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Tenterden Terrier



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FRONT COVER

*No.6619 departs Wittersham Road with the 11.45am Santa Special on 6th December 2014.
(Phil Edwards)*

BACK COVER

*No.65 takes water at Rolvenden on 12th October 2014.
(Alan Crotty)*

Drummond LSWR M7 No.30053 of 1905, normally based at the Swanage Railway, will be visiting the Kent & East Sussex Railway in May.

The intention is for the M7 to feature at the 1940s Gala on 2nd, 3rd and 4th May and at the Southern Steam Sunset event over the Spring Bank Holiday on 23rd, 24th and 25th May. It will be available for use at other times in the month, but it is not currently scheduled to operate other than during the two special events.

Tenterden Terrier

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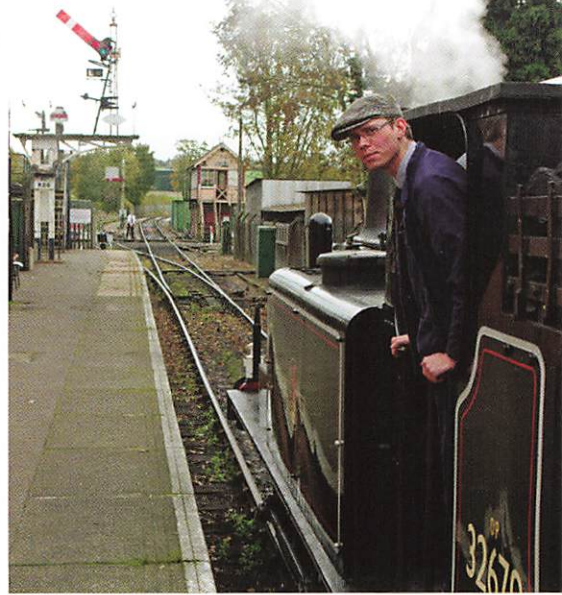
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Editorial

Part of Our Heritage

When it comes to locomotives we usually think of Terrier No.3 – or 32670 (pictured right) – as our most historic locomotive. Built by the LBSCR in 1872, bought by the K&ESR in 1901, the last surviving of the old company's locos and so on and so forth. We do, however, have two other long-term residents in the shape of P Class No.1556 and Terrier No.32678 (otherwise *Knowle*) which, though never having been K&ESR property before the heritage era, spent many years working the line courtesy of the Southern Railway and its nationalised successor. It was this latter loco, No.32678, which worked the last passenger train in 1954; this was also the loco that worked the VIP train on Bodiam reopening day in 2000.

This year marks the 75th anniversary of *Knowle's* first appearance on the K&ESR, and this is being duly celebrated. No.32678 will be an integral part of our Easter Steam Up on 3rd to 6th April and photographs of her on hoppers' trains in the 1950s can be found elsewhere in this issue.



Signalled for the Loop (Hugh Nightingale)

Our gratitude must go to her former and present owners (Rick Edmondson and The Terrier Trust respectively) together with everyone who has helped keep this part of our heritage working trains into the 21st century. Thank you, all of you.

Nick Pallant

Terrier 32678 with the Vintage train passes No.1638 at Wittersham Road (John Wickham)



ROBERTSBRIDGE IN FOCUS

The Rother Valley Railway is pleased to report that good progress continues at the Robertsbridge end of the line. Much work is being carried on behind the scenes and must be regarded as confidential, as we are sure readers will understand. We can report that meetings with the Environment Agency with regard to flooding issues have been positive and our plans for the re-instatement of the railway would actually lessen the flood risk. These plans are presently awaiting written approval to submit to Rother District Council as part of the overall planning application.

The question of crossing the A21 was of course what prevented K&ESR's extension in the early days. We are pleased to report that a series of meetings held with the Highways Agency has proved fruitful. The Mott MacDonald consultancy reports carried out on behalf of RVR indicate that road traffic interference due to a level crossing would be minimal, with the maximum delay caused by our longest train being less than one minute per crossing. Traffic speeds are low at this point because of the presence of a roundabout just north of the proposed installation.

Planning application

The planning application for completing the railway to Junction Road has been delayed until the spring, because the high profile of our submission means that it needs to be addressed by the whole of Rother District Council and not just the planning committee. Additionally it will be necessary to present the findings of the Highways Agency and Environment Agency at that time. The council's support for the reinstatement of the railway continues to be positive.

Our planning application for completion of the railway has generated lively debate within the immediate locality. Support for the scheme is high, but we felt that we had to address concerns from some of the villagers who were worried about the effect that the new railway would have on their community.

A public meeting was held in the Ostrich Inn at Robertsbridge in November with guest speakers Roy Watts, Chairman of the Bluebell Railway, and Simon Kerr, Tourism Manager for East Grinstead Town Council. They eloquently explained, to an audience of some 60 residents, how the return of the Bluebell Railway to East Grinstead station

had been a resounding success, which led to a revival of business and tourism without the problem of excessive road traffic. We were unable to convince all of our guests of the value of our cause, but it was generally agreed that the meeting successfully answered most of the concerns raised.

Work in progress

Work on the ground at Robertsbridge Junction station continues steadily in spite of the continual wet weather. The platform is now complete and awaits the addition of tarmac. The base of the station building, modelled closely on Tenterden station, has now been clad in matching bricks and laid in Flemish bond pattern. The inner walls are concrete, which meant that the chosen pattern required many half bricks which had to be cut by hand – some 1,000 in all. The result is visually very attractive.

The water tower, which readers may remember being sited at the Tenterden end of Wittersham Road station, has been generously provided by the K&ESR on long-term loan and is currently undergoing complete restoration in North Wales. It will shortly be secured to Robertsbridge Junction platform adjacent to Station Road. Colonel Stephens originally provided this water tower at Shrewsbury Abbey station; it was transferred to K&ESR following closure of the Shropshire & Montgomery Railway. It will be fed from a new tank, mounted on a brick base opposite the new platform, which will contain all the necessary equipment for the chemical treatment of our water supply.

The long-awaited connection to the Network Rail bay platform at Robertsbridge will shortly be constructed. This will allow an interchange to the main line, providing access of rail-mounted vehicles for Network Rail training purposes and for the delivery of ballast when the time comes for the line to be extended to Junction Road.

Welcome

Volunteers are always welcome. Working parties meet on Wednesdays and Sundays; the garden group meets on the third Sunday of each month. Once tarmac has been applied to the platform the site will be open for guided tours every Sunday afternoon. Progress is much more apparent inside the site than from the public car park.

Mark Yonge

From the Chairman – Geoff Crouch

We have been ‘getting ready for Robertsbridge’ since the funding became available to re-build the line between Robertsbridge Station site and Northbridge Street. I have said that ‘Robertsbridge’ will approach us at a fair rate – almost seeming to creep up on us.

Well, now we must change up a gear, as the date for completion has been estimated as spring 2018. This represents a significant challenge for all of us. Whether it is getting the locomotives and carriages ready, making sure that our track and infrastructure is up to scratch or simply bringing our stations up to a higher standard, we need to focus our efforts on the horizon, and get ready for the big day. There is a lot to do. Some work requires substantial investment, some only a few pounds, and some little more than some tender loving care. Trustees will concentrate on getting the resources that our staff need.

We shall undoubtedly need more volunteers, and I am pleased with the number of newcomers in recent years. But more will be required, or we will be relying on the same stalwarts who already give us so much. I am sure that we are all looking forward to seeing the sign on the platform which reads ‘Calling at all stations to Robertsbridge’. We must all work to make it happen.

Company Secretary – Nick Pallant

2015 Annual General Meeting

This year’s AGM will again be held in Zion Baptist Church, Tenterden High Street, on the afternoon of Saturday 14th November. Nominations for election to the Board will close at 2.00pm on 22nd August. The necessary nomination forms

can be obtained from the Company Secretary. A formal notice will be issued in due course.

The decision to change the meeting date to November was been made because we will not be running trains then, and this should enable more volunteers and paid staff to attend. Future AGMs are also likely to be held in November each year.

The end of the company’s financial year has been changed from 31st December to 31st October. This has been done to allow more accurate monitoring and quick decision-making on expenditure generally. It was felt that ending the financial year on a month that included our largest source of income (from Santa trains), rather than beginning with this, has not been very helpful in the past. In 2016 the accounts presented will be for the ten months to October 2015, although management accounts to December 2015 should also be available to members.

Awards

Once again we remind members that we run two award schemes – one for 25 years’ service as a volunteer and a second for 50 years of continuous membership of the company and its predecessors. The actual awards are made at the AGM in November. I will be contacting those who I am able to trace and appear to be eligible over the next couple of months, but it would be of great assistance if anyone who thinks they have a claim to either award would write to me at Tenterden Town Station.

Shop report – Martin Easdown

The autumn months of 2014 proved to be fairly productive, with budget achieved in September, October and November. The Santa Specials

List of prizewinners for the 2015 4253 ‘Valves & Pistons’ draw

1st	Flight simulator	Mr Hill	8th	Case of wine	‘The Star’
2nd	Amsterdam weekend	Ms Golding	9th	Champagne	A. Webb
3rd	Javelin cab ride	S. Marsh	10th	Wine	B. Pearce
4th	Flight over K&ESR	Yarham	11th	Crystal glasses	P. Hay-Justice
5th	M&S vouchers	P. Cottle	12th	Airfix kit	C. Thompson
6th	Malt whisky x2	P. Bradley	13th	Airfix kit	S. Cheetham
7th	Case of wine	J. Taylor	14th	Malt whisky	I.G. Lutchford

however proved to be a mixed bag – they always are for the shop. Curiously, we did well on the Saturdays but poorly on the Sundays; but there does not seem to be a particular reason why (even allowing for shop staff book sales on two of the Saturdays!). We did suffer, though, with the first Santa weekend being so poorly patronised: traditionally that was always our strongest weekend. Sales tend to decelerate the nearer you get to Christmas, as presents have already been brought.

We eventually ended the year 15% down on budget, which was partially due to the March and July Thomas events not being particularly busy. The shop budget does rely heavily on the Thomas events hitting the mark. July and August were also very poor for visitor numbers, and hence sales. However the spend per passenger in the shop did increase by 3% to £1.68, while online sales also increased: by a healthy 9% on 2013.

The New Year saw the annual stocktake, which revealed we had a stockholding worth £26,000: a figure which fell comfortably within the expected range of £25–30,000. The shop also received a thorough clean: thanks to Sjors and Carolien van Dongen for largely carrying this out. Thomas stock also began to be ordered and new lines investigated.

Catering – André Freeman

Station catering: The budget for December was exceeded by 22% and the year finished 11% above. These results are a credit to everyone who worked so hard to maximise sales, especially given the disappointing number of ‘on the day’ passengers we have welcomed this year.

For the first time we had some pictorial menu boards professionally produced at Christmas. These looked great and certainly helped drive sales. Similar Thomas versions have also been produced. Other improvements are under way too: a new gas fryer has now been acquired, which will improve both speed of service at times of peak demand and the range of food possible. We’re also tightening up on stock control, with improved recording and security.

On-train catering: Pre-booked group package catering was very good in 2014 and continues to make up an ever-greater proportion of our customer base. Good results were produced, with trolley sales under the leadership of On-train Catering Stewardess Debbie Kilgannon.

The turnover for December exceeded budget by a whopping 107%, and for the whole year budget was exceeded by 8% – a tremendous achievement. Costs were kept under control too, with the Santa inclusive refreshments delivered for substantially less than budgeted.

Kim and Debbie are making improvements to the quality and presentation of our pre-booked packages. Although there are inevitably cost implications, it’s vital that we exceed customer expectations and continue to offer good value for money in this ever more competitive market.

We have succeeded in winning substantial business with the company that provides tours for cruise ship passengers arriving at Dover. Although it has been necessary to move some locomotive driving courses to accommodate this business, it is very worthwhile. With this in mind, there’s ample opportunity to get involved! No previous experience is necessary, as full training is offered. Contact Debbie Kilgannon on 01580 765155 or debbie.k@kesr.org.uk

Wealden Pullman: Once again our thanks are due to all those who gave up their time to help achieve another successful season. The culmination was of course our popular New Year’s Eve service, which is always fully booked. Indeed one regular customer was insistent that we allow him to book for NYE 2017 (he’s already booked 2015 and 2016!).

We were delighted to welcome back Colin Duncan to the team, following a period of ill health. There has been no reduction in either the volume or the quantity of nonsensical gibberish that continues to pour out of his mouth, much to the delight of our customers! If you’d like to experience this first hand, staff roster clerk Meg Gooch will be very pleased to hear from you: contact meg@kesr.org.uk or call 01580 765155.

The *Aries* Appeal 2014 Raffle was very successful – thanks to all of you who supported this. The list of prizewinners is given below. We’ve made good progress with fundraising and it’s hoped to transport *Aries* from Rampart (Barrow Hill) in the very near future.

List of prizewinners for the 2014 *Aries* draw

1st	B. Perkins	6th	Mr Broom
2nd	K. Lenihan	7th	J. Heyes
3rd	K. Woolfe	8th	A. Greenwood
4th	K. Dow	9th	G. Garrett
5th	J. Baker	10th	L. Beans

ROLLING STOCK

Rolling Stock – Nick Pallant

Mark 1's: As anticipated, **TSO No.64** temporarily re-entered traffic for the Santa season but was withdrawn again immediately afterwards. The vehicle's much-needed general overhaul began soon after. This is expected to take a considerable time, and will form the department's major capital project for 2015.

Initial work involved removing the seating, all the glazing and the window frames. The last mentioned items are presently being cleaned of old paintwork and reconditioned. As expected, severe corrosion was found at both ends of the coach and extensive renewal of the 'top hat' metal frame sections is needed. This is under way at the 'Robertsbridge' end at the time of writing. Cutting out of corroded metal at the 'Headcorn' end continues. Examination of the side framing has also begun adjacent to the vehicle ends.

Mark I Bogies: Two bogies were recently recovered from storage in the area of the Tenterden headshunt and, with the aid of a steam crane, brought to the C&W forecourt. One (compensated) bogie has since been brought into the shed and stripped down for a thorough overhaul. This has progressed well, and following a great deal of needle gunning the numerous components have received several coats of paint. The opportunity was taken to use up the odds and ends in the paint cupboard!

Vintage Coaches: Progress continues on **GER six-wheel brake (K&ESR No.81)**. Replacement body panels are now in place where necessary, and undercoat has been applied to one side. New roof canvas has been fitted together with new rain

strips. Decorating of the interior is under way.

SE&CR Family Saloon No. 177 (K&ESR No.84) and **Third Brake No. 3062 (K&ESR No.98)** have both been re-varnished and had their roofs repainted as part of the 18 month examinations for these vehicles.

Pullmans: **Barbara (K&ESR No.51)**, otherwise in excellent condition, was brought into the shed early in the New Year for the ceiling to be repainted.

Goods Vehicles: Following the completion of Jon Colwell's van another **LMS box van, M515184 (K&ESR No.128)**, which belongs to another private owner, is in the shed for attention – particularly roof repairs and repainting.

Assistance to Other Groups: **TREATS**, and in particular Mike Grimwood, have had use of the top end of the carriage shed in recent weeks for the repainting of the DMMU's 'Headcorn' end car.

An exotic visitor to the shed was the rail-profiling machine belonging to German Infrastructure contractors Strabag International GmbH. This fascinating piece of kit was undertaking rail profiling for the P-Way department and needed somewhere for maintenance for a few days.

People: There was once again a 'Turn of the Year' meal for volunteers, paid staff and their partners in the station refreshment rooms on Sunday 18th January. The event was very well attended and this year the invitation was extended to the Company Secretary's volunteers who would otherwise miss out on such occasions. Thanks are again due to Catering Department staff for a splendid meal.

OPERATING

Signalling Department – Tony Ramsey

One of the main strengths of the K&ESR (as Andrew Morris's excellent series of articles entitled *The Next Generation* has highlighted) is our large number of young volunteers. This works two ways: the railway benefits from the energetic enthusiasm, new ideas and cheerful cheekiness that they tend to bring, while they in turn benefit from developing such skills as timekeeping, Health & Safety and team working with which to enhance their CVs.

Indeed, one of our teenage volunteers was so

keen to undertake his turn at Rolvenden Gates that he turned up two months early! The footplate is always likely to be their most popular destination, but young volunteers are to be found in almost every department. Thus we are delighted to record that we have six signalmen, five crossing keepers and five trainees, all under the age of 30.

As far as the activities of the department are concerned, it is inevitable that the winter is a quiet time. However, in October new volunteer Kenneth Yarham successfully passed out as a crossing keeper at Northiam Gates. Also in

October, Mick Leech, Rex Petty, John Slocombe and Mike Winiberg sat and passed the Signalling Exam. Congratulations to you all! In January some 30 members enjoyed another excellent post-Christmas lunch in the Tenterden Buffet.

The Railway Rules Working Group has now produced a 'clean' compendium of Rules, Regulations and Instructions (RRIs). Thanks are due to all members of the Group for their hard work in delivering this difficult project on time. The 'clean' RRIs will make life easier for all members of Operating grades. Please make sure you have collected your copy (if applicable) and that you study the accompanying briefing leaflet carefully before your next turn of duty. The Group is continuing its work of reviewing these documents to ensure they are fit for purpose and are of the highest quality with regard to their technical content and presentation.

We bid farewell to Roger Maynard, who has decided to retire after some 20 years' service as a signalman at Wittersham Road. We thank him for his faithful contribution and wish him well as he recovers from recent eye surgery.

S&T Engineering – Nick Wellington

October saw the return of the administration offices to the station site. This required provision of computer data and telephony cabling throughout the building in a short timescale; we are exceedingly grateful to Mike Winiberg who planned or undertook much of this work.

In recent weeks our attention has turned to 'insourcing' certain aspects of our IT maintenance and configuration, where we have concluded that we can do it better and cheaper by using a mixture of volunteers with appropriate skills and only outsourcing where we need to. We would welcome hearing from volunteers with appropriate IT experience to help in this work, rather than paying outside contractors to do it for us.

Pole 10, the first pole opposite the Up Home signal on Tenterden Bank, has been renewed. Part of the block circuit wiring was also renewed between here and Cranbrook Road, as this was approaching life expiry and had also suffered from the effects of several tree falls which brought all the overhead wire route in that area down to ground level – either stretched or broken. This work was more difficult as it is a 'terminating pole' of the route; hence all the cables run up it, and the wires had to be removed one at a time and transferred to the new pole.

The fourth point machine has been completed. Having been out of use for some time this required complete stripping down to basic components, as well as some modifications and complete rewiring for its intended application. Although these particular machines date from the 1950s, the design actually originates from 1929 and is the forerunner of the more modern machines used today. These are heritage items in their own right – older than many steam locomotives or carriages on the railway.

From March we will be reverting to passing trains at Rolvenden again, and we are currently working to enable this – albeit on a temporary basis until we can completely rewire the relay interlocking. The wiring at the box end is nearly complete, leaving only the control cabinet located at the points to wire and install. Shunt signal No.6, at ground level below the Up Inner Home signal, has been brought into use.

The 'pole digging gang' had a session over two days in November replacing a number of concrete rodding stools outside the box at Rolvenden which had reached life expiry. These have steel reinforcement inside them, which in time corrodes and literally bursts the concrete apart. Given that much of this material was acquired as scrap or 'redundant materials', it does not have infinite life!

A small, dedicated team of skilled volunteers carries out most of the department's work. If you have any signal engineering, general mechanical or electrical engineering expertise, we may be interested in having you join our team. Please contact Nick Wellington at NSW@UAX13.org.uk with details of your experience.

Guard's report – Bradley Bottomley

Last year we managed to cover most of the published turns with volunteers and only used paid staff as a last resort. The Santa Specials were all covered, and we would like to thank all the guards and trainees who kept services running.

Currently we have 13 trainees on the books, all at various stages of learning; and we welcome from the locomotive department Jasper Pryer who will be joining us as a Trainee Guard in 2015.

On 24th January Andrew Hardy organised a clean-up of our brake vans at Tenterden, which was well attended. As a consequence the vans and their lamps are looking very smart indeed.

Lastly I would like to say Thank You all for your continued support in our department.

Rolvenden MPD – Paul Wilson

This report, which is set out differently to how it has been in the past, clearly shows the shortage of locomotives that we have at the moment. This isn't a surprise, and has been anticipated for a number of years. Work is under way to remedy the position in the most cost-effective manner, but this is a nervous time for the department.

Locomotives available for service:

32670: Winterised at present.

32678: Winterised at present but to be readied as standby locomotive for Thomas.

14: Winterised at present. Soon to be readied for RXD services.

376: Due to be steam-tested, ready to haul Thomas B set.

65: Due to be steam-tested, ready to haul Thomas A set.

Ford diesel: Repairs to the engine governor have been successful and the locomotive is back in service.

Ruston diesel: The Ruston is back in use again after replacement of cylinder head seals to stop coolant and oil leaks.

Locomotives undergoing overhaul or stored:

21: With resources concentrating on 1638, progress on 21 has slowed, but not stopped. Boiler repairs are continuing, as is development of the new steam-operated cylinder cock mechanism. In addition components for the Armstrong draughting system are being prepared, given the success of this on 65.

23: Work has been carried out to remove valuable components from the boiler, the bunker has been cleaned out and the boiler left drained and open. Until 25 is finished, 23 will have to await its turn. Re-creating a scene from the past, 23 is to be stabled for a time in the Pullman dock at Tenterden to allow public access to the footplate. A collection box will be added to relieve visitors of loose change.

25: Plateway has been removed around the foundation ring ready for replacement. The ring has been sent to a supplier who will form the new plate to an exact fit before return. The chimney is away for specialist weld repairs, as there were cracks evident around all the supporting boltholes.

1638: As always, what was seen as a possible quick turn-round, with not too much work needed, has not proven to be the case. That said, progress is still rapid. The crank axle has been out to allow access to replace loose rivets in the frame stretcher and also to allow repainting of the inside of the frames and the motion. Other frame rivets were also renewed while access was available. The crank axle is now back in and the eccentrics erected. The slide bars have been re-fitted, and re-metalled crossheads are being installed. New big-end brasses were required and these are away being machined. Pistons are now being re-fitted, complete with new rings. The most significant expense so far is the procurement of a new regulator housing in the smokebox. We have managed to track down a pattern, and await a price for casting. Machining will be undertaken at the South Devon Railway, which has experience of this demanding task. Work on the boiler is also progressing, with removal of a number of wasted rivets in hand.

6619: As with 23, the valuable cab fittings have been removed to stores, and the grate and brick arch have been removed ready for a good clean-up and the application of grease to minimise corrosion. Until the current overhauls are complete there is simply no space to start work on 6619, which will be stored.

Cranes:

10t Taylor Hubbard: This is due its annual boiler inspection and mechanical exam.

36t Ransomes and Rapier: Also due its annual boiler inspection and mechanical exam.

GWR Railcar W20W – Andrew Webb

The refurbished and rebuilt driver's control assembly is now installed in the Robertsbridge end cab. It is fascinating to move the various controls and see the interlocking and contacts moving as various traction options are selected. Typically these would be engine speed from the foot throttle, clutch, gears, forward/reverse and high/low ratio gears. I am pleased to report that most of the other basic driver equipment is now fitted in the Robertsbridge end cab, although the instrument control panel will be assembled and fitted later. The initial aim is to wire the control assembly etc. back to the connection box under the floor within the Robertsbridge end cab. We

now have 500m of new cable, which complies with Railway specification for control wiring, to start this year.

Beneath the floor most of the air pipe has been replaced on the north side and Robertsbridge end cab of the Railcar. The focus for this pipework has now changed to the south side and Headcorn end cab when ready. The two refurbished boxes containing the electro/pneumatic control valves are now fitted, ready to be connected to the air pipe and control wiring.

This paragraph is an appeal for help. Over the years a number of items that were part of the Railcar have disappeared, lost, been stored elsewhere in wagons or containers, or removed for safe-keeping and/or refurbishment. At times we are not sure what is missing, what it looks like, how it is fitted and how it is connected. One option is to look at the Headcorn cab for some information; but although the cabs are similar they are not exactly the same – each is unique. Another option is to drive across to our Railcar friends at Didcot and examine their Railcar No.22, or scan relevant archive documents at The National Railway Museum. All options take time and may be very expensive to resolve, particularly if new parts have to be made.

4253 Locomotive Company Notes – Bryan Atkins

Winter has seen the construction of the left-hand side tank, which includes fireman's seat, oil boxes and original water gauge. After a trial fit the tank has been taken apart and then riveted back together. This will have occupied all Sunday working parties over February and March, with well over 2,000 rivets needed to fasten it together, and by the time you read this the job should be completed. We have a well-organised and skilled riveting team, and hope to pass on these skills to others who are interested before the restoration is completed.

The extensive axlebox overhaul project continues, and is proving time consuming. Considerable funds have been invested in new bronze liners, which are being fitted to the axleboxes and machined. Several new bronze underkeeps have been purchased to replace those that mysteriously disappeared from the engine during her years out of service.

To speed up the laborious process of truing up the horn guides to accept the axle boxes, a horn-grinding machine is being fabricated. If this experiment is successful the machine could help

to speed up the overhaul of other locomotives at Rolvenden, and also be loaned out to other railways for a small consideration.

Meanwhile many items have been taken out of the storage container for attention. Oil boxes have been cleaned and painted, old white metal has been removed from slipper blocks, and a vast number of smaller parts have been cleaned, repaired and painted.

Off site, our contractors continue to be kept busy. Cylinder drain cock castings are currently being machined. Spring hanger bolts and nuts have been turned. Fitted bolts have been made for the horn guide, which needs reinstating. The slidebars have been ground prior to being installed in the frames later this year. A lubricator casting has been acquired, and the machining of the body is in hand. A brake ejector valve casting was ordered, along with one for 5668, when the opportunity arose. The machining of this item will be very costly, but the good news is that we have already acquired many of the internal parts.

The boiler has now been moved onto a reinforced concrete pad and a temporary shelter has been built around it so that the major work required can commence without worry about the weather. Dismantling has now started. It is planned to carry out the boiler work on site over the next couple of years: this way we can control the costs and the quality of the work. The 4253 Group have sponsored Henry Mowforth's examinations for coded welder, which we hope will benefit the railway more generally in the future as well as progressing the immediate boiler work on 4253.

The project has now reached the anticipated expensive stage. Continued progress requires much-needed funding, and this comes from:

1. Sale of shares. We always welcome new shareholders.
2. Monies raised from outings with our successful sales stand, along with appearances each fortnight at the Rolvenden Boot Fair. We are always looking for good-quality items to sell at boot fairs. If you can help please contact gwr4253@gmail.com or drop items off for The 4253 Group at Rolvenden. All donations are extremely welcome.

You can follow the engine's progress each week at www.4253.co.uk, and you can also catch up with developments on Facebook and Twitter.

TREATS – *Mike Grimwood*

Class 03 D2023 is operational.

Class 14 D9504 is in service. We have made repairs to a frozen air pipe and carried out an A exam, as well as refitting a front sander pipe.

DMMU car 51571 has had a full repaint. A fuel pump has been replaced and a B exam completed.

A number of the seats have been removed from both of the DMMU cars so that a specialist contractor can re-cover them.

WAY AND WORKS

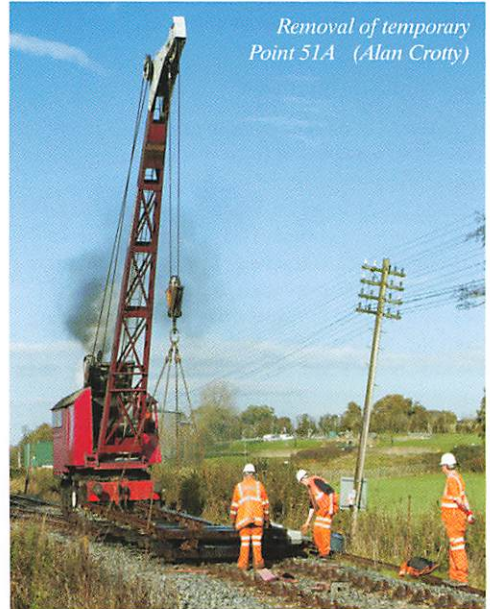
Permanent Way – *Jamie Douglas*

After an extraordinary amount of time and effort in 2014 working on the construction of the yard for the new Rolling Stock Storage Shed at Rolvenden – Rolvenden Riverside Yard, the closed season is now upon us and the team have had to move on to our intrusive main line works programme of ‘cutting and shutting’ rail joints.

The team has so far made steady progress on what has proved to be a pretty slow and difficult job. However, up to early February the team should have managed to complete work on approximately 200–300m of some of the worst joints, in the area to the east of Popes Cottage, and once this section is complete we will get it tamped, which should make a massive improvement to the ride in this area.

During February the railway is operating over three weekends, which loses us two weeks of work on the main line, so during this period we will fall back to working our way through the outstanding works on the new yard at Rolvenden before returning to the cutting and shutting programme until mid-March and the commencement of the running season. The plan then is to return to Rolvenden and complete the remaining works as soon as possible to allow the commissioning of the new yard.

As we are now just over a year on from the commencement of track works at Rolvenden, it is worth mentioning just how much has been achieved by a pretty small team of volunteers – from the remodelling of the running lines at Rolvenden in just ten weeks, including the extension of the run-round loop by some 100m or more, to the very technically complex point-work layout outside the shed. All told this project has necessitated the installation of more than 1,000m of new track, and this – alongside keeping the K&ESR running through the 2014 season – is one of, if not the best, demonstration of commitment by K&ESR volunteers in recent years – particularly thinking back to the dreadful weather endured during January and February 2014. There were at least one or two moments when we all asked



Removal of temporary Point 51A (Alan Crotty)

ourselves why we were putting on yesterday’s still-wet boots and overalls to go back into it!

Usual plea: we are always looking for new volunteers to come and help out with the many and varied tasks of the Permanent Way Department. If you like strolls in the countryside, then perhaps you could help us out by doing track inspections; if you like tinkering with plant and equipment then we’re always looking for more people to operate the petrol-powered small plant, or if you like something a bit bigger then the On Track Machine fleet may be something you could help out with. On-the-job training will always be given, and the team is friendly and relaxed. We work most Fridays throughout the year as well as many Saturdays. Drop a note in the Permanent Way Manager’s pigeonhole at Tenterden, or e-mail me on jamedouglas@tiscali.co.uk if you are interested.

Tuesday Group – *Graham Hopker*

We were still busy hedge trimming and grass cutting at Northiam into the autumn, but found

time to fit new planks to the bench seats in the picnic area. A broken seat has been repaired and returned to Rolvenden platform.

Dave Brown, our tame electrician, has fitted extra power points in the Northiam Buffet, completed some re-wiring in the booking office and fitted two additional double power sockets to improve the station announcements and the music system. He has also carried out small electrical work at Wittersham Road.

Roof repairs have been made to the porch of No.1 cottage at Northiam.

With the help of Jamie Douglas and his team, a wheelset was moved from the Tenterden headshunt to Northiam and lifted over the lineside fence to sit on a sleeper plinth next to the Memorial Garden. The project is to make this into a seat for the use of people visiting the Garden, and double sided in order that a good view can be had of trains arriving and departing from the station or across the Rother Valley towards Newenden. The wheelset itself has been power wire brushed and painted with red oxide and a topcoat of black Hammerite applied. All being well the finished seat will be fitted in time for the start of the running season.

A concrete surround and a new manhole cover have been fitted to the cesspit next to Northiam Signal Box, and repairs have been made to the manhole cover by the relay room.

Work at the Tenterden site has included the fitting of a security light on the side of the Information Hut and some electrical work in the Museum, plus general clearing of rubbish around the station site, and tree pruning. Also dead shrubs and brambles were removed from the top and lower ends of the Car Park. These areas will be seeded in the spring to make upkeep easier – in future they will only require mowing.

Work has also been carried out to remove and repair some rotten wood on the Meeting Room door, and several members of the Tuesday Group helped out with the on-train refreshments during the Santa season.

On 16th December we had our Christmas Lunch in Newenden.

Forestry & Conservation – David White

The Forestry & Conservation group undertakes broadly two kinds of work. The first is 'proactive', where the team decides for itself what work needs to be done and does it. The second is 'reactive', where the team responds to a request from the railway to do specific tasks.

In the months before Christmas efforts were mainly proactive. In November the team focused their efforts on Mill Ditch at Dixter Crossing. Fortunately, trips on the DMMU from Northiam to the work site cut out a lot of the legwork.

Work at Mill Ditch had to be abandoned in



The Tuesday Gang constructing the new seat at Northiam (Humphrey Atkinson)

December because of deteriorating weather conditions, so the team moved back down the track to work on the lineside between Wittersham Road station and the Newmill Channel bridge.

Water in the ditches here continued to thwart the necessary work of cutting back willow, elder and hawthorn at the fence-line. However, ingenuity is a hallmark of the F&C team. Taking a leaf out of the book of the Incas of Peru, who created 'trunk bridges' to provide temporary crossings over chasms, the chainsaw operators felled the trunks of two trees which were then neatly positioned side by side to allow the operators to cross the ditch and work in relative comfort. Sadly, on a subsequent visit, the trunk bridge was sawn into sections and burnt.

One of the strengths of the F&C team is its ability to operate in areas just short of major tree surgery, where the services of a paid professional would be required. It is astonishing what can be achieved by two chain saws, a rope and a bit of what might be termed 'freestyle' tree climbing. Even with only one chainsaw in action a remarkable amount of timber can be felled and cut for burning.

In the New Year F&C activity has been mostly reactive – 'good housekeeping' work that

responds to specific requests. At Rolvenden the team burned off hedge trimmings in the field adjacent to the station. At Tenterden, downside of the level crossing, hedges and banks were trimmed and strimmed. Gratifyingly, some residents in adjacent Rogersmead said they welcomed the better visibility of railway operations that this provided.

On the second of its visits to Tenterden, the F&C group was reinforced by a troop of scouts from Maidstone, who helped drag branches to the lineside fire. Their bravery under fire – one of the fiercest our fire-master has engineered, as his eyebrows will testify – was admirable.

Proactive or reactive, the Forestry & Conservation group still needs more help if it is to cope with the demand for its services. As we went to press, the response to appeals for people to take part in the F&C task force day at Bodiam on Sunday 29th March has been encouraging, but there is plenty of room for more. So if this issue arrives in time (! –Ed) and you would like to join us on the day, please e-mail Steve McMurdo at stephen.mcmurdo@gmail.com. Failing that, anyone wishing to join the team will be most welcome.

GROUPS AND ASSOCIATES

Bodiam Hop Festival – Robin Dyce

Unlike the previous year's 'Hop Pickers Weekend', the 'Hop Festival' was preceded by glorious hot and dry weather which continued over the festival weekend, 13th and 14th September.

Why two names for essentially the same event, you ask? Well, at the debrief after the 2013 'Hop Pickers Weekend' a suggestion was made that the name be changed to attract a wider audience, so it was agreed to change the name to the 'Hop Festival'. At the same time, as the content of the event was going to be very similar, we decided to maintain the annual numbering, so 2014 became the 15th annual 'Hop Festival'. We also decided to invite local food producers to bring their stalls to further widen the scope and attraction of the event.

The Hop Festival is almost entirely run by volunteers but, as each year goes by, it is becoming more difficult to gain assistance. This year was no exception as, even with 38 volunteers involved over the two days, we still had to rely on visitor/exhibitor back-up in some areas. Also, for

the first time ever, we struggled to find platform staff: that is, station masters and booking clerks. We managed, because within the Bodiam Group we have five members who have passed out as level crossing keepers, but whenever a train arrived or departed one of them had to leave their allotted post to deal with the gates.

However, onto happier things and, as mentioned above, this year we had the most glorious weather – but even that played against us by drying out the ash surface of the station yard. The wind got stronger throughout each day, resulting in the thick layer of fine dust on top being blown around and covering everything. A number of comments about the dust were made by owners of vehicles, which may have contributed to fewer appearing on the second day. It was also very difficult for the Hoppers' Kitchen and Barbecue tents to keep clean. However, one area that didn't suffer so much from the dust was the beer tent; although replenished at half time, it ran out of Rother Valley Brewery draught beer mid-way through Sunday afternoon.

For 2014 we also invited a number of scale steam traction engines and one full-sized one, owned by our Carriage and Wagon Manager, Alan Brice. The small engines, led by James Darling, 'camped out' in the adjacent light engineering premises, which freed up a lot of space for other exhibitors and staff in our car park. This year we did not have Martin MacFarlan's double-decker bus with which to ferry passengers to and from Bodiam Castle, as earlier this year it was decided to change the engine; but although a suitable one was eventually sourced, it didn't join the body in time for our event.

Perhaps the outstanding exhibit was a 1935 Brough Superior 4½litre straight eight car, of which only 100 were made. Many other interesting road vehicles and motorcycles were exhibited together, with a stationary engine and a sheep shearing device that was also driven by a stationary engine. George Dann and David Denyer brought along their latest hopping photographic and equipment display, sharing the exhibition tent with local artist Christine King and Sherri Kingsman's bric-a-brac stall. Outside, in another tent, Ida and Dudley Fermor displayed cards, calendars and bone china featuring hops.

We were very disappointed by the quality of our hops, as they were shorter and produced fewer hop flowers than in previous years. As always, however, we bought in some hop bines (variety 'Cascade') from a local grower and they were used to decorate Bodiam and Tenterden stations. Pam and Sheila Stevens together with Beryl Brice, Daphne Lindsay, Christine Blakiston and Gloria Hoekstra organised the production of hop garlands but when the bought-in hops started to seriously wilt, they changed to using our 'Bodiam' hops to great effect.

As to entertainment, we were lucky this year to feature The Sideboard Men, who provided music and singing in a 'Chas and Dave' sing-along style, as well as the Cinque Port Morris and Hannah's Cat Morris. Also on Saturday we were delightfully entertained by girls from the King Offa Primary Academy dancers, from Bexhill-on-Sea, who, as well as their own routines, also performed with the Cinque Port Morris in a joint presentation which was much applauded. Without doubt the children made a great contribution to the event.

Despite all our ups and downs a goodly number of people visited the festival and thoroughly

enjoyed themselves, contributing to a very good atmosphere all weekend.

A BIG thanks to all those who came and worked at the event and to those who visited, and I hope you enjoyed yourselves. The Hop Festival team hope to see you all again at this year's Festival, which will be held over the weekend of 12th and 13th September. Make sure that you arrange your diaries accordingly – and please volunteer to help.

Bodiam Group – Robin Dyce

Tuesday 25th November saw the Bodiam Group visit the 4253 encampment and the new carriage storage shed at Rolvenden. As we tend to be at the 'forgotten' end of the line, the visit had been arranged to broaden our knowledge of the railway and specifically of major works that we had heard about but never seen. First we were shown around the 4253 work site. We were most appreciative of our welcome and for the very informative question-and-answer session, with some interesting facts and figures about the project. After tea and coffee (and biscuits!), Trustee Stuart Philips gave us a guided tour of the new carriage storage shed, and again we were most grateful to him for taking time off work and showing us around.

Although, in the very early days of this project, I had been involved with land purchase and initial design arrangements, it was staggering to see the scope of the project for real. Both schemes are a credit to all concerned – including the generosity of our friends in the Rother Valley Railway for arranging the finance for the new facility.

On Tuesday 14th December 33 members of the Bodiam Group and guests descended on the Castle Inn at Bodiam for an excellent Christmas lunch; it's good to renew acquaintances in a more social atmosphere.

In the last issue of the *Terrier* I mentioned that we were having flooding problems with the ditch and culvert under the railway at the western end of the station site. I make no apologies for mentioning this again, as the rains this winter have been more concentrated. Because the culvert could not handle the flow, the water backed up even more against our embankment and, for the first time ever, on January 15th, the water rose enough to pass through the track ballast – despite our neighbouring farmer digging the ditch out.

Finally the water levels dropped sufficiently to enable Bruce Sharpe and Paul Rand to rod the culvert from both sides and to locate a potential

collapse under our land. However, the ground is so waterlogged that it has not yet been possible to excavate down some 3m to confirm and repair any damage. We must wait until the ground has dried out sufficiently before excavations by the P.Way department can begin.

Although we have continued to paint the outside of the building, the inside has not been touched for years; so when an opportunity to redecorate the shop arose, we took it! Martin Easdown, the shop manager, cleared out all the valuable items and the Bodiam Group took out all the remaining hardware including the shelves and cabinets. We scrubbed the walls, the ceiling and all the woodwork and rubbed down the paintwork. At the time of writing we are repainting in traditional K&ESR colours.

However, before redecorating, the opportunity was taken to re-route some electrical trunking, and replace existing exposed 13A wiring in new trunking. The wiring comes from an input in the ticket office, from whence the cabling runs in the roof space before dropping down into the various rooms. At the same time it was also possible to alter the route of the cold water feed to the coffee machine so that it is in a safer position and less visible to our visitors. Pipes, trunking and boxes are painted over in appropriate colours so that they tend to disappear into the background, thus helping to maintain the heritage appearance of the station.

In sorting out the electrics we had to access the roof space through a trap door above the waiting room. We were surprised to find old wooden planks, tongue-and-groove panelling and a roll of brown linoleum as used the waiting room. Clearly when the station building was refurbished prior to reopening in 2000, any spare material was stored in the roof. Needless to say everything reusable was removed, except for some of the planks which are now used as crawling boards. Bruce Sharpe has provided lighting and power points in the roof space, so if access is needed in future it'll be a lot easier. Bruce also found the time to carry out an inventory of the station electrics, which should help us locate them in future.

The shop has two main sash windows, and while we had access John Harding and Richard Brice replaced all the sash cords and repaired rotted woodwork and broken pulley wheels. Most of the painting has been undertaken by Malcolm Burgess and Paul Randall, ably assisted by yours

truly! As soon as we finish the shop, and while time and lack of visitors permits, we will make a start on decorating the waiting room.

Our toilets have been criticised a number of times in the annual tourist board inspection, so Bill Larke is leading a team to improve the interior. He has started cleaning the walls and ceilings, which will be repainted in a less harsh colour than the existing yellow. The Group also has plans to replace much of the toilet furniture, and to introduce more economical low-energy fittings; but this will have to wait until the finance is available. We will also be investigating more thoroughly the origin of the unwanted smells that we sometime get inside and out, and carry out remedial work as necessary.

Vic Grigg has been repairing the yard surface with ash and generally cleaning the station site.

A reminder that the Bodiam Group continues to meet every Tuesday and Thursday at Bodiam station with a core time of 9.30am to 4pm. This year we have a substantial and varied programme of work lined up. If you would like to join us then please contact me, as below. Don't worry about lack of experience, as we undertake on-the-job training and can arrange for you to obtain the Basic Railway Safety Certificate.

This year, as part of the Bodiam Hop Festival, 12th and 13th September, some trains will be running through to Junction Road. The festival group has started planning the event, but as always volunteers are desperately needed to make the event a success.

If you are interested in joining the Group, helping out at the Hop Festival or assisting us in any way, please contact me, Robin Dyce, on 01732 508040 or by e-mail at robindyce@blueyonder.co.uk

Gardening Group – Veronica Hopker

Following the demolition of the office block at Tenterden, work started on clearing the site of rubbish such as bricks, pieces of old railway sleepers, self-seeded plants and weeds. The Tuesday Group kindly assisted with digging the site over to break up the topsoil, ready for compost to be incorporated to improve the growing conditions. They also assisted with the pruning of the trees on the site, to raising the canopy, to allow more light onto the flowerbeds.

We then moved into the car park and cleared out the old shrubs at both the top and lower ends of

the car park. All the hard work was carried out by the Tuesday Group, for which we thank them. The small triangular garden in the car park was tidied and planted with Myosotis (Forget-me-nots) and Narcissi.

A few grasses were planted on 'the mound' (which is the name given to the site of the old office block). The gardens were tidied of dead and old foliage.

Christmas was then upon us and Jan went off to take up her role as 'Mrs Christmas' on the Santa Specials while I joined the Tuesday Group on their weekend working as 'trolley dollies', serving refreshments and mince pies for Santa Special passengers.

January came with some wet weather, which prevented us from standing on the gardens in order to avoid compacting the soil. However, there was still a great deal to do – clearing leaves, dead-heading, weeding and cutting back perennials.

Museum Notes

The Museum was honoured to be awarded, completely out of the blue, with the 2014 Heritage Railways Association's Best Museum award (technically the Morton's Media (Heritage Railway Magazine) Interpretation Award; quite a mouthful –Ed) for "the continuing magnificent highlighting of a unique dimension of British railway history". Doug Lindsay, a member of the Museum Committee, received the award on

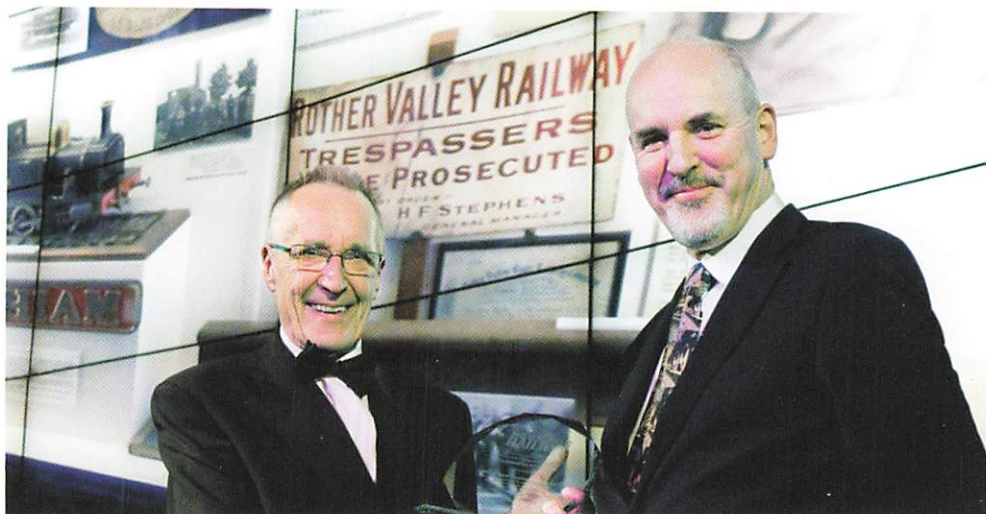
February 7th at an HRA ceremony at the Manchester Museum of Science and Industry. This is worthy recognition indeed of the Museum team's efforts over many years.

Although attendance last season seemed well down (particularly in high season) compared to 2013's very successful season, when we came to look at the final figures visits per day were 34 as against 36 and 30 in 2012, so results were actually pretty good. We covered our costs and nearly paid the full rent.

Book sales – which pay for acquisitions and presentation – were down, as much due to lack of donations and a depressed book market as sales efforts; but overall sales were an all-time record, as eBay sales have been very strong.

We did well with exhibits last year, with some excellent purchases and welcome donations. Recently things have been quiet, but an eBay purchase of a most attractive poster from Goudhurst was very good value. It is a large 1960 'cheap tickets' poster with a colourful 'Festival of Britain' style header, and is now on display.

A very attractive and instructive presentation booklet giving full details of the journey and church services for Captain Fryatt's return in 1919 was also acquired. It is velvet covered and lined with silk for VIP or Director's use, and demonstrates the versatility of the old railway companies: for it was produced at the Great Eastern Railway's Stratford Works!



Museum Committee member Doug Lindsay (left) receives the Best Museum award from The Railway Magazine Editor Nick Piggott at the HRA awards ceremony at Manchester Museum of Science and Industry. (via HRA)

Other work in the Museum this winter centred on the decision to redo the display wall next to Gazelle for the four railways (Edge Hill, Festiniog & Welsh Highland, Ashover and North Devon & Cornwall Junction) represented there. The new display will be four larger panels, one for each railway. This work has resulted in the exposure of those guilty of building the Museum interior in 1996/7. Pencilled there for posterity, their names were left in peace as a time capsule for later vandals!

Two panels have been rearranged to better reflect some of our recent acquisitions and to improve presentation: for instance we have now decided to use larger scale models in accurate colours where practicable. Slow, steady improvement – perhaps that's how to win awards!

Memorial Garden, Northiam – Veronica Hopker

The garden is maturing well. The little flowerbed is coming to life in early February, with bulbs pushing their way up; in a few weeks there will be flowers in the garden.

The number of commemorative plaques on the railway sleeper wall is increasing, and it is rewarding to report that people are making use of the garden. However, very sadly, flowers and ashes are still being left at Tenterden Station! Can we please ask that everyone make use of the Memorial Garden at Northiam, as it has been specifically built for that purpose. Flower vases have been placed at the base of the wall for use, and ashes can be scattered on the flowerbed, around the trees or on the grass.

The Memorial Garden can be reached from the main road so is 'Open all hours'. There is a seat in the garden, kindly donated by Jackie Kemp, the widow of Tuesday Group's Stan Kemp.

Chemin de Fer de la Baie de Somme – Geoffrey Nickson

2014 was a truly exceptional season for the CFBS. As of 9th November the railway had carried 183,000 passengers, against some 160,000 in 2013, the latter figure including people who attended the April Steam Gala.

Paradoxically this success can be attributed at least in part to the stagnant economy in France, which has prompted people to take shorter holidays, closer to home. The popularity of the Somme Bay continues to increase, helped by extensive media coverage and its location close to the middle of a London-Paris-Brussels triangle

with some 40 million inhabitants. Some peak weekends during the high season saw trains filled to capacity: for example no fewer than 2,800 tickets were sold on Sunday 8th June (Whitsun).

Pleasant weather in the spring, early summer and autumn more than compensated for very poor conditions in August.

The evening 'Dinner on Board' trains continued to be very successful and fully booked, with additional trains being run at lunchtime on some dates. Another ran on the evening of 14th July (Bastille Day), allowing passengers to watch the various fireworks displays around the Bay from the railway embankment between Noyelles and St Valery.

Another 'first' was the organisation of guided tours of the St Valery works over two weekends in early March. Named 'Des Hommes et des Machines', these Open Days drew several hundred people and confirmed the potential for industrial tourism.

It is also worth mentioning that in September a British railtour organiser ran photographic steam charters for three consecutive days on the CFBS, with different engines every day and two consists. This was a very successful event, and will most probably be repeated.

For steam operations, three locomotives bore the brunt of services in the season: Haine St Pierre 2-6-0 No.15, Corpet-Louvet 2-6-0 No.1 and Buffaud-Robatel 0-6-2 No.3714. Fives 4-6-0 No.E 332 ran in June, early July and in the late season, in particular for shooting scenes of a remake of the film *Le Journal d'une Femme de Chambre*, of Luis Bunuel fame. Pinguely 0-6-0 No.101 (completely rebuilt in time for the 2013 Gala) saw some regular service during the high season, with occasional debugging required. Cail 2-6-0 No.2 was returned to service in September. The small Corpet 0-4-0 was fired up for a few special occasions, such as the Heritage Weekend in late September.

Verney railcar X 212 was used extensively throughout the season, providing complementary services to the steam-hauled CFBS trains, connections with SNCF trains at Noyelles in July and August, and special services for small groups. Work is under way on restoring its twin, X 213.

Diesel haulage power for line service (mainly St Valery-Cayeux at weekends in high season) was basically down to No.351, with No.352

chronically unreliable and ex-MOB diesel TM 2/2 out of order with gearbox problems.

It is hoped that the diesel situation will improve significantly next year, following the return in late October of Spanish-built Naval six-wheeler engine No.824 (1966), after years of costly restoration by a specialist company in Germany. This bulky machine is currently being given its CFBS livery in the railway's paintshop.

Restoration work on ex-BOB bogie carriage No.B 208 continues to progress, thanks to the CFBS 'Thursday Gang' of mainly retired volunteers.

One kilometre of dual-gauge track was re-laid by CFBS employees during the 2013/14 winter on the embankment between Noyelles and St Valery-Canal. It is planned to complete work on this stretch in time for the 2015 season. Some smaller-scale trackwork projects were also carried out by volunteers at St Valery works and Lanchères.

Water is now available at both St Valery-Ville and St Valery harbour, speeding up engine run-round at Noyelles.

All the turntables on the railway are now fully operational, meaning that engines (except E 332) can now run chimney first on all sections. A turntable will be installed this winter at St Valery-Ville, so that engines running to and from Cayeux can also operate chimney first.

Two level crossings are in the process of being fitted with automatic gates on the St Valery-Cayeux section, where two collisions with road vehicles took place this season, fortunately causing only minor damage to the CFBS trains. No one was injured.

The four main longer-term projects are as follows:

1. Rebuilding the Noyelles-Le Crotoy section completely prior to the 2016 Steam Gala. To take advantage of the availability of local government funding, this work will be carried out by a contractor.
2. Redeveloping the station area at Noyelles, where longer/wider platforms are required (in particular for safety reasons), implying significant changes to the track plan. The possibility of replacing the existing turntable by one large enough to accommodate E 332 is being studied.
3. Redeveloping the St Valery-Canal area, where more sheltered storage areas are required and

the track plan needs to be completely redesigned. This is a major project and, according to preliminary estimates, is expected to cost around €2.5 million (close to £2 million). Preliminary designs are being studied, but funding remains very much an open question...

4. Rebuilding diesel locomotive No.301. This project is being undertaken by an enthusiastic group of mainly young volunteers, and is expected to last at least five years. The first phase (dismantling and thoroughly cleaning the engine) is already under way.

It is appropriate to conclude with the joint work session held with members of the K&ESR on Saturday 8th November. Nine K&ESR members were present, including two former Chairmen, and some 30 CFBS volunteers. Three work groups were organised, two at St Valery Canal, papering and sanding the Naval diesel prior to painting, and re-laying a siding in front of the depot with new trackwork.

While at Lanchères-Pendé, the third group dismantled a loop siding before a winter rebuild. The weather was pleasantly sunny and mild. Jean-François Mondy, the CFBS cook, had prepared a tasty midday meal of chicken and fried potatoes, and Vice-Chairman Alain Paillard and his wife kindly provided mid-morning refreshments to the six-man team working at Lanchères.

The following day we all got together again for welcome drinks at St Valery works and a speech by Maurice Testu, the CFBS Chairman. A Memorial Day ceremony then took place, with David Brailsford playing the Last Post and Reveille on the trumpet, Norman Brice reading the poem *For the Fallen* and two minutes of silence being observed. All the participants then boarded a steam-hauled train where the midday meal was served by the caterer who provides the Dinner on Board service – an opportunity to sample the 2015 menu!

Although the weather had changed to overcast and rainy, the atmosphere in the train was highly enjoyable, and at Noyelles participants were able to observe the two regular steam-hauled trains passing the special.

The last K&ESR/CFBS joint working session was in November 2012 at Tenterden, and all those present this year were delighted of this opportunity to get together again with good friends. Definitely *entente cordiale* at its best!

Ashford Area Group – Ted Micklam

We are pleased to announce a return visit this year to 'Le P'tit train de la Haute Somme', the Froissy–Cappy–Dompierre Railway in France. This will be a day trip by luxury coach from Ashford on Sunday 27th September. This, being their end-of-season Gala, will involve a frequent passenger and freight steam service, including through the tunnel and on the zigzag. The line is very photogenic, set in a wooded gorge along a canal, up steep inclines and onto a plateau. A large museum illustrates the history of narrow gauge railway involvement in war and industry.

With visiting rail and road vehicles (and a band!) this is always a lively day not to be missed. We will visit Vimy Ridge WW1 Memorial on the way. All for an unbeatable £38! Please contact Keith Mapley on his new e-mail address keithmapley@btinternet.com to secure your seat.

Our indoor programme this year continues with:

15th April: 'Railway Miscellany, and an Update on The Brighton Belle Project' by Doug Lindsay

20 May: 'North American Steam: Preserved and Tourist trains' by Nigel Menzies

17th June: 'Clips from the Railway Film Archive' with Wilf Watters

We now have a full programme up to December. Indoor meetings are held at The Rail Staff Club, off Beaver Road, Ashford TN23 7RR. They start at 7.30pm and end by 10pm. Everyone is welcome to attend indoor or outdoor meetings.

For further information contact me, Ted Micklam, on 01233 503999 or by e-mail at edward.micklam@tiscali.co.uk

Alternatively if you would like to be added to our outing mailing list, for the Froissy – Cappy – Dompierre trip or future adventures, please contact Keith Mapley on 01303 269138, or by e-mail as above.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

September 2014

1st	L R Davies	No. 396	£80.00
2nd	P B Munson	No. 454	£70.00
3rd	Miss P Stevens	No. 213	£60.00
4th	David King	No. 624	£40.00
5th	Colin Avey	No. 117	£35.00
6th	M J Andrews	No. 549	£30.00
7th	R S Pannell	No. 603	£25.00
8th	C D Ware	No. 202	£20.00
9th	Lionel Marchant	No. 304	£15.00
10th	M J Andrews	No. 549	£10.00

November 2014

1st	James L Dobson	No. 684	£70.00
2nd	Daniel Snowdon	No. 422	£50.00
3rd	Meg Gooch	No. 493	£45.00
4th	Mrs Denise Court	No. 126	£30.00
5th	Paul Sayce	No. 112	£25.00
6th	Mrs S M Peppiatt	No. 651	£20.00
7th	Dr Ian Cullis	No. 256	£15.00
8th	J E F Davies	No. 555	£10.00

October 2014

1st	B P Germain	No. 139	£70.00
2nd	Margaret Remnant	No. 249	£50.00
3rd	D Fisher	No. 556	£45.00
4th	Martin Casterton	No. 346	£30.00
5th	Roger Diamond	No. 083	£25.00
6th	Mrs P Greenwood	No. 168	£20.00
7th	Mr D Cutts	No. 090	£15.00
8th	Mrs S R Adlington	No. 375	£10.00

December 2014

1st	P B D Crick	No. 446	£200.00
2nd	Alan Marshall	No. 631	£100.00
3rd	Chris Maple	No. 216	£10.00
4th	Roger Price	No. 546	£90.00
5th	Mrs S R Adlington	No. 375	£80.00
6th	T J Hoskins	No. 449	£70.00
7th	Meg Gooch	No. 239	£60.00
8th	Lionel Marchant	No. 104	£50.00
9th	Graham Hukins	No. 315	£45.00
10th	Meg Gooch	No. 239	£35.00
11th	Trevor W Clark	No. 189	£25.00
12th	Trevor Clark	No. 188	£20.00
13th	Roger Allin	No. 628	£15.00
14th	Lionel Marchant	No. 487	£10.00

To join the 300 Club phone Brian Heyes on 01622 744509 or Chris Garman 01424 441643 for an application form.

TICKETS PLEASE!

Chief Booking Clerk Chris Baker reports on passenger numbers and news from the booking office, with assistance in compiling the figures from John Harding and our Chairman.

I was appointed Chief Booking Clerk on 1st August last year, succeeding Roger Allin who had seen the booking office through difficult times. I am pleased to report that the Merac computer system, and its Point of Sale (POS) software, has now settled down and is providing reliable service.

There are however still problems to be overcome in ensuring the ticketing system is reliable enough at Northiam and particularly Bodiam, and this will be attended to before the main season opens in April. In the meantime there is always Edmondson: we have a stock of tickets as a plan B.

Comparisons with previous years have been difficult (see note 2), but I have produced a table of passenger numbers for 2014, showing comparisons with the figures published last year. You will see the total for 2014 is 80,828, which is a 10.7% reduction on the previous year.

2013 saw a 12% increase on 2012, when the lower numbers were put down to the 'Olympic effect'. Totals for 2011 showed passenger numbers at 100,341, and going much further back the number in 2000 was 112,154.

A comparison between the three years is shown in the table opposite.

Fare Structure

This has been simplified for 2015 and the new structure will be operational immediately after the February Thomas weekends. The £1 discount for seniors (available after midday last year) has been scrapped, and there is a general revision to make the structure easier to understand. The Rover ticket is increased from £16 to £17, Child from £11.00 to £11.50 and Family (up to five) from £45.00 to £49.50. Other fares show a similar increase.

Ticket Issue

I hope we will be able to fully staff all three ticket-issuing stations this season. This has been difficult for the past year, particularly in the height of summer when we are operating each day. Booking clerks need holidays too! We should be able to recruit a few more volunteers to join our select band of booking clerks. It's a

good job with plenty of customer contact, and it's even warm and dry in the winter months. So if any of you would like to volunteer, please contact me at the railway.

Internet Bookings

This year we have had more Internet bookings. Thomas days are publicised as bookable online, and this facility is also available on the Santa Special trains. For these and other events we are also experiencing more telephone bookings, with customers either collecting tickets at the station or printing their own at home. This means fewer customers purchase tickets on the day, but the Internet tickets still need to be processed; for this reason we have had two booking clerks on duty at Tenterden at peak times.

2015 Season

As this is written we are preparing the terminals for the onslaught of Thomas in February, but the current weather seems to be against early bookings. Let us hope that things improve and we have lots of happy children (and grown-ups) who will keep the tills ringing over the two Thomas weekends.



*No.23 pictured on 10th September, shortly before withdrawal
(Hugh Nightingale)*

	2012		2013		2014		Change
	Days	Nos.	Days	Nos.	Days	Nos.	
January	0	0	0	0	0	0	—
February	8	3,882	8	4,780	0	0	-100%
March	4	1,341	5	1,666	6	4,796	+188%
April	19	5,888	18	8,182	19	6,963	-15%
May	19	8,225	21	11,691	19	10,408	-11%
June	21	8,175	19	8,002	18	7,754	-3%
July	25	11,034	24	13,053	24	10,532	-19%
August	31	14,529	31	15,116	31	12,690	-16%
September	22	10,380	21	11,575	21	10,650	-8%
October	11	3,348	12	3,186	12	4,502	+41%
November	3	644	3	604	0	0	-100%
December	13	13,294	14	12,640	12	11,018	-13%
Unrecorded (estimate)						1,515	
Sub totals	176	80,740	176	90,495	162	80,828	-10.7%
Pullmans		3,481		3,312		3,058	-8%
Grand totals		84,221		93,807		83,886	-10.6%

Notes

1. Unrecorded figures are an estimate of passenger numbers when Merac tickets were not issued, e.g. due to system or communication problems at Bodiam. Tickets issued on the train are also in this category.
2. As a result of the managerial and technological changes it is not possible to make a direct, reliable comparison with the passenger numbers of 2013. The reports compiled from the old Patron's Edge (P/E) system are not directly compatible with those of Merac although, of course, both should be derived from the same basic railway operations. Thomas was in March in 2014 and there were no public services in February because of the track upheaval at Rolvenden and new carriage storage shed.
3. In 2013 Easter was at the end of March, whereas in 2014 it was in the middle of April. Out of the total of six days in March 2014, four were Thomas days, bringing in 3,784 passengers out of the total of 4,796 for the month.
4. May numbers include the ever-popular 1940s Weekend.
5. July figures include the three days of Thomas bringing, in 2,633 people out of the month's total of 10,532.
6. September includes two Thomas days – 1,424 passengers out of the total of 10,650. Pensioners' Treat was again very popular.
7. October figures were well ahead and include the Folk Festival weekend, and of course the Halloween Fun Week. I have included the 1st November Fright Night train in the October column.
8. The total of 11,018 in December is dominated by nine days of Santa trains out of the 12. (I have included the New Year's Day trains in the 2014 numbers.) Santa numbers comprised 10,713 out of the total of 11,018.
9. Out of the total, some 305 passengers were sold tickets on the train – mainly through booking offices down the line being unstaffed, or when Tenterden was overcome by visitor numbers.
10. Northiam ticket office issued Merac tickets to 2,594 passengers, and Bodiam 3,092. A number of Edmondson tickets were also issued.

OFF TO PASTURES NEW

David Brailsford writes about K&ESR Austerity No.24, which left the Railway last year, and also supplies some background about its former owners, Rolvenden Steam Enterprises.

K&ESR locomotive No.24 was built in 1953 by the Hunslet Engine Company of Leeds. Works number 3800 formed part of an order for the Ministry of Defence and went straight into service at Bicester where it was given the number WD200. It was moved to the Longmoor Military Railway and was subsequently renumbered as Army 95 prior to operating from the late fifties until 1969 on the internal military railway network at Shoeburyness in Essex.

The locomotive was then stored out of service until it was disposed of to Peter Goddard, who as a volunteer on the emerging K&ESR sought permission for it to come to Rolvenden. It arrived in January 1971 but was laid up until late 1975. Ownership then passed to Simon Barcham Green. As an unfitted locomotive various parts had to be obtained and fitted to make it capable of hauling passenger trains. One of the first outings for No.24 was when it took part, still in its unfitted state, in the cavalcade of 1976.

From 1977, painted in the corporate K&ESR green livery of the time, No.24 saw regular service until a boiler re-tube was required in

1983. Once this was completed it then ran until 1987 when it was withdrawn for an enhanced periodic overhaul.

During the next four years the ownership of the locomotive changed again. No.24 acquired a red livery at the request of its new owner, David Stratton, and was named *William H Austen* at the official opening of Wittersham Road Station on 16th June 1978.

In September 1993 another change of ownership came about and Rolvenden Steam Enterprises (RSE) took the locomotive under its wing. A change of livery to BR Western Region Brunswick Green ensued, as did a change of name, this time to *Rolvenden*. In August 2010 the locomotive was laid up pending a full ten-year overhaul.

Rather sadly, after so many years of reliable service, the locomotive was sold in April 2014 to the Colne Valley Railway in Essex as the K&ESR's locomotive policy dictated that this Class 5 locomotive was surplus to requirements.

The CVR have obtained a good workhorse, and we look forward to seeing 3800 in use again.



The way we were: No.24 in her heyday (Brian Stephenson)



Au revoir old friend: K&ESR 0-6-0ST No.24 awaits departure from the railway (Phil Edwards)

RSE has taken the opportunity of this reduction in its fleet size to carry out a rationalisation review. Some spares have been offered for sale, with a reasonable degree of interest being shown in certain items. There are still parts to shift, and we hold an updated list should anybody be interested. Contact should be made with the group on 07966 564391 or by e-mail: d.brailsford@talk21.com

The ownership of No.25 *Northiam* has been brought within the group. Previous shareholders have benefited from the sale of No.24. It is possible that No.25 will return to commercial operations in late 2015 after a very extensive overhaul.

Discussions are at an early stage regarding a change of livery in order to recreate an era of its previous life.

No.23 *Holman F Stephens* is now out of service awaiting a full ten-year overhaul. It is hoped that this will start once No.25 is finished.

RSE is also keen to see the protracted overhaul

of original J94 68078, presently located on a site at Sellindge and the property of a group which includes a number of K&ESR members, reach a successful conclusion.

To this end funds and parts have been made available to enable outstanding tasks to be completed. There is currently no firm end date for the work on this locomotive, which saw much service in the North East around Immingham.

Our interest is not confined to just Austerity locomotives, as we hold a number of shares in GWR 6619 and a share in GWR 4253. As a group we have always wanted to help to keep steam alive on the Kent & East Sussex Railway irrespective of the class of locomotive, and will help whenever we are able. We have been supporting the railway for 35 years and over this period of time our membership has remained stable.

All six of us have been involved in one capacity or another with the line and its operation. Our aim is to keep this involvement going for as long as possible.



Kieran Wildman, our youngest Signalman, working Tenterden Town box (Bradley Bottomley)

Jasper Pryer, our youngest Crossing Keeper, working the gates at Rolvenden (Bradley Bottomley)





Howard Wallace-Sims' final steam driving turn, after 24 years on the footplate (Bradley Bottomley)

6619 faces the final curtain, at least for the time being, at Northiam on New Year's Day (Jon Wickham)



People in Profile: Ian Legg

The Editor has known Ian Legg as regular K&ESR volunteer for more than 20 years. It therefore came as a bit of surprise a while back when someone said that they knew of the Deputy Chairman, but didn't know who he was. It definitely seemed time to interview him for this occasional series.



Deputy Chairman Ian Legg (Via Ian Legg)

NP Can you give us some background to your interest in railways?

Ian I always seem to have been interested in railways from an early age with a small model railway – which, as these things do, grew and grew! My grandfather worked on the railway, starting out as a booking clerk at Catford in South London, working in Paris after the war in the BR office there, and then as manager of the Continental Office at Victoria. He got me into my railway career, as I needed a summer job and he knew they needed extra staff in the peak season.

When I left school it was natural in a way that I went back to Victoria and worked my way up to being a senior commercial manager for what would become the biggest UK railway franchise. Having worked through the turbulent period of sectorisation (InterCity), privatisation and a couple of re-franchises, I've seen a lot of change in the industry. Not sure it has improved though!

NP What attracted you to the K&ESR, and how long have you been a member/volunteer?

Ian As a child I was often taken on car journeys through Kent by my parents, and we would pass

this old railway line in the deepest countryside with thick vegetation and interesting trains being half heartedly worked on. I remember the Pullmans in the platform at Rolvenden, and *Pride of Sussex* at Hodson's Mill.

I started to get involved as an active volunteer with the now defunct Tunbridge Wells Area Group (later renamed The Weald Area Group – no need to change the letterhead!). We came down in a transit van from Tonbridge to work on re-building the Borth station building at Wittersham Road. Nearby the signalbox was starting to take shape, and I soon developed an interest in what went on there. Having always been more interested in train movements than in what pulled them, signalling equipment and the operating side of the railway has been my focus.

NP What are your interests as a volunteer?

Ian In due course I passed as a guard (1983) and then a signalman, continuing to work nearly every weekend in the S&T Department when not operating. As others have said, those days were really fun – rules seemed to be laxer, and with a bunch of like-minded youngsters we knew how to work hard and play hard!

Also like many others of that era I met my future wife on the railway, but inevitably children, a more demanding career and a work move to Suffolk meant I had to ease off the amount of time I could spend at Tenterden. I kept my operating duties up, though, to keep my hand in.

In my time on the railway I have done many jobs – roster clerk, traffic co-ordinator, treasurer of The Weald Area Group, S&T manager to name a few. With family now grown up and a desire to 'put a bit back' I decided to offer myself up as a Director, being co-opted with Stuart Philips in 2006.

NP Why did you decide to join the Board?

Ian I did not join the Board to radically change the regime – my motivation was that I wanted to offer my experience in railway commercial activity to ensure the railway remains successful. In my day job I manage many staff and complex processes, achieve long-term objectives and react to emerging

trends. I like to think that some of my core skills are the ability to be analytical and logical, but with a positive forward-looking 'can do' drive. All of this is relevant to the K&ESR. There are of course many areas that need to be improved; and, as in life generally, there is no 'magic wand' – you have to work with the resources available.

NP *How did you feel about becoming Deputy Chairman?*

Ian We are all involved for emotional reasons, but the heart must not rule over the head. The modern K&ESR is far removed from the amateur organisation of my youth – it's a £2 million-a-year business, carrying up to 100,000 passengers each year, employing about 25 staff and having social, moral and legal duties to its neighbours. I think the railway and I grew up together and with age comes responsibility – everything we do now has to be safe. I certainly don't want to be the person who has to explain to the press or a relative why we hurt someone.

I took the job of Deputy Chairman as I saw the need to lighten the load on the Chairman, to act as his formal deputy if indisposed, and importantly to act as a sounding board so Geoff

can work through issues with another pair of eyes. Although there are few perks of the job, being involved in running the railway is a fascinating activity with infinite variety. My interest is the strategic focus; but given my background, marketing, sales and financial performance are all areas I pay particular attention to.

So in the terms of Shakespeare's seven ages of man, I've been born into a railway family, a model railway boy, an observing and wondering youth, a fun-loving hard-working adolescent, a responsible family man, a senior manager and hopefully in due course a silver operator! The future of the railway however is not that of mortal man – it should outlive us, providing we take care of it.

This means we must continue to nurture the soil in which it grows. We need to encourage more volunteers – youngsters, returning members after their families grow up, and those looking for active life in their retirement.

The challenges facing us with the nearing extension to Robertsbridge will stretch us – but I'm sure we will rise to the challenge. My job on the Board, though, is to leave as little as possible to chance!



Ian entertaining official guests onboard a Junction Road special (Nick Pallant)

THE NEXT GENERATION: Ben Goodsell

Andrew Morris and Anthony Ramsey write about another of our young volunteers.

Volunteers come in all shapes and sizes. They also reach the railway by many different routes.

Some arrive late in life and almost by accident: others clamour at the gates while barely out of nappies! The latter group includes Ben Goodsell who, from the age of three, used to beg his Nan to take him “to watch the trains at Tenterden”. Fortunately, once there, he encountered such wise owls as Harry Hickmott, Heidi Mowforth and Richard Stannard, who showed him round different aspects of the railway, thereby fostering his interest in the K&ESR and encouraging him in due course to volunteer. He also pays tribute to Maggie Sayce, who helped to arrange his first voluntary role, in Catering. Thus it was that, at the age of 14, he found himself doing washing-up in the Buffet and listening to Colin Duncan’s fire engine stories.

That experience might be thought to be enough to put him off for ever! But Ben insists that, on the contrary, it only whetted his appetite for more; and with later encouragement from Pete and Will Salmon, he joined the Loco Department and began to undertake cleaning duties and to give general assistance in the yard. “I can’t thank everyone enough,” he stresses, “for getting me involved and giving me so many opportunities.”

Now 16, Ben has come a long way. As a student at Homewood he is about to sit GCSEs and hopes to continue to A levels. In the Catering Department he has progressed (with much-appreciated encouragement from André Freeman and Meg Gooch) to helping with the trolley on the A Set and to being a waiter on the Wealden Pullman. In the Loco Department he has qualified as a Steam Raiser and is now training as a Fireman. In addition he helps in the Permanent Way Department and this year he is set to begin training as a Signaller.

I asked Ben what he had learned so far. He drew attention to the valuable opportunity to observe unusual skills, such as using needle guns and angle grinders, or doing riveting; knowledge which he hopes will be useful in the future (he would love to be an engineering apprentice with

Network Rail). He has also learned how to cope with pressure; the workload in both the Buffet and the loco yard proved to be significantly more than he had originally envisaged. But the greatest benefit has been the growth in his confidence.

“I used to be very quiet”, he says. “Now I feel comfortable chatting to anyone, including our customers.” Perhaps that is why a ‘Secret Shopper’ on one of our trains commended him, and he was subsequently presented with a General Manager’s Award.

There are, inevitably, days when things go wrong, so I tentatively enquired whether Ben would be willing to reveal his most embarrassing experience. This turned out to be an occasion when he had been loading a train in the Loop line at Tenterden and subsequently needed to climb back on to the platform. Then – in best Elliott Waters’ tradition – his trousers split! “I had to spend the rest of the day with my trousers held together by tape and safety-pins,” he laughs.

Naturally, Ben has other interests apart from the K&ESR. He is a member of the 1066 Archery Club and loves learning about World War II and classic cars. Nevertheless I sense that the railway is his first love. “My first-ever day was amazing, and it’s still just as enjoyable,” he enthuses. “I can’t think of a better place to spend my free time. It’s always good fun, there’s always a bunch of nice people to talk to and work with, and it makes me feel good that I’m helping to keep the past alive as well as giving people an enjoyable day out.”

Finally, I wondered what advice he would offer to other young volunteers. He did not hesitate. “Don’t worry if things go wrong the first time. Keep trying, have fun (that’s the easy bit) and don’t be afraid to ask for help.” And to anyone thinking of joining us? “All I can say is that it’s a really good experience – and there really is something for everyone.”



CFBS/K&ESR working weekend

Despite Interreg funding being no longer readily available to our two railways, the K&ESR has maintained close links with the Chemin de Fer de la Baie de Somme; and groups of volunteers have readily crossed the Channel to take part in joint working weekends on each other's network. Such an outing was organised for the weekend of 8th to 9th November 2014.

The party was made up of John Ascher, Peter Hubbard, Chris Garman, Mike Bunn, Robin and Carol Dyce, Norman and Laura Bryce, and David Brailsford. Individual arrangements were made for accommodation in the St Valery area and, as per the pre arranged programme sent out by Alain Paillard, we all met at the Dépôt at St Valery Canal early on the Saturday morning. The weather couldn't have been better, with glorious sunshine greeting the workers.

With the customary greetings out of the way there was no time to be lost. There were three tasks to be completed. The first involved preparing various items for spray painting in the depot paint shop. The ladies got stuck in to this while the men were divided into two groups. Norman, Chris, Peter and Robin went off to assist with the relaying of a siding in the depot yard. The area had been previously prepared by

CFBS staff, and they were on hand to lift in sleepers and rail and drop ballast as required using their 360° wheeled excavator. The track had to be lined up, set to gauge, sleepers drilled and fishplates installed; use of a screw knurlding machine was also required as part of the job.

The second group went off to Lanchères Pendé station on the Cayeux line to assist with the removal of track from a long loop that could no longer be used because of the poor state of the sleepers and the rail. This loop line is due to be re-commissioned by June 2015, in time for the summer season, and will be re-laid during the closed season from January to March. Maurice Testu, President of CFBS, drove the shunting tractor and a pair of rail haulage bogies up to the station with John and David in the cab and Mike came up in the PWay van with Geoff Nickson and Tony Thorndike. The CFBS gang had been up to the site the previous day and cut all the fishplate nuts off to speed the task. We had to remove all the fishplates using a sledgehammer and unscrew the rail from what sleepers remained. Some of this was done by hand and the rest involved using a second knurlding machine.

Goodness knows when the fishplates had last been removed, because they took some shifting.



Work gang at Lanchères Pendé (Mike Bunn)



St Valery Canal work gang (Alain Paillard)

Interestingly a length of rail dated 1886, and with the name of the maker embossed on it (Denain), was removed from the worksite and some of it – along with SE stamped (Société Economique) rail screws – will end up in the CFBS museum.

Tea and coffee was available at both sites, and very welcome it was too. All the rails then had to be loaded by hand using tongs onto the bogies. We calculated that some 7 to 8 tonnes of rail were loaded by the end of the day. Lunch was provided back at the depot, allowing a shortish but enjoyable break, and we were able to see how each group was getting on. Then it was back to work to make the most of the available daylight.

To the great satisfaction of all involved we managed to complete the tasks that had been set before dusk arrived. Traditional French hospitality was then forthcoming and it was thoroughly enjoyed by all. It was then agreed that we would all adjourn to our respective accommodation and the evening session would re-convene in one of the local restaurants in St Valery Ville. A good evening was had by one and all.

Sunday was a much more relaxed affair, with everybody meeting up at St Valery Canal at about 11.00am. We had been invited to sample the food that was to be served onboard their 2015 evening dinner train, along with many of the staff and volunteers who had helped to run the railway in 2014. A toast was made by the CFBS President to 'The Railways' and amongst other things he informed the assembled throng that the passenger total for the year had just passed 186,000.

As this Sunday is traditionally one of Remembrance for us in the UK we had asked to be able to carry out a small ceremony prior to the dinner train departing. The French traditionally celebrate the Armistice on 11th November with a Bank Holiday. A two-minute silence was observed at 12.00, which was started and ended with a blast on the loco whistle. The Last Post and Reveille were played and the usual recital was read out for all to hear. All K&ESR members wore their poppies, and the Corpet-Louvet locomotive No.1 had two crosses, with a single poppy on each, added to the front hand rails.

It was a poignant way to mark the centenary of the start of the First World War, and this in an area that had played such a great part in the conflict. The train ran from Canal to Noyelles and back in between the last service trains of the season. The locomotive was turned at Noyelles and for some reason ended up going round three times on the turntable, much to the amusement of the crew and gathered guests.

All too soon it was time to bid farewell to our hosts and find our way back to our accommodation or the UK. Everybody involved greatly enjoyed the weekend, the friendliness of our hosts and the organisation that had been put in place to make sure that everything went like clockwork. Long may these exchanges between like-minded people continue: they can only strengthen the ties and the friendships that have been created between our two railways.

David Brailsford

From the Footplate: Fireman

Matthew Hyner continues his series by looking at the role of the Fireman.

Following on from my previous article 'From the Footplate: Steam Raiser', this article sets out to describe the duties of a fireman in the context of a journey along our railway.

Having passed out as a steam raiser and completed training, a cleaner can be promoted to the grade of passed cleaner and, following a successful period of probation to settle in to their new role, will be made up to the full grade of fireman.

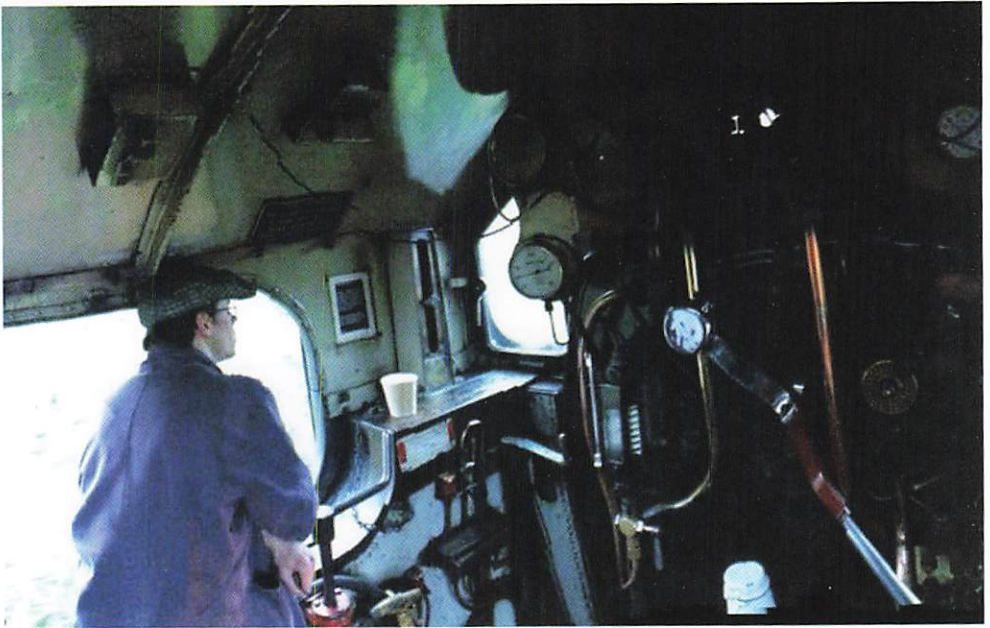
As with any duty, a fireman's turn starts with the process of booking on for duty. This includes signing to say notices and locomotive details have been read. The fireman will check against the roster to find their diagram for the day, which details which trains they will operate and when. Depending on the duty, this may or may not include the preparation and disposal duties. To prepare a locomotive for service safety checks are completed first and assurance gained that the engine is 'choked' and secured. The steam raiser, having 'lit up' the locomotive, will hand it over to the driver and fireman and inform them of any faults that have been found. The driver then goes about oiling up, while the fireman will check round for any problems with the boiler, firebox, ashpan, smokebox and associated equipment. If there is a cleaner booked to ride out for the day as a trainee fireman, they will assist the fireman to fill sandboxes, prepare lamps, clean couplings and test equipment such as boiler water gauges and water feeds. With checks and top-ups complete, effort is concentrated on cleaning inside the cab.

There are several core responsibilities to perform throughout the turn. First and foremost these include the management of the boiler; maintaining adequate levels of water, fire and steam to suit the requirements of the driver and the route ahead. A keen eye is required, keeping a good observation of everything going on around the locomotive and its train. Signal aspects are to be called by the fireman and confirmed by the driver or vice versa. The locomotive cab, tools and equipment must be kept clean and tidy to provide a safe and hygienic working environment. While filling the boiler the floor should be kept damp by using a 'slacker' hose which is run off the water feed, helping to keep the cab dirt and dust free.

Having topped up with coal and water, blown the boiler down to clear any build-up of sediment and cleaned the fire of any ash from the mornings fire lighting endeavours, the first move of the day is usually 'light engine' to Tenterden to collect the coaching stock ready to run the passenger service. The fireman will provide just enough fire to allow for this move and make allowances for a possible shunt to bring the train into the platform if it has been stabled elsewhere overnight. At various stages during the day the fireman will be required to couple and uncouple the locomotive and train; servicing the couplings each morning will ensure ease of use.

A few minutes before departure the fire will need to be built up, the water level raised and pressure 'brought round' enough to work the train down the incline to Rolvenden. It is true that every engine is different in the way it performs – even engines of the same class and production line. Throughout their training, prospective firemen learn the characteristics of each locomotive. This will affect the shape they build the fire into and the effort they will need to contribute to its maintenance in order to enable good steaming. In addition, coal comes in various types and this will have an impact on the firing technique employed. Knowing how to identify the various types of coal and adapt the firing technique to suit can be crucial to an easy day.

The signalman will deliver the single line token to the driver, which authorises the train to be taken through the single line section to the next signal box. The signals are cleared and with the 'all clear' from the station master, followed by a green flag from the guard, the locomotive and train depart. Once clear of the station and as the 1 in 49 gradient is steadily descended, the fireman will start to gradually build up the shape of the fire to suit the locomotive's characteristics. There are several variations in locomotive design on our railway and each of them has slightly varied requirements which need to be met in order to get a good steaming response. Our 'Yankee Tanks' for example, designed with a flat and shallow grate, require a saucer-shaped fire built up around the edges of the firebox. On the other hand our Swindon-designed locomotives with their sloping grates require a fire that is



Fireman Matt Hyner, on one of his final turns before promotion to Driver, watches the road ahead from the cab of 6619. (Peter Harris)

thick towards the fire hole and sloping away to be thin towards the far end. The fireman will try to build the fire gradually to give the firebox temperature time to rise and help to manage smoke emissions.

Approaching Rolvenden station limits the pressure should be near to the 'red line' which denotes the optimal working pressure. The boiler is topped up with water from the tank by using an injector. Ideally the boiler pressure should be kept near to the optimal working pressure and the water level should be kept between three quarters and almost full. This allows steam to be generated efficiently while allowing space for more water to be introduced. Putting more water into the boiler is a way to counter an unwanted increase in steam pressure, by lowering the boiler temperature. It is good practice to manage the boiler to prevent 'blowing off' at the safety valves, which happens when the boiler exceeds its optimal pressure. Blowing off wastes coal and water, as the heat being generated escapes with the steam into the atmosphere, rather than being used productively to move the locomotive and train. Doors on the ash pan known as dampers can be set to control the amount of air drawn up through the fire; these usually remain set while the fire is hot, as cutting off the air flow to a hot

fire can cause molten ash to solidify into clinker and block the airflow.

As the first Rolvenden signal is approached attention is focused on observing the route into and through the station limits, which is the area controlled by the local signal box. Wheel flanges squeal as the train rounds the sharp Orpins curve into Rolvenden and crosses the A28 level crossing into the platform. The token is exchanged with the Rolvenden signalman, who provides the driver with another to allow the train to travel to Wittersham. Signals cleared and 'right away' from the guard, the train departs for Wittersham. The fireman will keep watch on signals, attending to the fire again once the final 'section' signal has been passed. From here on, greater attention will be required to manage the boiler as the driver begins to use more steam.

Due to the tight budget on which the railway was originally built the contour varies constantly, with gradients rising and falling as the line weaves along the Rother Valley. This demands a thorough knowledge of the route in order to provide steam as it is required and to put it to good use when it is not. The fireman will fire little and often to maintain the shape of the fire and to prevent any holes from forming in it,

which would allow cold air to be pulled thorough and spoil the steam generation. Firing little and often helps to keep the fire temperature high and smoke emissions low. At the same time they will be considering the route ahead, building the fire up in advance of any climbs. Firing in advance allows the coal to be burning by the time the extra steam generation is required. Alternatively, when approaching an area that will require less steam, the fireman will fill the boiler or allow the fire to thin out a little.

Wittersham station is located at the foot of the line's second-steepest gradient. Though short, this will require the locomotive to work fairly hard. In anticipation of this the fireman will build up the fire more than usual before Wittersham is reached. This will ensure the fire is burning well by the time the train departs the station and provide a thick enough fire bed to withstand being pulled around by the stronger exhaust as the locomotive works the train up the incline. The fireman can then concentrate on the signals and exchange the token with the signalman as the signalbox is passed.

Down the other side and travelling at line speed (25mph) all the way to Northiam, the fire will require only a little seeing to as the fireman allows it to burn through again, managing the pressure with the injector. While coasting, smoke emissions can be managed by cracking open the fire hole door to admit more oxygen. The 'blower' can be used to increase the draught by exhausting a small amount of steam up the chimney to clear any smoke and keep the fire from kicking back into the cab.

Across Hexden Bridge and Rother Bridge, holes may be indicated in the fire by a light drumming noise as the open space underneath the engine creates an extra draught through the fire. Running into Northiam, the boiler will be filled to create as much space in the tanks as possible, as they will be filled here. The pressure will also be allowed to fall so that it can slowly build up again while taking water from the water column. Following the customary exchange of tokens and dispatch, the train works on to Bodiam.

Provided the fireman has a good fire before departure, little will need to be done to reach our final station other than a few rounds of shovelling to keep the grate covered. The fire can be run down again on the approach to the station as there is normally a wait while the engine is run round its train. This allows the fire to be

examined for ash which may have built up at its base or solidified and turned to clinker. If there is time any offending lumps can be broken up and removed.

The train returns in much the same fashion, with the exception of the incline to Tenterden. The fireman will bear this in mind all the way back, aiming to arrive at Rolvenden with a fire that is well built up and with enough water space to allow the pressure to be controlled while the tank is filled again. The fire will have started to burn through, and for the climb to Tenterden a greater quantity of coal is required to sustain the fire. The firebox temperature also needs to be as hot as possible to keep up with the demand for steam, so preparation must start well in advance. On the climb the fireman may shovel occasionally to fill holes in the fire as they develop, but if their preparation is good they shouldn't need to work any harder than anywhere else on the line. Having made it back to Tenterden, the engine is run round and the fire can be allowed to cool down and cleaned again before the next trip.

If you are interested in learning more about locomotives, pop into the Operating office and ask to have a look at our hand-outs. Over the winter members of the footplate team have been busy writing a new set of training materials, and we believe this will become one of the leading examples of such documents on any heritage railway. To get involved with the footplate department, or arrange to come and see what we do, contact operating assistant Andy Hardy by e-mail to andyh@kesr.org.uk



The Passage of the Cavell Van

Because of engineering work on the K&ESR in the autumn of 2014, no trains were originally scheduled in the weeks between half-term and the Santa Specials.

At some point in late summer, however, it was decided to run a lunchtime 'Wealden Pullman' on 1st November, as a steam engine would be needed in any case to work that evening's 'Fright Night' train. Separate to this, the Cavell Van was required at Tenterden Town for Remembrance events on the 8th, 9th and 11th of the month – but there was a desire to keep the van open to the public at Bodiam until the last daytime public trains on 31st October. How then to work the van back across the county border in the short time-slot available?

The Terrier Trust, owners of 32678 and majority owners of No.3 *Bodiam*, suggested that they used one of the steaming days under the terms of their hire agreement with the Company. In the early days of Trust, which this year marks its 20th anniversary, these steamings utilised other engines, for general fundraising for the rebuild of No.3; with the return to service of both engines they have seen use on photographic charters, specific fundraising for No.3's new chimney, and occasional upgrading of scheduled DMMU services.

The idea was for one run in the morning with 32678 or 32670 and the Vintage Train, during which the Cavell Van would be collected and worked up the line next to the locomotive. This would counter any comment, unacceptable to some, that the Cavell Van would otherwise not be seen in motion throughout the Royal British Legion fundraising period in this, the centenary of the outbreak of the Great War. There would then be a second run in the afternoon, with a Southern Region liveried Mark1 and Maunsell CK 5618, recreating the 'Hayling Billy'. It had been intended to run a top-and-tailed commemorative train in 2013 to mark the 50th anniversary of the closure of the Hayling Island branch, but this had been thwarted by problems with 32670's main steam pipe.

Preference was expressed for 32678, with the van marshalled next to the locomotive in the Up direction; previous Remembrance trains had seen her attached to the Robertsbridge end of the formation. However life is never as straightforward as one would wish, and it transpired 32678 would not be available. So instead it was determined

that 32670, marking 50 years in preservation on the Colonel Stephens line with which it will forever be associated, would be used instead.

Then we found out that almost all of the vintage carriages were either 'mothballed' for the winter or were being serviced; so the 'Hayling Billy' formation would have to work both trains. That simplified matters somewhat, and it was now 'only' a case of liaising with the K&ESR Operating Department to arrange for the Cavell Van to be attached to the Robertsbridge end of the formation. This therefore eliminated any prospect of a publicity photograph of the empty train running into Bodiam from the west after the shunt with the van next to the loco, as had been originally pencilled in for 32678. The Cavell could now double-up as a typical Hayling 'pram-van', albeit a rather up-market version.

It was decided to allow a good hour at Bodiam for shunting, plus recovery time of about 20 minutes at Northiam in case the media turned up at that station (which in the end did not materialise). The critical point in this exercise was, however, getting into the loop at Rolvenden for much-needed water at 1.15pm, in order for the (slow-running) Wealden Pullman to pass. It was booked off Tenterden at the relatively late time, for GMT operation, of 1pm. (Unlike most daytime Pullmans, the absence of a regular service allowed the passenger boarding point to be at Tenterden rather than Northiam.)

So 32670, two coaches and a handful of passengers slipped out of Tenterden at 10.20am, crewed by a young second-plus generation crew of Matt Hyner and Dan Dickson. Matt had only passed out as a Driver a matter of days previously. Skies were leaden under a weak but recalcitrant cold front which had already generated at least one light shower – and would have kyboshed any photography in pre-digital days.

Cranbrook Road crossing was not manned but fortunately Rolvenden was, as a member of staff had to be picked up en route. At Wittersham Road the little train took the through road non-stop, slowing only to exchange tokens, 32670 therefore running along the original pre-preservation alignment that she knows so well.

Greasy conditions were briefly encountered on Wittersham Bank, but from then on it was plain

sailing into Sussex, stopping near the station buildings at Northiam where it had been arranged for those who needed to use the toilets. This afforded the first proper photographic opportunity of the day (the Mk.I's for the Fright Night having been berthed in the loop at Tenterden). In spite of the light conditions, and then a steady shower, worthwhile scenes of the 'Billy' were obtained, especially while drawing down to the water column, enhanced not only by the lack of public cars but also by the light railway atmosphere of the adjacent car dealership. For those who have not visited Northiam recently, this incorporates a coach in blood-and-custard and a red telephone box, in addition to the tastefully designed and built office building.

Andy Hardy – the Operating Assistant and PIC (Person in Charge) for the day, who has recently joined the railway – came up with the news that the electrical shorelines at Bodiam, both for the Cavell and for PMV 1808 which is used as a mess coach, had already been disconnected; on the way down the line a photographic plan for the 45 minutes or so now available had been finalised.

First up was to obtain some pictures of the 'Hayling Billy' in the platform at Bodiam – a task that took longer than originally anticipated, once the few passengers had all left the train and moved clear. Next the train was shunted into the

Loop for a few more shots before 32670 was uncoupled and then slowly edged into the siding road onto the miscellany, the Cavell of course being that nearest to the station building for ease of normal public access.

Couplings checked and handbrakes off, Andy gave Matt the hand-signal to start the shunt. After some routine problems the protesting stock was drawn slowly out towards the RVR (Rother Valley) section, then was gently shunted back onto the waiting Hayling formation in the Loop. The Cavell detached, 32670 then reversed the procedure, returning the rest of the ferric chain back whence it had come.

The back edge of the cold front then fortunately played ball, enabling scenes of 32670, the Cavell, the Maunsell and the Mk.I to be recorded for posterity, as well as a side-on of the Van, before shunting back into the platform via the Robertsbridge end, the run-round and attachment for the journey back to Tenterden.

It was decided to leave Bodiam fairly promptly as booked and use the recovery time at Northiam as planned; the train ran via Platform 2 as had been originally scheduled for 32678, and in case the TV people materialised. This allowed time for some more splendid shots at Northiam, reminiscent of the second 'Chimney Charter' in



No.32670 leads the Cavell Van on 31st October 2014 (Peter Lamont)

2011 with 32678. This helped to finance a new chimney for *Bodiam* – once thought to be time-critical but now likely to be executed when the engine is next up for overhaul.

Following a right-time start shortly before 1pm, the train ran via the (new) Loop at Wittersham Road and, as it happened, we had plenty of time to reach Rolvenden and take water long before the 'Wealden Pullman' hove into view. It never ceases to amaze: the almost incredulous looks on people's faces waiting in cars at level crossings when a non-standard train drifts past, be it freight, mixed, a one-coach special or, as in this case, with the Cavell in the formation.

Unfortunately Cranbrook Road crossing could not be manned so Matt's driving skills were well tested, in albeit much more friendly conditions than earlier in the day. Restarts on the nominally 1-in-50 Tenterden Bank have become quite rare in recent years thanks to volunteer cover; Matt had two to negotiate.

At Tenterden Town a pilot diesel had been arranged, because of the presence of the Mk.I stock for that evening's Fright Night in the loop. 32670 was uncoupled and then ran into the unoccupied Pullman siding to the rear of Tenterden platform before the crew took their break. This provided an unexpected bonus when the stock was then moved to the siding ready to form the afternoon train, the Cavell Van once more coupled next to 32670.

At 2.15pm the 'Billy' left for a second time complete with its very upmarket and special 'pram van', the shadows already dancing with increasing length across the passing countryside. Thanking people for their attendance, it transpired that one supporter had travelled all the way up from Havant that morning, and another gentleman had come all the way from Bonnie Scotland – a round trip of some 1,200 miles to support the Terrier running, as well as benefiting a nearby bed-and-breakfast. Almost £400 was collected in donations, shared between the recently launched Ready for Robertsbridge appeal, the Royal British Legion and The Terrier Trust.

While 32670 once more took water at Northiam, USA No.65 (*Maunsell*) passed through Platform 2, then with a minimum of fuss it was off to Bodiam once more. Keeping to time on the way back, we were then informed by the signalman at Rolvenden that there had been a delay moving the Wealden Pullman from the running line back

into its siding and that our train might take a little longer than anticipated in returning to Tenterden Town. This precipitated my decision to leave the train at Rolvenden and get one last photograph of 32670 crossing the A28. As it turned out this was under a half-moon which rather summed up 32670's career in preservation – some very good days and some really awful times when it looked as derelict as it had in the 1930s.

The sun soon abandoned the immediate vicinity of Rolvenden station. I was now left with no option but to walk back to Tenterden, during which I wondered if this was anything like the stories of people struggling up the much longer and steeper slope to Goudhurst on the erstwhile Paddock Wood–Hawkhurst branch, emerging from the shadowlands to sunshine on a clear winter's day...

So it was that when I arrived back at Tenterden Town I was just in time to see 32670 leave in the dusk after a truly splendid day which, in its very small way, had done something to pay tribute to the millions of people who died during the Great War. We forget. No, we do not forget. We just cannot imagine that great sacrifice, for quite simply there is no-one left to remember; the sacrifice of essentially a generation of young men of all creeds, colours, religions and nationalities who thought that they were fighting in the 'war to end all wars'. Instead the nature of warfare and conflict has merely changed, as it has always done throughout history.

As Brian Janes touches on in his booklet on the Cavell Van and its three special cargoes of 1919 and 1920, we cannot begin to appreciate the enormity of the importance and poignancy of the original Passages of the Cavell Van when the remains of Nurse Edith Cavell, Captain Charles Fryatt and the Unknown Warrior were repatriated for reburial in this country as outward and visible symbols of the inward and terrible grief that smote almost every family in the land.

SE&CR Van No.132 has been described as an important part of railway history, and perhaps should really be part of the National Collection; but the K&ESR is fortunate to have it – something tangible of those who lived in such awful times. For me it was simply marvellous to witness the Cavell Van doing what it *should* be doing occasionally, and arguably more frequently: running as a very special van attached to just an ordinary passenger train, as happened almost a century ago.

Hugh Nightingale

Gricer's Irregular Musings

Journalist: "Prime Minister, what do you fear most?"

Prime Minister: "Events, dear boy. Events."

The Prime Minister was Harold Macmillan – and what he meant, in mess room terminology, was, "You never know what's around the corner, mate." Gricer guesses it's part of the British psyche that we invariably assume that what lurks around the corner is something terrible. But, occasionally, it turns out to be a pleasant surprise, lifting spirits and boosting morale. For example, whoever could have anticipated the bequest, a few years ago, of the six-figure sum that did so much to aid the finances of our railway? And whoever could have foreseen that 'events' in recent years have made Robertsbridge a very real possibility?

That said, it seemed as if events were conspiring against us when we lost valued members of staff last year. The departure of both Operating Assistant and Events Co-ordinator in close succession for pastures new seemed like a cruel double blow. But new faces mean new thoughts and ideas, and already we are starting to benefit from them. So, while planning for the unexpected is good housekeeping, it never hurts to remember that 'events' can still bring opportunity.

Call me Sometime

Reading Brian Janes's 'A Memorial Experience' in the last edition of this journal, Gricer was struck by two things. Firstly, the publicity the filming must have generated. And secondly, in relating the filming at Bodiam station, "...by mischance, Bodiam Station's staff had not been informed of what was happening..."

A colleague asked Gricer: "Why?" It may have merely been an unfortunate oversight but, sadly, poor communication is nothing new on our railway. In fact it has been an integral part of the operation in all of Gricer's 30 years as a volunteer.

Gricer recalls, on one of his first turns as a ticket inspector, arriving to see his first train vanishing down Tenterden Bank. The timetable had changed, but nobody had told him. Complaints to the roster clerk were met with the riposte "Nobody told me either." The difficulty is that when things are seemingly 'forgotten' or badly

communicated, we become less tolerant of the *genuine* oversights.

To be fair, Gricer concedes that we are not unique in this respect; part of the difficulty lies in the fluidity of our workforce. Surely with information technology we can resolve this. Perhaps in 2015. *(The editor, who has to communicate in all aspects of his work for the Railway, finds that efforts in this respect are often sneered at as 'worrying again' or dismissed as 'boring'.)*

Events, Dear Boy (Part 2)

It is with disappointment that Gricer learns that the Great War Weekend is to be discontinued. Last year was our third such event, and it was better than ever. The demonstrations and pure educational value of it were priceless: if part of our railway's mission statement is to educate, it seems bizarre that we should choose to ditch it at this stage. Most importantly, the Great War seemed fresh. *(Unfortunately this event was not particularly successful in financial terms and the decision – at Board level – was not made lightly. Although Gricer makes a fair point about education, the Railway cannot afford to chuck money away. Given the limited staff/volunteer and financial resources it was decided to concentrate on fewer events and do them better. In addition there is some evidence, and not just on the K&ESR, of 'WW1 fatigue' setting in amongst the general public. A pity, maybe, but there are some important centenaries coming up over the next few years, including some involving the Cavell Van, and a 'strategic withdrawal' for the interim is perhaps appropriate –Ed.)*

Sadly however, and in Gricer's opinion, 'freshness' is a word which cannot be said for the Forties Weekend: he was not the only volunteer to feel that the event in 2014 had lost some of its shine. It seemed more and more to be something we laid on for the benefit of the exhibitors, rather than our visitors. This was highlighted by the fact that some trains were virtually swamped by the former, forcing paying passengers to endure cramped and uncomfortable conditions.

The good news is that the 40th year of Santa Specials appears to have been one of our most successful – certainly in terms of customer satisfaction. Working in the shop, Gricer and



Ready for a 'Complete Day Out': Visitors queuing at Tenterden Town during a special event (Ian Scarlett)

his colleagues are in the front line to receive customer praise (and complaints); this year there seemed to be more of the former than ever, although unfortunately this cannot filter down to everybody involved. This column, therefore, seems as good a place as any to record it formally.

As for our railway's 40th year of preservation, events (dear boy) conspired to nip proceedings in the bud. Nobody could have known that so many unforeseen circumstances would conspire to occur simultaneously and effectively sink the Anniversary Gala. It was nobody's fault. At least we did have the 'Old 'Uns' event in September, honouring our pioneer members.

A Complete Day Out?

Gricer notes there is a gathering momentum for our railway to offer 'a complete day out'. In other words, pay your fare and spend the whole day with us. So, once our visitors have paid their 'entrance fee' what do they get? A train ride and... oh. In the past we have probably piggy-backed on the fact that once arrived at Bodiam, visitors were able walk around the castle grounds, have a picnic perhaps, and then return on a later train, all without additional payment.

However, the National Trust has introduced a charge for admission to the castle grounds. So now you pay £17 fare, get a two-hour train ride, and that's it. Using the viewing gallery at Rolvenden requires about ten minutes, although the timetable is not Rolvenden-friendly. The Cavell Van at Bodiam is hardly a reason to spend an hour, or longer, there.

Our visitors want value. To put it in perspective: you can have an entire day at Dover Castle for just 50p more. You would be hard-pressed to see everything there in one day; and once you are there, there is nothing else to pay. Tours of the secret wartime tunnels, for example, are all included in the price.

Gricer suspects that part of our difficulty is that our site is far from compact – about ten-and-a-half miles long by 20 yards wide. However, he wonders whether we might do more. We charge fare-paying passengers extra to visit the museum, for instance. To put it bluntly, if Gricer had already paid a fare of £17, he would feel a little peeved at having to stump up more to visit the museum.

Might we be able to include museum admission in the price of the fare? Gricer understands that there have been long deliberations over this: the

museum is currently largely self-financing (through admission fees and book sales), and there might be some attraction in maintaining a degree of independence.

However none of this is of the remotest concern to our visitors. Might a compromise be for a small portion (10p, say), of every train ticket sold to be earmarked for the museum. Alternatively the museum might claim back an agreed sum for every free entry given to a train ticket holder. That, admittedly, is money that cannot be spent elsewhere on the railway (but see first sentence of this paragraph.)

In addition, with turnaround times at Bodiam as short as ten minutes, many visitors will be unable to view the Cavell Van. Might it be better located at Tenterden? It would certainly add to the 'day out' experience. Gricer acknowledges that Bodiam is the 'spiritual home' of the van, and with good reason, but sadly there is little room for sentiment in business. And while it might in the long term form part of a bigger offering at Bodiam, remaining there in isolation, in the short term, suggests that it is destined to be under-utilised.

To add further perspective, when is the railway at its busiest? Santa Specials and Thomas the Tank Engine events. When there are extra activities included in the admission price. (You need only look at the usual review websites to see how much visitors appreciate these.) In an increasingly competitive market, added value is more important than ever. A 'complete day out' will be difficult to achieve, but these ideas might be a good, if small, start.

On the Subject of Added Value...

...what a shame the price of the first class supplement is to double. Gricer understands that the thinking behind this is that it is undersold. Indeed, at £1 extra each way, it was a positive bargain and way, way cheaper than on other heritage railways. But is that so wrong? Our visitors love it; let's dare to be different! Hands up all those who remember when we last increased the first class supplement some five or six years ago. And hands up all those who remember how long it was before it reverted to its former level, and why. Anybody taking bets?

Oh What a Lovely War! (Part 2)

Gricer recalls that we debated at length about the period in which our railway should be portrayed. Eventually we settled on 'an

indeterminate date between 1900 and 1947'.

Gricer now notes that, as part of the Ready for Robertsbridge campaign, we are taking this a stage further with certain stations being themed around a particular period of time. It is plain to see that a huge amount of thought and effort has gone into the plans, as a consequence of which Gricer observes that Northiam will effectively be portrayed as a wartime station.

At risk of repeating himself, Gricer again asks: "Why?" Or, to expand, if one of our visitors were to ask him, "Why is Northiam station depicted as a wartime station?" what should he answer? Frankly, Gricer has no idea.

It isn't, he argues, as if Northiam played any great role during the conflict. In that respect the station best suited to be thus 'dressed' might be Wittersham Road: at least there was the rail-mounted gun there. But Northiam? OK, it would have been sand-bagged and had blast tape on the windows, but didn't everywhere? Gricer wonders whether it would be so very bad if we left it just as it is.

But if historic accuracy is to govern proceedings, Gricer suggests that – as one school of thought suggests nearby Newenden was a great Roman port – Northiam should be set in Roman times. The station master will be replaced by a senator, his staff comprising slaves wearing togas and sandals. The car park should be divided in two, half to become a Roman baths: this may require a little work, but we have a good start with the large puddles that appear after heavy rain. The far end could be an amphitheatre, hosting gladiatorial contests (on pump trolleys, perhaps), between the Operating Department and the Commercial Department (who said art cannot mimic life?) There might be room for a forum, too: "Friends, Romans, Railwaymen..." Special events could include performances of *Up Pompeii* (could Gricer be Ludicrus Sextus, please?).

Gricer concedes there are pitfalls with this plan – not least that the Romans did not have railways. (Although he feels their engineers would have made a thorough job of building them if they had.) On the basis that we would at least be able to justify why the station was thus depicted, Gricer therefore proposes that we shouldn't let the facts get in the way of a good story. Even if he is inclined to think – to conclude with another prime ministerial quote, this time Churchill – "Facts are better than dreams."

The Bridges of the Kent & East Sussex Railway

Bridges and culverts rank second only to earth structures as the most forgotten part of any railway. However they play a vital part, and when they go wrong the consequences are enormous. The K&ESR is fully aware of their importance, and this article Graham Bessant, our Bridge Engineer, writes about these structures and what we are doing to keep them in good order.

What is a bridge? Well, as Professor Joad would have said, it depends on what you mean by a bridge.

The answer is not straightforward. I use London Underground's definition and standards in all my work for the K&ESR – not just because I worked for LU but because our railway and LU have some similarities. They both run a passenger service with some engineering trains; they were built using similar technology and both work under financial constraints. Also Colonel Stevens started his career as a pupil at the Neasden Works of the Metropolitan Railway, a predecessor of LU, and so there is a continuity of approach to engineering problems.

So what is a bridge? LU's definition is “any structure that covers a gap” and an underline bridge is “any structure that spans a gap and carries a dynamic load”. As far as the K&ESR is concerned, this definition includes culverts as well as the conventional idea of a bridge.

The K&ESR has a lot of culverts. There seem to be 18 culverts, four sewer crossings and 60 pipe crossings. Some of these are significant structures, and I can walk through at least one of them.

You will probably be wondering why I am so vague about total numbers. The reason is that the K&ESR has no structures list. P.Way Volunteer Paul Rand very kindly gave me a British Rail line diagram and old large-scale Ordnance Survey maps showing the railway, but many of the bridges have been replaced by culverts and some streams and channels have been abandoned, so all I can do is interpolate between definite references and then search for the structures by walking the track. This is of necessity a lengthy business.

The structures other than culverts are a much easier matter to determine, although the information pertaining to them varies greatly. They are as follows:

Mill Tail Race Bridge (Bridge 2330)

This bridge is just to the east of Rolvenden station beside the A28, and carries the line over the Ashbourne Mill Tail Race. Its BR number is 2330: I know this because the BR cast concrete identification plate still exists. I think this bridge was reconstructed in the 1950s. It is well designed and constructed, and of more than adequate strength. *(It was actually rebuilt by volunteer labour in the run up to reopening in the early 1970s –Ed.)* Being over a mill tail race, the bridge is liable to scour at times of flood, but the design takes account of this and there are no signs of scour. The bridge consists of just two 457 × 191 × 82kg universal beams cast into the concrete abutments, with 8” × 4” timbers fixed to the top flanges. The standard timber sleepered track is laid on these 8” × 4” timbers. It seems likely that this was originally built as part of extensive works for Ashbourne Mill.

Newmill Channel Bridge (Bridge 2336)

This is a truss bridge and was previously at Aylesford, where it had been in service as a road bridge; it replaced the original Colonel Stephens structure in 1976. At the time it was thought to be the largest such project to be undertaken on a heritage railway. It is a single-span Callender-Hamilton unit construction type ‘B’ MoT bridge; the structural form is known as a modified Warren truss. Callender-Hamilton bridges were designed by Archibald Milne Hamilton and were the subject of British patents Nos.423926 and 423996, dating from 1935. They were used extensively in Southeast Asia during World War II and by the British Army in non-front-line situations. They are very strong, but the weight of the individual units and the complex joints were a disadvantage in front-line situations where the lighter components and simpler single-pin connections of the Bailey bridge made the latter the obvious choice. The bridge is a half through bridge with the trusses stabilised by U frames; these are very strong, the controlling factor for



The replacement bridge arrives at Newmill Channel on 11th December 1976 (CSHA)

bridge strength being the shear capacity of the deck/truss connection. The deck is of Dorman Long troughing section ref 25, with ballast which mitigates the dynamic effect down to 1.2. All of these MoT type bridges were galvanised, which is just as well as the paintwork has started to break down in some areas. The bridge is of full strength and in fairly good condition, although the cross girders need some attention. The abutments are protected by steel sheet piling to prevent scour.

Hexden Channel Bridge (Bridge 2347)

Hexden Channel Bridge consists of two 24" × 12" universal beams battened together, carrying a normal timber sleeper track. Originally this

bridge was not fixed to the abutments, and it had started to 'travel' towards Tenterden. Also it was reported to have moved towards the sea during times of flooding, when debris built up against the girders and pushed the bridge sideways. The source of the beams is unknown, but they show every sign of being second-hand, from a building. Extensive improvement works on this bridge involved:

- Restraining the girders laterally
- Fixing one end and fabricating PTFE sliding bearings at the other
- Incorporating levelling stools
- Installing transverse bracing to the beam top flanges to prevent lateral torsional buckling.



Newmill Channel Bridge today (Graham Bessant)

The result of these works is that the bridge is now of full strength, and the speed restriction previously imposed has been removed.

River Rother Bridge (Bridge 2353)

This is the last remaining bridge from the days of Colonel Stephens. It comprises two 6' 0" deep riveted plate girders. There is no deck as such, just riveted steel plate cross girders which carry longitudinal RSJs and an open grid walkway on the south side. A standard timber sleepered track is laid on these RSJs. The cross girders are simply bolted to the webs of the deep main girders, so there are no effective U frames to stabilise the compression flanges of the main girders. Thus, although the bridge looks very strong, its strength is limited. A travelling gantry has been installed and this allows painting to take place.

Culverts

So far my line walk has revealed two major culvert structures near Tenterden. These are culverts 2328 and 2329, which are called respectively 'Mill Stream' and 'Orpins Flood Opening'. The Mill Stream culvert incorporates headworks and a by-pass channel leading to the flood opening. Both are additional to railway requirements, and it is possible that Ashbourne Mill contributed to the construction. All of the works involving the mill stream are of good quality, and are well designed and constructed. The only problem has been some scour at the downstream side of culvert 2329, which caused a large sink hole behind a wing wall. This problem was solved with geotextile laid in the stream bed, on which were placed

reject pre-stressed concrete sleepers to dissipate the strength of the current. The sink hole was filled with concrete bagwork and quarry scalplings.

The remaining culverts that I have found so far have proved to be a mixed bunch, but there are some surprises. Not far from Tenterden, culvert 2325 carries a small and insignificant stream which is invariably almost dry, but it has been provided with a 600mm diameter steel pipe, a large and well-constructed concrete apron, wing walls and headwall and a very large (2m x 1.5m) concrete catchpit. It is a mystery why a line which was always short of money should have built such an expensive structure.

How long will it take to locate and inspect all of the remaining structures? The answer is I don't know – but it looks like being a few years.



Hexden Bridge with new plan bracing installed (Graham Bessant)

CARRYING THE HOPPERS

From the mid-19th to the mid-20th century the labour-intensive task of picking hops brought an influx of temporary workers to hop-growing districts, especially in Kent and Sussex. Some pickers came from the villages and country towns of the area, but there were large contingents of Londoners; and their arrival in the countryside – and their impact on country life – were always topics of interest, often combined with alarm.

In the early years many hop-pickers would walk all the way from London but, in a typically Victorian way, the Society for the Improved Lodging and Conveyance of Hop Pickers was founded in 1865 to campaign for improved conditions. Though there was certainly concern for the welfare of the pickers, another motivation was the desire to avoid the Londoners hanging about, and perhaps causing trouble, before and after the harvest. The campaign led to growers building the hoppers' huts that were once a familiar sight, and to the railway companies running special trains for hoppers at cheap fares.

The South Eastern Railway and its successors carried great numbers of hop-pickers and had started doing so, even before the Society was formed, from the opening of the Strood to Maidstone line in 1856. The hoppers gained a reputation for being rowdy and disorderly, and the company attempted to keep them apart from their regular passengers. In later years the special trains on the SER typically departed from the low-level platforms at London Bridge, which have only recently been demolished in the course of reconstruction.

These trains generally called at New Cross and often took an obscure route to avoid delaying other services. One that was often used was the Mid-Kent line via Catford Bridge, then via Woodside and Selsdon, Oxted and the Crowhurst spur, to reach Tonbridge via the Redhill line. From Tonbridge, stations on the main line to Ashford, the Hawkhurst and the Maidstone West branches, as well as the Hastings line, were all possible destinations.

The trains generally started in the early hours of the morning and used sets of elderly carriages which were kept on sidings around the system for use on cheap seaside excursions or hoppers' trains. They always had a number of vans

attached for the luggage and equipment the pickers needed for their three-week stay on the farm. At the start of the 1912 season there were two special trains from London Bridge on the Thursday, three on the Friday and no less than 18 on the Saturday, beginning shortly after midnight.

Women and children often travelled down on their own for hopping, leaving the men of the family to carry on their usual work during the week. Particularly in later years, 'hop-pickers' friends' specials' would be run, giving the friends and relations of the hop-pickers the opportunity to visit them – often on a Sunday, as Saturday was then a working day for most people.

The opening of the first section of the Kent & East Sussex Railway in 1900 improved access to some big hop farms, particularly around Bodiam, where Guinness once had extensive estates. An old hop-picker, interviewed in 1934, recalled that before the K&ESR opened the pickers had taken the train to Etchingham and walked six miles to the farm where they were working, pushing their belongings on a hand-cart, until the farmer, Bertram Levett, started to send a horse-drawn wagon for them. Whether a coincidence or not, at its annual meeting in December 1900 the members of the Society for the Improved Lodging and Conveyance of Hop Pickers decided to dissolve itself, although it still had ample funds available, as it considered that its aims had been achieved.

Hop-pickers' specials did not appear in the regular timetables, and details of how the traffic was handled on the K&ESR in the early part of the 20th century are limited. Sometimes the hoppers had to change trains at the junction stations of Headcorn or Robertsbridge, and no doubt this put a lot of pressure on the carriage stock, especially in earlier days when there were few 'spare' carriages to meet such demands. However some main-line carriages did work through to the K&ESR on hop-pickers' specials, apparently always via Robertsbridge Junction to Bodiam and Northiam. The use of the Robertsbridge route meant that the carriages had to be suitable for the narrow tunnels of the Hastings line (restriction 0 in the Southern Railway system). This article is based mainly on photographs and published observations.



*No.32678 departs Robertsbridge on 2nd October 1954 – note PMVs for hoppers' luggage
(Neil W. Sprinks/CSHA)*

There is little definite information about the carriages used for hop-pickers' specials during the first three decades of the K&ESR, although it may be assumed they were those allocated for the purpose by the SE&CR and the Southern Railway. For example, in about 1916 the SE&CR formed 18 'hop-pickers' trains' of ex-London, Chatham & Dover Railway four-wheeled carriages built in the 1870s and 1880s. Each train (or more accurately half-train) consisted of a three-compartment brake third and four five-compartment thirds, seating 230 passengers in distinctly cramped conditions for a tare weight of only about 50 tons.

These sets were withdrawn in 1925, to be replaced by ex-SER six-wheelers dating from the 1880s, still with gas lighting and with no heating, released by the first stages of suburban electrification. They were formed into 14-coach excursion sets numbered in the low 700s, which when not in use were stored at various sidings around the Eastern Section of the Southern Railway such as Grove Park, Crystal Palace (High Level) and even Tovil Goods. In 1929 a train arranged by Arthur Guinness & Sons arrived at Bodiam station on the morning of Tuesday 27th August carrying hop-pickers from London, and it is possible that this type of stock was used. The report of this event mentions that other pickers travelled down by lorry.

The ex-SER sets seem to have been withdrawn by the early 1930s, and their role on cheap excursion trains was taken over by 14-coach sets of ex-LCDR six-wheelers. These plain but solidly built carriages had the advantages of electric lighting (the 'Chatham' had never used gas lighting for its carriages, making the transition directly from oil lamps to electricity) and of being considered unsuitable for rebuilding into electric trains.

The 1934 season must have been an early one, as the local press recorded that most of the 2,000 pickers employed on the Guinness farms at Bodiam had arrived by the morning of Tuesday 28th August, many of them in two special trains, each carrying 700 passengers, which had left London at 4.10am and arrived at Bodiam at 6.30am. For the 1935 season, some 2,000 pickers arrived at the Guinness farms at Bodiam and Udiam early on the morning of Wednesday 28th August by three special trains from London, which had been transferred to the K&ESR at Robertsbridge. More arrived by charabanc, to bring the total to almost 3,000.

The ex-Chatham excursion sets were still being used at this time; one of them, set 835, was photographed at Bodiam on Tuesday 17th September, waiting to return pickers to London at the end of the season. Set 835 was withdrawn at the end of December 1935, so this may well

have been its last revenue-earning journey. It included two brake thirds, two firsts and ten five-compartment thirds, and was berthed at Crystal Palace High Level station when not in use. Remarkably, one of the brake thirds has survived. Southern Railway carriage 3652, built as a third at Longhedge works in 1897 and later converted to a brake third, was sold without its underframe for use as a house at Yarcombe, Devon. It is now being restored by the Bluebell Railway, where it will be returned to its original all-third layout.

With the abolition of six-wheeled passenger carriages on the Southern Railway (except on the Isle of Wight) at the end of 1935, a number of nine-coach sets of ex-South Eastern & Chatham bogie carriages were formed for use on excursion trains, including hop-pickers' specials (set numbers 896 to 921). These sets were sometimes reduced to six carriages for hop pickers' trains, and ran with up to four four-wheeled 'utility vans'.

In 1936, according to a report from Mr T.R. Dadswell of Robertsbridge, published in the Railway Magazine, "Each Sunday during the hopping season a special was run down from London for the benefit of hop-pickers' friends. At Robertsbridge, several K&ESR coaches were attached, and the imposing cavalcade went rolling out to Bodiam." Mr Dadswell mentions a train consisting of 15 Southern Railway bogie coaches and a van (including six old Brighton vehicles), and two K&ESR six-wheelers, which were hauled single-handed by the old London & South Western 'Saddleback' 0-6-0 tank No.4. Mr Dadswell was unable to record the weight of the train, but we would estimate the load of 18 vehicles at about 460 tons empty.

"For the return journey in the evening the K&ESR six-wheelers were left at Bodiam while about 500 passengers boarded the Southern coaches for London, others being picked up at Junction Road on the way. Some difficulty was experienced with this big train at the short platforms of Bodiam and Junction Road, and in the short K&ESR bay at Robertsbridge. The 1 in 80 incline was negotiated without incident."

Hop-picking continued during World War II, and in September 1939 the Southern Railway brought 3,000 more hop-pickers to the area around Tonbridge than they had in 1938, a number of them travelling by ordinary trains rather than specials. Although most cheap fare facilities for

leisure travel had been withdrawn at the outbreak of war, more than 9,000 visitors came down on the weekend of 9th and 10th September, only about 2,000 fewer than in the corresponding week of 1938. As no special trains had been arranged for friends, the regular up trains on the Sunday were packed to capacity with visitors trying to get back to London before dark, and two extra trains were run at short notice.

The following weekend more than 8,000 friends came down to the hop gardens, and the Southern laid on what was described as a 'skeleton programme' of special trains for them, with ten down trains on the Saturday, four more on Sunday morning, and ten return specials on Sunday evening. The pickers themselves began to return on the weekend of 23rd and 24th September, and the authorities were anxious that they should be home before dark – their cheap tickets were not available for services that reached London any later.

Conditions became more difficult as the war continued, but large batches of hop-pickers are reported to have arrived at Bodiam, mainly by train, on Wednesday 2nd September 1942, to work on the Guinness hop farms. In 1946 the Southern Railway timetabled three paths for specials from London Bridge to Bodiam, two via Orpington and one via Swanley.

Nationalisation in 1948 made little immediate difference to the carriages used on hop-pickers' specials, which still started from the low-level platforms at London Bridge (patched up after wartime bomb damage). For example, a special from London Bridge to Bodiam on 5th September 1950 (which was filmed for Pathé News) included ten-compartment third S1066S, probably as part of ex-SE&CR set 896. There were also four-wheeled utility vans for the passengers' luggage, which included perambulators and 'hopping boxes'. Six ex-SE&CR carriages from nine-coach set 900, with two utility vans, were used as late as 2nd October 1954, on the 11.10 special from Bodiam to London Bridge.

Maunsell corridor stock had started to make its way to the K&ESR as early as 10th September 1949, when some 'loose' carriages of this type, still in Southern Railway green, appeared on the 6.15pm return hop-pickers' friends' special from Northiam to London Bridge. Of course these comfortable corridor carriages did not accommodate nearly as many passengers as the

narrow compartments of the earlier stock; but the numbers travelling were beginning to decline, so this was no doubt less of an issue. Access to toilets during the journey was a considerable benefit, both for the hop-pickers themselves – who included numerous small children – and their ‘friends’ – who notoriously consumed quantities of beer during their visits.

On Sunday 7th September 1952, the 6.5pm from Northiam to London Bridge was formed of two Maunsell corridor sets, 479 in British Railways crimson and cream and another set still in green. It was photographed by J.J. Smith with Terriers 32670 on the front and 32678 at the rear. Three-coach Maunsell set 213 also appeared as part of a special in the same season.

In September 1953 Prof. H.P. White photographed a return hop pickers’ friends’ special from Bodiam comprising seven-coach Maunsell set 951 in crimson and cream behind Terrier 32636. Set 951 had been built in 1934 for Hastings line services. On Sunday 20th September of the same year a photograph by S.C. Nash showed a hop pickers’ friends’ special leaving Robertsbridge for the K&ESR with 32636, six Maunsell Restriction 0 corridor coaches in BR crimson and cream, and 32655.

Trains of this length must have caused a good deal of inconvenience at the short platforms of K&ESR stations, no doubt having to draw up several times and obstructing the level crossings for considerable periods. There was also a lack of siding accommodation for hop pickers’ friends’ specials to await their return journey. It would be interesting to know how this problem was addressed generally, but on Sunday 23rd September 1956 a hop pickers’ friends’ special of six Maunsell corridor coaches in BR crimson and cream was run empty to Bexhill West, where there were extensive but little-used carriage sidings, the station having been laid out as a terminus for main line traffic which never really materialised. The empty stock left Bexhill West for Bodiam at 5.14pm behind a pair of Terriers, 32636 and 32678, and was photographed on the branch by S.C. Nash and Colin Hogg.

September 1957 again saw crimson and cream Maunsell corridor stock in use on hop pickers’ specials to Bodiam. The following year saw one of the last occasions that ex-SE&CR carriages were used on a special to the K&ESR when on Sunday 14th September 1958 J.J. Smith photographed set 389 at Robertsbridge. This was

a rare SE&CR corridor set consisting of two composite brakes (one of them 6629) and six 1921 corridor thirds, which was usually berthed at Maze Hill carriage sidings. The set was withdrawn the following February. By this time a combination of mechanisation in the hop gardens and increasing affluence among the former pickers had eliminated the need for special trains, and any pickers who travelled by rail now used the regular service trains to Robertsbridge – by now diesel-electric units.

The few weeks of the hopping season imposed a considerable strain on the K&ESR’s resources in terms of internal passenger traffic, and all stock that could turn a wheel had to be pressed into service. A report in the October 1936 issue of the Railway Magazine noted that a typical K&ESR train might consist of a single bogie carriage, but during the hopping season “A typical load comprises two bogie coaches, a six-wheeled composite, and two four-wheeled brake thirds, all of L&SWR origin. Such a train presents no difficulty either to the Brighton Terrier No.3 or to the South Western Beattie period saddle-tank engine, now No.4. Both these locomotives handled far heavier loads on their parent systems in days gone by.”

British Railways did not provide the K&ESR line with spare carriages to meet such occasional demand, and even before the withdrawal of regular K&ESR passenger services in January 1954 extra trains used two SE&CR-design ten-compartment, 100-seat third-class carriages, with a utility van-style four-wheel guard’s van (BR code BY) between them to supplement the resident carriages. Usually hauled by a Terrier until September 1958, this formation could be seen in the bay platform at Robertsbridge, waiting to provide a connection with the main-line trains, latterly the diesel-electric multiple units built for the Hastings line.

September 1959 saw the last of these local workings, and the end of hop-pickers’ trains on the K&ESR. By now they were in charge of one of the Drewry 0-6-0 diesel locomotives which had supplanted the Terriers on the regular goods workings. One Drewry-hauled train photographed at Robertsbridge included an ex-SE&CR gangwayed open third, built in 1920 for Thanet expresses and offering far more spacious accommodation than the 100-seaters with their narrow compartments and upright seat backs.

Tom Burnham

Notes for contributors

With the coming of the electronic age 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* will continue to major on K&ESR news, features on aspects of the current K&ESR, and historical articles on Colonel Stephens' and other light railways, particularly those of the South East.

There is only one criterion here, and that is pre-digital: 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. Floppy discs are now obsolete.

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Photos

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

For news and current events digital is preferred, especially if the picture is as least as good as more traditional formats. Unless used to accompany an article, a low-resolution jpeg copy of the original is initially requested.

Typically the longest dimension should be no greater than 900 pixels, or resized as a copy for the web. We will request a full-size image if for possible future use, but please bear in mind that the image/file needs to be typically suitable for cropping to a minimum of 1800 pixels (longest dimension) for A6/half a page or 2700 pixels for A5/full page.

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