



JOURNAL OF THE
KENT & EAST SUSSEX RAILWAY



Tenterden Terrier

Spring 2024

Number 153



Anniversary Appeal

1974 – February & May Photo Feature

Welcome to Pullman Cars *Lydia* and *Isle of Thanet*

Visitor Numbers 2023

Moguls on the K&ESR

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FRONT COVER
*K&ESR No.10 Sutton
approaches Rolvenden with
the first steam-hauled service
on 3rd February 1974.*
(John May)

BACK COVER
*Nearly 50 years after the scene
on the front cover – 50 years
of progress.*
(Robin Coombes)

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Atmospheric night-time shed scene at Rolvenden on 24th December.
(Robin Coombes)

Tenterden Terrier

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Editorial

Fifty Years Later

On 3rd February 1974, after 13 years of the most convoluted struggle, the Kent & East Sussex Railway ran its first public trains of the heritage era. The Chairman recalls that occasion in his Lineside News column, and like him I was on Tenterden Town Station that bright, thankful, morning. It seemed almost unbelievable after all that had happened since the line closed in 1961; and, although we all had our own ideas of how the reborn K&ESR might progress in the medium term, I doubt whether any of us

imagined what the railway might be like half a century later.

Well, to put it mildly, both the medium and the longer term have proved an interesting – and at times bumpy – ride. Rails now stretch from Tenterden Town to Junction Road, the K&ESR is well regarded, and, thanks to our colleagues at the Rother Valley Railway, there is every prospect of us running trains to Robertsbridge Junction in the foreseeable future. What the next 50 years may hold we cannot know, but perhaps one of today's younger members, writing an editorial for this journal in 2074, will be able to reflect on an entire century of achievement.

Nick Pallant



Destination tomorrow: Robertsbridge, with the connection to the main line in the distance and the new Robertsbridge Junction Station to the right of the picture.

(Robin Coombes)

FROM THE CHAIR

This is a big year of anniversaries for us.

The line closed to passengers, and completely between Tenterden and Headcorn, 70 years ago in January 1954. There are still a few people around who remember that day. Twenty years later, in 1974, we began the process of re-opening with a short stretch from Tenterden to just beyond Rolvenden. The first public trains ran in the February; the formal ceremony followed in June, with William Deedes, the then MP for Ashford (later Lord Deedes), officiating.

Some of those active 50 years ago are still volunteering today, although thankfully now joined by a couple of younger generations!

I have clear memories of the February 1974 event (I missed the June one due to O Levels). Tenterden Town station was heaving with people, including representatives of the national press. The first train was formed of the GWR Railcar No.20; on the way back a Terrier was attached at Rolvenden and it was that engine which handled the rest of the day's services, hauling two of the

Maunsell coaches. It was a short trip and trains ran every hour. At the end of the weekend the site was locked up as the last of the volunteers left for home.

Facilities for the public, and for ourselves, were basic, cobbled-together and minimal. A time traveller from today would recognise the station building, level crossing and signalbox – the last then in an incomplete state – but not much else. It was all very new, and very exciting.

In the ensuing half-century the world has changed out of all recognition, and so have we. From a group of colleagues showing off their nostalgic hobby at weekends, and with very little competition in the leisure market, we have evolved into an operation that is exponentially greater and – I would argue – facing challenges even more daunting than those overcome by the pioneers. I like to think that, for all our necessarily increased scale and professionalism, we have retained much of the early spirit.

Of course, the journey isn't over yet. Trains to Robertsbridge, which in 1974 we thought would



The calm before the storm: early morning at Rolvenden.

(Kieran Wildman)

be an impossibility, will be a reality well before the end of this decade. At the same time we will have to accelerate the pace of change in order to broaden our appeal to a public which is far less tolerant of foibles and for whom traditional train travel isn't even a distant memory. Resting on our laurels simply isn't an option, just as it wasn't for our predecessors.

Historical perspectives can be instructive. In its original form the Kent & East Sussex Railway carried passengers for around 50 years, and Colonel Stephens was in charge only for the first 30 of them. There followed 20 years of uncertainty as the final goods trains ran on the surviving portion, and the preservationists became established. And now we ourselves have been welcoming visitors for 50 years, for pretty much as long as it was a 'real' railway.

Or we can look at it in other ways. In broad terms, the Mk.1 coaches, which form the mainstay of our fleet, have now been with us and our comparatively limited maintenance facilities for twice as long as they were in BR service. The

same is true of many of the steam engines on which we rely. Locomotives and rolling stock are not in the twilight of their careers; they are well into new, and in most cases already longer, ones.

The basic point is this, and it bears repeating: we are not a bunch of preservationists trying to keep the old ways going for a few more years by patching and mending, and by getting visitors to help pay for our hobby. We, and our fellow heritage railways up and down the country, are now serious, complicated and often underfunded businesses in an environment which can be hostile. We operate as part of a competitive heritage tourism sector. We are heavily regulated. If we and others can continue to rise to these challenges, we shall be fine. Otherwise, not.

To quote Bob the Builder: "Can we do it? Yes we can!" But only if we keep the smell of the coffee in our nostrils and act accordingly.

Let's have a great anniversary year, looking forward as much as back.

*Simon Marsh
Chairman*

MOTIVE POWER

Rolvenden MPD

Well, we made it to the end of the season. The Santa Specials were run using two engines per train, with two Austerities on one set, and a diesel combined with BR Standard 2 **78019** on the other. Our thanks go to the Loughborough Standard Locomotive Group and the Great Central Railway for making the loco available to us at such short notice. (Our originally agreed hire for another engine fell through when the engine failed a boiler inspection.) 78019 was a popular visitor amongst our crews, and we hope to see it again in the future.

At the end of 2023 *Sapper* was withdrawn for a ten-year boiler overhaul. We understand from its owner that this will be a contract overhaul, away from the K&ESR. We hope that, once this is done, *Sapper* will return to us, given how good an engine it has been. Both *Sapper* and *Swiftsure* have been reliable performers, and welcome additions to our loco fleet. Speaking of *Swiftsure*, it has been undergoing some maintenance since the end of the season, including a new bronze bush to a coupling rod. This has been done by Liam, George and co. at Rolvenden. At the time



Swiftsure receiving attention to its bearings.

(Liam Head)

of writing *Swiftsure* was back in one piece, and ready for running in again.

In January the positions of **4253** and *Maunsell* were reversed in Rolvenden shed to allow the side tanks to be re-fitted to *Maunsell*, albeit temporarily, to allow things to be marked out. The USA tank is making slow progress, due to a lack of available labour; if it is to reappear in the summer, as hoped, the team at Rolvenden really could do with some help. If you feel that



Knowle and Marcia at rest outside the CSS.

(Jon Edwards)

you could spare them some time please see Liam or Moff at Rolvenden – they will be pleased to see you.

Sadly, as far as the Terriers are concerned, it is still a case of ‘hurry up and wait’. It would appear that agreement has finally been reached with the various insurance companies involved in the *Bodiam/Poplar* claim. It is hoped that, before much longer, the engine will go away for the repairs to be undertaken to allow it to return to service. *Knowle*, however, continues to wait for funds to become available for the necessary repairs.

As detailed elsewhere in this issue, *1638* is still at Leaky Finders, helping to keep dust off their floor. However, the appeal in this journal represents the best chance to get the Pannier back where she belongs, and we would urge you to support it in any way you can.

Following its repairs earlier in the season, *Northiam* performed well when called on for Santa duties, and should be fully fit for the coming season.

As far as the diesel fleet is concerned, the *Ruston* has continued to soldier on, performing shunts at Rolvenden as well as carrying out

duties for the P. Way team. *D9504*, the Class 14, returned to traffic in time to help share the Santa duties, performing well. In addition we have managed to secure Class 20 *20087* (from the gentleman who owns *Sapper* and *Swiftsure*). Initially on hire for a period of a year, 20087 complements our diesel fleet, and will allow us more options in the event of high fire risk next summer. 20087 also appeared on the Santa trains with 78019.

We cannot end this report without giving our thanks to the 4253 team, who have lent us manpower to help with urgent or unexpected jobs when needed. It is very much appreciated, and good to see some of them taking the opportunity to learn new skills in the process.

4253 Locomotive Company – *Kelvin Williams*

A Happy New Year to you all! So, what have we been doing lately? We started the year with our 11th Annual General Meeting, which was well attended in the Station Buffet. A comprehensive report on the engineering work and the accounts were given, details of which will be in the next Shareholders’ Newsletter.

A lot of work (some unforeseen) has had to be

done on 4253's brake system. When the vacuum test was carried out we could not get the required 25". This resulted in (cutting a long story short) a pipe section being replaced. The vacuum reservoir tank had several leaks; attempts at rectification were unsuccessful, so a new tank is now fitted. The brake cylinder showed pitting on the inside of the drum. It was removed, to reveal that the drum wall also had a crack in it, so a new drum section has been ordered. The top and bottom sections are fine, as is the piston itself.

Apart from the almost all-retired or nearly-there volunteers working on 4253, we also have a teenager! Jake is being shown all the correct ways to use the various tools and is keen to learn more. Long may he stay with us.

The boiler at HBSS is still being worked on, with the crown stays having been installed. Next will be the tube plate, followed by the boiler tubes and hydraulic testing. One steam pipe has been found to be cracked, so another was dug out of our stores and sent to HBSS.

With all the materials to finish the boiler having been bought and paid for, our remaining costs are labour and return transportation. Both these elements have seen big increases over the past 18 months, driven in the main by the escalating cost of gas, electricity and diesel.

It was announced at the recent AGM that we have been able to revise our budget forecasts to see the whole project through to completion. This shows a shortfall in round figures of £12,000. We hope our current and potentially new shareholders can cover this shortfall.



Paul Doel riveting the boss onto 4253's new vacuum reservoir tank. (Charles Masterson)

GWR Railcar W20W – Chris Mileman/ Neil Edwards

Plenty more progress, I am pleased to report.

Internally:

The upholsterer stripped all the seats and disposed of the rusty springs and horsehair, and returned a few frames to us for repair or renewal as necessary. All wood was treated with fire-retardant paint and in late December all the seats were delivered back to us, looking splendid in their green moquette to the original GWR pattern. All the seat ends have been rubbed down and varnished, and green Vynide leathercloth – a Rexine equivalent – has been applied to the recessed areas as per the original. The restoration of the driver's seats has been completed and they are awaiting appropriate coverings. Fabulous work continues fitting all the wooden cappings and window surrounds internally; all look beautiful with their varnished finish. The centre capping along the ceiling will actually be finished in cream to match the ceiling panels – not varnished as incorrectly reported last time.

The fireproof sound-insulating material for the large saloon floor has been delivered but not laid yet, as the under-floor wiring/piping etc. requires access from above. Some of the exposed heating pipes have been boxed in, but the decorative covers can't be fitted until the finished flooring has been laid. Damaged and buckled aluminium trims to the inspection hatches have been replaced with new, cleverly sourced and in-house fabricated, material.

An appropriate green Marmoleum (modern lino) has been selected for the flooring within the large saloon and has been approved for our use by the Independent Competent Person. The Marmoleum will only be ordered once the fireproof floor has been finished to ensure it can be laid as soon as it is delivered, to relieve any storage issues.

Two kind members, Ann and Beverley, have measured up for the eventual curtains. The best method of fixing to the curtain rail has been determined, following trials, and a material has been selected. It will be ordered shortly, just in case it goes out of stock before we need it!

Externally:

Following some adjustment and re-alignment of the restored framework by Alan Brice and some of his shed staff, the Headcorn-end cab window



The Headcorn end taking shape. (Chris Mileman)

frame sheet metalwork has been replaced temporarily by a template. This approach has been taken to confirm how the metal sheets will fit and look when the fabrication is finished by the C&W metalwork contractor. The templates now prove to be a good fit on the adjusted wooden framing and hopefully demonstrate how the finished article will look. Work has commenced to fettle and improve the Robertsbridge-end wood framing and metalwork similarly. While we await the end cabs to be completed, the sash window frames for the luggage compartment are being manufactured off-site ready for fitting.

It probably goes without saying that the painstaking task of sanding back the filler in the countersunk screw recesses continues at every available opportunity. This is not a fun job... but we intend to achieve the smoothest and best finish that we can.



The control wiring at the Robertsbridge end takes shape. (Neil Edwards)

Controls:

The job of fitting, sealing and testing the replacement pneumatic control pipework under the vehicle has proved to be complicated and physically very demanding. However our volunteers persisted, and the system is now ready for pressure and leak-down testing. The operation of the pneumatic control system is reliant on having a suitable air supply available, so the two air receiver tanks have been successfully hydraulically tested, in house. The next stage is to have the cylinders formally tested and certified by an authorised pressure vessel inspector. This is booked for mid-February. Assuming there is a successful outcome to the certification process, the cylinders will be re-installed on the vehicle. This will then allow for the initial testing of the pneumatic controls and air motors to be undertaken.

Electricals:

The two specialised batteries were specified and approved, and have been installed along with the rail-standard heavy-duty cable. The wiring in the Robertsbridge-end junction box has been number-tagged for easier reference, as has already been done in the Headcorn cab, and more rail-use approved cable has been purchased which has allowed for the completion of the outstanding control wiring. All the main control wiring (excluding the internal cab wiring) has now been completed.

Alongside the pneumatic systems, both of the driver's control instruments have been temporarily connected to the newly installed wiring. This has enabled testing of the refurbished controllers and the wiring to and from the associated electro-pneumatic valves to be undertaken. All tests so far have proved successful; the next phase will involve proving the correct operation of the EP valves themselves. The faulty second dynamo has continued to defy attempts to rectify the problem. However, a specialist has been identified and the generator sent away, so we are keeping our fingers crossed. The railcar will operate with just one dynamo but the second is desirable as a back-up.

So, everything was going well... but there has to be a BUT!

The disappointing news is that the long-awaited lift and completion of the cab and dome metalwork did not progress during December as we had hoped. This was due to other carriage

servicing taking priority during November before the Santa season and, now, the unexpected additional work on *Diana* and *Barbara* which will fully occupy the C&W team. Both vehicles are needed back in service for the start of the 2024 season and need the attention of our metalwork contractor. Unfortunately these activities are on our critical path and, without them being completed, work on fitting out the cabs cannot take place and neither can the floor be completed or the interior saloon fit-out progressed.

If just the Robertsbridge-end cab sheeting and dome is undertaken the team could progress work on that end and in the small saloon, i.e. fixing the sheeting, filling screw holes and

external painting, fitting the remaining windows, and fitting out the cab. Otherwise, the team will soon be short of work to do. At the time of writing, negotiations still are in hand to see if a solution can be found in the medium term.

It's not all bad news! As is described above the project is still moving forward with some good progress being made on various fettling and essential testing activities. All of this is preparing the vehicle for its eventual formal commissioning, ready for its long-awaited return to traffic.

However, the finish date is now totally dependent on the vehicle lift being undertaken and the completion of the cab sheet metalwork. Of course, there is always more body filler to sand back and paint in the meantime!



The Class 20, with the Class 14 beyond, sitting outside Rolvenden.

(Jake Lewis)

ROLLING STOCK

Carriage & Wagon – David Brailsford

C&W managed to provide all the coaching stock for the 2023 Santa Specials, but it was a last-minute thing to complete all the tasks required on RMB 59.

RMB 59: One of the battery boxes had to have a rapid repair before being put back into service. As this is the only purpose-built catering vehicle that is available for the A set, it is highly probable that the Mini Buffet will be put back

into operation for the 2024 season. This will be subject to a few critical jobs being completed during the closed period. A new livery is envisaged for this vehicle, and it is planned that this will happen during the summer.

Kitchen Car Diana came into the workshop at the end of November and has been stripped out. After almost 40 years of continual service, we have found that most of the longitudinal floor bearers in the kitchen area are very badly rusted. New metal sections are therefore being welded

in, and the floor is being replaced. The roof lining in the passenger compartment will have to be entirely renewed, as the hardboard is life expired. Asbestos insulation within and under the coach has been removed. The steam heating radiators will now be replaced once new boards and modern insulation have been fitted. The bar area within the coach has gone, allowing more seating to be installed. A full repaint in 'blood & custard' livery will be carried out and the roof will be repainted. All this extra work will mean that *Diana* will be out of service for longer than was originally thought.

Pullman Car *Barbara* has received a full repaint on the Tenterden platform side and some remedial wood repairs in a couple of areas. The roof canvas has been repainted and two cracked windows have been replaced. Ivan Pelling has replaced the corridor ceiling lining at the Headcorn end. A very large new battery box has been fitted, as the old one was totally life expired.

Pullman Cars *Lydia* and *Isle of Thanet*: These two vehicles arrived on the railway in November and are currently stored in the Carriage Shed at Rolvenden. *Lydia* is the more complete of the two, but has lost a large amount of her brass fittings following a theft at the previous storage site. The photograph shows where some of the missing parts have been removed, but also reveals what we can expect to enjoy when the restoration is completed. *Isle of Thanet* is very much a work in progress, but all the parts are available. An assessment of the time needed to return both of these marvellous vehicles to operational condition is currently being carried out.

SR Ling: Progress has been made with this wagon, but it still isn't finished due to other vehicles having a higher priority. There are some brackets to fix and install and then it will require another coat of paint and signwriting.



The interior of Lydia. (David Brailsford)

Our carpenters Richard Giles, Mike Hobden and Julian Coppins have been busy making battery boxes and their doors for our fleet of coaches, and wheel cradles for Southeastern Trains at Ashford.

Planned improvements to the electrical systems in the shed have taken place, and modern LED lighting has been installed in certain areas of the original shed. Other lighting improvements still need to be carried out, but obviously when time and funds permit.

A joint working weekend will take place between the K&ESR and our French colleagues from the Chemin de Fer de la Baie de Somme over the weekend of 20th/21st April.

OPERATING

Signalling – *Tony Ramsey*

Another Santa season has come and gone. Thank you to all those Signalmen and Crossing Keepers who helped by undertaking turns and by coping with all the last-minute changes of plan!

We are pleased to record a number of successful passing-out turns: John Phillips (Cranbrook Road); Kai Bass (Rolvenden Gates); Mike

Winiberg (Rolvenden box); Paul Vidler (Wittersham Road box); John Frampton and Joel Pearson (Northiam Gates); Luke Belger and Bernie Bone (Northiam box).

We are also pleased to note that Signalman Kenneth Yarham has recently been elected a Fellow of the Chartered Institution of Railway Operators. Congratulations to you all!



Keeping it in (yet another) family – Dick (left) and Dan Dickson, on the footplate of 78019.

(Caroline Warne)

We welcome John Frampton to the Inspectorate, as he assumes responsibility for looking after Crossing Keepers. We would also like to take this opportunity to thank Martyn Butler for his assistance in producing additional reminder appliances (the wonders of 3D printing!) and Andy Grant for his assistance in overhauling all the paraffin signal lamps.

The 2023 Signaller Training Course has continued with fortnightly Zoom sessions, supplemented by occasional days in the classroom at Rolvenden. All being well we will finish the current course in February, just in time for the start of the 2024 course in March. At the time of writing we have five new trainees signed up to join us.

Finally, we are sorry to have to bid farewell to three Crossing Keepers who have decided it is time to retire – Mick Beadle, Chris Cordingley and Roger Temple. We thank them all for their contribution to the department.

Guards Department – Pete Spratling

Thanks to everyone who helped over the Christmas period, I hope you all had a good one and Happy New Year to you all.

We've had another busy time promoting trainees. I'm pleased to advise that Tim Wilkinson and David Bray passed as Passenger Guards: well done!

The date for the annual Guards' meeting has been changed. It will now be held on Saturday 16th March, still at Northiam Village Hall.

I would like to welcome Chloe Cameron and Peter Stonley to the department as trainees. We also have a few trainees who are progressing well and should be passing out soon.

I would like to thank the volunteer committee for their hard work in recruiting new volunteers. Due to more trainees starting, we have a training course starting in February.



Wittersham by night.

(Jake Lewis)

Station Masters – Geoff Colvin

In traditional K&ESR fashion, the 2023 season for those of us operating the stations finished



James Palk, getting into the festive spirit.

(Caroline Warne)

with the intensity that Santa services inevitably bring. A lot of planning was required and plenty of hard work, but as always it was made memorable by the way everybody pulled together to make it happen.

During the nine days of intensive running 163 shifts were covered by Booking Clerks, Travelling Ticket Inspectors, Platform Assistants and Station Masters, with almost 40 individuals playing their part. Opportunities were taken for those who sometimes work together, but at opposite ends of the line, to meet in person and perhaps share ideas over a mug of tea. We welcomed onto the platform several people who are more usually found doing other things. I hope they enjoyed the experience, and will consider joining us again in 2024.

In the main the weather was kinder than the previous year, although the first weekend was in turn bitterly cold and extremely wet. The green platform refuge introduced in 2022 certainly came into its own, and was much appreciated.

When considering how the Santa rosters are going to work, I am always a trifle nervous that the Station Master role at Northiam may prove a difficult sell. At Tenterden, there is the joy of

excited passengers and something of a party atmosphere. At the other end of the line, the role is principally about ensuring a safe departure with any passengers who have decided to use the facilities back on board; followed by an opportunity for tea and quiet reflection with the crossing keeper of the day. This is a very different experience. To my delight, this year every slot was covered without the need to resort to the pleading e-mail approach for which I understand I have a degree of notoriety.

I conclude on a sad note by reporting that Keith Harwood passed away on 25th January. Joining the railway some 15 years ago, he initially worked with Dave Tibbatts on trolley services. He subsequently became a Booking Clerk, and then gave stalwart service as Crossing Keeper and Station Master at both Northiam and Bodiam, where he was often to be found working alongside his close friend Ian Fossey. He will be much missed by those who knew him.

COMMERCIAL

Booking Office – *Peter Morgan*

For more than a decade, before I retired, I worked at a Kent historic castle – one of the very few to be open to the public for 364 days each year. January would be extremely quiet; we would peer out into the wind and rain to see if anyone was venturing to visit us, grateful that we were being paid a little and that we would go home before dark. From February things would pick up. Coach groups, foreign schoolchildren and the general public would return in increasing numbers as the days lengthened. Special events and bank holiday crowds would come and go until we seemed somehow to have reached Christmas again.

Historically, for most British people the holiday season was short – a couple of weeks at Blackpool perhaps, while the factory machinery was stopped for annual maintenance. Holiday entitlement is now usually more generous, spread through the year with the added requirement that the children must be entertained and ‘enriched’ with suitable visits and other activities (even if the youngsters would rather not be ‘enriched’ in their free time).

I have just returned from the ‘debrief’ meeting for the 2023 Santa Specials, where we appreciated how most aspects went well and pondered which few (of what we can now call an award-winning event) can be improved. Our extensive pre-planning had clearly paid off, and we must now begin to prepare for Christmas 2024. In the meantime we have but five weeks between New Year and Half Term to make ready for the new season.

The programme of special events for the year (including our celebrations of 50 years of service) is being finalised, and departments are actively

readying themselves. The booking office is no different in this; various versions of the new 2024 table of fares must be displayed at stations down the line, equipment checked over and deficiencies in consumables noted. Most importantly, all of the various old timetable leaflets from 2023 must be removed and disposed of (for fear that we accidentally mislead the public), as inevitably there is a deceptively similar but subtly different set of versions for the new season, which must be distributed as soon as they are ready. Colleagues must be communicated with to inform them of changes, and ways must be found to encourage more new faces into the booking offices. In the words of Shakespeare’s Henry V: “Once more unto the breach, dear friends, once more...”



Northiam caught by the carousel lights.

(Caroline Warne)

WAY AND WORKS

Infrastructure – John Holland & Brian Richards

It's been a while since our last contribution to the *Terrier*. We are very happy to say that we have not been idle in those months, but more to the point we have contributed a lot that people do not see.

In the summer we received a grant towards the restoration/repair of the Tenterden station buildings, i.e. the booking office and the signal box. With such good news, the Wednesday Working Group did a lot of exploratory work on the station building. This outlined how bad this building was as far as rot invasion was concerned, and the decision was taken to remove all the cladding, so we could see how bad the hidden timbers were. It did not paint a pretty picture! Contractors were called in to refurbish the sash windows and replace the rotten window sills. Once this was done the Group replaced the cladding areas with OSB (oriented strand board), and stained them as a temporary measure.

One of the big problems we encountered is that we did not have a proper painting area for preparation of the new wood. Luckily our friends in the PW team were moving out of Wittersham Road, and were able to lend us two containers. After some modifications we are utilising these to make a painting prep area. Once this work is complete we will be able to paint the cladding, regardless of the weather, in advance of installing it – the weather hasn't been in our favour for quite a while now.

The signal posts on our line are in bad shape and a concerted effort has been made to finish the repaint of six posts. A gang of three are working their way through all the signals; working one day a week, it takes about four to six weeks to paint just one of them. The scaffolding has to be taken out to the signal post; at some locations it cannot be left out and has to be packed away each day. The post is washed down, the rotten paint removed and then two coats of paint



A great night sky over the Christmas lights.

(Caroline Warne)



*Wittersham Up Home signals receive attention.
(John Holland)*

applied. Where possible the signal arm is also refurbished. We're sure the loco drivers and general public have seen a great difference. As a Group we are committed to carrying on this work, and there will be more successes as soon as the weather gets slightly better.

Recent behind-the-scenes work involved relaying two areas of setts in the C&W forecourt to assist in drainage; the car park gates and fencing have been attended to after rot made them unsafe; and the louvres on the ladies' toilet were finally finished with nearly all the slats replaced (another coat of paint is to be administered in the spring). Emergency repairs have included replacing the rotten crossing boundary fencing at Cranbrook Road, after storm winds blew it down. There is a lot of rotten wooden fencing around the railway, in particular at Tenterden, which we would love to replace – but unfortunately there isn't the money to do so.

Christmas, of course, starts for the Group in late October, as we are hugely involved in the decorating of the station. We check most of the decorations to get them ready for the event. This normally involves lots of repairs, and there is

much repainting to be done. Each year Brian comes up with another "I've got an idea" to improve on the previous year's offering, which the WWG roll their eyes at, but put it all in place. When money allows we try to include new features. We think the finished product is rather pleasing to all who attended over the course of the railway's Christmas events. It takes a lot of time to put this together, so the regular infrastructure work goes on hold; it is of course very weather dependent. After Christmas it takes time to undress the station and stow all the items safely for next time, which again falls to the Group. You have to admit that the station does look rather drab when it is all packed up!

Back to infrastructure, we are now investigating the signal box at Tenterden, under the buildings fund, and have found extreme rot all over the structure. This will require a lot of work over the next couple of months, which may involve outside contractors as well as the Infrastructure Group. Funds are very limited, so feel free to endorse our work with a contribution to the Heritage Buildings Fund...

Permanent Way – Paul Jessett

During the autumn period we invited QRail NDT, a Network Rail contractor, to come in to ultrasonically test the rails. This made some people nervous, as the potential for a huge cost for rail replacement would have come at a bad time. However our safety case calls for this to be carried out periodically, so we bit the bullet.

The railhead ultrasonic sensors are carried on a rig that is carried on a standard Road Rail fitted Ford Ranger. The rig folds down behind the truck. The operator clips a laptop computer onto the steering wheel and the truck is driven forward at 3mph. The operator reviews the displayed results in real time, and the data is stored allowing for the findings of a possible defect to be reviewed. This also allows the operator to reverse to pinpoint a suspected defect. The results are then analysed using a handheld device in order that the defect can be interpreted correctly and then marked up and recorded. There was some shuffling backwards and forwards to ensure that all the running lines were covered, including loops. The whole process to check our entire railway took all day.

When a defect was discovered and fully analysed it was categorised using the NR Standards. These standards indicate both the severity of the



Checking the rails on Rother Bridge. (Paul Jessett)

defect and the action needed; some rails needed replacing within 48 hours, others requiring a simple repair could be clamped to prevent further damage. We had chosen the closed period leading up to Christmas running to give us time to deal with any issues that came up. In total 19 defective rails were found; some rails with more than one defect were detected. The types of defects were either a defective weld (probably inherited) and small cracks caused by hammering action on the railhead (known as squats).



Cutting rail to length.

(Paul Jessett)

Rail replacements were sourced from our stock, and over the weeks leading up to Christmas the gang spent their time loading and transporting rails; dragging them into position, cutting to length and drilling; rolling out defective rails and replacing with the new. Not a lot when written down like this, but in reality it is hard, heavy work. All of the defective bullhead rail was changed in time for the Santa Specials. There were four railhead defects on some of the flat bottom rail that could be repaired, so these defects were clamped. In January they were repaired by specialist track welding contractors; each defect was cut out, then built back up with layers of weld before re-profiling.

During the process of gathering replacement rails the opportunity was taken to have a bit of a tidy up, and most of the redundant rails lying around the railway have been collected. Some of the usable defective rails have been laid out in the carriage storage shed, where they will be used to free up the good rail installed there.

Forestry & Conservation – Steve McMurdo

Cordial discussions and the development of relationships between the railway's Sustainability Group and both Kent County and Ashford Borough councils have resulted in a large number of trees being donated to the railway recently. These will be planted by the Forestry & Conservation Group at various locations along the Kent section of our line.

Ten large elm trees arrived in February, and will go to key locations where they can be monitored and watered. At the opposite end of the scale, but very gratefully received, are many hundreds of bare root whips of native British hedging species. These include hawthorn, field maple and blackthorn, and are typically around 45 to 90cm in length. We need to insert these into the ground at high density, adding a supporting cane and a protective tube to prevent wildlife interference while the hedge grows.

The whips should ideally be planted by the end of March, and we selected the stretch around Cranbrook Road level crossing as our first site. The area of land from the line itself to the boundary fence with the cemetery on the Tenterden side of the crossing is fairly extensive by K&ESR standards, and had become overgrown and in need of major maintenance.



*New trees planted near Cemetery Crossing.
(Steve McMurdo)*

Preparation works prior to the commencement of planting involved pruning and generally tidying up the existing mature trees which are to be retained, and removal of those showing rot and decay. Brambles and undergrowth were cleared by strimming, and the existing ancient iron railed fence at the boundary with the cemetery was repaired as well as possible. We were then able to commence planting the new hedge along the boundary line.

Once completed this stretch of land, which is visible from our trains, will comprise an attractive nature-friendly area, with an increased density of trees creating valuable hedging. After completion here, the plan is then to plant a hedge line along the boundary fence on the down (Rolvenden) side of the level crossing. More news will follow in our future *Terrier* updates.

ON BOARD

Travelling Ticket Inspectors – Murray Motley

We had good autumn half term and Santa Special seasons in the Travelling Ticket Inspectors cohort, buoyed by a high level of support from across the team.

The Santas were especially demanding as ever, so we decided to have three TTIs on duty each day to allow everyone a decent rest. We had some unusual responsibilities, from making sure all the children on the train had a letter ready for Santa to distributing food vouchers to volunteers. The latter initiative was something the railway generously agreed to make available to everyone working over the Christmas period. We received very positive feedback on this, and there is no doubt it was much appreciated. Finally, all our hard work on planning, recruitment and training paid off as we were able to cover every single Santa train that operated – a great effort on the part of all concerned.

On a different note, one of the great joys of the TTI role is the opportunity it gives to interact with our passengers, answering their many and varied questions while making sure they're all having a really good day out. For many of us this is a big reason why we so enjoy the TTI role. The half-term session, with its Halloween theme, allowed us to excel in this, welcoming many passengers on board, including a German couple

of later years who told me: "This is a wonderful railway, if we lived in Britain we would be volunteers!"

Looking forward to 2024, we're kicking off with a team meeting in March and excited to be welcoming speakers on the railway wildlife corridor and the proposed re-opening of the line to Robertsbridge. These are topics on which we get asked a lot of questions by passengers, and it'll be good to be able to answer them fully briefed. Beyond that we have a number of new volunteers eager to join the team – we look forward to welcoming them on board and getting their training under way.



*Derek Strand helps a young visitor to clip his ticket.
(Murray Motley)*

GROUPS AND ASSOCIATES

Museum Notes – Brian Janes

After a satisfactory season, when we held our own on visitor numbers and enjoyed record sales, we closed our doors for the winter. Despite the usual freezing temperatures, we immediately started enlarging two of the exhibit cases. Peter Blakeman also began, with his usual gusto, to tear out and replace all the electrics on the north side of the museum. This is a complex job involving yards of new wire and ducting, and paved the way for the enlarged cabinets and new viewing screens. Some will have proximity switches to save on electricity and background noise; a planned project will be a touch-screen explanation of PW exhibits. These latter are coming to fruition under the guiding hand of Jonathan Ramsden using 'Raspberry Pi' mini computers and 'salvaged' monitors – part of the batch acquired for the railway last year. All these are steps in updating and making the museum experience more accessible for a new generation of visitors.

We have brought to a conclusion the enlarging and enhancing of two displays (come and see which!) Further work includes fitting the Hawkhurst station lamp that we obtained



Colin Duncan, keeping our passengers entertained.
(Caroline Warne)

recently. Scarce manpower resources permitting, we may also put in a new display on the K&ESR BR period, to recall the closure of much of the line 70 years ago this year. Regrettably this will have to replace the small exhibit we have kept to supplement the Cavell Van. The opportunity has also been taken to relocate and optimise our sales opportunities. We have expanded the display of railway models for sale in the entrance area; let us hope it succeeds. However new carpeting and outside resurfacing work have had to be further postponed, as museum funds have again been frozen to assist the railway's winter cash flow.

Thanks to Paul Rand's sharp eyes we now have a cast-iron drain cover which was recovered after recent PW work at the north end of Tenterden station's old second platform. It bears the name of local iron founders Seale and Austen, of Tonbridge, and was probably supplied and installed at the time of construction in 1903.

On the small exhibits and archives front we have successfully purchased a unique collection of rare Selsey and Rye & Camber tickets for the archive. Another, possibly unique, addition has been a set of colour slides taken on the Shropshire & Montgomeryshire Railway on the final closure of the line in 1960. Ongoing archive work remains a very important part of the team's year-round work, and we are grateful for the additional assistance we have received this year.

Sales of donated items continue through the closed season, not only through the odd ring or knock on the door on working days, but also by Bob Clifford, even with limited time, through digital sales efforts. With additional help we could move on a wide range of railway and non-railway items which have been donated over the years. These need to go both to raise funds and to clear space. This requires your help – either by making a purchase or by sorting through the material and pursuing new outlets for it on our behalf. Do get in touch either way.

We continue to hold limited stocks of the Curator's latest two commercial publications *Tenterden's Railway* and *Colonel Stephens Light Railway Locomotives*, but we are now virtually out of our in-house publication *Colonel Stephens, the Man and his Railways*. If you want copies of the Wild Swan two-volume Selsey Tram book or their K&ESR history these are available at trade



Dropping the fire at the end of the day.

(Liam Head)

prices. All profits from these books go towards running the Museum.

The Cavell Van has spent the whole winter snug in store at Rolvenden, and is safe in the hands of its usual dedicated supporters. The inside still requires a refresh, but overcrowding in the C&W workshop with carriages, the GW Railcar and diesels all vying for attention, such work has proved impracticable. The Van will emerge at Easter as usual for our visitors at Bodiam.

This is my final note as Curator of the Museum, as I have now retired from the formal post, while continuing to help keep things moving. We still struggle for volunteers to do planned and unplanned work, and crucially to replace those who have had to stand down due to age, health or other circumstances. This is happening all the time, but a particular note must be made of the standing down of Sue Vickers, to whom we give grateful thanks for her contribution over many years. We are confident that a visit to the Museum seals a great day out for the railway's passengers. It would be a great shame to curtail our opening days or otherwise close for lack of manpower. If you think you may be able to help, please ask us for further information about the tasks available and needed by e-mailing us: museum@kesr.org.uk

Tuesday Group – Graham Hopker

Most of the Northiam station repaint has now been completed and the 'A' frame on the Tenterden end has been replaced. The only job to complete is gloss on all the platform side doors.

A new wild flower area is planned in the memorial garden, and in October this was rotavated in preparation for seeding in the spring when the weather gets warmer.

The notice board at the station entrance has been totally refurbished.

The scaffold tube hand rail on top of the wall in front of the station building was damaged by vehicles backing into it, and this has been repaired. What happened to the vehicles concerned is probably another story!

The Christmas tree and platform lights were put up in late November ready for the Santa season.

K&ESR electricians Clive Dicker and Richard Stone have recently rewired and brought the electrical system in No.1 Cottage up to date. Many thanks to them.

The annual Christmas lunch, well organised by Steve Carter, was taken at the Rose & Crown in Beckley. A good time was had as usual.



D9504 arrives at Tenterden for a Santa turn.

(Robin White)

I must record the sadness of the Tuesday Group on hearing of the passing of Chris Lowry just before Christmas. Chris had been with the Group for a couple of years, and was an expert with the grass cutter. RIP.

Gardening Group 2 – Veronica Hopker

Rolvenden: The shrubs in the pots on the platform seem to be surviving despite the lack of attention. If they can survive through the winter, they will start to fill the pots which will make the long platform a little more attractive. Summer bedding will be added in the late spring ready for the busy visitor season. There are some bulbs in the pots which, hopefully, will appear in the spring.

Northiam: Liz Brown continues to care for the picnic area and lineside gardens, and the small section of garden between the station building and the hedge. Through the cold winter months of January and February gardening is rather 'hit and miss', so we tend to wait for signs of slightly warmer weather before returning.

At the end of November Robin Ball of the Tuesday Group kindly brought his own rotavator to Northiam, and used it to break up a section of grass in front of the memorial wall. This was then dug over to remove as much grass as possible, followed by raking to break up the soil. This was then seeded with Yellow Rattle which, it is hoped, will keep the grass under control in the New Year. We now wait to see what results

we have. If the conditions look favourable, wild flower seed will be added to the area.

Northiam is an ideal area to cultivate as a wild flower and plant area, as there are large sections behind Platform 2 which can be cleared of grass and planted.

There is also the opportunity of planting a few shrubs round the edge of the car park to soften the whole area and to encourage more bees and butterflies. The group, who are looking at the whole railway with regard to encouraging and supporting all forms of wildlife, are visiting all areas to see where improvements can be made,

and in this respect are keeping in touch with the gardeners at the various stations with advice on possibilities.

Bodiam – Malcolm Burgess

As there are no major projects at Bodiam this year, the winter period is a relatively quiet time which we use to catch up on repairs, servicing and, as weather allows, redecoration. We have started freshening up the woodwork on the station building and will tackle the paint on the corrugated steel walls during such dry and relatively warm periods as we get before more regular train services commence at Easter. By the time you read this the February week services will have taken place and we will have prepared the station ready for these.

We hope we may have found a source for some replacement hop poles, but if anyone has any more suggestions please let us know. The Hop Garden has been weeded and, with suitable compost, we hope for a good show next summer.

We have cleared the proposed wildlife area of debris and look forward to being able to sow wildflower seeds to make it attractive to pollinators. The beehives have withstood the winter storms, and hopefully the swarms will emerge as it gets warmer and can enjoy a greater range of plants to visit.

Thanks to Brian Richards the tractor mower has been repaired and serviced so that it is in good

shape to maintain the grassed areas. With the continuing popularity of the camping coach we will continue to keep the grounds attractive for staying guests.

Plans are being prepared 'up the line' for the 50th Anniversary celebrations, and no doubt

there will be some features at Bodiam to mark the occasion. We will be having discussions about the nature of any Hopping event to be held in September.

Meanwhile we await news on the other 'out of season' works mentioned in the last issue.

CONGRATULATIONS

We have been advised that one of our members, Colin Deverall, reached the ripe old age of 100 in November last year. Colin joined the K&ESR in 1967, and was Chief Booking Clerk from 1973 to 1981.

In keeping with remembering 1974 and all that, we are advised that Colin was present on the Opening Day in 1974. We send our heartiest congratulations to Colin.

Right: Colin Deverall.

(Sue Ferguson)



TERRIER STAFF

Lucy Sayce has decided to stand down as a member of the editorial team for the *Tenterden Terrier*. Our thanks go to Lucy for her efforts, and we wish her all the best.

We are delighted to be able to announce that Martin Wolfson has joined the editorial team, and we look forward to working with Martin going forward.

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

<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.



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DIESEL GALA

12th, 13th & 14th April 2024

Join us as we celebrate everything Diesel!
Take a closer look at classes 14, 17, 20 and many more.

Drive a Diesel for £10 at Tenterden Station.



FOR INFORMATION AND TO
BOOK ONLINE AND SAVE VISIT

www.kesr.org.uk





No.78019 approaches Rolvenden with a Santa Special on 2nd December.

(Phil Edwards)

Also on 2nd December and banked by No.25, No.78019 climbs towards Tenterden.

(Phil Edwards)



An impressively powerful view of the smallest of the Standard tender classes.

(Phil Edwards)





20087 running light on 23rd December.

(Phil Edwards)

More familiar K&ESR diesel power: D9526, banked by steam, on 17th December.

(Phil Edwards)



Anniversary Appeal

As we enter this special anniversary year, we have the opportunity to look back. We remember the efforts of those who paved the way for the railway's re-opening through years of effort and in the face of challenges that surely at times seemed insurmountable. We remember the achievement, 50 years ago this year, of the goal to reopen the Kent & East Sussex Railway to the general public; and we remember all that has happened since – the gradual extension of the line: to Wittersham Road, then to Northiam, and the millennium project to reach Bodiam and establish the line as we know it today. Everyone reading this will have their own story about what the K&ESR has meant to them during our existence as a heritage railway, and we have all made memories that are important to us.

Of course the permissions are now in place for the final stage to be completed, linking Bodiam

to Robertsbridge and with it a connection to the London–Hastings main line. Those who have worked tirelessly to achieve this result started their work before the track was laid to Bodiam and, like us in the early days, have faced issues that might have been considered impossible to overcome.

The Heritage Railway sector is facing a future that will be far from easy. The costs of running a railway, operating heritage equipment, are forever rising. It's an obvious point to make, but every year that passes brings new requirements for repair and upgrade to our ever-ageing fleet of locomotives and carriages. Alongside this operating costs continue to soar, and we must find more sustainable ways to operate to manage our impact on the environment.

There are many uncertainties, but one thing is



The Pannier Tank at Bodiam on 26th June 2018.

(Ian Scarlett)

for sure: a heritage railway such as ours will never generate sufficient through the fare-box to cover both its operating costs and the expense involved with the upkeep and overhaul of locomotives and other rolling stock. For this reason we will always be heavily reliant upon our supporters. Those who believe in what we do volunteer their time to operate the railway as living history and/or support us financially to enable the vital preservation work to continue.

Over recent years we have successfully completed some major projects with your help, and at times with the generous support of external grant providers.

We have a state-of-the-art kitchen car for the Pullman which secures the popular *Wealden Pullman* for years to come.

We returned Terrier *Poplar* to service – better known to most of us as *Bodiam* – although an unfortunate incident while on hire at the Bluebell Railway has robbed us of her presence since. The complicated insurance claim relating to the incident is ongoing, and I am confident we will see the return of a Terrier to the line once the matter is resolved and repairs are instructed.

We have accelerated the project to complete the long-running restoration of GWR Railcar W20W and expect to be able to return her to service during 2024. She will then be able to recreate the journey that she undertook on the first day of public opening in 1974, carrying the first passengers on the line in preservation.

And we have successfully raised funds to repair our historic station building and signal box at Tenterden, with sufficient money available for essential works to take place at other stations once the work at Tenterden is complete.

We are now launching our Anniversary Appeal, and are asking for your help to return to service the only steam locomotive that is actually owned by the Kent & East Sussex Railway – Pannier Tank 1638.

1638 was built in 1951 and therefore is effectively ‘modern’ in steam locomotive terms. Interestingly it was first allocated to the Burry Port and Gwendraeth Valley Railway, which has a strong Colonel Stephens link. It lasted with British Railways for just 15 years, before being sold into preservation with the Dart Valley Railway; therefore it was never a Barry scrapyard wreck. It was brought to the K&ESR in 1992, so has a

32-year history with us. The locomotive is unique as the only one of its class to be preserved.

Some time ago now the engine was taken to a third-party workshop for chassis and motion work. Unfortunately on dismantling, the problems were found to be more significant than first believed, and the estimated cost of repair exceeded the available budget. Given there was only a relatively short time remaining on the boiler ticket, work was paused while the best option was identified for the locomotive and for the railway.

The plan that has been developed is for the chassis and motion work to be completed and for all necessary boiler work to take place to allow the locomotive to return with the benefit of a ten-year boiler certificate. The current cost estimate for all this is £150,000. Given the need for some contingency we have set our sights on raising £163,800 to complete the restoration.

To ensure that the engine can return we are asking people to commit to a monthly contribution of £16.38 to fund the project, for a fixed period of three years. We realise that everyone will be feeling the impact of the rising cost-of-living, and that this is no insignificant request. However, we need to be straightforward about what it will take to bring 1638 back to working order.

If 250 of our members and supporters are willing to make this contribution – and those who are able Gift Aid their donations – with regular funds coming in we will reach our target for this anniversary appeal over the three-year period.

Of course, if some are willing to make their donation up front rather than spread over 36 months, this will enable us to fast-track the early stages of the overhaul.

Within this magazine you will find an anniversary appeal leaflet. This gives details of how you can take part and be one of the 250 supporters who will make this project happen and secure a part of the K&ESR's preservation history for the next decade. Please consider whether you can help. Like everything else within our railway's life, if we combine our efforts we can achieve extraordinary things and so much more than any one of us can achieve on our own. Details can also be found at kesr.org.uk/donate

Thank you!

Simon Marsh
Chairman

Welcome to Pullman Cars *Lydia and Isle of Thanet*

Thanks to a recent private purchase, two historic 'K-type' Pullman cars will in due course join the Wealden Pullman, flagship service of the Kent & East Sussex Railway. As readers will be aware, the train presently includes the two surviving restriction '0' Pullmans, *Barbara* and *Theodora*. The new arrivals are 20-seat first-class kitchen car *Lydia* and 24-seat first-class guard parlour car *Isle of Thanet*. Both vehicles were constructed by the Midland Railway Carriage and Wagon Company (MRCW) during 1924, and both have had varied and somewhat unusual careers.



Isle of Thanet at Preston Park on 23rd April 1951. Note Golden Arrow boards and rectangular guard's window.
(via Dr AM Ford)

Their history began at a time when the British Pullman Car Company – barely 20 years old – had probably reached its zenith, having served as a catering contractor and provider of luxury vehicles on all of the recently established 'Big Four' railway companies and various of their predecessors. During July 1923 Pullman had also established an important working agreement with the Wagons-Lits Company in Continental Europe. This arrangement was probably enabled by Pullman's successful integration into railway operation generally and its ability to adapt itself to public requirements as interpreted by railway managements.

Pullman had thus gained the right to use the name of the company when running buffet and saloon cars on Continental railways where Wagons-Lits operated services. The agreement also allowed the manufacture of items made under patents belonging to the Pullman Company which, in turn, would negotiate and supply up to 100 British-built all-steel cars.

From mid-December 1925, following negotiations with various Continental railway companies, a daily first-class service of all-Pullman trains consisting of four or more cars ran between Milan and Cannes via Genoa, Ventimiglia, Monte Carlo and Nice. Prior to delivery of the British-built all-steel

cars during the following year, this new service operated with ten previously unused timber-bodied Pullmans, direct from the builders, under what is now known as a lease-hire arrangement between MRCW and the Pullman Company. These included both *Lydia* and *Isle of Thanet* (the latter originally bearing the name *Leona*). All vehicles were shipped over to the Continent by means of the Harwich train ferry.

After two winter seasons on the Milan–Cannes run, plus a summer Milan–Venice and Milan–Ancona, the Pullmans were briefly transferred to the Chemins de Fer de L'Etat in France to work on the 'Deauville Express'. Eight cars returned to Britain in the late autumn of 1929, MRCW subsequently selling them to the Pullman Company. Following their renovation, the cars – widely promoted as 'new' – made their celebrated public debut in the London–Dover Golden Arrow from July 1930, with *Lydia* retaining her original name, though *Leona* entered service as *Princess Elizabeth*.

Despite unparalleled safety and comfort, the Pullman Company's efforts to persuade people to travel more came at a challenging time of world-wide depression, fierce competition from



Lydia in Bournemouth Belle formation at Waterloo on 28th April 1966.

(via Dr AM Ford)

railway operators generally, and the spread of private motoring and other forms of transport. In conjunction with the Southern Railway the contemporary publicity emphasised the striking interior arrangements of each vehicle, all in a bid to entice the travelling public.

Lydia was described thus:

A pleasing scheme of interior decoration is obtained in this car, with large panels veneered with straight grain figured mahogany stained and polished to different tones. In the upper part of the panel a vase with flowers and leaves worked in marquetry standing of a shaped inlaid band, has a background of pearwood. The cornice is inlaid with a curl design in pearwood on a black background. The floor is covered with a Wilton pile carpet of a trellis design in three tones of brown, and the armchairs, which are the latest Pullman type are covered with English made velvet in brown and green colourings. All the metallic and electric light fittings are in decorative metal, finished lacquer gilt, and the table lamps have shades of Chinese yellow silk.

Princess Elizabeth (later Isle of Thanet):

The panelling in mahogany is veneered with various figured veneers to form interesting designs and bordered with black and white inlaid lines. Each panel has a marquetry motif in coloured words [loosely in the Adams style] and the cornice in mahogany and veneered on its centre member with stained green wood. The floor has a green Wilton carpet, and the chairs are covered with tapestry with a trellis on a green ground.

These vehicles represented the last word in that almost indefinable term 'style', possessing not only the familiar slab-sided profile, as noted on almost all Pullman cars then in service, but also improved standards of comfort, with the latest tastes of interior design. To many observers Pullmans appeared to be unrivalled for their opulence, grandeur and distinctive look, and their individual interior schemes seemingly embodied the transitional period of the 1920s between earlier grand historicist themes, noted in older cars constructed a decade or so before, and the attraction for the sleekness, simplicity and energy that later became known as Art Deco.

To encourage prospective travellers numerous artists, including Edwin Morton and George Barbier, were commissioned to produce some extravagant and attractive publicity material, illustrating similar interiors to those described. These often showing seated passengers as either businessmen or young middle-class women portrayed as coquettish and sporty, while other advertisements offered something that appealed to men in ways that did not impugn their masculinity. The train's interior represented a domestic space which had origins to the nineteenth century, enabling Pullman and railway managements to reconcile the gender- and class-based apprehensions often associated with this highly mobile space, and its expanding role in collective and individual experience. Thus, easily portrayed as a small living room, the new Pullman car broadly symbolised the social status of large segments of the inter-war middle and skilled working classes.

Both literally and symbolically Pullman services represented an alternative form of rail transport which could be enjoyed by all its passengers. Soft furnishings, artistic depictions, silver cutlery, fine bone china and attentive service by uniformed staff were hallmarks of Pullman travel, and their popularity probably owed much to these features. With an increasingly greater share in luxury 'extra fare' travel, the company could also boast that it was the choice of statesmen, royalty and other visiting heads of state.

Although plagued by numerous cyclic economic downturns throughout much of the 1930s, Pullman services eventually settled down as prosperity slowly returned, with the trains continuing to depart at convenient times and proving reasonably popular. All this abruptly changed with the widespread dislocation of services on the outbreak of World War II in 1939. Almost all the SR Pullman trains (among other supplementary fare services elsewhere) were affected and many withdrawn, with cars placed in store during much of the conflict.

During this uncertain time Pullmans were nonetheless seen running, invariably repainted all-over green or grey to appear less conspicuous to enemy aircraft. *Lydia* was retained for the special use of Winston Churchill, the War Office and key personnel, while *Princess Elizabeth* formed part of supreme allied commander General Eisenhower's command train.

Despite the period of hardship, austerity and the nationalisation of Britain's railways in 1948, the Pullman Company survived almost unchanged in its working arrangements, with *Lydia* rostered to the restored Bournemouth Belle service from October 1946 (and thereafter transferred on loan to the Eastern and Northern Eastern Regions two years later, to work on the Queen of Scots and new Tees-Tyne Pullman). Although damaged by enemy action on at least two occasions, *Princess Elizabeth* was subsequently rebuilt as a 'Guard Parlour car' for use on the newly introduced Devon Belle, and by 1950 was purportedly earmarked for initial use in the Thanet Belle and renamed *Isle of Thanet*. Around this time it was sheathed in aluminium to give it a flush, modern look and received simplified remodelled windows. For whatever reason, this vehicle found itself almost always rostered to the Golden Arrow or special workings until the mid-1960s and formed part of the first electric service to Dover Marine on 12th June 1961.

In addition to numerous royal state and special train workings, probably the most starring, if poignant, role came about when forming part of the special funeral train conveying the body of Sir Winston Churchill and family mourners from Waterloo to Handborough on 30th January 1965.

Lydia was finally withdrawn from Bournemouth Belle service in November 1966 and placed in store, and *Isle of Thanet* retired in August 1967.

In recognition of its wartime service, in 1968 *Isle of Thanet* was presented as a gift to the US Ambassador to the UK, David K. E. Bruce, by HRH Prince Philip, The Duke of Edinburgh, at an official presentation at Kensington Olympia station. It crossed the Atlantic with *Lydia* the following year, both eventually finding a long-term home at the National Railroad Museum, Green Bay, following their use in the celebrated and highly publicised *Flying Scotsman* tour of North America. Thankfully, some 30 years later, both Pullmans were offered for sale and purchased privately, returning to the UK in November 2002.

Fortuitously, of the ten timber-bodied cars that were sent to the Continent in 1925, three survive today in preservation. As a fitting tribute to commemorate the 50th anniversary of Churchill's funeral train in 2015, and co-ordinated by the writer of this article, *Lydia* took centre stage at the National Railway Museum, York. Now, looking to the future, another exciting chapter begins for these beguilingly attractive vehicles on the Kent & East Sussex Railway.

Dr Antony M Ford, The Pullman Society



K&ESR members Steve Beastall (left) and Sean Webb collecting Lydia's interior fittings from Carnforth on 25th January.
(David Linsell)

VISITOR NUMBERS 2023

The visitor numbers for 2023, as in previous years, are derived from the MERAC tills installed at Tenterden, Northiam and Bodiam stations. The results shown in the tables reveal an overall improvement on 2022, as John Harding reports.

First a note on the structural presentation of results. The table sets out what is effectively our four main market areas for the services we offer: Regular Trains, Santas, Pullmans and Special Trains. The latter is not a large market but has nearly doubled in the two-year period and therefore could be further exploited in future. Special Trains include Real Ale, Fish & Chip Supper and the Fright Night in October.

Considering the 2023 results, the Regular Train traffic showed an overall increase of 2,600

passengers over the corresponding number in 2022, and it should be noted that this was achieved with an overall reduction of 35 operating days. This raised the average daily passenger number from 240 in 2022 to 315 in 2023.

Considering individual months, February '22 was still under Covid restrictions with only 700 passengers; in the February '23 half term period we carried 2,450 passengers. Other months were generally more successful in 2023, with April and May particularly notable as a result of the

Visitor Numbers 2022						
Month	Operating days	Regular passengers	Santa specials	Special trains	Pullman trains	Total numbers
February	7	700				700
March	1	210			30	240
April	21	5,000			160	5,160
May	24	5,220		70	430	5,720
June	26	6,050		90	280	6,420
July	24	5,770		110	420	6,300
August	31	9,110		160	440	9,710
September	21	4,700		90	420	5,210
October	22	4,020			560	4,580
November						
December	11	880	13,760		230	14,870
January 2023	2	1,020				1,020
Totals	190	42,680	13,760	520	2,970	59,930
Platform tickets						1,520
Total visitors						61,450

Visitor Numbers 2023						
Month	Operating days	Regular passengers	Santa specials	Special trains	Pullman trains	Total numbers
February	7	2,450				2,450
March	1	280			30	310
April	18	5,780			350	6,130
May	16	6,560			400	6,960
June	18	4,860		80	260	5,200
July	22	6,360		90	510	6,960
August	28	9,480		240	380	10,100
September	18	5,580		220	420	6,220
October	12	2,660		330	560	3,550
November	1		100			100
December	13	1,000	12,600		230	13,830
January 2024	1	270				270
Totals	155	45,280	12,700	960	3,140	62,080
Platform tickets						2,330
Total visitors						64,410

visit of the Battle of Britain class locomotive 257 *Squadron* throughout the period and an excellent Forties weekend in May.

October 2023 was disappointing for a different reason. In 2022 all Covid restrictions were lifted and many were glad to get out and visit our railway. In 2023 we decided to operate only at weekends except during the half term period, resulting in a reduction from 22 to 12 days of operation.

Santa traffic was lower in 2023, possibly for the same reason outlined for October above. We had no Santas in 2020 and they were subject to restrictions in 2021. Passengers were keen to visit us in 2022 and in fact all seats were sold by mid-November, whereas in 2023 we still had

seats available in early December. The final total was 12,700. It should be noted that in November we operated a 'quiet Santa' day for disabled children; this attracted just 100 passengers but received many compliments from parents and others and has been nominated for an HRA award.

Finally the Pullmans, our 'flagship' offering, generated 170 more visitors in 2023 over 2022 – maintaining our deserved reputation for premium-class travel and fine dining.

In summary we have been able to increase our passenger traffic and visitors year on year while reducing the number of operating days, hence saving costs without detriment to revenues. We should go forward with optimism in 2024. 🚂



Inappropriate to some, but a major highlight of the year for many others.

(David Lindsell)

1974 – February & May

Previously unpublished photos from the first few months after reopening



On 3rd February 1974, Railcar No.20, driven by Adrian Landi, forms the the first public train of the heritage era.

(John May)



The Railcar approaches Tenterden Town on the return journey, hauled by Terrier Sutton, now based at the Spa Valley Railway.

(John May)



*No.10 Sutton heads the return journey of the first steam-hauled train on 3rd February.
A similar scene featured on the ITN national news that evening.*

(John May)



*Manning Wardle works No.1601 Arthur at Rolvenden. This loco, which was based on the K&ESR
from 1967 to 1985, is now Matthew Murray of the Middleton Railway. This photograph and
the two following were taken on 12th May 1974.*

(John Wickham)



USA Class K&ESR No.22 Maunsell runs round its train at Tenterden Town.

(John Wickham)



No.3 Bodiam at Rolvenden in its attractive green livery of the Austen era on the K&ESR.

(John Wickham)

Mike Bunn

2nd May 1944 – 2nd January 2024



(Alain Paillard)

It is with great sadness that we have to advise everyone of the death of Mike Bunn and the subsequent passing of his wife Sheila. Mike was very much one of the unsung stalwarts of the K&ESR, as much of the work that he achieved was behind the scenes and often involved applying international requirements.

Interreg as it was known helped in the creation of a Twinning Committee and furthered a strong 'entente cordiale' between the K&ESR and the Chemin de Fer de la Baie de Somme. As a committed Francophile, Mike was very active in furthering this relationship and visited both railways as many times as he could. He took part in the annual organised working weekends and established many friendships on both sides of the Channel.

Mike was much appreciated by the members of our twin railway and their President, Maurice Testu, had this to say about him:

"I do not know what to say, yet another death amongst the friends of CFBS. Michael Bunn has passed away. A member of the K&ESR, he came to visit us but a short while ago. So very sad, we have lost yet another supporter."

He was also noted for his work with the SNCF Society (now the French Railway Society) and took great pleasure from giving talks and slide shows on railway subjects to any interested group.

Mike passed away following health problems for which he had been receiving treatment. On 13th January, only 11 days later, Sheila died suddenly at home. Their joint funeral was held on 31st January. Our thoughts and condolences go their daughters and other family members at what must be a very difficult time.

DB

Peter Carey

16th February 1943 – 19th November 2023

Peter Carey may not have been considered as one of the founding fathers of the preserved Kent & East Sussex Railway, but he was certainly a founding volunteer. In the spring of 1961, aged 17, he attended the formative meeting of the fledgling preservation society at the Rother Valley Hotel, adjacent to Northiam station. Never one to act on impulse he didn't join on the spot, but by the year's end he was a fully paid-up member. Thus began an unbroken membership

of more than 60 years – probably one of the most enduring in the railway's history.

A lifelong Bexhillian, Peter never learnt to drive; Tenderden, therefore, presented a difficult journey. In the early years he was given a lift to the railway by a Hastings builder, Mr Cliff. Later he travelled with BR locoman and latterly K&ESR driver the late John Baker, also a Hastings resident. Never thwarted by the vagaries



(Alan Crotty)

of public transport, just reaching Hastings meant a mile's walk into Bexhill town centre and either a bus or a train from there. More recently he was given a lift by me, which meant that he was generally at Tenterden every other week.

Nevertheless Peter occasionally undertook the entire journey by public transport. This was an undertaking of epic proportions: having walked to Bexhill station, he then caught a train to Hastings from where he would travel by bus to Tenterden. In later years he was able to get a train direct to Rye, then a bus from there. Bus and train rarely connected, usually resulting in a 45 minute 'layover' at Rye on the outward journey.

The pre-heritage era K&ESR was well known to Peter. He had family at Salehurst, and although it is not known whether he ever travelled as a passenger it is certainly feasible. He would, however, have been familiar with the railway's terminus at Robertsbridge.

After leaving The Down school in Bexhill he served apprenticeships – believed to be in the drawing office – at the Royal Arsenal in Woolwich, and Fort Halstead in Kent. He had digs at Chislehurst, but returned home most weekends – which was much easier then than it is now. Accordingly he would catch a train to Crowhurst on the Hastings main line, where he would join the now-lost Bexhill West branch. Alighting at Sidley, it was just a ten-minute walk

home. The old branch line held a special place in Peter's heart. Although it closed in 1964, one of his great passions was to walk through the countryside towards Crowhurst following what remained of its course. It was something he continued to enjoy until the year before his death.

Peter eventually returned to work in Bexhill, where he was employed as a machinist and fabricator in a number of small engineering companies. His experience was much appreciated in Carriage & Wagon where, in the later years of his service, he spent the majority of his volunteering time. He also volunteered at Bexhill Museum.

Peter shunned many of the trappings of modern life. Material things, he once said, meant nothing to him. Although he had a television, he had the outside aerial dismantled and used it only for viewing DVDs. This led to an annual flurry of letters from the TV licensing authorities, threatening increasingly dire consequences. He usually enlisted the help of his MP to rectify the situation, which invariably resulted in a grovelling letter of apology from some middle management type. He had a pragmatic view on life and was always great company on the journey to Tenterden. We invariably spoke about the same things; it was rather as if a tape had been put on continuous loop. His favourite expressions were "Nothing is forever" and "Empires fall". The railway gave us much opportunity to dwell on these.

Frequently the conversation turned – in the nicest possible way – to death and funerals, both of us sharing a belief that it was all a bit of a 'faff'. Alternatively we would be sharing memories of Dad's Army, for which we both had a passion. Many a journey was spent comparing its characters with individuals on the railway. The 1940s weekends provided additional fodder.

But I suspect that, like many others, I will best remember Peter for his sharp sense of humour. On one occasion we were discussing how we would prefer to shuffle off this mortal coil when the time came. I remarked that I'd prefer not to keel over in Tesco as I felt it would be slightly undignified. From the corner of my eye I could see him looking at me. "Perhaps you'd prefer Waitrose," he replied.

Peter had been in declining health for some time and his death followed a short illness.

CF

Christopher Lowry

6th August 1946 – 11th December 2023

It is with much sadness that we have to report the passing of one of the great characters from the heritage era on the Kent & East Sussex Railway.

Chris Lowry was born and brought up in the north London Borough of Barnet. When he left school he started work with Thomas Cook and remained with that company until his retirement. He was a great traveller, South Africa being a favourite destination, and as a railway enthusiast he particularly enjoyed making journeys by train.

Chris had briefly volunteered with the Bluebell Railway in 1961 before joining the Westerham Branch scheme. When that failed he moved, at the age of 17, to the K&ESR where he joined the Signals and Telecomms Department. He specialised in the installation and maintenance of the pole route and overhead lines – in fact the pole route that has been immortalised in the opening sequences of the first episode of *Downton Abbey*. Chris at first worked with the late Frank Davis who set up the railway's telephone system in the early years. Chris's dedication to the upkeep of the pole route became exemplary. He would be out on the lineside most weekends and in all weathers, his meticulous planning having pre-arranged for a train to stop in mid-section and pick him up together with his ladder. Chris had a good relationship with most of the adjoining landowners, this allowing him access to most parts of the railway. He also trained as a signalman, and worked in that role for many years.

From the pioneering days of the 1960s Chris was known as 'Batman'. The exact reasons for this are lost in the mists of time, but it may have referred to his 'bat out of hell' early style of driving or his Caped Crusader-like descent from a tree when, while lopping a branch, he sat on the wrong side of the cut! The telephone poles subsequently became known as 'batpoles' and his means of ascending them the 'bat ladder'.

Chris began bell-ringing when he was 14 and on joining the K&ESR transferred this interest to St Mildred's, Tenterden's historic parish church. More recently he took on the routine maintenance of both the church's clock and the carillon (best described as a gigantic music box), these tasks involving the ascent of the 76-odd



(Photographer not known/Alan Crotty collection)

steps in the 15th century tower. These activities only stopped when his health no longer allowed him to make that climb.

Chris liked a pint whether in the evening in a Tenterden pub, on the canal boat trips popular with volunteers until a few years ago, or with his former Thomas Cook colleagues. He was also very fond of Christmas puddings. This led both to him being known as 'Christmas Pudding Chris' among Church members and to an appropriate extract from A Christmas Carol being read at the start of his funeral service. His foreign travels took him to Prague in 1999 where he met Eileen, who was also visiting that city. They married in June 2005 and, inevitably, settled in Tenterden.

Chris was an example of the advice never to judge a person by first impressions, for these sometimes tended to hide the real man. He was a man with a heart of gold and who was truly loyal to his friends, many of whom gathered at St Mildred's for his funeral on 15th January.

Most recently Chris put in much work at Wittersham Road, carrying out maintenance and cutting the grass. In the week that he passed away he was given a commitment that this work would continue and those tasks have been taken on by the Wednesday Group. So, when the wind whistles through the wires on Rother Straight, remember Chris, a man who we can truly say became a legend in his own time.

NP with thanks to PL, PV, AJC & CC

THE NEXT GENERATION: Aodhan Kavanagh



*Ready to hand over the Tenterden–Rolvenden token.
(via Tony Ramsey)*

Aodhan's earliest memory of the K&ESR is of being taken on one of our Santa Specials as a child. Although there were no other railway connections or interests in his family, his parents quickly realised that trains inspired him; so they made a point of always trying to visit a heritage railway wherever they went on holiday, thereby enabling his enthusiasm to develop. Thus, when he found himself with time on his hands after completing his GCSEs, he trawled the internet for local heritage railways and chose us because he remembered the Santa visit, we were reasonably accessible, and we "looked the most interesting operationally". After attending an Introductory Day he was torn between Footplate and Signalling, so he joined both!

I asked him to describe his experience of each. "A Cleaner's normal duties are to help the Steam Raiser light the fire(s), do loco checks, clean the outside (and sometimes the cab) of the loco, tidy the yard, replenish the stores with oil and wood and empty the pit. But when I started in the Footplate Department it was during the 2022 Santas, and everything was frozen after it had

snowed. I was thrown in at the deep end and it was all really challenging, but that made it much more interesting, and it was satisfying to feel we had coped with the worst possible conditions.

"Similarly I had a Taster Day in Tenterden signal box during the Santas, which was manic, but it was fascinating to see it at its busiest." I wonder whether, a year on, Aodhan is equally excited? "Definitely," he responds. "Although I'm not keen on the early starts, the Footplate has been much more 'hands on' than I was expecting, including the Third Man turns, so you really learn from experience, and it's very satisfying to see a loco go from cold to being ready to depart, or from filthy dirty to gleaming clean. The Signalling course is hard, especially because many things happen so rarely that you don't get a chance to experience them, and if you don't keep revising the material you quickly forget it. I was attracted by the opportunity to think on my feet, learn how to apply the timetable and cope with anything



Evening firing turn.

(via Tony Ramsey)



Learning the lever frame

(via Tony Ramsey)

which goes wrong, and generally it all seems to come together as you do more box turns.”

Away from the railway, Aodhan (his name is the Irish version of Aidan, because his father’s family comes from Ireland), lives in Sittingbourne with his parents, sister and brother. He attends St Simon Stock School in Maidstone, where he is taking A-levels in Maths, Further Maths, Physics and Computer Science. He is in the process of applying to study aeronautical engineering at university, but hopes subsequently to work in aeronautical engineering.

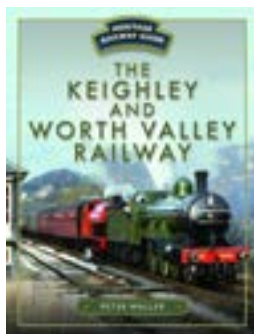
As part of his Computer Science course he has created a simulator of Tenterden Town signal box, based on our standard weekend timetable, so someone can take the part of the Signalman – sending block bells, working levers, maintaining

the Train Register, etc. – and the system will respond as necessary. (Your author can see this being of considerable interest to subsequent trainee Signalmen!) He is also a volunteer at the Bredgar and Wormshill Light Railway near Sittingbourne, where he is a Crossing Keeper, Ticket Collector and trainee Signalman, mainly helping during their special events. He sometimes participates in parkrun events but doesn’t have enough time for further hobbies.

I invited Aodhan to sum up his experience of volunteering at the K&ESR. “I have absolutely no regrets,” he enthuses. “I feel I have learned a lot very quickly, and within a year have gone from knowing virtually nothing to being able to fire a trip or run a signal box. What could be more satisfying?”

Tony Ramsey

BOOK REVIEWS



The Keighley and Worth Valley Railway

Peter Waller

128 pages, hard cover, comprehensively illustrated in colour and monochrome. Published by Pen & Sword Transport. ISBN 978 1526 70 2210. £25.

This book describes eloquently and in a very readable way the building of the line after the usual false starts. One of the factors that stimulated its development was the home of the famous Brontë sisters in Haworth, close to that station. There are two detailed maps of the line itself, but none of the surrounding lines, which would have helped put its building into context. An interesting diversion is the story and pictures of the tramways, trolleybuses and buses that eventually contributed to its closure.

The story of the line's preservation makes fascinating reading. The K&WVR was fortunate to acquire what was an almost complete self-contained line with extant stations; but even so, there were still many difficulties to be overcome. Most of the book consists of pictures of the fascinating variety of engines that have at one time or another been resident or visited the line. There are several from the early preservation days which provide a great perspective but the later ones are somewhat repetitive. The comprehensive captions give the builder and date of the engine or carriages, their subsequent allocations and how they eventually arrived on the railway. Unfortunately the captions for different pictures of a particular engine tend to repeat the same information. More photographs of the features of the railway and its rolling stock would be appreciated and give more variety.

This is an excellent and enjoyable book, even for those, like myself, who have no particular interest in that railway. Highly recommended.

MSW

The London Underground 1968–1985 The Greater London Council Years

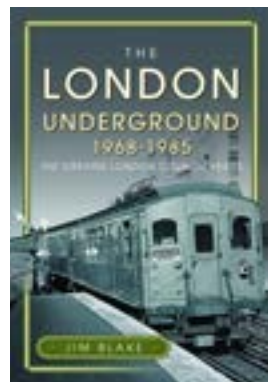
Jim Blake

192 pages, comprehensively illustrated with monochrome photographs. Published by Pen & Sword Transport. ISBN 978 1395 09 5635. £25.

When I was asked to review this book, I saw the title and thought 'Oh no, hope there are not too many references to politics.' After spending all my working life with London Transport, I thought I had heard it all. Well, this is most definitely not the case.

The author has managed to capture the mood exquisitely with his choice of photographs and, being black and white, they capture their moments in time. This is not a history book but a pictorial record that tells the story of the 'older' rolling stock then in use. As an avid LT fan I thought I had seen most of the older images from 1968 to 1985 when attending London Underground railway society slide shows, but many of these have never been shown.

It is a remarkable pictorial history of the era. So many of the scenes depicted are long gone, either under modern buildings or disguised by them. The author has been able to take you back in time and with many of the images I could have been standing behind him as a young lad. My favourite is on page 22: 1938 stock entering Rayners Lane on the Metropolitan Line with the signal box in the background. I could have been in there at the time, on shift as a box boy... wow! Many photographs are behind-the-scenes views of locations, depots, sidings and workshops. If you are a London Underground enthusiast, railway historian or London Transport modeller this is a must-have book.



PJJ

KENT & EAST SUSSEX RAILWAY 300 CLUB

PRIZE WINNERS

September 2023

1st	Lionel Marchant	No. 1037	£160
2nd	Janet Anstiss	No. 427	£140
3rd	Laurie Cooksey	No. 439	£120
4th	Philip Clark-Monks	No. 622	£110
5th	Mrs Christine Rigby	No. 1089	£100
6th	Roger Diamond	No. 296	£90
7th	Paul Gurley	No. 674	£80
8th	Robert Dove	No. 627	£70
9th	Mrs Catherine Blair	No. 954	£60
10th	Mrs Christine Rigby	No. 1090	£50
11th	Keith Howell	No. 535	£40
12th	Mrs J Bignell	No. 581	£30
13th	Bryan Atkins	No. 347	£20
14th	Mrs Anthea Post	No. 529	£10

November 2023

1st	Lionel Marchant	No. 1040	£100
2nd	Andre Freeman	No. 399	£90
3rd	Colin Avey	No. 984	£80
4th	J G Groves	No. 264	£70
5th	Lionel Marchant	No. 606	£60
6th	Pat Greenwood	No. 1162	£50
7th	E J Fawcett	No. 144	£40
8th	Keith Howell	No. 533	£30
9th	Tony Hutchins	No. 508	£20
10th	Dave Tibbatts	No. 497	£10

October 2023

1st	Mr E Stockdale	No. 593	£100
2nd	Mrs Catherine Blair	No. 953	£90
3rd	Laurie Cooksey	No. 439	£80
4th	Richard Sharp	No. 1182	£70
5th	Suzanne A Ward	No. 004	£60
6th	Daniel Snowden	No. 011	£50
7th	Jack R Treadgold	No. 740	£40
8th	J M Whitcombe	No. 241	£30
9th	Jim Merchant	No. 1097	£20
10th	T J Hoskins	No. 449	£10

December 2023

1st	John T Turner	No. 892	£250
2nd	Kent Evenden	No. 193	£200
3rd	Janet Bridger	No. 263	£175
4th	Brian Stonestreet	No. 1264	£150
5th	Neil D Clark	No. 378	£125
6th	Graham Lusted	No. 1071	£100
7th	Patrick Favell	No. 1249	£90
8th	Richard Seddon	No. 678	£80
9th	Robert Bradford	No. 594	£70
10th	Mr L Button	No. 426	£60
11th	R & S Jacques-Bartlett	No. 772	£50
12th	Peter Gore	No. 141	£40
13th	Clive Norman	No. 389	£30
14th	P&B Tanton-Brown	No. 1061	£20
15th	Lesley & Ken Lee	No. 746	£10

To join the 300 Club or for more information contact Chris Garman and Colin Avey
at kesr.300club@yahoo.com

Caption Competition Result

Many thanks to all those who sent in entries for the caption competition in the last issue of the *Terrier*; we were pleased to receive as many as we did. We are now able to announce that the winner of a table for two on a Sunday Pullman is Dr Richard Simmons, who suggests that Colonel Stephens is saying to the GM:

"I know we're a light railway, but just how 'light' was this Pacific?"

The runner up – unfortunately no prize on this occasion – was Marcus Klugman with:

"Doctor, I keep having to take photos of myself beside steam engines!"

Doctor replies: "I think you have selfie-steam issues..."

(This appealed to the Editor's liking for puns.)

Moguls on the K&ESR

The 2-6-0 (or Mogul) tender locomotive was unknown on the Kent & East Sussex Railway until the heritage era. Following the recent visit of British Railways Standard 2MT No.78019 we take the opportunity to outline the use of 2-6-0s on the K&ESR over the past 50 years.

K&ESR No.19, otherwise Norwegian State Railways Class 21c No.376, was the first 2-6-0 on the railway, arriving in 1971. *Norwegian*, as it is now named, has been much featured in this journal over the years, most recently in the Spring 2023 issue. Fuller details can also be

found on the railway's website, but it is worth recalling that it was obtained at a time when it was necessary to look overseas for a loco light enough for the infrastructure as it then was. We illustrate it here with a photograph taken at Rolvenden in July 1973.



(Photographer not known/Terrier archive)

Next to appear was Southern Railway U Class No.31618. Purchased from Woodham's at Barry, this locomotive came to Kent on its own wheels in January 1969, firstly to a private siding at New Hythe and in 1972 to the K&ESR where restoration was completed with the involvement

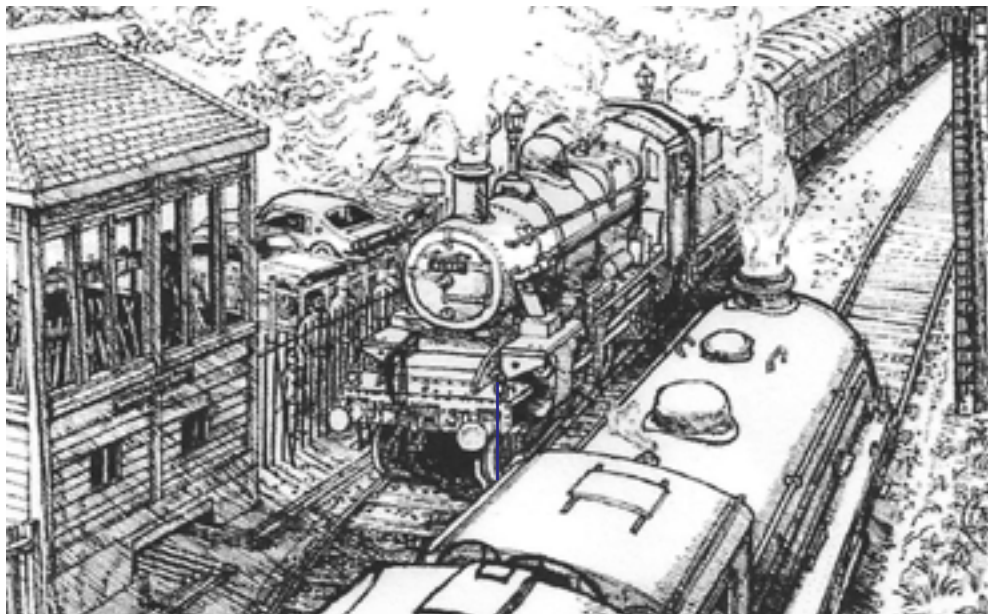
of K&ESR members of the time. It was able to work within Tenterden station limits but was deemed too heavy for the pre-strengthening infrastructure and was moved to the Bluebell Railway in 1977. The U Class is seen here at Tenterden Town on 13th October 1973.



(Photographer not known/Terrier archive)

Writing in the Winter 1981 *Tenterden Terrier*, the late Neil Rose suggested that in 1985 the K&ESR might acquire an Ivatt 2MT 2-6-0, this being a lightweight class designed for the

backwaters of the LMS. Unfortunately that didn't happen, but the scene in the drawing which accompanied Neil's article was in some ways prophetic.



(Roy Chambers)

It was 1995 before an Ivatt Class 2 Mogul actually appeared at the K&ESR, in the shape

of the Severn Valley Railway's No.46443 which visited our railway during the summer.



(Phil Edwards)

Finally, in 2023 we had the pleasure of No.78019, the Great Central Railway – hopefully not the last we shall see of this useful locomotive type. 🚂



With a nice clean exhaust No.78019 heads a Santa Special on 10th December.

(Phil Edwards)



No.78019 at Tenterden Town on 19th December.

(Phil Edwards)

Notes for contributors

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

Content

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

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

Text

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

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

Photos

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

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

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

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

The Kent & East Sussex Railway Company Limited

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(Limited by guarantee and not having a share capital)

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