. The way it is run by its volunteers and its growing popularity has enabled the Lynton & Barnstaple to gradually purchase further track-bed and stations along the former route towards Barnstaple.

This book explores with photos the rebuilding and planned expansion, the other stations, rebuilt bridges 54 and 55 and the added attraction of visiting locos from Statfold Barn, Launceston and Ffestiniog railways. Its potential is highlighted, and this book is a worthy addition to anyone's collection – but especially if you have enjoyed a visit to this wonderful railway and plan to visit it again.

DW

Visiting Locomotives

Using his own photos the Editor recalls some of the visiting motive power that has been seen at Tenterden Town during the present century.



The North Yorkshire Moors Railway's 0-6-2T Lambton Tank No.29 (Kitson 4363 of 1904) on 22nd July 2006.



J15 (Great Eastern Y14) 0-6-0 No.65462 from the North Norfolk Railway, seen here on 5th May 2007.



The K&ESR never had a Beattie Well Tank but No.30587 looks quite at home with the Vintage Train on 15th March 2008.



Ex-LMS Jinty 0-6-0T visiting on 1st May 2010. Now under overhaul by our friends at the Spa Valley Railway.



GWR City of Truro was one of the most notable visitors ever to the K&ESR. On 23rd July 2010 Management Accountant John Cobb grins happily at the thought of all those visitors (and the income).



Great Northern N2 Class 0-6-2T No.1744 on No.1 Road on 30th July 2012.

Signalling on the K&ESR 1900–1961

The addition of an original RVR ground frame to the Museum collection has prompted Brian Janes to reflect on the original signalling used on our railway.

When Holman Stephens built his first railways, the Rye & Camber and Selsey tramways, he saw no need for formal signalling. However this pursuit of minimal cost and simplicity could not be carried forward into the more complex RVR/K&ESR which was built under the constraints of the new Light Railway Act, but he did his minimalist best.

All Stephens' railways were, almost by definition, single lines. Unless there is only one train operating on such lines ('one engine in steam' like the Rye & Camber) then there are clearly inherent dangers of collision. This might be partially mitigated by strict timetabling between fixed points; but before telephone or telegraph contact, and human nature being what it is, trouble ensued. This procedure rapidly evolved into the use of a 'train staff' (literally an appropriately labelled, and often coloured, staff) the holding of which was the sole authority to enter the part of line in question.

The single train staff system is very inflexible for, by its nature, there must be an equal number of trains running alternately in each direction – otherwise traffic comes to a stop. It was therefore supplemented by the addition of 'tickets' issued to trains running in the same direction, but prior to, the train running with the staff. Only when the staff itself arrived did it release trains to run in the opposite direction. A telephone or telegraph to advise on the occupation of the section supplemented this system. This was the method initially adopted by Stephens on the K&ESR.

Fixed points within which the staff operated were of course essential, and signal boxes marking 'block sections' became common in late



Standard type signal at Biddenden.

(J. Aston/CSRM)

Victorian times. Stephens considered such things unnecessary luxuries, the necessary control points for trains being in the appropriate stations. To control the points and signals on, and adjacent to, their lines however the SE&CR insisted on a signal box at Robertsbridge. Points on the K&ESR were operated by lockable ground frames which served all passing places and siding access. The larger frames at the Headcorn end of Tenterden Town yard and that at Headcorn Junction were blessed with corrugated iron shelters; no others were.

Passing places and terminals were relatively conventionally signalled with home and starting signals operated from ground frames; though a lattice signal post at Tenterden

was notable for the use of three arms – two facing Headcorn and one facing Robertsbridge. Stephens was a pioneer in the use of old rail for signal posts, and one or two examples could be found by the 1920s. There were however oddities: a tall signal with arms for both directions, operated by the gatekeeper, protected the Robertsbridge gated crossing and there was an interesting miniature double-armed post example at Rolvenden station protecting the loop.

Shunt signals were not prominent, but different types were used at several key points with no apparent consistency. An ex-SE&CR example from Biddenden survives on display at the Museum.

As has been noted earlier, train control was initially exercised by the staff and ticket system on the Rother Valley Railway, with two sections, divided at Northiam; later the Town extension would be added. The Tenterden–Headcorn

Junction section was divided at Biddenden and, probably in 1910, the Northiam–Robertsbridge Junction section was divided at Bodiam. The train staff gave access to an Annett's key* for intermediate siding and goods siding ground frame point operation. Points within the goods sidings were operated by weighted point levers. This system is relatively inflexible for busy times, particularly when the train intended to carry the actual token (the second or subsequent train) was cancelled or running very late.

Several electric train token (or tablet) systems were devised in the late Victorian period whereby a number of tablets (discs) or tokens (stuffs) were held in two instruments, one at each end of a section, which were electrically interlocked so that only one might be withdrawn at any one time. A tablet or token could thus be withdrawn any time the section was not occupied, and for travel in whichever direction was required.

In 1927, therefore, the Company partially replaced the staff and ticket system with electric staff and tablet systems; a mixed set of instruments was used. Headcorn–Biddenden and Bodiam–Robertsbridge Junction remained staff and ticket. Elsewhere second-hand equipment was used, with the necessary machines installed in station buildings. Possibly to assist clarity, staffs and tablets were interwoven; Biddenden–Tenterden and Rolvenden–Northiam were covered by Tyer's No.7 tablets while Tenterden–Rolvenden and Northiam–Bodiam were covered by Webb & Thompson electric train staffs.

By 1945 the only instruments still in full operation were those between Rolvenden and Tenterden, and Tenterden and Biddenden, operation being controlled by one staff or tablet permanently withdrawn from the instrument.

When the line was nationalised a simplified staff and ticket system was proposed but does not seem to have been implemented. With partial



High Halden request signal set to stop train from Headcorn. (CSR)

closure and goods-only working, 'one engine in steam' could not at first be implemented because of the interweaving of main line and branch at Robertsbridge. At first therefore staff and ticket was used for Robertsbridge–Bodiam (but without authority to use tickets!) with 'one engine in steam' beyond. The system was finally simplified in December 1957 with a basic train staff equipped with an Annett's key (which can be seen in the Museum).

One of the distinctive features of K&ESR's intermediate, but not passing, staffed stations was a double-armed signal situated by the station buildings. These staff-operated signals were designed to help speed train services by acting as indications to trains that they should stop as there were passengers or goods to pick up. It seems

unlikely that they were of great utility but – except for that at Bodiam, removed when it became a block section – they lasted for many years. That at Frittenden Road went sometime between 1938 and 1952 but the High Halden Road example lasted until closure. It is highly probable that the signals themselves were second hand; those on the Rother Valley section and at High Halden Road were probably Saxby & Farmer slotted post examples obtained from the SE&CR as it replaced such things with more modern signalling. The one at Frittenden Road was however of a different pattern by Stevens and Sons, with separate arms on a single post.

Today of course the railway is operated with multiple signals, full-blown electric train token and tablet systems, as devised in the late Victorian period, complete with signal boxes. Very interesting of course, but hardly in accordance with the light railway simplicity advocated at opening.

** Key used to operate ground frames for points and signals that were remote or, as on the K&ESR, detached from the control mechanism for the section. Devised by J.E. Annett of the LB&SCR in 1875, keys were frequently integrated into single line staffs.*

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.

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

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