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Tenterden Terrier

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76017 – Our Visiting Mogul
Reaching an Understanding With RVR
A Green Corridor Through Kent & East Sussex
Book Review: Robertsbridge Turntable
Looking Back With Brian Janes

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FRONT COVER

Our visiting Mogul framed by the Northiam water tower on 12th September.

(Ian Scarlett)

BACK COVER

Three Matts! (Left to right): Hyner (Driver); Saunders (Signaller); Webb (Fireman).

(Tony Ramsey)



Road and Rail: Alan Brice's Wallis & Stevens 'roller forms a backdrop to 76017 on 12th September at Tenterden Town. (Phil Edwards)

Tenterden Terrier

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Editorial

Constant Themes

During times of change and uncertainty, the constants in life can be both reassuring and sobering. With this in mind, and as we reach the end of our 50th Anniversary year, there are many long-running themes for us to reflect on.

For instance, in the 1987 edition of the railway's *Stock Book* the late Neil Rose observed that the rate at which rolling stock could be brought back into serviceable condition was determined by its "overall usefulness, availability of volunteer labour and financial resources". Some time after that the *Guidebook* stated: "Our aim is to preserve the remaining line as a working

example of a country railway for your education and enjoyment."

More than 35 years on each of these statements remains as pertinent as ever, particularly viewed in the light of the challenges now facing not only the Kent & East Sussex Railway but the entire heritage railway movement. These include environmental concerns, public expectations and the ever-increasing distance from the age of the main line steam railway.

However, we must never forget two of the most important and positive constants: the quality of both our product and our people. The two go hand in glove; time and again our people reassuringly achieve the seemingly impossible. Without them the K&ESR would be nothing. In an uncertain world we lose sight of that at our peril.

Nick Pallant



The evocative glow from an open firehole door.

(Robert Wickham)

FROM THE BOARD

One of my favourite films is *The Titfield Thunderbolt*. I've been watching it since I was a kid (thanks dad) and I revisit it on a regular basis. One of my favourite scenes is where the village comes together to get the railway back up and running. Everyone mucks in and does whatever needs doing. Some play to their experience and skills, some to their interests; others just do whatever they can to make it a success. I love everything about it.

I've been a volunteer at the Kent & East Sussex Railway since 2020 when I moved to Tenterden. I joined because I wanted to meet new people, make new friends, and become part of the community in which I'd chosen to live. My timing wasn't great; I managed to get one day in as a trainee TTI before COVID put everything on hold. But it did mean that when we reopened after that first lockdown, I was right in the middle of things as part of the small team who cleaned down the trains between trips, and I very quickly realised that the railway means different things to different people. I watched volunteers coming back to the railway, not because they had a turn but because, during lockdown, they'd missed their friends. I met passengers who told me they were here to escape the 'real world' (which at that time was rather scary and uncertain), and others who told me that as a regular visitor, they were so glad to have some 'normal' back in their lives.

My background is in HR, so it's the people that interest me, more so than the rolling stock and infrastructure. Since that first summer at the railway, I've really enjoyed hearing the stories of the different people I've met – members, volunteers and passengers alike. Stories about the day the Queen Mother visited, about the *Darling Buds* being filmed, and about children being used to paint the difficult-to-reach bits of signal boxes (children who now drive the locos!).

I had a conversation early one morning with a man in his 40s who'd last visited as a child with his father and ever since had had a vague memory of the 'banana train'. His dad was no longer around to confirm his recollections, and as he happened to be passing he'd popped in for old times sake for a look around. He told me this with tears in his eyes, standing next to the Pullman carriages which to that six-year-old had been the same colours as bananas. I'm also regularly moved by the reactions of families arriving for the Santa Specials, many of whom make the annual visit to us an essential part of their Christmas celebrations, with people travelling sometimes hundreds of miles to meet up with loved ones and spend a day with us.

But for others, it's not about one-off memories or big days out, it's about the everyday. So many of our volunteers aren't here to be 'front of house'. They're more than happy to play their



A family Sunday lunch – Malcolm Webb, left, with his three sons (from left) Brian, Sean and Matthew, crewing a Sunday lunch train at Northiam.

(Alan Crotty)

important role by machining loco fittings, restoring carriages or digging holes and painting our rapidly ageing station buildings. In the same way, many of our visitors come for a nice ride on a train through the beautiful summer countryside, stopping for a cup of tea and a cake at one of our stations. For others, it's all about the pre-war glamour of the Pullman, the dressing up for Forties Weekend, or the quintessentially British cream tea on a steam train.

The point is, the K&ESR is a different thing to different people. Some will visit only once, some once a year and others almost daily (without being paid!). Some will want the full-on 'behind the scenes' experience, while others will just want to stand on the grass and watch the trains. Some of our volunteers will do one turn a year, some every week, and others will be seen in all sorts of roles depending upon what needs doing.

What I've come to realise over the past five seasons is that this wonderful little railway is so important to so many people for so many reasons. I'm not a railway enthusiast. I'm not bothered about what the 'correct' colour is for a 1925 Maunsell coach, what a Thumper sounds like, or what the correct finial is for a particular

signal post, but some people are, and I respect that. Equally I recognise that many people are at the railway for their own personal reasons, and I respect that too. Be it escaping the real world, reliving their past, doing something useful with their time, enjoying this beautiful part of the world or simply spending time with friends, we should respect and embrace it.

But the truth is, volunteer-based heritage railways are struggling. 2024 is not 1974. Costs are higher, visitors expectations are higher, regulatory demands are higher. And in spite of this, from what I can see, the survival of organisations like the K&ESR is absolutely vital for everyone who makes them a part of their lives. From the stories I hear from those who have been around at the railway a lot longer than me, the approach of the volunteers in early days of the K&ESR was not dissimilar to the residents of Titfield. People mucked in to do whatever needed doing to run trains and welcome visitors.

Now, as we head for the 2024 Santa season and beyond, that attitude of 'tell me what needs doing and I'll do it' is going to be more important than ever.

Andy Papworth

MOTIVE POWER

Rolvenden MPD

Steam Locos

No.3 Bodiam (32670): Sadly, still no update regarding agreement with the insurers for repairs to start.

No.8 Knowle (32678): *Knowle* has just successfully completed its first 28 day running period since the repairs to frames and motion that were carried out earlier this year. Happily there have been only a few minor faults, and the loco will now receive a washout and a fitness to run examination.

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

No.12 Marcia: In the last loco report we advised that *Marcia* had left the railway, and was being sold by the heirs of Dick Beckett. We are now delighted to be able to confirm that she was bought jointly by Andrew Hardy, one of our drivers, and his employer Rapido Trains. *Marcia* duly returned to us, none the worse for her holiday in the south west.

No.14 Charwelton: Charwelton's overhaul continues at JM Steam Engineering at Quinton. We hope to be able to bring you an update in the next edition.

No. 15 Hastings: *Hastings* has been sharing duties on the 'Doodle' train with *Knowle*. Currently the loco is stopped for some work to the motion, but should be back serviceable before too long. *Hastings* could be difficult to coal, so a solution



The new cab arrangement for Hastings.

(Liam Head)



*Pannier No.1638 being stripped for assessment.
(via Leaky Finders)*

was designed involving removal of the upper section of the rear cab wall and replacing it with a metal surround. The original cab wall can be refitted as and when necessary.

No.19 Norwegian (376): Stored pending overhaul.

No.21 Wainwright (300): Stored pending overhaul.

No.22 Maunsell (65): The news regarding *Maunsell* is looking brighter as time goes on. The boiler has passed its steam test, and the loco is being rebuilt. There is still a lot of work to do, and anyone who feels they could lend a hand would be welcome.

No.23 Holman F Stephens: In store pending overhaul. Will be next into the shed as soon as *Maunsell* is complete.

No.25 Northiam: In service.

No.30 Pannier (1638): Leaky Finders have begun stripping 1638 to see what needs doing for the

overhaul. The appeal for funding is still open: please see the 50th Anniversary appeal on the main K&ESR website.

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

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

No.76017 Standard 4: This loco has been a wonderful addition to our services this year. Much liked by crews, it has easily enough power for anything we need it to do. It remains on hire to us for the rest of the year, and it is hoped that it will stay with us for next year, too.

No.75008 Swiftsure: This loco has been with us for several seasons now, and has proved to be a strong and reliable performer. Owned by the same owner as *Sapper* and 20087, we hope that *Swiftsure* will remain with us for the foreseeable future.

Diesel Locos/Units

Class 108 DMMU: In service. The DMMU has undergone some maintenance in the summer while the 'Doodle' train was in service. It will now form the B set in October as the service reduces to one steam engine per day.

No.40 Ford: Work is progressing on the repairs to this veteran loco. The air tanks have recently been tested and passed fit for service.

No.41 Ruston: In service as Rolvenden shunter.

No.44 Class 08 Dover Castle: Stored.



Old friends: D9504 back together with former K&ESR resident D9525 at Ecclesbourne. (Jack Marlow)

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

No.47 Class 03 (D2024): After many years in store, latterly at Bodiam, D2024 has now been moved to Tenterden.

No.48 Class 14 (D9504): In service. Recently went on loan to the Ecclesbourne Valley Railway for a Class 14 gauge.

Class 20 20087: On long-term hire to us. In service.

Class 25 D7594: Stored.

Staff

Sadly George Moffatt has left Rolvenden for a new job at Rushmere Engineering. We thank him for all his efforts at the K&ESR, and wish him all the best for the future.

4253 Locomotive Company – Kelvin Williams

Since our last report, in the Summer *Terrier*, a successful full test of the new brake cylinder and vacuum brake system was carried out, after which the bunker was re-fitted to the frame.



4253's boiler at Rolvenden, having returned from HBSS. (Charles Masterson)

More importantly, the boiler was returned to us from HBSS on 11th July after all the contracted work had been completed including a hydraulic test. As soon as it arrived it was craned into the frame and coupled with the smoke box; it was then lowered to the ground so that work can begin in earnest.

The smoke box has been riveted into place. Work has started on fitting of the earlier prepared crinoline strips. The fire doors were fitted, along with a test fit within the smoke box of the regulator box and copper pipes that will connect to the superheater header. Many other tasks are planned or have been completed, which are detailed in our weekly Facebook reports.

Work continues on the building of the tender tank for the Maunsell Locomotive Society based at the Bluebell Railway. The tender is for their Q Class 0-6-0 locomotive 30541. The base, front and side panels, plus the coal chute section, have been fitted, along with the large tool boxes at the front. All that remains to do is the fitting of the rear top sheet and rear panel – plus a lot of welding!

08359 – Mark Stuchbury

On 11th October the Diesel Electric Shunter Company's Class 08 No.08359 arrived at Wittersham Road for an initial two-year residency at the railway. Based at Rolvenden, the loco is to be used to shunt both the yard and the CSS at Rolvenden as well as for carriage shunting at Tenterden and on engineering trains for the P.Way department. Its current BR Rail Blue livery is representative of its class in the late 1970s and early 1980s.

Built at the British Railways workshops at Crewe and entering traffic in March 1958, D3429, as it was first numbered, worked most of its life in South Wales in and around Cardiff, Barry and Margam. Renumbered under TOPS in 1974 to 08359, the loco survived until March 1984, when mass closure of the coal mines in South Wales along with BR's withdrawal from vacuum-braked freight trains made it redundant as a vacuum-brake-only shunter.

It entered preservation firstly at the Midland Railway Trust and then on to Telford Steam Railway and then Chasewater Railway. Obtained by DESC in 2022 to join their small fleet, the loco spent some time in Cornwall at the Bodmin Railway until March 2024 when the loco underwent an intermediate overhaul at Bitton on the Avon Valley Railway.



08359 arrives at Wittersham Road. (Mark Stuchbury)

The loco is representative of 999 shunters of its type that were built by BR between 1952 and 1962. Many of the class worked locally at Tonbridge, Ashford and Dover. 08359 holds the distinction of being the oldest surviving diesel-electric locomotive built by Crewe Works.

**GWR Railcar W20W – Chris Mileman/
Neil Edwards**

We note that our last piece was written in May this year. Quite a bit has happened since then, I am delighted to say!

W20W returned to the Carriage and Wagon department at Tenterden on Wednesday 29th May, following which much work has taken place in the luggage compartment. This now looks magnificent with brown panelling and the old steam heat enclosures picked out in a warm cream finish. Inside the luggage compartment the internal lighting wiring has been completed and the original refurbished guard's light switch and fuse board for luggage compartment and saloon lighting has been recommissioned, installed and is now operational. The floor is ready for its brown Marmoleum (lino) to be laid. The remaining windows are in the process of being fitted, although the door windows will have to wait until the door skins have been replaced by our metalwork contractor. With the boiler and water tank cupboards having been fitted and painted, they are now ready to receive the original control panels, switches and gauges etc.

Although most of these items will be inoperative, they have been restored and refitted to retain the original look of the compartment.

Inside the main saloon, the fire-proof flooring has been laid and the flooring contractor attended Tenterden on 3rd July to measure for a quotation. Scotia trim fitting around the floor edge has been completed in the saloons. The heating pipe covers have been restored and are being fettled to fit over the new heating pipes and woodwork. Before these are permanently fixed they are to be painted dark green to complement the wall covering, moquette and the proposed flooring, as per the original interior design.

A set of double seats has been temporarily installed in the large saloon as a trial fit. This is to ensure the team are fully conversant with their assembly, and to make sure that we have all the necessary components required to complete the seating installation. Although this is only a temporary trial fit, we consider that they look very smart and are also pleasingly comfortable, following some profile 'adjustment' by our upholsterer. Saloon luggage-rack components have been identified and assessed; a luggage netting supplier has been identified and a sample piece purchased for assessment.

Under the floor in the large saloon the battery compartment has been prepared and the large new batteries installed and temporarily connected. This has enabled the other internal



The trial fitting of the double seat arrangement.

(Neil Edwards)



The Railcar soon after arrival at Rolvenden in 1966.

(via Tom Burnham)



Lydia leaving for pastures new.

(Jake Lewis)

lighting and power work to proceed. Following the discovery of some issues with the generators, a contractor has been identified who may be able to both service/repair the generators and supply replacement regulators.

The long-awaited vehicle lift finally took place on 11th July and a bogie inspection was undertaken by Clive Lowe, Alan Brice and Steve Beck, our Independent Competent Person. All nuts and bolts, cotter pins and rivets were checked for proper installation (ICP requirement) and all axle roller bearings assessed and approved by the ICP. While the bogies were accessible both sand boxes were fitted to the bogie frames and the latter cleaned and repainted.

However, a potential problem was identified with the wheel profiles. The initial assessment of the bogies identified an anomaly with regard to the tyre tread profile, in particular the flange height. Further research has identified that this series of railcars were originally fitted with tyres conforming to the GWR standard locomotive – thick flange – tyre profile. This profile is subtly different from the usual P1 profile found on most vehicles.

Before any decision is made as to what needs to be done, if anything, in response to this issue, an assessment needs to be undertaken as to the current wear on the tyres within GWR profile

specification. To enable this to happen, accurate tyre measurements have now been undertaken with the assistance of the Rolvenden engineering staff. We are currently awaiting the outcome of the assessment of the readings by the ICP and other interested parties.

The newly identified contract fabricator and welder began work on the Robertsbridge cab sheet metalwork during August, but work was soon on hold again due to the contractor taking some paternity leave. Happily he is now back, and work continues. We are beginning to see some good progress, especially around the front valance and the droplight windows.

A team visit to Didcot was undertaken on 8th August to view W22 to discuss specific restoration issues. Those attending were able to examine and resolve a number of particular issues, and will almost certainly be repeating the visit sometime soon. Thanks are extended to our friends at the Didcot Railway Centre who facilitated the visit.

With the good progress being achieved on the Robertsbridge-end cab metalwork the team are optimistic that the final fitting out of the cab interior and all the controls will soon be undertaken, along with the finishing off of the small saloon which has been delayed for so long. Then it's just on to the Headcorn end!

ROLLING STOCK

The Wealden Pullman

The new kitchen car has entered service and is proving its worth in providing a greatly improved working environment for our volunteers with its modern kitchen, mechanised washing-up facilities, and essential storage to service the Pullman train. This assures that the heart of the train continues to be in good health and has allowed *Diana* to enter our workshop for a much-needed overhaul. Unsurprisingly, this has revealed that more work is required than we had hoped, but the carriage will be back in use during this year's Santa Special season.

Theodora needs some attention this winter to rotten woodwork and, as we know, would really benefit from the completion of the marquetry restoration.

Isle Of Thanet

Through the generosity of one of our long-term supporters, we have the opportunity to acquire

Pullman parlour car *Isle of Thanet*. This 1924-built car will allow us to ensure that all of our guests can experience dining in a genuine Pullman car, releasing the current Maunsell carriage to provide first class seating on our Rother Valley Limited dining services.

Isle of Thanet is in excellent condition, with good quality marquetry and a sound body. However, it will require the interior 'kit of parts' to be re-assembled and some work to fettle up the underside.

Subject to funds being available, we want to prioritise work on this Pullman so that it can be in service soon.

Strategy

Pullman car *Aries* has not been forgotten, but the presence of some asbestos and the need to build interior panelling makes it a longer-term project. It is still the plan to be able to use this vehicle as a fifth coach in the Pullman set, and to use it at



Isle of Thanet, with D2023, at Rolvenden.

(Graham Williams)

other times as a second catering vehicle on trains to Robertsbridge, offering the Pullman experience to a new market.

For a short while we hosted Pullman car *Lydia* on the railway, providing safe and dry temporary storage. But with our hands full with *Barbara*, *Theodora*, *Isle of Thanet* and *Aries*, we could not take on another one; it is best for the vehicle to go to a home that can make use of her.

Funding

This is where we hope you may be able to help.

To progress the work on *Isle of Thanet*, we really need additional funds. Our target is to raise £50,000, with any money above this total used to fund other aspects of the Pullman Project: restoration of further marquetry panels for *Theodora*, and a roof over the Pullman siding at Tenterden to protect these valuable vehicles.

Donations can be made either direct to The Kent & East Sussex Railway, sort code 60-21-20, account 59104929, tagged as 'Pullman Train'; or via our donations website at <https://cafdonate.cafonline.org/10326>

OPERATING

Signalling – Tony Ramsey

The summer is inevitably the busiest time of year for Operating grades and, in addition to all the box and crossing turns, we have had what seems like a record number of passing-out turns. We congratulate the following on their success: Aodhan Kavanagh and Matt Saunders (Tenterden Town box); Jonathan Baker, Richard de Coverly, David Hunter, Aodhan Kavanagh, Jake Lewis, James Lloyd and Charles Spencer (Cranbrook Road); Matt Saunders and Tim Wilkinson (Rolvenden Gates); Col McLaughlin,

Philip Noakes and John Patrick (Rolvenden box); Kai Bass, Steve Cassidy and Richard de Coverly (Wittersham Road box); Neil Horrocks, Iain Lovell and John Phillips (Northiam Gates).

Since the pandemic we have seen an encouraging number of new volunteers coming forward and expressing an interest in signalling. The six trainees on the 2023 course have all passed the theory exam and, at the time of writing, we have four trainees on the 2024 course and five signed up for next year's.

As a result of a legacy from the estate of the



Nick Wellington receiving his Golden Whistle award. (via Tony Ramsey)

late Les Pearson, a former Tenterden Town Signalman, we have been able to add or replace blinds in all the signal boxes. This helps not only to keep signalmen cool in hot weather but also to preserve the signalling equipment.

Each year the Chartered Institution of Railway Operators (a professional body to which several of our signalmen belong) seeks to recognise cases of outstanding achievement by rail operators. We congratulate signalman and S&TE Manager Nick Wellington who (in his Network Rail capacity) has achieved Gold in the Outstanding Individual Operator category in the 2024 Awards.

Station Masters – Geoff Colvin

As October looms there is a palpable sense of relief that we can relax a little following a season which, although at times stretching the team a little more thinly than we might have wished, has brought experiences ranging from galas to dinosaurs and doodles. A range of memories created, acquaintances made or renewed, problems solved together, tea consumed with an occasional cake, bins emptied – a special mention to Peter Blunden for going above and beyond with that task – and visitors mainly going away happy. Once again, our platform team members have demonstrated tremendous flexibility and adaptability making the usual run smoothly and taking the surprising in their stride.

A brief respite looms and then Santa, when everyone available will be pressed into action – either on the platform or in the myriad other tasks required to make things go to plan.

Inevitably the season has seen changes amongst our team. Some colleagues have moved on as other demands or interests have entered their lives, while others have experienced issues with health that have restricted availability or brought their volunteering to an end. We wish them all well, and thank them for their efforts.

Another cohort has qualified as Station Masters: Peter Stonely at Tenterden, Kai Bass at



Vic Grigg (left) and Kathy Webster greeting John King, a former Station Master at Tenterden, who was visiting us at the ripe old age of 98. (Geoff Colvin)

Northiam, and both John Alexander and Phil Sell at Bodiam. Well done all, and sincere thanks to all the colleagues who have helped with training, advice and assessment. Without a steady flow of recruits we would be unable to function. Happily another group is 'in the pipeline'.

In July we sadly lost Malcolm Jones, Station Master, Crossing Keeper and Roster Clerk. An obituary appears elsewhere in this issue.

The recruitment team – together with the tenacity of some of our crew to follow an “Are you having a good day? Where have you come from...? Oh that’s quite close to the railway, have you thought about volunteering?” line of conversation – has produced a steady flow of newcomers to the ranks of platform assistants. They are too numerous to mention individually by name, but we offer a warm welcome to every one of you!



We are sorry to have to report that Tom Featherstone, long serving driver and engineer for the railway, has passed away. Our condolences go to his wife Judith and their family. We hope to carry a full obituary in the next edition of the Terrier.

(Phil Edwards)

COMMERCIAL

Travelling Ticket Inspectors – Murray Motley

It's been a good summer for the Travelling Ticket Inspector group, with a warm welcome to no less than six new team members. Andrew Blockley, Peter Chandler, Peter Conroy, Adam Holland, Richard Norton and Julie Wilkinson are all out there taking care of our customers and having a great time in the process.

We continue to have a lot of fun interacting with passengers on the trains, and it seems every shift carries a delightful or heart-warming story to enjoy. For instance, on one train recently there was a party of 12 people. They had chosen the K&ESR as a venue to celebrate their joint three 60th birthdays; at the heart of the group were a set of twins and a good friend of their acquaintance of 49 years. A grand picnic bedecked the carriage table, surrounded by friends and family from two

years old to 80. The K&ESR, as ever, provided a superb backdrop for their party and they all had a wonderful time as well as being very entertaining.

Then we have the folk who “used to volunteer on this railway 40 years ago”. We often get asked if so-and-so is still around, but being relative newbies ourselves we can't always answer these questions. On the other hand it is wonderful to hear their reminiscences, while humbling to consider the hard work they put in to help create the wonderful railway we have today. And of course you soon learn that there's really nothing new under the preservation sun, and that what goes around comes around...

It now seems a long time ago but at the beginning of June, along with everyone else, we were heavily involved in the 50th Anniversary celebrations. Our 'main line' was very busy but we also provided TTI services on the 'Northbridge Street

Express', departing from Robertsbridge Junction 26 times each day on the Saturday and Sunday of 1st/2nd June. This was a great deal of fun and we had a lot of local people on the train. It was good to hear much positive comment and optimism about the impact the re-opening of our railway is expected to have. It was also heartening to see so many people arriving and departing by Southeastern main line train – a good omen for the future. We look forward to the time when they can do this without having to use a vintage rail replacement bus service, provided because of an alleged landslide!

Did I mention dinosaurs and rabbits? We've had a lot to do with them this year as well, and that reminds me of our burgeoning relationship with Fox & Edwards Events. This company is bringing a lot of people to our railway for the first time, whether to see a T Rex or say "Hi!" to Peter Rabbit. Then there are the other events coming along: Magic Express, Fright Nights, Santa Specials. Yes, lots to look forward to, and that's before we get cracking on year 51. Or is it 52?



Roy Cooper welcoming people to the Northbridge Street shuttle at Robertsbridge. (Murray Motley)



Hastings at rest at Bodiam.

(Ian Scarlett)

Permanent Way – Paul Jessett

The summer months are a busy time for the P.Way Department because of the greater number of trains we run during the period. Track patrols are completed every 30 running days so they creep up on us quickly. With the addition of very high temperatures during the period – and prolonged spells of heavy rain – extra inspections were necessary. At times the railway looked like it was floating across the fields in the New Mill area, due to the amount of flooding; however the track held up very well despite the weather.

With the construction of the extension to Robertsbridge on the horizon, we have been accepting delivery of track components, rail and sleepers to Northiam. Some materials stored at Junction Road have been moved, to allow access for the upcoming level crossing installation.

During the year we undertook a major scrap drive. Some will notice that the area around Popes Cottage has been cleared, netting the railway £10,660 in the current financial year. In the period from April last year we have sold scrap to the value of £25,800! We still have a lot to do, though. The area around Harvesters UWC has recently been cleared and we recovered around 100 sleepers that had been there for a very long time. These have been stripped down to their component parts and will go the same way. I am often asked about redundant sleepers to be used in gardens; these do become available, and are sold at reasonable rates, but it is first come first served, so if you want any please let me know and I can add you to the list.

Several UWC gates have been replaced, noticeably at Harvester's and Hexden, and after a very long-drawn-out battle with East Sussex Highways the road drains have been renewed around Northiam Level Crossing. The rain water and run off has been flowing down the hill and onto our new crossing for too long. We are now able to get on and replace the panel of track off the crossing with new ballast and concrete flat-bottom track, to extend the life of this section.

Forestry & Conservation – Steve McMurdo

With the greatest of sadness we learned of the passing on 6th September of our fellow team



Ian Cox.

(Steve McMurdo)

member and close friend Ian Cox. Ian had spent the last ten years of his full and active life with F&C and enthusiastically looked forward to his railway day each Friday, only missing a session if it was imperative for him to be elsewhere. His reliability was legendary – if he said he would be attending, we knew he would without question and arrive on time ready for action.

Ian's funeral at Tenterden Cemetery on 9th October was attended by every single one of our Friday team, with each of us wearing our high visibility railway clothing as requested by his family. Very appropriately, his final place of rest in the cemetery is close to its boundary with his beloved railway and in sight of the many trees he helped us plant on our side of the fence earlier this year. We will be adding a larger ceremonial tree there shortly, as a lasting memorial.

One of the many tributes from a fellow teammate perfectly summarises Ian: "One in a million, reliable, best quality, a very good, good man. I smile at the very thought of him. He was without doubt a team player. If I asked for his help, he was there."

Our Friday work parties have been busy throughout the summer, managing and controlling vegetation at numerous locations.

In September a team of F&C members researched, arranged and ran an attractive stand at the railway's Wildlife & Country Fair Weekend held at Tenterden Station, which enabled visitors to learn how the group's work conserves the lineside environment. In addition to explaining our key role of providing a safe place for everyone on our railway, the displays and information boards showed the great variety of birds, trees and wildlife that live beside the line.

A recent professional bird study identified 88 bird species resident along our line, including 17 red-listed and 21 amber-listed species, and notable rarities such as the turtle dove and nightingale. A similar bee survey found 14 species including rare ruderal bumblebees. *(See article on page 27 for further details –Ed.)*

Visitors enjoyed the striking photographs made available via Keith Barron from the railway's Sustainability Committee; Keith was also on

hand to answer numerous questions from the large number of visitors. It became clear that there was an interest to actually visit our special environment – might the concept of occasional Rail Wildlife Safaris with a guide be something to consider?

Also welcomed was our recent planting of disease-resistant elms at Rolvenden as well as the continuing work to encourage the wildflowers, including bluebells and rarer orchids.

Younger visitors were able to watch the four-minute Bodiam to Tenterden cab ride film, provided courtesy of Sixpenny Films, which showed the importance of properly maintaining the trees along the line.

Over the two days visitors left with a clearer understanding of the railway's role, not only in promoting tourism but also actively and responsibly enhancing the environment we all share.



A guard's eye view back from Northbridge Street.

(Cathy Crotty)



76017 waits at Rolvenden.

(Liam Head)

GROUPS AND ASSOCIATES

Tuesday Group – *Graham Hopker*

The Tuesday Group has continued with the maintenance of Northiam station which included repairing the fence around the Memorial Garden. This entailed supporting the wooden fence posts with concrete spurs, and repairing holes in the mesh fencing where the rabbits have chewed their way in.

The platform canopy and toilet doors have had a top coat of paint applied.

The porch to No.1 Cottage has been renovated. The wooden finial over the entrance has been replaced, thanks to the skills of Steve Dunn. Steve has also repainted the wooden trellis which supports a rose.

A new gated walkway has been installed for the signalman's use on the Bodiam end of both platforms, and anti-slip material applied.

With all the rain and sun over the past few weeks we have had to trim the hedge along the length of Platform 1, together with the shrubs in the picnic area. Certain areas have also been strimmed. The grass areas have been mown regularly to keep them looking tidy.

The ongoing task of platform seat refurbishment is continuing.

David Holman, a new member of the railway, has joined us as well as the Gardening Group. He is already proving to be a great asset to both groups.

Gardening Group 1 – *Carol Usher*

Summer has gone, but there is still lots of colour at Tenterden Town Station. We have reduced the tubs from eight down to two, swapping plants about, and the hanging baskets are just about finished for this year. All the old plants and compost are deposited into our three compost bins, and next year we will have some lovely compost to spread around the gardens, which we start doing around February/March time.

We have started pruning and tidying for the autumn/winter season – a job we find very pleasurable because we know that the plants will come back bigger and better next year. It's very hard work, nonetheless. Hopefully the weather will allow us to continue our clearing up, otherwise spring will be harder for us.

The topiary trains have grown well since they



Tenterden at sunset.

(Joel Pearson)

were treated: they were trimmed in early September and treated again. Fingers crossed we won't have the same problem next year.

Our team was reduced to three in late June as one of our ladies had knee surgery, but we are happy to report she'll be back next year.

We have been told that bats have been seen around the station, so we are hoping to put up some bat boxes to help them.

Christmas is approaching, so in November/December we retreat indoors to help the Catering Department prepare refreshment packs for the Santa Specials. All good fun!

We are a happy band of four ladies and would welcome anyone who loves gardening to join us. If you are interested please leave your details at the office; they'll be passed on to me.

We wish you all a Happy Christmas and a prosperous New Year.

Gardening Group 2 – Veronica Hopker

Northiam: Following several visits from the Wildlife Group, we are working on plans to increase the biodiversity of the station gardens and surrounding areas. Until the link to Robertsbridge is completed and all equipment is removed from the car park, there is little point in us spending time and money on making that area wildlife friendly. However we have a lot to work on with the garden areas, the top of the bank behind Platform 2 and the area behind the Memorial Garden.

At the present time we are experimenting with wildflower seed, which is a start. We seeded one area early on in the year, and this has produced some flowers and grasses, but the ambition is to achieve a more floriferous result so more seeds will be sown in the autumn.

We will be planting spring bulbs over the next week or two, which we hope will survive the rabbits and other little visitors that come to our garden areas.

Liz Brown has continued to keep the picnic area and platform flower bed, together with the flowerpots on the platform, looking really attractive. The Tuesday Group has kindly kept the hedge which runs the length of the platform tidy.

We are very pleased to welcome a new member



A Class 14's eye view of the Pullman. (Robin White)

to our team, David Holman, who joined us in August.

Bodiam – Malcolm Burgess

With the arrival of passengers on the regular train timetable during the summer months the amount of site work is inevitably restricted to grass mowing, vegetation trimming and attending to items which won't conflict with the presence of the public. The flower garden and the stationmaster's garden have both looked extremely good this year, and the hop garden was at its best for the Wildlife and Country Fair weekend. The variety of participants for the fair made it a very interesting event although attendances were probably not as good as hoped, possibly because of competing attractions at the same time.

The Bodiam Tuesday team and the regular station staff remain dedicated to presenting the station as the prettiest on the railway, but the lack of effective communication from other parts of the railway does leave us feeling like an afterthought at times. For example, the relocation of the warning bell treadle – giving less time for crossing keepers to prepare – was only discovered by chance, and we still await approval to install the new platform PA system despite the equipment having been on site since May.

Future projects, provided we get effective support, will include the installation of new



Terry Kempton engaged in essential work at Bodiam. (Geoff Colvin)

hop poles and the celebration next year of the 25th anniversary of the re-opening of Bodiam Station.

Another Armistice Day service at the Cavell Van was planned for Monday 11th November. This involved children from the nearby Staplecross Methodist Primary School.

Museum Notes – Brian Janes

On the visitor front we are managing well. Timetable changes with trains leaving too early in the morning, especially on Sundays, and returning late in the afternoon have meant we have had to experiment with our hours. Opening early is simply to advertise our presence, for very few passengers now have time to linger then. If the early summer trains from Bodiam finally get under way, after their rocky start, morning opening might be worthwhile as well as entertaining those potential passengers who miss the first train. However, with our volunteering shortages, we may have to revert to the old order and only open in the afternoons.

Footfall in the museum still largely reflects reductions in railway passenger numbers, and early summer was disappointing though we are

still holding our own. On some very quiet days casual non-railway visitors nearly equal railway visitors! We will have hosted 14,000 happy visitors by season's end.

Donations per head remain largely static and, as ever, total yields are below running costs. Sales of donated items are holding up well despite the comparative paucity of model railway donations this year. We are still selling large quantities of donated books – at bargain basement prices – and many more would be welcome, even in the closed season.

The museum presentation continues to be enriched with further acquisitions, including a couple of very nice surprises. The first came about from a chance conversation with an enthusiastic visitor and donor who mentioned that a friend had recently acquired the Hudswell Clarke works plate associated with our recently acquired nameplate from Burry Port & Gwendraeth Valley Railway locomotive *Pioneer*. The friend was approached and very graciously agreed to exchange his plate for the almost identical one we had from another of that company's locomotives. Further he, with a small group of friends, came from near Bath to undertake the exchange and visit the railway.

The second surprise came from the acquisition for a modest sum of what we thought was a second *Hesperus* nameplate from K&ESR No.8 (See *Tenterden Terrier* No.87, Spring 2002. On examination it turned out, with 99% certainty, to be the sole remaining plate from the WC&PR's 2-4-0T *Hesperus*. Weston-Super-Mare Museum has on display what they thought was the WC&PR plate, but we are sure that relates to something other than the WC&PR one.

Recent acquisitions do not stop there. We have had the generous donation of K&ESR's No.8's original GWR number plate No.1380 (removed in 1912 and stored at Rolvenden until 1948) to go with its nameplate. Further we have a BR front number plate from S&ECR D1 class No.31739 and a works plate from a sister locomotive, both of which certainly worked schoolchildren, hop-pickers and some other special trains on the Hawkhurst branch.

Regrettably missing from our last notes were the efforts made by Doug Lindsey and Peter Blakeman to locate and rescue a suitable authentic SE&CR lamp bracket so that we could mount the recently acquired Hawkhurst



Nameplate for Hesperus and cab side plate of 1380.

(Brian Janes)

lamp on the Blackfriars lamp post acquired some time ago. This was quite a saga involving negotiation with its Headcorn owner and a difficult retrieval involving several trips with ladders and hacksaws. Who says that museum volunteering is a sedentary occupation!

Once again, the placing in the museum's care of documents from recently sadly missed members and others has paid dividends. The late Peter Carey's estate yielded several interesting items and many photos from the 1950s that we had not seen before. This example is a strong reminder of the need to safeguard privately held collections as *anno domini* calls. As always, ongoing archive work remains a very important part of the team's tasks and although handicapped, like many activities this year, by illness and infirmity, it continues to make progress.

Winter work in the exhibition area is planned to enlarge another exhibit case, and perhaps bring our video presentations up to scratch. Other

work is now in abeyance with the shortage of volunteering effort and the continuing requirement to husband the museum's not insubstantial funds in order to bolster the railway's finances. Nevertheless we remain, as ever, optimistic that our work can continue successfully although with volunteer shortages it remains a challenge.

Our IT upgrade continues, and outsiders can at last telephone us direct (on 01732 809143). The Tonbridge dialling code is a bit of in-house whimsy, reflecting Colonel Stephens' office number at Salford Terrace (Tonbridge 143).

The Cavell Van has had a full season of visitors, and again was scheduled to host a Remembrance Day service for local schoolchildren at Bodiam. Now after 14 years of hard wear the interior needs a full repaint, and we are hoping some space can be found in C&W for the work to take place this winter so we can keep this national treasure in suitable condition for display on our railway.



Members of the 4253 team celebrating as the loco's boiler is temporarily fitted to the frames for the first time. (via 4253 Locomotive Company)



We are delighted to be able to congratulate Matthew and Rebecca Stubbs on their recent wedding. Our picture shows three generations of the Stubbs family – Matthew, father David and twin sons Harrison and Alexander. We can't help wondering how long it took to get David that clean! (via Rebecca Stubbs)



*An impressive view of Terrier 2678 at Cranbrook Road with the Vintage Train on 21st September.
(Phil Edwards)*

*Orpins Crossing viewed from an unusual angle: the DMMU heads for Tenterden Town on 29th September.
(Phil Edwards)*



76017 passes Swiftsure at Wittersham Road on 27th August.

(Ian Scarlett)





Hastings with the 'Doodle' train on 29th September.

(Phil Edwards)

Before and after: Class 03 D2023, in splendid condition, with lifelong stablemate D2024 awaiting restoration on the right.

(Phil Edwards)



A Green Corridor Through Kent & East Sussex

Preservation was the name of the game in the early 1970s when those who mourned the end of steam wanted to save as many as possible of the lines cut by Dr Beeching. Preservation has morphed into heritage. Heritage railways, and there are more than 200 of them, cover about 560 miles; they have become living museums, cultural sites and leisure destinations.

Today we face a far more urgent preservation imperative: to protect and restore nature in a country where there has been massive biodiversity loss since the 1970s. Heritage railways can play a part because they are green corridors linking habitats. As an educational charity, it makes sense to inform and educate passengers about the history of our line, local history and landscape and about the natural wealth that lies just outside the carriage window.

Like a rural byway, the line winds and unfolds between banks of flowers and successive blooms of blackthorn, hawthorn, elder and dog rose. In winter it is relatively undisturbed and even in summer there are quiet days. Almost undisturbed, birds perch and call, while clusters of blooming flowers attract swarms of butterflies and damsel flies. The preservation of the K&ESR preserved all this as well.

Biodiversity Surveys and Results

Early in 2023, through the good offices and influential contacts of Richard Masefield of the Tenterden Wildlife Trust, we were able to commission a two-year survey by the Kent Wildlife Trust Consultancy, beginning with a breeding birds survey. Simultaneously the Bumblebee Conservation Trust, led by Dr Nikki Gammans, undertook a survey of bumblebees. The results of both were remarkable. Well over 70 species of wildflower grow on embankments, in ditches, in station yards and in the two-acre field at Rolvenden by the carriage shed. Dense scrub directly supports at least 38 of the 89 bird species identified, and 15 different species of bumblebee were identified, notably two rare ruderal species. We all know how important bees are as pollinators.

Of the 89 bird species, 17 are on the severely endangered Red List and 22 on the Amber List.



A yellowhammer takes a break on the phone lines.
(via Keith Barron)

The lineside vegetation supports eight and eleven species from these lists respectively. Extraordinarily, 60 yellowhammer territories were identified. This is a bird which is in serious decline nationally. Either side of Northiam is a hotspot for nightingales (another seriously depleted bird) and Rolvenden and its yard are a favourite site for kestrels and red kites. Don't just take my word for it – ask Liam Head. Like many who serve the railway he is a keen observer of nature. Frim Halliwell has reported sightings of grass snakes at Rolvenden. Peter Boyes saw a shrew at Wittersham Road, and Bryan Atkins has reported glow-worms at Bodiam. The camping coach appeals to keen naturalists who have reported their sightings to him.

Even before the idea of undertaking surveys was mooted, it was clear that there was already a strong and growing support for nature amongst many of the railway's groups. Just look at the floral diversity at stations; notice the bird boxes and bee hotels. And, significantly, Forestry & Conservation had already planted thousands of whips provided by the Woodland Trust and by Ashford Borough Council.



The Romney Rother Group in the DMMU.

(via Keith Barron)

An Established Culture of Conservation

In issue No.154 of the *Tenterden Terrier*, Steve McMurdo reveals that as far back as 1975 F&C's predecessors already had the vision and foresight to protect biodiversity. The department was well aware of the need for conservation and that they were not trying to create a bare and featureless railway. They were careful to leave as many trees as practicable including oak, silver birch, hawthorn, willow and alder. The comments from 50 years ago were part of Steve's report on the successful planting of ten disease-resistant elm trees by the two-acre Rolvenden field. Should we call it Ten Elms?

These trees were supplied by James Clow of the Kent Medway Plan Tree initiative, just one of the many local nature-based groups we have been liaising with. This is a significant nature restoration scheme, and in due course they may support the rare white-letter hairstreak butterfly.

We are supporting nature and winning publicity. Establishing our credentials with nature-based organisations in Kent and East Sussex is a subtle way of creating friends, gaining influence and raising the railway's profile. From the outset I

have kept Jason Lavender – the Director of the High Weald National Landscape (formerly Area of Outstanding Natural Beauty) – informed of developments, and he has been free with his advice.

Collaborating with Nature-Based Partners

At county level we have been contributing to a major national initiative: the Making Space for Nature strategy, which established 48 Local Nature Recovery Strategy groups in England under the 2021 Environment Act. These are charged with identifying how to enhance nature in their areas. We have attended meetings and workshops in Kent, publicising our rich biodiversity and logging our findings on their interactive mapping system. We also submitted information and data to the East Sussex LNRS and you can find four references to the K&ESR in their interim survey report. Closer to home, we joined the Romney–Rother Catchment Partnership a year ago and in June provided the group with an exploratory trip in the DMMU, stopping at key points, to experience the Rother Valley from the unique vantage of the train. I never cease to be amazed at how many people have not travelled on one of our trains. More

importantly, a train ride is the *only* way to explore the Rother Valley.

The success of this trip suggests that there is scope for dedicated ‘safari specials’ for those who are curious to learn more: a form of eco-tourism. This could well open up a new and lucrative market. As part of our strategy to educate and inform, Heather Packham and I are working with a designer to produce a 20-page version of *What To See From The Train*. This will be like an I-Spy book packed with information, illustrations, questions and quizzes about lineside features, locos and rolling stock, landscape and historical features and key species that may be seen along the line. This will be aimed at children of all ages. We must acknowledge that we have borrowed this idea from a very successful example published by the North Yorkshire Moors Railway.

Heritage Railway Partners

As the K&ESR representative on the HRA Environmental Advisory Committee, Paul Vidler has been able to publicise what we are doing with representatives from other railways and to glean examples of good practice from the pioneering example of Kerry Fieldhouse at the NYMR. We were able to publicise our work in the heritage world when we submitted a bid to the 2023 HRA Annual Awards. A report of this and an account of last year’s work appeared in a full-page report of *Heritage Railway* magazine, issue 317, March 2024.

More results are due from this year’s surveys, which are looking for reptiles and water voles and recording butterfly species. Early indications show that slow worms are common across the sites at Rolvenden and behind the up platform at Northiam. At Wittersham Road some juvenile grass snakes were found, and our surveyors are currently assessing whether there is evidence of water voles just south of Newmill Bridge. Together with last year’s surveys the final report should confirm what we are doing well and give advice on how we might better manage our estate. Our first draft from Nikki Gammans is detailed and constructive. We hope that we can exemplify how raising awareness of a railway corridor’s rich biodiversity complements and enhances the running of a heritage railway and enhances visitors’ experiences. There is huge scope for educating local children.

Wider Still and Wider

Spreading the word is a way of attracting passengers. Much of what is reported here has

been publicised elsewhere; a version of this went out to all 12,000 alumni of St John’s College, Cambridge and appeared on their website. Closer to home, Benenden Parish Council has published the same account in their magazine. Alison Miles, our Press Officer, sent out a press release about the unique elm tree planting initiative earlier in the year, and in collaboration with Tenterden Town Council last year we contributed examples of our work to their bid for an award from Kent Wildlife Trust.

The Robertsbridge Connection

In time for the RVR and K&ESR Gala celebration at Robertsbridge in May, three display stands were commissioned to record in maps, pictures and key information the highlights of last year’s surveys. These will be used at the many green and nature-based events that Heather Packham organises at Tenterden Station. At Robertsbridge, the Rother Valley Railway owns a rich scrub area on the northern edge of the line by the turntable and proposed engine shed as well as a nearby copse. Biodiversity surveys recommend how the reconstruction of the route should enhance its environment.

So we come full circle. Railway restoration leads to nature restoration.

*Keith Barron
Sustainability Group*



Jess from the Kent Wildlife Trust on a quest for reptiles at Rolvenden. (via Keith Barron)

BOOK REVIEWS

The Railways of The Isle of Sheppey

Graeme Gleaves

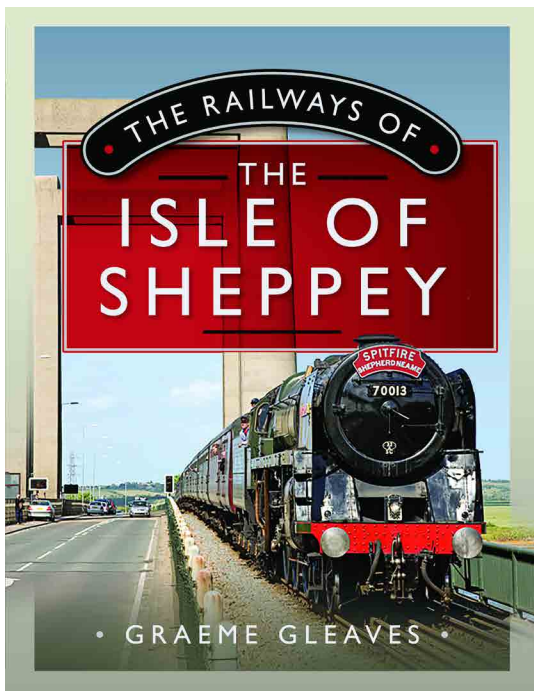
176 pages, hardback, 235×300 mm. 90 colour and 100 b&w photographs. Published by Pen & Sword Transport. ISBN 978 1 39909 509 9. £30 (widely available at substantial discount).

Even to us Men of Kent the Isle of Sheppey is an often overlooked real island in North Kent cut off by The Swale tidal channel. The island, with the development of Queenborough and Sheerness forts, was important from the Middle Ages onwards, providing historic defences for the key Medway and Chatham areas while creating the important but now oft-forgotten Sheerness naval yards (1660–1960).

The early building of the South Eastern Railway line well south of the Thames only served rural Kent as an afterthought to its channel port destinations. North West Kent and the Thames came to be served in the late 1840s. However this left the North East coast poorly provided for, thus opening the way for the East Kent Railway, later to be the London Chatham & Dover, and driving Kent's well-known and unrelentingly fierce 19th century railway rivalry. Building on this new outlet Sheppey interests opened a nominally independent seven-mile line to Sheerness in July 1860, with an important lifting bridge – later interestingly modified twice – over the Swale. The immediate area of the line thrived, bringing new industry and ferry terminals to augment the shipyards.

Into the 20th century, Sheerness acquired the added attraction of a seaside resort which stimulated the arrival of a short-lived (1903–17) electric tram. To serve isolated eastern and central rural areas, and stimulate resorts at Minster and Leysdown, a light railway was engineered by no less than Holman Stephens.

Although (as intended by its speculative developers) the railway quickly sold out to the LC&DR, it remained a typically Stephens operation. It retained a nice air of independence with, and at least in early days, its own goods locomotive in the shape of a Terrier (the miraculously surviving Waddon). Although the



new line did well initially, neither the resorts nor the railway ultimately thrived.

Both world wars promoted development at Sheerness and Queenborough ports, and particularly the latter's industrial estate. Later a busy steelworks brought much traffic to the main branch line, augmented by the off-island developments of Ridham Dock and Kemsley Mill.

Later railway history encompassed the customary mix of closure, with the Leysdown line going as early as 1950, and rationalisation. Naval dockyard closure in 1960 set traffic back, but electrification in 1959 and a sturdy freight business ensured a currently active line which the book fully covers.

The author brings together the significance of the history of Sheppey's railways using his knowledge and fondness for the area, where he worked for 17 years. It is particularly rich in colour photos of developments over the past 50 years. Overall this is a satisfactorily broad commentary on the utility of railways to this relative backwater of the 'Garden of England'.

BMJ

The Robertsbridge Turntable

Paul Barker & Steve Griffiths

28 pages, paperback. 37 photographs, mainly colour, plus plans and diagrams. Published by the RVRSA. No ISBN number. £5 plus P&P.

This booklet, produced by the Rother Valley Railway Supporters Association (RVRSA), tells the story of the turntable recently installed at Robertsbridge Junction. It starts with the decision to try and find a suitable turntable and then, when one was found at Hither Green TMD in southeast London, explains the enormous task of removing and transporting it to Robertsbridge.

First to be transported was the 'deck', weighing in at 35 tonnes, after which the central area – known as the 'heart' – was lifted and transported. The turntable had been at Hither Green throughout the depot's 90-year history and was of course an integral part of the steam era at '73C'. Remarkably it survived the arrival of the Class 33 Cromptons and stayed in situ into the 21st century. The structure and mechanism were in relatively good condition but still needed much work, with each part being painstakingly cleaned, repaired and refurbished before there could be any thought of installation.

The booklet covers all the work in detail, supported by some superb photographs and diagrams which highlight the amount of planning involved, including the decision on a suitable site. This resulted in considerable work to widen the embankment at Robertsbridge to accommodate both the turntable and the proposed new engine shed. The turntable was reassembled and the finishing touches made by the end of 2022. Testing then commenced, with the first loco carefully placed on the turntable being RVR's own resident ex-BR Class 03 diesel Shunter D2112. This, together with a brake van, made a test weight of around 50 tons.

This interesting publication shows that once again, with foresight, careful planning and dogged determination, the volunteers of both the RVR and the K&ESR can overcome any

problems encountered to achieve their desired objective. The turntable will become a valuable part of the railway especially when the two sections of the line are finally joined, hopefully by 2027. Paul Barker, who co-authored the booklet, also managed the rescue and refurbishment project of the turntable.

As covered in *Tenterden Terrier* No.155, the climax of the project was in the first few days of June 2024 when visiting locomotive No.70000 *Britannia* appeared on the turntable during K&ESR's 50th Anniversary. This historic loco shuttled two full carriages, topped-and-tailed by later motive power, carrying passengers from Robertsbridge Junction Station to Northbridge Street and back many times.

Copies of the booklet can be purchased at Robertsbridge Junction Station. To obtain a copy by post e-mail reception@rvr.org for further details. A supplement, including photos from the gala, will be included to complete the story.



The Robertsbridge Turntable

£5 – All proceeds to the railway

Tenterden Terrier Online

Members of the Kent & East Sussex Railway can receive the *Tenterden Terrier* in electronic (PDF) format. Help us to 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.



With the K&ESR's association with LB&SCR locomotives, it seems appropriate to congratulate our colleagues at the Bluebell Railway on the entry into service of H2 Class No.32424 Beachy Head, seen here at East Grinstead. Perhaps we may one day have the pleasure of a visit from this magnificent replica.
(John Wickham)

Reaching an Understanding

The Summer issue of the Tenterden Terrier included mention of the signing by the Kent & East Sussex Railway and the Rother Valley Railway of a Memorandum of Understanding regarding the Robertsbridge Extension. Derrick Bilsby, a Director of Colonel Stephens Railway Enterprises, explains this important document



Signing up for the future. (Phil Edwards)

The building of the railway between Bodiam and Robertsbridge is a complex and multi-faceted project; it not only has political dimensions, but specific construction requirements driven by the Office of Rail and Road, Highways England, the Environment Agency, East Sussex County Council and Rother District Council. This is in addition to compliance with the general terms set out in the Transport and Works Order.

The K&ESR, which will operate the extended line, will need to consider possible service variations to meet anticipated changes in passenger dynamics. This will dictate where passing loops may be required for timetabling flexibility as well as the type of signalling which needs to be deployed for what will be an altogether different piece of infrastructure.

Consideration will have to be given to equipment testing and passenger management at Robertsbridge and Bodiam stations, with due regard for the heritage qualities of the latter. Not least will be the need for relevant staff and volunteer training before the railway is handed over for the public opening in 2028.

The Memorandum of Understanding (MoU), therefore, is a high-level document that has been agreed as the first step to bringing every aspect together as one railway. There are three

signatories – Rother Valley Railway Heritage Trust, which is responsible for the funding of the project; Rother Valley Railway Limited, the body responsible for construction; and the Kent & East Sussex Railway Company Limited, which will operate trains over the new section of railway.

The purpose of the MoU is to set out the respective roles, processes and procedures between the parties to establish clear communication channels and appropriate consultation so that we can all work together to ensure that the project stays on time and on budget. More important is ensuring that we can manage the extended railway both commercially and financially when it opens. It also establishes an understanding about how and when K&ESR volunteers and paid staff can be used during the construction phases of the project.

The MoU establishes two committees. The first is a Liaison Committee which will discuss and agree design and specification matters and monitor project progress, while ensuring that the present operational railway between Tenterden and Bodiam is not affected in any way by the construction works. Second will be a Design and Standards Committee, whose principal role is to establish a clear understanding as to the specification and operational requirements of the infrastructure and facilities to be handed over to the K&ESR on completion of the project.

The principal contacts between the K&ESR and the RVR are David Nibloe, K&ESR Trustee; myself, Colonel Stephens Railway Enterprises Ltd Director; Gardner Crawley, Chairman RVR Heritage Trust; and Mike Hart OBE, Chairman RVR Ltd. Other people are being brought into the decision-making process as and when their technical or specific expertise is required.

I hope members find this item useful in explaining the K&ESR's developing relationship with the Rother Valley Railway. No doubt the *Tenterden Terrier* will carry details of developments on the ground as work progresses. 🚂

Our Visiting Mogul

Charles Judge takes a look at the history of the latest 'large' loco design to grace our railway.

For most of the steam era the standard goods locomotive in Britain was the 0-6-0 tender engine with inside cylinders; it was admirable, cheap to produce and used for slow goods traffic. However, its limitations showed with the coming of faster speeds and the realisation of the 'mixed traffic' concept at the beginning of the 20th century. With the need for more accessible outside cylinders, the better-tracking 2-6-0 wheel arrangement was successfully adopted for main line use on the Great Western, Great Northern and South Eastern & Chatham railways.

In the USA, with its poorer tracks and a predilection for outside cylinders, the concept had been developed far earlier and the type was common. The type name 'Mogul' was an American concept, widely used before the adoption from 1900 of the more familiar Whyte notation (2-6-0 etc.). It was derived from a single locomotive that was built in 1866 for the Central Railroad of New Jersey, which was named *Mogul* after the powerful rulers of pre-British India. The name had spread widely enough by 1878 to be attached to an, admittedly largely unsuccessful,

Great Eastern Railway 2-6-0 locomotive.

For all the successful developments, operating departments clung to the 0-6-0 type for goods and occasional passenger use – even for most of the 'Big Four' era (the GWR perpetuating its beloved tank form). However, in the difficult post-World War 2 conditions, the more modern type finally came into favour and the LNER K1 and LMS class 4 were designed, if only to be produced in early British Railways days. BR, dominated by ex-LMS engineers, then adopted their own design for further builds.

The LMS Moguls (BR Nos.43000–43161) had had a long and painful gestation period, arising from civil engineering limits, but the final design featured many elements of the successful Stanier passenger tanks and an adapted boiler. However the resulting locomotive lacked traditional elegance, and was indeed positively ugly, with an unnecessary double chimney and a high running plate and, worse, proved a poor steamer. Its severe draughting problems were largely solved in later production runs and the machine was



76017 on a semi-fast near Wool in the late 1950s.

(Photographer not known/CSRM)



Ugly Duckling – Ivatt Mogul M3006, probably on the Somerset & Dorset, about 1949.

(Photographer not known/CSRM)

welcomed away from its home territory, particularly in some ex-LNER districts. BR designers, led by Stewart Cox, then considerably tidied up the aesthetics of the original austere and basic design to produce their otherwise largely unchanged variant, the BR standard 76xxx. Doncaster and Horwich works produced 115 before steam production ceased.

Both variants had been produced to replace 'heavy' goods 0-6-0s but its mixed traffic capabilities were soon fully exploited, particularly on the Southern where there was a shortage of suitable Moguls. A large batch of 24 (later increased to 37) was dispatched to the Southampton (Eastleigh) district. They came to be used on passenger services and sometimes acquired the sobriquet 'Standard U-boats' in

reference to Maunsell Moguls. Despite widely appreciated cab comfort, many standard types were not always appreciated when scattered in small numbers to supplement 'native' classes. The arrival of the Standard 4 Moguls in such numbers was however welcomed in the district, which became something of a stronghold for these 2-6-0s.

Our visitor, 76017, was completed in June 1953 at Horwich and allocated from new to Eastleigh shed with its sisters, covering semi-fasts to Southampton and Bournemouth and through trains from Salisbury to the south coast as well as goods on the Didcot, Newbury and Southampton line. In February 1960 76017 moved from Eastleigh to Salisbury, where it remained based until withdrawal in July 1965.

Despatched for scrap to Woodham Brothers at Barry in January 1966, it remained there until January 1974, leaving for the Buckinghamshire Railway Centre with the tender from 76077 in March 1978. 76017 moved on to the Mid-Hants

Railway, where restoration was completed and it steamed again in May 1984, running in service until 1995. It returned to traffic in July 2016. Since 2022 the locomotive has been based at Southall (81C) coming to the K&ESR on hire in 2024. 🚂



76017 at Tenterden Town on 1st June, during the railway's 50th Anniversary celebrations. (Caroline Warne)



Later on 1st June 76017 leads a set of green liveried Mk.1s on a Bodiam-bound service. (John Wickham)

David Couchman

11th November 1936 – 23rd May 2024

Sadly we have to report the passing of another Kent & East Sussex Railway member from the early days of the preservation scheme. David Charles Couchman was born and grew up in Tonbridge and enjoyed a long career in the print industry.

David discovered the K&ESR via his interest in cine photography and membership of a group of amateur film-makers. Through this he met Bill Austen Jnr, the son of Colonel Stephens' outdoor assistant and a pre-nationalisation employee in the offices at Salford Terrace. David and Bill worked together in making a film about the Hawkhurst branch, and Bill later introduced him to the K&ESR preservation project which he was advising at the time. David must have joined quite early as his original membership number was 18. He later edited the Rother Valley Railway magazine – which for a while replaced *The Farmers Line* newsletter – and anticipated the style of the early *Tenterden Terrier*.

He had a particular fondness for K&ESR No.12 *Marcia*, and sometimes spoke of the loco's first run beyond Tenterden station yard one evening in 1962. This ended in mechanical failure between Rolvenden and Wittersham Road and the need for David's cherished Morris 1000 convertible to take part in returning those involved to Tenterden. It has only recently come to light that this episode was actually a result of David's initiative; he had 'chartered' *Marcia* for a trip with some friends, a fact not recorded in either of the previously published accounts of a somewhat fraught occasion.

David's involvement with the K&ESR seems to have lapsed around the time he married in 1965, although he always kept a close eye on developments. His friendship with Bill however remained and Bill introduced him to the Tonbridge Model Engineering Society. Bill had built a five-inch gauge model of K&ESR No.2 *Northiam* (now on display in the Colonel Stephens Museum) and David was able to drive this on the miniature railway in Tonbridge Sports Ground. He re-joined the K&ESR in 1978 and for a while gave film shows to the former



(via Paul Couchman)

Tunbridge Wells Area Group – usually the Hawkhurst film with some additional material covering Redgate Mill junction and the Westerham branch.

David had many railway interests but always had a particular liking for the Kent & East Sussex and always looked forward to hearing about visiting engines. He was extremely sad to hear that *Marcia* might be leaving. Had he lived to hear that it had been saved for the K&ESR by Andy Hardy and Rapido Trains UK it would have pleased him immensely. David Couchman died on 23rd May at his home in Tonbridge at the age of 87, following a long stay in hospital. Our sincere condolences go to his family.

NP

Revd. Malcolm Jones

30th July 1943 – 23rd July 2024



(via the Jones family)

Malcolm was born in Birmingham in 1943. He studied Music and English at Southampton University, trained as a librarian, and married Frances in 1966. He became Head of Music Services, responsible for music library service provision throughout Birmingham, in 1970. He and Frances had two daughters.

Malcolm was active in his union NALGO, the National and Local Government Officers' Association (now part of Unison), becoming president of the Birmingham branch and leading a successful rebellion against libraries being combined under Parks and Gardens. He organised choirs for the annual carol services for all Birmingham's local government officers, and cycled solo from Birmingham to Brighton to raise funds for NALGO.

In the mid-90s he was seconded to work on the selection and implementation of a computer system to manage library stock and, after taking early retirement, he took on a full-time role as consultant on bibliography and cataloguing, especially of music. He won several awards for his services to music librarianship and cataloguing, and wrote a book on the subject that is still a key work 45 years later.

Malcolm was a Reader in the Church of England from the early 1970s and organist and choirmaster at various churches in Birmingham. In 2004 he was ordained and was a curate in

Birmingham before becoming Vicar at St Richard's, Heathfield from 2008 to 2015.

After retiring from St Richard's he and Frances bought an oast house up the road from Northiam station. Malcolm trained and became a booking clerk, crossing keeper and station master, and was also roster clerk. This continued a lifelong interest in railways and other forms of transport, including buses, cars and narrow boats and, in his youth, sailing and flying gliders. He was proud of his uniform and enjoyed the challenge of stopping the traffic for the level crossings outside Northiam and Bodiam stations.

Malcolm had a very happy retirement with Frances, splitting his time between family, the railway and continuing to take services at local churches including Newenden, Northiam and Brede. He died suddenly in July, and will be very much missed by family and friends alike.

FJ & HJ



(via the Jones family)

Paul Edward Waters

21st May 1939 – 19th July 2024



Paul Waters with the BTH 'Ford' diesel in 1966.

(Alan Crotty)

Paul went to the stores manager and enquired about the spares situation, only to be shown a large steel cabinet full of every spare part you could think of!

Paul was a regular volunteer on the line from 1962 until 1968, when he went to Southampton, but always remained a member of the K&ESR, continuing to do research on the Colonel and his railways. His contributions were many as a qualified engineer, not only helping out with engineering projects at Rolvenden on the locomotives and rolling stock but helping to purchase three Wickham motor trolleys from BR for permanent way work. He also surveyed and produced a report on all the bridges from Robertsbridge to Tenterden in 1968.

It is with great sadness that we report the passing of one of the early volunteer members of the heritage-era Kent & East Sussex Railway. Paul Waters was born in Bromley; his father was an accountant who had served in the First World War and his mother Florence was a housewife. Paul always had an interest in engineering and transport, especially cars and railways, which led to a career in automotive engineering, firstly with Ford in Dagenham after graduating from University College London. He went on to do a PhD at Southampton University, where he specialised in vehicle noise abatement.

It was while working at Ford that Paul was responsible for saving the British Thompson Houston 1931-built Bo-Bo diesel electric locomotive that we have on the railway. We have him to thank for persuading AEI (as successors to BTH) to purchase the locomotive from Ford and donate it to the K&ESR. This came about because a new manager had wanted to spend some of his budget and decided to replace three perfectly good diesel locomotives with three new ones, using as an excuse the lack of spare parts.

His mother, Florence, helped out at Tenterden Town station by keeping the garden tidy and in bloom. Together with his friend and fellow K&ESR member Sheridan Muzurack, Paul was responsible for saving three industrial locomotives, Burrows 0-4-0WT *The King*, Manning Wardle 0-6-0ST *Arthur* and Fox Walker 0-6-0ST *Minnie*, all of which were resident on the line for some years.

His other great passion was rally driving, which occupied a lot of his time in the 1960s and continued in the form of organising events. In later years he travelled a great deal to South America to search out often obscure railways, and as Chairman for many years of the British Overseas Railways Historical Trust, which holds one of the most important archives and libraries on British overseas railways in the world.

Paul died in hospital on 19th July aged 85 and will be greatly missed by his family and friends, of which he had many. His funeral was held at Beckenham Crematorium on 11th September.

JSM

THE NEXT GENERATION: Laura Clark-Monks



(via Laura Clark-Monks)

I was not surprised to learn that Laura (as the daughter of Adrian Clark-Monks, one of our drivers) had been brought regularly to the railway from an early age. I was surprised, however, to discover that even though she was keen to volunteer, she had not originally considered joining the Footplate Department. She first helped as one of Santa's elves when she was about seven (a role she has repeated every year since). She then helped in Catering but had to withdraw when under-16s were banned. Intending to return when she reached 16, she was subsequently offered an opportunity to become a loco cleaner and she couldn't refuse. "I had always wanted to work in Sodor!" she explains. Two years later she passed out as a steam raiser and now she is close to qualifying as a fireman.

I ask Laura what she makes of her role. "I was a bit bewildered at first, especially by the roaring fire which can be a bit frightening, and I was surprised at how much there is to the job: you don't just shovel coal, you must also watch the water level, help observe the signals and learn

the rules. But although I enjoy all that, the best thing about the role is the people you work with. It's such a happy, friendly environment, it's great to have the opportunity to help and teach others (just as others have helped me), and there is a lot of care – not only colleagues but even members of the public have started checking that my nails are OK! It just makes you want to keep coming back. I'm not so keen on the early mornings, or the fact that all the dirt means I need to keep washing my (long) hair, but you have to put up with that and you get used to it."

When I ask her about any embarrassing incidents, she claims (not entirely convincingly!) to be unable to recall any. Eventually, she confesses to getting soaked in a water fight with Kian Jones. "I thought it was private, but it became the talk of the mess room. I was also dared to see if I could squeeze into the crew locker on the Standard – and I succeeded!"

Away from the railway, Laura lives in Milton Keynes with her parents and younger sister Zoe

(who has also just started volunteering with us). After school, she studied A-level maths, further maths, chemistry and biology at sixth form college, and while there she was offered (and intended to take up) a place at medical school. At the last minute, however, she changed her mind and decided to look for a railway job instead. She now works as a short term train planner with Chiltern Railways (based at Banbury), which means producing amended timetables whenever these are required – such as for engineering works or special events at Wembley. “It requires very intricate knowledge, but fortunately we are not too busy.” In due course, she hopes to become a driver.

Given how much time she spends on work and volunteering, I very nearly didn’t bother asking her whether she has any other hobbies, but she staggers me by offering a long list! “I love musical theatre and dance. I can play the piano and love singing (I am my own karaoke in the yard!). I have been in pantomime and summer theatre. I was in the Scouts and gained my Duke

of Edinburgh’s Award. I occasionally work as a bartender in Leighton Buzzard. I am part of the group which arranges the working weekends with Le Chemin de Fer de la Baie de Somme; when we went there in October 2022 it was my first experience of another railway, and I just loved it because they were very, very friendly. I am quite bilingual now. Oh, and I’ve recently been appointed traffic co-ordinator at the K&ESR, responsible for producing the periodic traffic notices.” Phew!

In conclusion, I ask Laura to sum up how she sees her role with us. “It’s just fantastic. You don’t realise how many people of different ages and backgrounds you meet, and how many friends you make. I hope I bring a smile to people’s faces, because I’m a very bubbly person. Given that the Ops Department is very male-dominated, I find people are really pleased to see a girl on the footplate and I love being able to deliver that.”

Tony Ramsey



(via Laura Clark-Monks)

It Seems To Me... *by Sequitur*

Mess room banter; general chat; comment in this journal. For those of us who have been kicking around a bit, it's hard to deny that we're seldom far away from a conversation about how things used to be.

Invariably we slip back into some idealised time when everything was, well, just so. But, of course, things change. In the 50 years since the preserved Kent & East Sussex Railway ran its first train, working practices – in common with life and society in general – have changed enormously. Thus when the railway reopened in 1974, the compulsory wearing of car seat belts was still nine years away, and 51% of men smoked. What might then have been perfectly acceptable at best raises eyebrows today or, at worst, leads to the arrival of 'Mr Plod' or some other authority figure. It's no different for the heritage railway movement. Compared with today, regulation 50 years ago seems like 'regulation lite'. We suggest that this isn't because the railways and regulatory authorities didn't care. Rather, they were just doing what appeared to be the right thing at the time. After all, the days when track maintenance gangs worked without a hint of hi-vis orange are still within living memory. That is now unthinkable.

All this set us thinking about some of the things that have happened during our time as a volunteer on the railway. They date mostly from the 1980s, but were not necessarily regular occurrences. Certainly they would never occur now. Thus we recall with affection the shunter performing his duties in open-toed sandals, and the volunteer at Northiam who announced he would have to stop operating the level crossing gates as his walking stick was prone to getting stuck between the rails. Not that there was any kind of training then to be a crossing keeper.

Training in the 1980s could be, well, let's just say informal. We started our railway career as a ticket inspector, initially travelling in tandem with an experienced colleague. After about four or five sessions, we were keen to obtain a grade card – principally because that would entitle us to a discount on the heritage line we would be visiting on holiday. How, we enquired of the Chief Ticket Inspector, did we obtain one? "Do you feel happy to take out a train on your own?"

he asked. "Yes, I think so," we replied. And thus was issued one grade card. It wasn't too long afterwards that some attempt at additional training was made at 'conferences' and courses. Unlike today, there was no formal training or basic track safety training for many staff. That sort of thing was the domain of the Operating Department. Elsewhere – particularly in the Commercial Department – what we shall call, for want of a better term, 'common sense' was used. (We have worked in too many non-K&ESR offices where 'common sense' was code for 'These are my prejudices; other points of view will not be tolerated.')

The Commercial Department courses had varying degrees of success. On one of the first the organisers, who were not necessarily qualified to run such things, announced they had no wish to be seen as patronising – a wish that bombed spectacularly within about ten seconds. Slowly, it seemed, using-your-noodle was going out of the window to be replaced by rigid adherence to the Rule Book. Which is no bad thing. So long as there is still room for relying on your experience and instinct. (Ah, we seem to have found the alternative to 'CS' we were looking for.)

On one memorably awful training session we were being instructed on what to do in an emergency. Among the instructions was to walk to the nearest telegraph pole and phone the signalman. Which was fine advice, save for the fact that by then mobile phone ownership was becoming increasingly common. We politely suggested that using a mobile would be much more effective if circumstances permitted. But no, we were sternly told, you had to walk to the nearest telegraph pole. The rule book said so. We valiantly fought our corner, but gave up in the end. Besides which, we were blissfully ignorant that the prospect of actually getting a mobile phone signal along most of the line was about as likely as meeting Lady Godiva galloping across the Rother Bridge.

On another occasion we were accompanied by a trainee in his mid-teens. Returning from Northiam we came across a lineside fire – close to Wittersham Bank, we think. As was customary in those days, all hands made their way to the field in an attempt to tackle it. Eventually, our efforts



*Representative of many eras on the K&ESR – 2678 and two-coach train at Orpins curve on 30th June.
(John Wickham)*

proving to be futile, we set off again. Only then did we realise the trainee was missing. The blaze was really severe (we later learned the Fire Service had to be called), and all kinds of dreadful thoughts started passing through our mind. We walked through the train, desperately hoping we would find him. Which we did, sitting comfortably in a first class compartment. He'd soon realised the whole effort was pointless and, relying on reason (probably rather more than the rest of us), made his way back to the train. Such happenings would be unthinkable these days, but that doesn't mean we were incompetent back then. Rather, we did our best in the circumstances.

Perhaps it would be fair, therefore, to say that rules evolve. Often from experience. And nobody, but nobody, cannot benefit from ongoing training – providing it's done properly. Maybe we all bemoan the dreaded Health & Safety; maybe some dislike the greater regulation. But if something terrible were to happen on a heritage railway, it would rightly be asked by the authorities, "How could you allow this to happen?" Besides which, it all keeps us on our toes. And with any luck makes the railway a better and safer place. That can be no bad thing.

The way we were

In a recent edition of this journal mention was made of QR codes, electronic tickets and mobile phones to enable the on-train sale of tickets by credit card. Reference was also made to the theatre of on-train ticket inspection. We're all in favour of the latter – even if isn't, with our paper tickets, quite the same as having your chunky Edmondson ticket clipped. But we have to accept that nothing is ever likely to be quite

the same. After all, few people now carry the amount of cash required to buy several tickets.

At the beginning of this *Sequitur* article, mention was made of an idealised time in the past. Let's be honest: isn't there just a tiny piece of most of us that would like to see the old rural railway as it once was? So here's a little fantasy (or nightmare):

For two entire weeks in the August peak season, the railway will revert to running as it was in its final days. There will be three trains, each comprising one carriage, each day – not necessarily at convenient times – and to maintain authenticity passenger numbers will be restricted to 12 on each train. In a further attempt to maintain authenticity, the shop will be closed. There will be no toilet facilities and no catering facilities. There will be next to no staff, save on the train. To legislate for the loss of income by running this service, tickets will be priced at £295 each. First come, first served. You read it here first. (And probably wish you hadn't.) *(To make it clear, Sequitur is joking –Ed)*

Or alternatively, we commend the following. Ideally, choose a sunny day. Sit on a bench on Tenderden platform, in the period between the penultimate train and last train of the day returning. Ideally have a mug of tea with you. Shut your eyes and, in the warmth of the sun, enjoy the stillness, silence and quite possibly solitude. Let your imagination drift to times past, and savour the moment. And possibly, reflect on the words of Harold Pinter in *The Homecoming*: "I mean, don't forget the earth's about five thousand million years old, at least. Who can afford to live in the past?" 🚂

Robin in the Rother

For years my brother Robin had meant to bring his self-built steamboat *Elidir* to the River Rother, intending to steam up to Bodiam and whistle at a train or two as they passed over the Rother Bridge. I eventually checked bridge heights and obtained launching permission from the lock-keeper at Scots Float Sluice near Rye.

One morning we launched along with friends Adrian Landi and Paul Hatcher and steamed up to the Rother Bridge. On arrival Robin decided that he would like to go ashore and directed me (I was steering) to a point

upstream of the bridge that looked solid. He leapt off the bow and disappeared completely, apart from his Breton cap which remained dry. Paul dragged him back on board – with no assistance from Adrian and me, because we were helpless with laughter.

We then retreated to the downstream side of the bridge and tied up to the access trolley that



Robin Wallace-Sims.

(Howard Wallace-Sims)

dressed himself in Adrian's gilet and a pair of waterproof trousers that were on board and hung his clothing round the boiler and funnel to dry.

I rang Pete Salmon in the Ops office and asked for a boiler suit and warm hi-viz coat to be sent down on the next train. Pete asked why and I told him that Robin had fallen into the river. Robin rather crossly pointed out that he hadn't fallen, he'd jumped. Apparently falling is stupid

but jumping is an error. Some time later *Norwegian*, driven by Simon Long and fired by Bruce Steer, rolled to a halt and the clothing was handed down, along with their can of cylinder oil as we had had a lubricator problem that resulted in the loss of all the oil in it.

The trip back to Rye was uneventful, although we didn't make Bodiam due to the loss of time caused by the owner's aquatic feats. Paul Hatcher is still complaining to this day about the fact that no assistance was given to help him pull Robin out.



Steamboat Elidir, seen from Rother Bridge. (Howard Wallace-Sims)

Howard Wallace-Sims

Looking Back: A Septuagenarian Volunteer's Journey

Although I have been a member of the company and its predecessors since about 1965 (with a short break) I had not sought to volunteer to physically help out on the railway till around 1997, when a visit to the slowly building Museum prompted me to enquire if I might help. The on-duty volunteer was not interested in recruitment so a year went by before I made a further offer, this time to Ken Lee and the late John Miller, who enthusiastically hauled me aboard.

In those days the Museum sales were somewhat random, and in between the then relatively infrequent visitors (we charged at that time) I busied myself with reorganising and pricing book donations – a pleasurable chore with which I still have a love/hate relationship.

By 1999/2000 the K&ESR was in real financial trouble and cutting back on staff. The then marketing manager had, in what seemed to be a casual management approach, been given the impossible task of physically carrying out *all* marketing activities, including the shop, without considering how she was expected to cope. On the recommendation of the departing (paid) shop manager, who had seen what the Museum was doing and knew I had recently retired, I was asked to take over the shop without calling on paid staff. Foolishly I agreed, and so started a very busy five years as the K&ESR dug itself out of a vast financial hole.

I inherited what I felt was a rather dingy, dark and unattractive shop. We had no funds to fill it, and with Christmas 2000 looming we emptied the then storehouse and displayed a cornucopia of produce. It worked; turnover was 50% up on the year before. On this basis the railway scraped up enough funds for materials to invest in a revamped shop and, most importantly, to choose what to sell in it (that was the really hard part).

So with some lightning trips to compare other suitable shops and some limited advice from professionals I had tracked down, we laid plans. Despite my concerns about our ability to deliver

over that winter and beyond, Ken Lee, Dave and Matt Stubbs, André Freeman and the late Mick Pearce set to stripping out everything before building the shop, more or less as it still exists.

Towards the end of 2001 the railway was still deeply in debt and after a stormy and critical AGM I found myself elected to the Board – in the event the only fresh face. I was on the Board for something like 18 years, but cannot claim my influence was often effective. If I drew any conclusions from that it was the same as those learnt in 35 years in Whitehall. A democratically elected body, like a charity board or Parliament, can only be effective in steering things if it has the resources, the people, and dialogue with those willing and able to manage and organise to specified and balanced ends. These are not always evident on heritage railways, which are almost always dominated by sectionalism.

After five exhausting, but I believe successful, years (thanks in large measure to exploiting Thomas the Tank Engine) as shop manager and with an all-volunteer crew I moved to the more measured routines of helping in Carriage & Wagon and continuing to help develop the Museum.

Homework had continued (I was younger then) and I found time, with considerable technical volunteer help, to set up both the Museum's and the railway's first independent websites. Also after helping out the editorial team for some time I became Editor in 2006 but, although setting much of the present house style, left after a year or so after differences with the then management over editorial independence. (*See comment below –Ed.*)

I returned to the Museum again to help out the Founding Curator, John Miller, finally taking over from him in 2011. Contrary to the perception of many, this is an area of constant change; it is perhaps not often realised that, for instance, there has had to be four changes in visual presentation technology in the past 15 years (video tape, DVD, digital input and now

solid-state digital mini-computers) and two hefty lighting changes (fluorescent and tungsten lamps to LED). Plus, of course, the searching for and presentation of artefacts to illustrate and educate.

At the time he officially opened the Museum in the 1990s, the then Director of the Science Museum Neil Cossons asked whether heritage railways were truly 'live museums – repositories for historic objects, displayed and operating in

authentic contexts – or merely a sector of the tourist industry for day trippers. He believed we should aspire to preserve and operate a railway to authentic standards through the line and its buildings, locomotives, rolling stock and operating methods.

Well, I can only report that dozens of us of our generation have tried. Did we succeed?

Brian Janes

Contrary to the opinion of various 'mess room lawyers', editorial policy for the Tenterden Terrier is completely independent of both Board and management. In the years after Brian stepped down as Editor I sometimes needed to be vigilant in maintaining this – an approach made easier by being, at that time, Company Secretary and reporting directly to the Board and not via the management chain. It remains the case that if a

Trustee or a manager wants an article published it is on the same basis as for anyone else.

An account of the 'stormy and critical' AGM of 2001 is to be found in my book The Kent & East Sussex Railway 1974–2004: Return to the Rother, due to be published by Pen & Sword Transport early next year.

Nick Pallant

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2024

1st	Keith Howell	No. 533	£100
2nd	Mr Ron Mortimer	No. 490	£90
3rd	L J Flisher	No. 614	£80
4th	E J Fawcett	No. 144	£70
5th	Mrs E Lambkin	No. 803	£60
6th	Mrs K Chaplin	No. 1001	£50
7th	Mr E Stockdale	No. 162	£40
8th	Neville Oliver	No. 710	£30
9th	Andre Freeman	No. 222	£20
10th	Paul Mineham	No. 826	£10

July 2024

1st	Lionel Marchant	No. 1038	£100
2nd	John K Fuller	No. 1266	£90
3rd	Peter Hubbard	No. 254	£80
4th	Robert Dove	No. 1222	£70
5th	Nigel Thomas	No. 362	£60
6th	Ernest C King	No. 334	£50
7th	Mike Artlett	No. 289	£40
8th	Richard Sharp	No. 1183	£30
9th	Charles Mavor	No. 835	£20
10th	Christopher M Scarff	No. 1316	£10

June 2024

1st	Mrs A Blewitt	No. 916	£160
2nd	Andrew Preston	No. 730	£140
3rd	Christopher John	No. 361	£120
4th	Heather Drewry	No. 377	£110
5th	Nigal Franklin	No. 061	£100
6th	Michael Brown	No. 278	£90
7th	Lionel Marchant	No. 300	£80
8th	Brian & Susan Hopper	No.1153	£70
9th	Bryan Atkins	No. 736	£60
10th	Mrs J Ward	No. 768	£50
11th	Patrick Favell	No. 1250	£40
12th	Dave Tibbatts	No. 498	£30
13th	Dave Halladay	No. 059	£20
14th	David Nichols	No. 1278	£10

August 2024

1st	Dick Dickson	No. 102	£100
2nd	Ross Shimmon	No. 221	£90
3rd	Mr B J West	No. 548	£80
4th	Lionel Marchant	No. 1027	£70
5th	Chris Garman	No. 160	£60
6th	Colin Avey	No. 1084	£50
7th	P & B Tanton Brown	No. 1065	£40
8th	Lawrence Rideal	No. 778	£30
9th	Ernest C King	No. 214	£20
10th	Mark Jenner	No. 1212	£10

To join the 300 Club or for more information contact Chris Garman and Colin Avey at

kesr.300club@yahoo.com

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

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

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

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Matt Hyner, Ian Legg, David Nibloe,
Andy Papworth, Philip Shaw,
Paul Vidler, Robin White

Colonel Stephens Railway Enterprises Limited

(A wholly owned subsidiary)

Directors

Simon Marsh (*Chairman*);
Derrick Bilsby, Kevin Bulled,
Geoff Crouch, Ian Legg, Philip Shaw

Company Secretary

John Cobbett

Assistant Company Secretary

Dave Raimbach

General Manager

Robin Coombes

Accountant

Matsya de Col

Accounts Office

Pamela Barcham

Commercial Manager

André Freeman

Senior Commercial Officers

Lin Batt, Rosemary Geary

Commercial Officer

Tracy Hughes

Pullman Manager

Meg Gooch

Hospitality Manager

Vacant

Hospitality Supervisor

Sean Webb

Sales & Marketing Manager

Caroline Warne

Chief Station Master

Geoff Colvin

Chief Booking Clerk

Derek Strand

Chief Travelling Ticket Inspector

Murray Motley

Museum Curator

Vacant

Chief Mechanical Engineer

Vacant

Permanent Way Manager

Frim Halliwell

Signals & Telecommunications

Nick Wellington

Infrastructure Manager

Brian Richards

Operating Manager

Peter Salmon

Consultant Civil Engineer

Graham Bessant

Forestry & Conservation Manager

Paul Davies

Visitor Experience Manager

Heather Packham

Volunteer Recruitment Manager

Sarah Tagart

Health & Safety

Neil Sime

Membership Secretaries

Colin Avey, Chris Garman

