



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier



SUMMER 2011
Number 115

Editor:

Nick Pallant

Assistant Editor:

Duncan Buchanan

Consultant:

Tom Burnham

Editorial Office:

Tenterden Town
Station, Tenterden,
Kent TN30 6HE

Email:

nick@kesr.org.uk

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

ISSN 0306-2449.

© Copyright Kent & East Sussex
Railway Company Limited 2011.

Printed by

Hastings Printing Company Ltd,
St. Leonards-on-Sea, East Sussex.

FRONT COVER

Marcia giving brakevan rides
during the Spring Gala
(Nick Pallant)

BACK COVER

No. 32662 ascends Tenterden
Bank during the May Gala
(Brian Stephenson)

Tenterden Terrier

Contents

Editorial	3
Lineside News	4
Commercial	4
Motive Power	5
Rolling Stock	8
Ways and Works	9
Groups & Associates	12
The K&ESR's London & South Western Carriages	17
Storing a Loco	20
Junction Road Weekend	22
Spring Gala	24
What is Benenden Healthcare Society?	26
Stephens, Diplock and the Pedrail	27
300 Club	31
50th Anniversary of Closure, 50th of New Beginning	32
Gricer's Mark I Musings	33
A Railway Day Out Down Under	35
Letters to the Editor	38
Working Under Cover Is for Wimps	39
Book Reviews	40
Obituaries	42

Editorial

Per Ardua Ad Astra

The 2011 season has got off to a remarkable start. There have been four, yes four major Galas, two of great historical significance and two which have been an outstanding commercial success. On 19th March we ran trains to Junction Road – something many of us thought we would never again see. Then between 30th April and 2nd May we were visited by no less a locomotive than *City of Truro*. That was the first commercial success and many asked how we could possibly top that. Two weeks later we did precisely that.

The Saturday of 40s Weekend featured a spine tingling display by the Battle of Britain Memorial Flight. I've always wanted to see a Spitfire perform a victory roll over the K&ESR and I saw it on the day that is said to have been the busiest in the Railway's entire history. Moving on to 11th June we marked the 50th anniversary of the line's closure in 1961 and the occasion was distinguished by the presence of three BR-black Terriers. Then again it was not the anniversary of the end, it was the anniversary of the beginning, the beginning of the heritage era. Which brings us back to the Battle of Britain Memorial Flight, for like the RAF the motto of the Kent & East Sussex Railway should surely be *Per Ardua Ad Astra* – Through Difficulties to the Stars.

Nick Pallant



Battle of Britain Memorial Flight over Tenterden Town Station, 14th May 11:55 (Lewis Brockway)

Lineside News

Compiled by Duncan Buchanan

COMMERCIAL

Chairman

We have had a good start to the year with strong passenger numbers.

How we will fare in the face of the continuing recession is a difficult question to answer.

We have a fantastic Railway with great people. The last Gala is a good example of everyone pulling together, although we could do with some more Volunteers to assist the paid staff. (Can you help?) We provide an enjoyable day out for holidaymakers who come to us for a trip down memory lane. Some use us to provide entertainment for their children. Some come to look at the heritage aspects of the Railway. The one thing that they all have in common is that they pay us money for the privilege. We mustn't forget the theatre element when we are out there enjoying our hobby. Dressing for the part helps create the right atmosphere. I have seen some good examples of Signalmen (and women!) who look very smart. Our Stationmasters always seem to be dressed well and all of our catering crew wear clean white kit. The impression we give goes a long way to determining whether the customer returns or recommends us to friends and family. I recently went to another railway where it was quite clear that no effort was made with regard to appearance. The whole place looked scruffy as a result. We have high standards and must maintain them. Thank you to everyone who goes that extra mile to look smart!

New Volunteers are joining us in impressive numbers, but it takes a little while get them trained up for some roles. Meanwhile, we have lost a lot of experienced people since *The Terrier* was last published. Losing friends is always sad, but to lose so many in such a short space of time has been difficult to bear. My thoughts are with their families and also with their friends at the Railway, who feel a huge sense of loss.

I shall continue to be out and about over the course of the next few months. The dates and times will be advertised on notice boards and on my blog: kesr-chair.blogspot.com.

So if you want to have a chat, please just turn up, or you can e-mail me at Chair@kesr.org.uk



Cranbrook Road Crossing Gate after a recent car-related level crossing incident, the other gate is in two sections, the Company is pursuing an insurance claim (Duncan Buchanan)

Shop

The first half of 2011 was quite a rollercoaster ride for the shop. On what looked like a tough budget to achieve in the face of economic gloom, the start of the year was not helped by only an average Thomas event in February. Spend was low at the event, at £3.10 gross per person, 20p down on the corresponding 2010 Thomas™. The high spend items, which help push up the Spend Per Passenger (SPP), remained largely untouched. Good passenger numbers this year have meant other events have been better than in 2010 – the Gala up 22% and 40s Weekend 18% - but on the whole, there has been a definite trend for more careful spending on non-essential items like gifts, and our shop is not alone in experiencing this. This had led to certain grumbles around the railway about the shop and what we are stocking – too much tat?

Too much Thomas? (can't be helped all the time we have the events) A cry sometimes heard amongst the older members is 'It was better in the old days when it was a bookshop' (perhaps so, but there was no Amazon where you buy your books cheaper now). In our defence, we are quite often at the mercy of whether the large numbers of coach parties or schoolchildren come into the shop, and quite often they don't, except to quickly buy a postcard in the five minutes they have before they have to board the coach. As a result, our SPP figures on certain days can appear disappointing.

An important aspect of any tourist gift shop is to regularly refresh what they have to offer so that our returning customers do not see the same old stale stock on every occasion they visit. Bespoke and branded products are now ordered in lower quantities to begin with to see if they are successful and we are not left with a cupboard full of them if they are not. It is also important to cater for all our visitors: stretchy caterpillars may not be to everyone's taste but the children love them. The variety of postcards that we sell is often positively commented on (the Shop Manager's love of postcards is known by some!) and we have added three new cards this year: showing No. 3 *Bodiam* and the Birdcage coach; the Cavell Van and the Tenterden the Beautiful poster. The latter has also been utilised as a greetings card. The new K&ESR nylon flags have already proved to be

popular with our younger visitors and Nick Pallant's excellent booklet on the K&ESR's preservation era, *Rails Across the Rother*, is selling very well (and is an absolute bargain at only £3.00). Our popular bespoke 00 gauge Dapol wagons continue to sell and are regularly added to. The latest two wagons are a HM&ST (Selsey Tramway) four plank wagon and a reissue of the K&ESR five plank wagon, both limited to an issue of 100.

Shop sales are of course not just limited to the Tenterden shop. One of the present Shop Manager's achievements was to get the Bodiam shop/refreshment outlet up-and-running and staffed and this year has seen sales there buoyant. Shop sales at Northiam have doubled this year. After a slow start, online sales have picked up; largely due to the addition of the new 00 wagons and the Cavell Van and *Rails Across the Rother* publications, although badges have also done well this year. Additional income is gained from Guide Book sales in the Booking Office and on the train (many thanks to our TTI friends for this). A selection of shop stock is also available at the railway's publicity stand at shows and in April a record £636 was gained at the Chatham Dockyard show.

Finally, we would like to say a big thank you to Mick Pierce, who has retired from his duties in the shop after a long and very distinguished service. Thank you Mick, you will be missed but I am sure you will still pop in and see us.

MOTIVE POWER

Steam Locomotives

No 3 'Bodiam' (32670): Available for service. Running well with no problems. Resplendent in BR black which was applied before the gala rather than after as originally planned.

No 8 'Knowle' (32678): Available for service. Passed recent annual boiler inspection without any issues.

No 11 'P Class': Available for service. The poor old lass is showing signs of approaching the end of 10 years sterling service. Still a very popular loco on the Railway Experience Days.

No 14 'Charwelton': Available for service. A slight change to the design of the rear sanders has been carried out. The original sand boxes were over large and the quantity of sand stored always got damp and clogged the feed pipes. Inserts have been fitted to reduce the capacity as well as provide a more steep slope to the

bottom of the boxes hence improving the flow.

No 19 'Norwegian' (376): While the Locomotive axleboxes are now almost all scraped in, to fit their respective axles, one tender axlebox was found to have serious cracking and is presently away at a specialist contractor for repair. Work is underway to re-fit the suspension components after full overhaul and re-bushing of worn parts. Whilst all this is going on the piston valves are being refitted. Lastly the boiler is now temporarily stored in the field awaiting lagging and fitting to the frames once the driving wheels have been re-fitted.

No 21 'Wainwright' (DS238): In store awaiting overhaul.

No 22 'Maunsell' (65): Available for service. With the failure of 23 the last few steaming days on 65, held over for the gala, were used up. It was a close run thing to get her washed out and back to service in time for the gala.

No 23 'Holman F Stephens': Available for service. Due washout and annual boiler inspection in mid June. During the washout it is intended to fit the same Armstrong blast arrangements that were so successfully applied to USA tank 65. The components have been cast and await fitting. As soon as this is done 23 will be tested to compare results to the original blast system. The changes are easily reversible should results not be as anticipated.

Just before Easter a potentially serious problem arose with the axlebox keep pads that lubricate the main wheel bearings. With the increased mileages now run since the Bodiam extension opened it has become apparent that the wear rate of the pads has increased. Whereas they used to last 10 years those on 23 have worn out after only seven. On the Austerities it is impossible to access the pads without jacking the loco up and removing the springs- so this had to be done to renew the life expired pads.

No 24 'Rolvenden': In store awaiting overhaul. Until the Norwegian is out of the shed this cannot commence.

No 25 'Northiam': The boiler is inverted on the boiler wagon and has been inspected by the boiler inspector. As expected, no significant problems have arisen. While the boiler is out of the frames some of the lower stays and rivets may be replaced if it is thought they may not last the 10 years until the next overhaul.

As soon as the Norwegian is re-wheeled and can

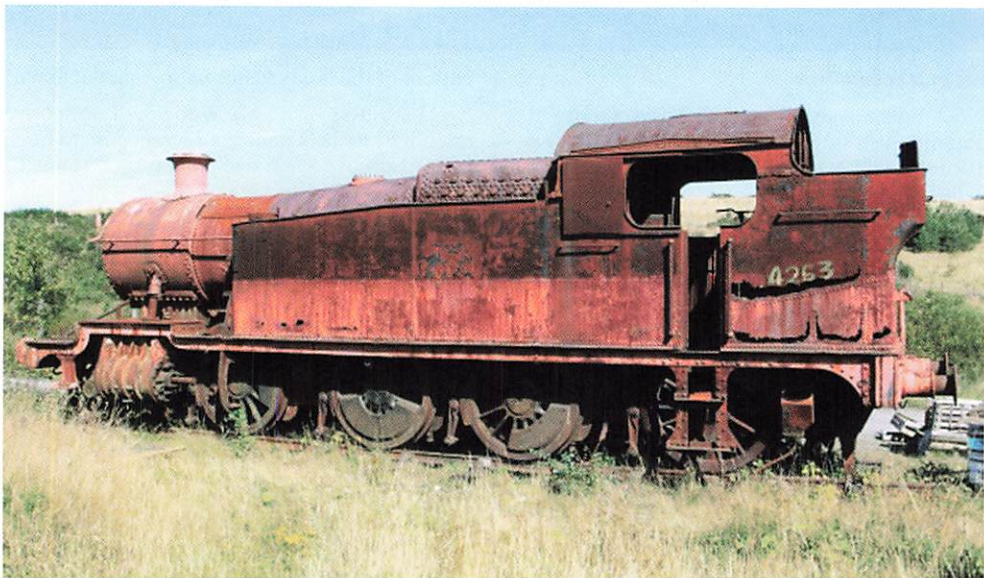
be moved, 25's frames will be moved to allow disassembly of the motion and assessment of repairs required.

No 30 GWR Pannier (1638): Available for service. Passed annual boiler inspection with no issues.

4253 Has finally arrived. Lined out in a livery of two-tone rust and with more holes in the bunker than a colander, GWR 2-8-0-T 4253 made a successful entrance to Rolvenden Works on Tuesday 14th June. The loco is stabled at the front of the shed nearest the coal pile where it will remain for the next few weeks before dismantling takes place. For many members it's the first sight of a Barry Wreck close up, so it must be remembered that most things are restorable given enough time, help and finance! For more details about the project and how to get involved email: contact@4253.co.uk or visit the website www.4253.co.uk.

Diesel Locomotives

No. 20 (GWR Railcar): The Railcar is now in the carriage shed. Owing to the haste for the carriage shed extension to start, the bulk of Railcar stored items were put in a number of wagons that were spread around the Railway. Efforts to locate these wagons and get them to Tenterden have been successful and we appreciate everyone who helped us resolve this serious delay to the project restarting. Unloading is in hand and the work program will expand accordingly.



No 4253 at Barry Island (4253 group)

When the Railcar was in the shed prior to the shed extension, the focus was underframe and bogie refurbishment. The focus will now change with the main task being final checks to the timber framework and alignment checks, never possible when up the yard and covered with tarpaulins. Concurrently we will be installing all equipment and pipework associated with the vacuum brake equipment. This will be followed by replacement of all existing air pipe with new.

The engine radiator and its new header tank, mentioned in the last issue of the *Tenterden Terrier* is reassembled and installation is in progress.

Planned Working Dates - July to December 2011.

Every Wednesday throughout the year July to December.

Also the following Sundays.

July – 10th & 24th

August – 7th & 21st

September – 4th & 18th

October – 2nd & 16th & 30th

November – 13th & 27th

December – 11th

There may be options to work on the railcar other days midweek, please contact Alan Brice, Carriage & Wagon Shed Supervisor, for details of work available.

No 40 'Ford' (BTH): Failed with a damaged big end bearing. This is proving extremely difficult to re-metal. It is hoped that a return to service by the end of June will be possible.

No 41 (Ruston): Available for service.

No 44 'Dover Castle' (Class 08): The major overhaul will restart once outstanding maintenance on vehicles in service has been completed.

No 46 (D2023 Class 03): In service.

No 47 (D2024 Class 03): The locomotive is now on display at Bodiam. Not in service.

No 49 (Class 14 D9504): As mentioned in the previous issue of the *Tenterden Terrier* a total service failure has occurred with the Paxman engine in this locomotive. On dismantling and inspection at Bartech Marine Engineering, a serious fault in the engine block was found. This caused failure of the seals, and a replacement block has been located and delivered to Bartech.

During the agreed ongoing overhaul, a large

number of major internal components, including the crankshaft, were found to be beyond the manufacturers overhaul wear tolerances. Again replacement parts have been located. In addition the engine turbo-charger has had to be replaced due to fractures to the main disc.

The engine is undergoing a complete rebuild with all other engine components including fuel pump, engine governor, oil pump etc. etc. being subject to rigorous checks, overhaul and recalibration as required.

The aim is for the engine to be returned and installed in July. Subsequently, the engine will be coupled to the transmission and then water, oil, fuel etc. reconnected and batteries charged. Bartech Marine will then be available for on site commissioning checks and to start the engine. This agreed plan will ensure everything is fully acceptable and safe for operation on the Railway. It will entitle TREATS to a one year guarantee for all the work carried out and provide us with a service back up if required.

Not in service.

Class 108 DMMU: On one of the engines, the inner sump has been replaced. A starter motor locating bracket was broken in service and this has also been replaced. All 16 axle boxes were checked and wheel bearings greased to the maintenance specification. In service.

Cranes

No 133 (10T Taylor-Hubbard): Available for service. In addition to replacing the rear cladding, the lower section of the coal bunker has been renewed where the platework had rusted over the years.

No 151 (36T brakedown): Having passed the annual boiler inspection a tube failed after the boiler had cooled down. After checking the condition of the other tubes it was decided to retube completely. While the boiler is out of the body the opportunity is being taken to needlegun and paint the space, as well as carry out some platework repairs.

Plant

TRAMM 98211: Some minor electrical problems have occurred due to another occurrence of mice infestation. If mice cannot be found, the problem will no doubt continue! In service.

07 Tamper (73250): The tamper has been used on the 300 metres of track recently relaid above Cranbrook Road crossing. In service.

Ballast Regulator (77329): A new ballast regulator has been obtained. It was originally owned by Fastline which has closed for business. After delivery, from Hitchin, by Alleleys, a new set of batteries allowed the engine to start and operations to commence. In addition to the normal ballast ploughing it also has a 10 ton hopper allowing simple movement of stone from one place, with an excess, to another around the railway. This should allow better use to be made of ballast and mean that it is possible to avoid temporary permanent way speed restrictions.



The new ballast regulator sits at Wittersham Road (Duncan Buchanan)

ROLLING STOCK



Staff and volunteers celebrate the inauguration of the carriage shed extension (Lewis Brockway)

The Carriage Shed Extension

As planned the official opening of the extension took place on Friday 4th March 2011. Many of those involved, including Volunteers and representatives of the contractors were present. A plaque commemorating their efforts was unveiled at the same time

Mark 1's

Work continues on **DBSO No. 75 Petros**. With external work now largely complete the first external coats of paint have been applied, new

window glass is being installed and the draw gear is being overhauled. Discussions have taken place about the details of the interior layout and fittings. Following these, the toilet for people with disabilities is being remodelled, including the repositioning of the hand wash basin, to comply with present day requirements.

RMB No. 59 (Restaurant Miniature Buffet) has returned to traffic following its repaint. The RMB received its 'winter' maintenance (more correctly 18 month examination) at the same time. **TSO No. 64** and Pullman set **RU**

The Ashford Brake Coach in shop grey awaits the attention of the painters (Hugh Nightingale)

No. 69 have also received 18 monthlies at the time of writing and **TSO No. 85** is due into the shed for the same purpose.

Vintage Coaches

Maunsell BNO Brake No. 4443 (K&ESR No. 54). Some further

progress on the general overhaul of this vehicle has been possible

including replacement of part of the floor and a start to overhauling the draw gear.

Substantial progress will, however, have to await the overhaul of *Petros* reaching a more advanced stage.

LC&DR 'Ashford' Brake, SE&CR No. 3062

(K&ESR No. 98) This project is entering its final stages. Interior décor is complete and the return of the upholstered seat units is awaited. The electrical system has been installed and tested and exterior painting in SE&CR crimson lake is underway. There is every hope of the coach entering during the current season.

Pullman Car No. 52 Barbara, Maunsell **BNO No. 53** and **'Woolwich' Coach No. 67** have also received 18 month examinations.

Wagons

Thanks to the efforts of C&W staff, **Pipe**



wagon No. 171 was rapidly reboarded in time for the 40's week end and **Box Van No. 138** received attention to its doors during May, the vehicle's owner, Jon Colwell, who lives in Lancashire, paying one of his regular productive visits to the Railway.

People

Carriage Wagon department, along with many members, were greatly saddened at the passing of Dave Sinclair on 9th May 2011. Dave, who was a career railwayman was highly knowledgeable on all rolling stock matters and in the early days of the K&ESR preservation era effectively founded this aspect of the Railway. He was the instigator of the project which brought *Petros* to the K&ESR 30 years ago and will be sorely missed. A full obituary appears elsewhere in this issue of the *Terrier*.

WAY AND WORKS

Forestry and Conservation

In early February this year, the group carried out clearance work of trees and bramble in the Tenterden Station area. We then moved down to complete the fence line clearance work, which enabled new fencing to be erected in April, below the Tenterden up home signal. Clearance work has also been undertaken just outside Tenterden adjacent to Rogersmead, mainly bramble and small trees which were in poor condition. We then moved to Rolvenden Station to carry out pollarding work to the willow trees at the back of the signal box next to the river. This has to be done every five to six years so that the growth does not get too large and heavy. High winds could make the limbs break away from the

old base. We are attempting to keep these trees here as they do help to keep the bank stabilised. We spent approximately two months on this job, or to put it another way, five visits.

The group have also carried out work, at Mill Ditch crossing, between Northiam and Bodiam. This was urgently needed as the sight line to the crossing was very poor and there was a risk that we would have to impose a speed restriction. We had the help of two contractors with chain saws who did all the cutting, while members of the group assisted by pulling out and stacking the timber ready for burning at a later date. All the stumps were treated at the same time so we should not have too much regrowth.



One of the broken lamp standards on Wittersham platform (John Liddell)

We managed to get four of these heavy pieces of concrete and they are now at Northiam awaiting further use. The KESR is particularly short of these items.

Tuesday Group

As I start to put pen to paper for my Tuesday Group *Terrier* Report, news has just reached me of deliberate

In June we also carried out urgent removal of trees at Harvester Crossing just outside Rolvenden. Again this was to prevent the need for a speed restriction. At the same time we have carried out work to the Rolvenden up outer home signal area as trees were leaning over and preventing the early sighting of the signal. The group has revisited Willow Curve as this site was previously cleared but regrowth had occurred where stumps were not treated. We have carried out weekday working down from Cranbrook Crossing wet cutting area. This work is ongoing to clear unwanted vegetation up to the fence line.

The next working area will be Northiam Straight up to Cysters Curve which includes removal of trees touching the telegraph wires. We have previously been unable to work on this site due to the ditches being full of water.

If anyone has a spare day or so in their calendar to come and help keep the trees, brambles etc under control so helping us with the clearance on the railway, please contact Peter Thorogood on 01580 7612191

S and T

The S&T digging gang went offsite for their latest work.

We had found that a number of concrete point stools were either buried or hidden in the undergrowth at Heathfield on what is left of the Cuckoo line. Paul Vidler has contacts in the local councils, so the valid permission to dig was obtained. We all met in April at Heathfield to dig out as many stools as we could find. Tree roots were a particular problem but we were well prepared with all tools plus a petrol driven disc cutter!

destruction at Wittersham Road Station of the platform lighting we spent the best part of three months installing! I might not be politically correct in these so called enlightened times but, if I had anything to do with Law and Order, vandals would only do it twice!

Since the beginning of February we have been working on the construction of a Memorial Garden at Northiam. This is on the north side of the site and has much improved what was a rough unused area of ground.

The whole area has been fenced, the existing trees have been pruned, a sleeper wall erected for memorial plaques, a raised flower/shrub bed constructed and a seat, donated by the late Stan Kemp's widow Jackie, put in place on a concrete plinth. A wheelchair width gate has been fitted and an ash path has been laid from the entrance to the memorial wall.

The south side of Northiam Station building has been given a coat of paint and a new door has been fitted to the Bodiam end of the signal box.

Our expert seat man, Tom Weston, has been working on repairing and renovating the never ending supply of platform seats which are suffering from wear and tear.

Gardening Group

Since my last report I am very pleased to say that Jan Lelean has settled in as a true working volunteer for the railway. Jan has passed the Basic Railway Safety Course and has proved to be a huge asset on the gardening front as well as helping out in other departments.

In March we bought a eucalyptus tree for Tenterden to replace the sycamore tree removed



The new Memorial Garden at Northiam (Duncan Buchanan)

from the Pullman Dock garden. We also bought 3 Pussy Willow trees to try and keep the winter water levels a little lower in the Memorial Garden at Northiam.

Following agreement with the Board the area to be used for the Memorial Garden was marked out and the Tuesday Group carried out all the necessary work to complete the garden.

Discussion took place with John Liddell regarding the use of a laminate material which could be used for memorial plaques. Permanent Way were contacted to supply railway sleepers for the memorial wall and ash for the footpath.

Work has continued tidying all the flower beds at Tenterden. More perennials have been planted around the gardens to try to fill the beds and help with the general maintenance of the flower beds.

A garden hose has been bought to help with the watering at Tenterden. During the dry weather a great deal of time was spent using the watering can in an effort to keep plants alive.

The red buckets on the running-in board at Tenterden have been planted up as have the large tubs now placed in the station yard by the Booking Office and Information Hut. The hanging baskets have also been put round the Booking Office thanks to the help of Chris.

Although the Tuesday Group did all the hard work associated with the Memorial Garden, we scrubbed the trunks of the silver birch trees to remove the green mould. Despite the rabbits, we

have tried a few plants in the corner bed to see if we can find something they will not eat. Only time will tell. The garden and the bases of the trees were covered with woodland bark in an attempt to retain moisture in the ground. Thanks have to go to Doug Ramsden of the Tuesday Group for all the help he has given to us with the gardens, supplying plants and cutting the grass in the Memorial Garden.

Woodchip which was not used at Northiam was bagged up and taken to Tenterden where it has been spread on the garden next to the Signal Box which seems to dry out exceptionally quickly. We hope it helps keep some moisture in the ground.

As the weather has been so very dry we are putting squash bottles close to larger plants and shrubs to help with getting water to the roots rather than just around the top. As we got that scheme underway the rain arrived!

Various annual plants have been put around the flower beds in an effort to maintain some colour throughout the season.

At Northiam Paul and Brenda have kept the tubs on the station platform blooming well. The pansies have put on an excellent show. Paul has carried out a programme of strimming around platform 2 and has trimmed the very long hedge on Platform 1. Hopefully the coming of the rain will encourage the reseeded lawn to burst into life so that it can be returned to a picnic area before the end of the season.

CFBS News -Philip Pacey

The 2011 season got off to an excellent start thanks to the good weather in April which coincided with the Easter holiday. On some days the trains carried as many passengers as might be expected on good days in July or August, with 2,700 traveling over Easter weekend.

Steam locos in service as the season began were the two Corpets (large and small), E332, and the Cail. The Haine St Pierre was being reassembled after its 10 yearly scrutiny.

On 30th April, Verney railcar X212, judged to be in better state than the other two, was given a trial run to Cayeux carrying a dozen or so volunteers. It performed well, but still needs a lot of work before it can be put into service. Despite its success and promise the trip was tinged with sadness as the railcar stopped for refreshments and to say farewell at the lineside café at Hurt. Unfortunately this café closed at the end of May.

The relaying and extending of the track on the quay at St Valery, together with the installation of a turntable and the construction of a delightful new ticket office, was well advanced at the end of April. I expect to see everything complete and in use when I visit in July to attend the 40th anniversary of the CFBS on July 10th. So my next report should be at least partly first hand.

Bodiam

With the long dry spring behind us and the arrival of much more changeable weather the station is looking a lot greener and the plants are beginning to show substantial growth with Chris Crouch, John Hicks and Bill Larke continually cutting the grass to keep it under control. As Bodiam is set on clay it has been virtually impossible to dig the ground during the spring hot and dry spell. However, now that the rains have softened the ground our moles are again active (but only where they are a nuisance). John Hicks also concentrates on keeping our hedges neat and tidy and keeping the various platform seats in good order. Pam and Sheila Stevens have toiled to upgrade the front garden area. Between them they moved almost two tons of new soil and sieved the stones and ballast etc out of the old soil. New higher path edgings have been added, but because of the change in the weather and other

factors they have not been able to finish their work at the time of writing. Already a major improvement has been achieved to welcome our visitors and brighten the station. A big Thank You ladies.

With the hotter weather in spring our hops started to race ahead requiring constant attention by Chris Crouch and Vic Grigg to reduce the shoots and to see that the plants are all properly fed. Once upon a time we would have rejoiced in such spectacular early growth but after much tut-tuting and then tuition from local farmers, we now try to keep shoots cut back until 1st May. This harsher treatment has already produced a much bushier growth and a substantial increase in the amount of flowers (cones). PS one day we must make our own local beer using our hops - "Bodiam Bugle" bitter? PPS but we mustn't drink it while on duty.

Some of our older hops have reached the top of the strings almost bang on time (first week of July) whilst the newer ones, planted last year, are not far behind. The Hop Garden should be looking, smelling and tasting good for the Hop Pickers Weekend on Saturday 10th and Sunday 11th September. And we mustn't forget the Station Master's Garden. Between stints of grass cutting, Chris Crouch has been working overtime and the new manure, mentioned in the previous *Terrier*, has worked well. Strawberries, rhubarb, spuds, radishes, spring onions and tomatoes are all doing very well and taste great.

A seemingly small but important point is that, following comment from the Catering Manager, André Freeman, we have increased the power of the platform and yard lamps so that our guests on the Wealden Pullman can see better in the dark and see more clearly the way to the station toilets whilst the train is parked for a while at Bodiam.

About a year ago we noticed that our Hoppers Hut had begun to sink into the ground. The timber structure, which had been built on precast concrete slabs, was sinking so much that the flooring was showing signs of damp where it was touching the soil beneath. Early in March and after much discussion about the method to be used, i.e. lift it off the foundations onto rollers and move it to one side whilst the foundations are dealt with or dismantle it, John Miller reminded us that the hut had originally been put together in sections bolted together so

reversing this became the agreed method. It was also agreed to rebuild the hut on poured concrete piers using the same design and construction methods as used successfully for our workshop.

However, a major problem we were determined to overcome was that the original hut had been built to a reduced vertical scale that resulted in the doors being so low that members of the team were bashing their foreheads on the top architrave. (You can recognise a Bodiam Restoration and Maintenance Team member by the dent across the forehead.) It was resolved to increase the overall height of the hut by approximately 300mm (12") by introducing vertical extension pieces into the wooden frame to make it the same height as the adjacent workshop. As part of the enabling works Ron Sparrow cut off the underground power supply and replaced it with a temporary overhead feed into the workshop so that we could still use our electric tools.

When we started to take the hut apart it was discovered that the floor joists had pressed into the clay and rotted and much of the flooring was also unusable. For those who haven't seen it the hut it consists of two main sections. The first at the west (Robertsbridge) end is the replica Hoppers Hut demonstrating just what conditions were like when a family of perhaps six 'holidayed' for several weeks in the country. The other 'Tenterden' end is used as a garden tool shed.

At time of writing the structure is complete and weatherproof. All that remains to do is to wallpaper the hoppers end and replace the period furniture and accessories whilst at the 'other' end we have to replace shelves, hooks and hangers etc. The tool shed has electric power and light but the replica Hoppers Hut will continue to be lit only by oil lamp.

The restoration of artifacts has continued with the Post Office trolley, this time in the correct Royal Mail red, again returned to the platform courtesy of Ron Sparrow

John Liddell has restored the single wheeled SE&CR platform trolley and by the time you read this article it will be on the platform at Tenterden. Whilst mentioning names we must not forget John Harding, Ken Christie and John Attree who dismantled and rebuilt the Hoppers Hut, also Matthew Burrows who has helped generally on most projects. One of the joys of working at Bodiam is that everybody mucks in on most projects but certain people make a

better cup of tea than others!

On 25th May we lost a great friend when John Miller died unexpectedly. John was a gentleman and brilliant manager. A mine of information on all matters 'Light Railway' and a great supporter of and benefactor to the Kent & East Sussex Railway. His management style was laid back but very effective. Rather than saying that you were doing something wrong he would sidle up to you and ask quietly why you were doing it that way. This always indicated that he wanted the job to be done in a different manner and one of which he approved. He was usually right! A memorable quote from John, after being accused of having a bad memory, was "If I'm not interested then I will not remember it".

It was a great pleasure to have known him. All members of the Bodiam Restoration and Maintenance Team will miss him greatly.

Wittersham Road

They say that time flies, and I think myself and Sarah have found that out – by the time you read this, we will have been with the Railway for our first year, but it only seems like yesterday that we joined!

In that time we have seen the station come alive and continue to receive many encouraging comments, especially from the number of visitors using the station – no, that isn't a misprint, people do come to the station, and also especially on event days (such as the Gala), get off the train, take photos and then catch the next train. Many have commented on what a nice photographic location it is, and appreciate the rural charms of the area. It's also a good opportunity to talk to our visitors, and often to encourage them to make further visits to the Railway.

Of course, we have also made many friends, especially amongst our 'regular' Signalmen and the train crews, proving that volunteering brings many benefits apart from helping to make the Railway something special for our visitors.

At the beginning of this year, the station played host to the BTP Explosive Search Dog Section, who carried out a series of exercises, and intend to use the K&ESR for future training exercises – a short article on their work will appear when space permits!

City of Truro came and went via Wittersham Road, as did *Thomas™*; it is fascinating to watch the delivery of engines by narrow country road, and again a short article is planned for those

who would like to see 'How it's done'.

Much of our work at the station is now turning to making the booking office a more interesting area, including the setting up of a small 'Permanent Way' educational exhibit, as well as keeping the vegetation cut down to acceptable levels without destroying the natural habitat (so out with the strimmer and hedgecutter yet again....and again!!)

They also say it's a small world – talking to a colleague at work, I found out that one of his distant relatives was once a Station Agent at Wittersham Road. His name was William Senior, and he lived with his wife who ran the 'Barge Inn', now called 'Barge Cottage' at Maytham (just up the road from the station). He was the agent in 1910, and had moved down here from working on a railway in the North.

Lastly I am saddened to have to report that on the night of Wednesday 15th June, the station was again targeted by thieves, who stole the new lamp heads, and also in doing so destroyed the lamp standards (which originally came from Cranbrook Station). It is such a shame that the efforts of the Tuesday Group have been destroyed, and also that such historical items have been lost by the selfish actions of the thieves, not to mention the cost to the Railway. One wonders when such lowly actions will ever end.

Museum

We are all still reeling from the loss of John Miller, but we also grieve for the loss of George Hoekstra, a long-term museum attendant. Michael Darby also retired from active duty after many years of service for which we are most grateful. 'All change' certainly seems to be the unwelcome theme of the Museum this spring.

The new Museum Committee has started work and has had two meetings, working towards 'accreditation'. However there will be an inevitable slowing down following the loss of the museum's almost irreplaceable leader and continuing government re-organisations in the museums' bureaucracy. The new archive room and the consequent reorganisation of the archive has also been set back, not least because of the shuttles of material from the Curator's house where it was formerly held due to lack of space. The new store is now crammed full and is getting a comprehensive makeover that is likely to last for many months. We often report on additions to the museum hardware but it is also

quite staggering how rich a paper and photo archive we have. However it can always be improved. Although we might be feeling cramped at the moment, if you have any more material out there on Stephens' railways for loan, donation or copying we will certainly not say no.

By mid-June visitor numbers were again showing strong growth over last year with 1,845 visitors, although it must be admitted that 269 were from one 'party' booking granted to the Jaguar car owners Rally on Sunday 17th April - truly an enthusiastic throng. Sales too have been very healthy, and donations of books continue to roll in; a trend for which we are most grateful. We are determined to continue to improve the museum, and sales and donations are our sole source of income to do this.

Several interesting items were bequeathed to the museum by the long term C&W volunteer Dave Sinclair, the most visible of which is a railway bench that we have decided to place outside the museum to accommodate the apparently bored partners of those inside on fine days (it is a real sun spot). Mind you, they do not know what they are missing, for often, if the attendant persuades them to fork out the, to them apparently extortionate, sum of £1.50 to enter they come away vastly impressed and enthused. Such is the joy of John Miller's superb accomplishment.

Rother Valley Railway

The Rother Valley Railway is delighted to report that work will have started on the repair and reconstruction of the bridges between Robertsbridge station and Northbridge Street by the time that this article is printed.

This significant milestone represents the first major civil engineering works to have been carried out since the inception of the Rother Valley Railway some 20 years ago.

There are five derelict structures which date back to the early days of the Kent & East Sussex Railway and these consist of mass concrete abutments with steel girders, all but one of which are still in place.

These were clearly life expired during the last operating days of the Railway and indeed Bill Austen, the last general manager of the line, went to the trouble of shoring up the first bridge with two sloping RC struts during 1946 to keep the line operational. This work was eventually completed by British Railways upon nationalisation.



Bridge No 1 with Bill Austen's handiwork still present (Duncan Buchanan)

Bridge No. 1 will be repaired by repairing the stream channel, strengthening the abutments and installing a new steel deck.

Bridge No. 2 was replaced some 10 years ago by Southern Water. At that time they wanted to breach our embankment with a major drainage pipe near the site of the bridge. In return for our agreeing to their request, they constructed a new bridge on our behalf.

A casual glance at all the remaining structures (apart from Bridge No. 2) indicates that they are incapable of economic repair with both inwardly leaning fractured abutments and rust ridden beams. These would be totally unacceptable by modern railway standards even if they were capable of restoration. They will be rebuilt to the same design as Bridge No. 2.

So, there are exciting times ahead. All the bridges will be constructed over a three month period, taking full advantage of the dry summer weather. The bridge spans, as mentioned in previous reports, have all been generously donated and will be shot blasted, repaired and painted in the Rother Valley Railway yard prior to being installed. The earthworks will be carried out by our usual contractor, Andy Wood and the reinforced concrete bridge works will be carried out by Ray Jones, the Welsh Highland

Railway Civil Contractor.

As this is major construction activity and very high profile within the village of Robertsbridge, access during the works period will not be allowed, particularly because of the operation of heavy plant.

However, access to view this work in progress from the outside is fortuitously very convenient. A footpath immediately outside the Railway boundary runs parallel with the Railway alongside the cricket pitch as far as Bridge No. 2. There is additional footpath access elsewhere and this is easily viewed on a local Ordnance Survey map.

We urgently request that readers avoid trespass on to this worksite at all times. Any accident will reflect very badly on both railways.

Ashford Area Group

We continue to meet at the former British Rail Staff Association Club off Beaver Road, Ashford at 7.30pm on the following dates.

21st Sept - The first meeting after the summer break.

"From Steam in Leicestershire to the Current Scene" A joint effort from Keith Mapley and Andy Wood.

19th October - John Snell

"Railways of Eastern Europe in the 1960's"

We are privileged to have a return by the well known railway author and preservation pioneer illustrating his further journeys into Europe.

16th Nov - Mike Jackson

"Industrial Railways of South East England"

Mainly narrow gauge, many of these lines have disappeared

We also arrange outdoor visits. On Sunday 5th June 81 supporters, family and friends visited the 40th anniversary celebrations at the Cappy - Froissy - Dompierre Railway. En route Steve Smith guided us through the Somme Battlefields. Reg Laker conducted a suitable short ceremony near his Regiment's memorial at Thiepval. To be invited on future outings

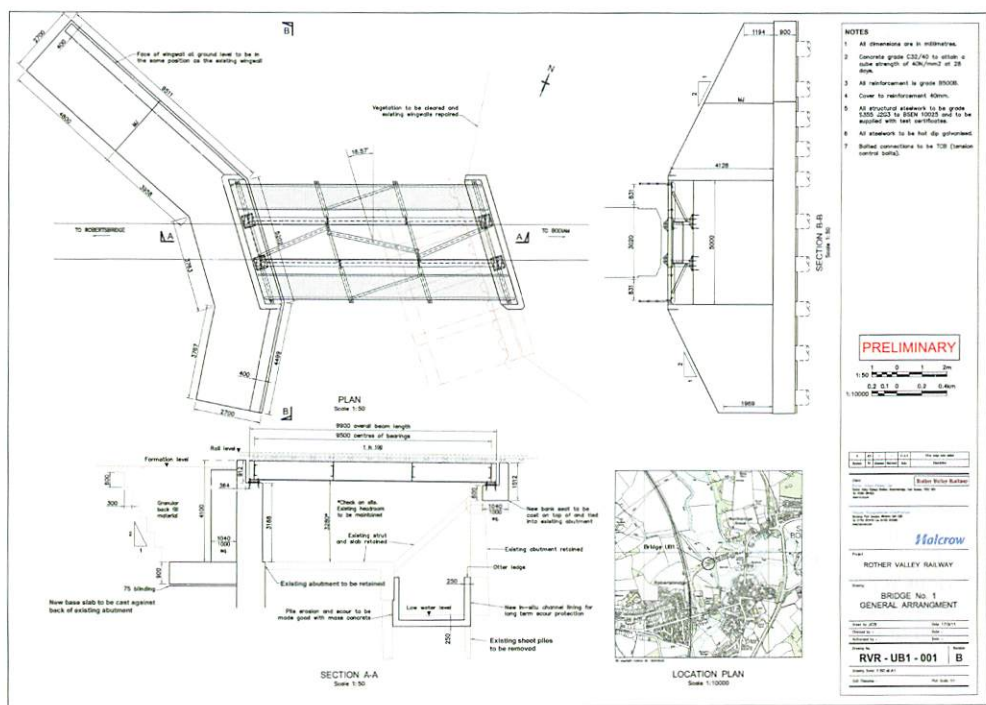
email Keith Mapley at
keith@mapley.fsworld.co.uk

What is the bulkiest most important thing you should be carrying when attending the railway?

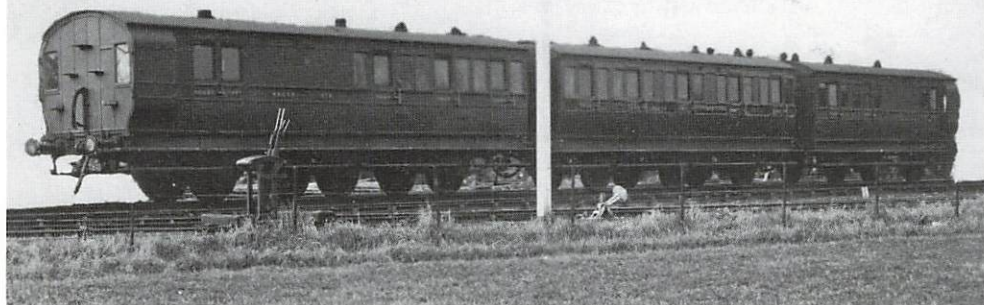
WASTE PAPER. This still produces much needed funds for projects around the railway as well as adding to our 'green' credentials. Any paper except yellow pages or food wrapping is welcome (no cardboard). Just collect from neighbours and friends and post it into the special recycling container behind 'Soweto' at Tenterden Town Station.

We are now planning our 2012 meetings. Any offers to speak or requests for subjects or visits are most welcome.

Ted Micklam 01233 503999. Email:
edward.micklam@tiscali.co.uk



The Kent and East Sussex Railway's London & South Western Carriages



LSWR coach set in its prime - Nos 9, 2 and 6 (CSRHA)

Brian Janes continues his description of the second-hand carriages of the old K&ESR

The Rother Valley Railway commenced its working with new carriages, then as funds ran down turned to second hand Great Eastern Railway carriages (see the author's *The Kent & East Sussex Railway's Great Eastern Carriages*, Tenterden Terrier 112). The final GER coach had arrived in 1906 but with the commercial decision in 1910 to have trains with steam heating there was a need to seek carriages from a more progressive company than the GER, who had only just begun to install such luxury in 1906.

Fortunately the LSWR had begun to install these facilities in all its vehicles by 1906 and had moved quickly so, combined with their decision to standardise on bogie carriages, even for suburban trains, they had many relatively good heated carriages for disposal. Stephens had already been taking advantage of their displaced stock on his other lines and took the opportunity to buy comfortable steam heated stock for the K&ESR. Eight carriages arrived in three batches over two years.

The 1910 Carriages

In September 1910 the K&ESR took delivery of three carriages at a cost of £310/9/-, paid for on 31 December 1910. Of these two were 28 ft, 16 ft wheelbase, four-wheeled three-compartment third brakes each seating 30. These carriages had been built for the LSWR suburban block sets of 1879. Such sets continued to be built till 1885 and the K&ESR carriages were probably, judging from a subtle difference in the panelling, from the later batches, but it is not possible to identify their individual LSWR numbers. The brakes took the K&ESR Nos. 18 and 19 originally borne by the,

unheated, third and third brake bogie carriages sold back to their makers, R Y Pickering & Co in that year.

The third carriage was a six-wheeled 32 ft, 20ft wheelbase, five-compartment composite seating twelve 1st and thirty 3rd, originally built as a tri-composite (formed 3/2/1/1/2) in 1881 before 2nd class was abolished. The composite took the No. 2 left vacant by the conversion a few years earlier of the original Hurst Nelson Rother Valley four-wheelers to bogie vehicles.

As these carriages, and all subsequent ex LSWR examples, were equipped with either gas or electric, rather than oil, lighting there was no requirement for them to be equipped with Stephens' favoured acetylene lighting, though he was still installing this elsewhere.

On the LSWR these carriages would have been painted in that company's 'salmon and brown' livery but were almost certainly immediately repainted in the K&ESR's newly introduced all-over brown livery. This livery had shaded yellow lettering at waist height, with K&ESR abbreviated thus and the class designation as a word. Strangely they do not seem to have received the cast iron lettering that was so characteristic of the ex GER carriages and Stephens' other lines. By the early 1930s Austen had standardised on the early Southern Railway (SR) 'sage green' livery without lining but with yellow lettering just below window level, Kent & East Sussex Railway in full and the class designation in large letters on the doors. However, of the early LSWR purchases, only No. 1 is thought to have carried this livery.

By 1932 carriages 2 and 18 were assessed by the Southern railway as capable of further use and

with No. 9 (see below) were exchanged during July 1932 for ex-LSWR bogie carriages (see below), in what amounted to a book transaction of dubious, if honestly meant, legality. However No. 19 lingered on, probably in use only on high days, through the 1930s, but after mouldering away for a long time at Rolvenden it was towed away after Nationalisation with the other remaining 'stored' carriages and broken up at Headcorn in 1948.

The 1911 Arrivals

A further three carriages were obtained in June 1911 although they were not paid for until 30th June 1912 when £310/11/4 was finally paid across to the LSWR; 2/4d (12p) more than the earlier three!

For some reason, probably bookkeeping, they were described as 'duplicate stock' and took the same numbers as the Hurst Nelson/Pickering bogie conversions which hung about, very little used, till the 1930s. No. 1 was a four-wheel three-compartment third brake identical to Nos. 18 and 19 of the previous year.

No. 6 was however a little different, as it was a four-wheel two-compartment 27ft 3in brake third seating 20, described as probably a LSWR diagram 582 [rebuild] being a rebuild on an old underframe, probably from a 2nd of c1874. It may have been LSWR No. 1044 of 1895 (withdrawn in June 1905) or a similar fellow coach.

No. 4 was a six-wheel five-compartment composite identical to No. 2.

As was its normal practice, the company records show these coaches as two sets nominally formed into fixed rakes by year of acquisition. There is, however, far more limited photographic evidence of such sets in use than the GER sets. The author is only aware of two photos of the 1911 carriages in a set, and none of the 1910. It seems probable that any LSWR

formations were more readily split (see below).

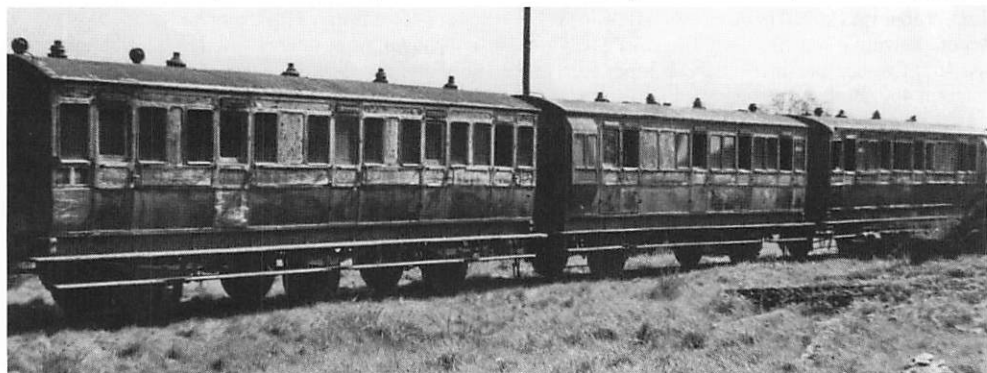
No. 1 was given a thorough overhaul, new roof and re-paint in 1935 and, with semi-derelict 4, survived until Nationalisation but No. 6, which may have served as a van in its later life, was broken up in 1944.

The Six-Wheeled Brakes

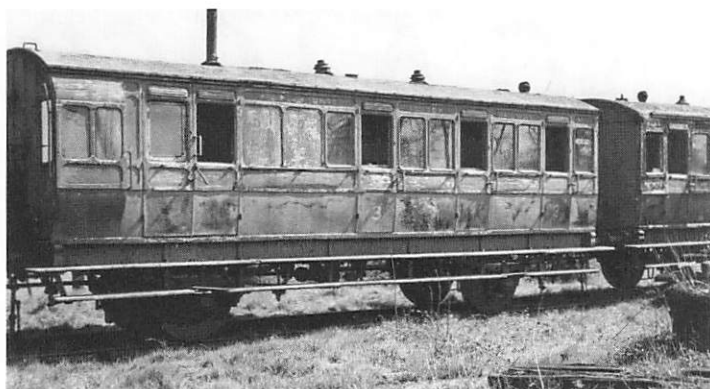
The LSWR Locomotive Carriage & Stores Committee Minutes for July 1912 record that the Kent & East Sussex had inspected two 'old third brakes' and were to purchase them. The £247/8/- cost was paid on 19th October 1912 so it is reasonable to assume that they arrived that summer, although there is no date in K&ESR records. The arrivals were two 34 ft six-wheeled three-compartment brake carriages seating 30, with the body divided equally between passenger and guards luggage compartments. They had been built sometime between 1882 and 1886, and had probably been working latterly in suburban block sets. As K&ESR Nos 17 and 9 they became, perhaps, the first carriages to customarily work individually.

However there is some evidence that these were being used in the 'fixed' sets and the LSWR carriages were certainly used in more flexible formations than the ex-GER sets. The use of gas rather than acetylene lighting would have probably facilitated this. There is a posed portrait of 9, 4 & 6 for instance; and the well known 'wreck of the Hesperus' derailment in January 1918 was of a formation consisting of one of the 1912 carriages, one of the six wheelers from the earlier sets and an S&ECR parcels van which was probably on loan.

These two Brakes have often been confused with each other because of their similarity, the difficulty of interpreting faded lettering on photographs and both having their guard's compartment at the Robertsbridge end*. No. 9 departed with Nos. 2



LSWR coaches Nos 4, 1 and 19 at Headcorn awaiting scrapping 1948 (CSRHA)



LSWR coach No 1 at Headcorn 1948 (CSRHA)

and 18 in the 1932 exchange with the SR, but No. 17 lasted until finally supplanted by newer carriages, and was broken up in 1944.

Replacements -The Return of the Bogie Coach

With the coming of receivership in 1932 following Stephens' death, train operating practices changed markedly. The Railmotors were slowly phased out and the use of fixed coach formations was weakened further. The Austen-negotiated swap of rolling stock with the Southern resulted in the first bogie carriages arriving in June 1932 and an increasing tendency to use single carriages in everyday services. From a passenger viewpoint the arrival of these carriages must have been a considerable advance in ride quality as they had had little opportunity to travel in such carriages since 1910, although they could have observed the last three, increasingly derelict, RVR bogie conversions mouldering in the Tenterden bay platform for most of the time.

Of the new arrivals one, numbered as K&ESR 2 (again), had been built in June 1891 as a full third but converted about 1911 as a 42 ft five-compartment arc-roofed brake third to SR Diagram 110, SR No. 2640. It seems to have been finally repainted as K&ESR No. 2 in 1937.

Accompanying it was SR No. 6413, K&ESR No. 3, a 45 ft five-compartment brake composite, SR diagram 400. Built as a tri-composite with three classes it was one of the last LSWR carriages to be built with an arc roof. In about 1909 two third-class compartments at one end were comprehensively rebuilt as a guards area leaving two 1st, two 2nd and one 3rd compartment, the last three of which became designated 3rds. Both of these carriages went for scrap in 1948, gas lit to the end.

All the bogie carriages obtained from the Southern arrived painted in the standard SR 'sage green' of the early 1930s and probably (in the case

of Nos. 2, 3, 4, 5 and 6 certainly) initially carried their SR numbers. Like our present fleet there has been some number confusion as a result. This green was retained by Austen on re-painting, and numbered and lettered with their K&ESR identity as occasion arose.

The next two arrivals were in 1936, this time two slightly more modern 48ft bogie five-compartment brake third carriages with semi elliptical roofs (similar to the SE&CR style), fitted with electric lighting, to SR Diagram 111. No. 5 was ex LSWR No.1188, SR No. 2684 built in August 1898 and withdrawn by SR in March 1936. Its identical companion No. 4 was ex LSWR 1218, SR 2714 built in January 1899 and withdrawn by its parent company in November 1935. No. 5 seems to have been out of use by 1946. These two bogie carriages both succumbed to the Nationalisation clear out and were scrapped at Headcorn in 1948.

The K&ESR in wartime seems always to have been short of useable stock and hired in at least two SR coaches for a month a year to cover the hop picking season in the 1940s. With deteriorating maintenance and heavier wartime demand in December 1943, the railway acquired two rather superior internal-corridor electrically-lit former LSWR carriages. They were four-compartment 56ft brake thirds of the semi-elliptical roof type (slightly more rounded than the earlier ones), built in 1904 to LSWR diagram 1227, SR diagram 138, with gangways, initially at the non brake ends only. They had originally been built to run as sets for the prestigious West of England services. The corridors were finished in mahogany bottom panels and pine tops. In the corridors there was a distinctive brass handrail at half height along the outer windows. Both had lost their rather stylish wooden end duckets in favour of rather dull tin replacements. LSWR Nos. 558 (SR 3121) and 56 (SR 3093) became K&ESR Nos. 1 & 6. They saw independence out and continued to work on the line until withdrawn in May 1951.

**For the record the guards compartments of the other LSWR brakes were; No.1 Headcorn end, No.6 Headcorn, No.18 Headcorn, No.19 Robertsbridge.*

STORING A LOCO

On the K&ESR there isn't enough under cover accommodation for our loco fleet – and even if there was it can still get mighty cold at Rolvenden. This necessitates a 'laying up' process which aims to protect the loco from the worst of the elements while it waits for overhaul. Using Austerity No. 24 as an example, David Hunter explains why this preventative work is important.



No. 24 in earlier times (Brian Stephenson)

Laying up a steam locomotive is a surprisingly time consuming, laborious job – No. 24 *Rolvenden* took close to four Saturdays to complete. The loco is now on the sewage works siding and will remain there for some time. We know from experience that this work is both necessary and valuable.

Why do it?

Even members of staff have questioned the value of laying up a loco but the reasons are very logical and simple. Laying up equates to prevention. If components are removed where possible and vulnerable metal surfaces oiled or greased a slower rate of corrosion results, components are re-useable and the amount of damage caused to the engine is reduced. This in turn reduces the amount of labour and money needed to be spent returning the loco to service.

What's involved?

The recent laying up of No. 24 provides a convenient example but the process is broadly similar for every other locomotive.

The first thing to do was to remove any pipes, fittings and components that were vulnerable to corrosion or damage. All the pipework in the cab was removed together with components such as gauge glasses which can be recycled for use on other locos. The pipework and other components are placed into secure storage so that they will be useable (and still there!) when the overhaul begins.

One of our first jobs on No. 24 was the removal of the brick arch and the firebars. The easiest way to knock down the former item is to swing a hammer and hit the centre point of where the two bricks connect (held together by friction). Once all the bricks were removed we set about removing the firebars and then turned our attention to the rocking grate. Like everything else there's a certain technique to removing it. Virtually a whole day spent in the firebox pushing components through the firehole – it certainly makes your arms ache!

While all this was occurring other dismantling was going on elsewhere on the loco. The large injectors on the sides of the loco were removed and we also started to pay attention to some of the smaller details such as removing the nameplates and the rather flimsy chimney cover was replaced with a heavy duty version which would literally take a tornado to blow off (no pun intended).

The next task was to break out the wooden footplate floor. Like all destruction this is an immensely fun job but again is time consuming. Using a variety of hammers and crowbars we completed the job, but it is a real tribute to the person that put that floor in because it was determined to stay in place. Then we got into the rather unpleasant parts of the process. Where we had removed the floor we now found ourselves ankle deep in 10 years worth ash and coal dust. Scraping this out was not an easy task and we managed to fill three wheelbarrow loads. While this was occurring we also emptied the sanders. As mentioned in the article about *Charwelton* in the *Terrier* for Summer 2010, if sand is left during periods of storage it will eventually become wet and block the sanding mechanism. Not wanting to repeat the tedious process of emptying wet sand like last time we removed every last grain.

Then followed perhaps the most important part of the job – oiling and greasing up. All exposed metal surfaces had to be protected. The slide valves and motion between the frames was given a thick coating of oil. I must say this job was helped greatly by the Austerity's saddle tank which allows access in between the frames, something a side tank doesn't. In the cab we oiled virtually everything, the backhead of the firebox, shovel plate, right in the corners of the cab. We also went round and oiled the axle boxes which are particularly important to protect.

At the end of the last Saturday we cleared all of our tools away and realised, with some regret, that No. 24 would be disappearing to the Sewage Works sidings, unprotected and exposed to the elements. However, we knew that at least our work would help to preserve the loco's condition and mean less work in the long run (although it won't feel like it when we're actually carrying out the overhaul!). Of course this will also save the company money which I hope will go towards paying for the overhaul.

Maintenance and prevention work often goes unnoticed. But when maintenance budgets are cut the cost actually goes up and it works out more expensive in the long run. Having been involved in running repairs, overhauls and routine maintenance the Saturday Gang can assure members that tasks like laying up are very valuable indeed and play their part in preserving the K&ESR loco fleet.

Junction Road Weekend



19th & 20th March 2011



Left: The Rother Valley Limited about to leave from Tenterden Town (Nick Pallant)

Below Left: The Rother Valley Limited on the Junction Road Extension, March 19th (John Rose)

Above: Udiam Farnhouse as seen from Junction Road (Nick Pallant)

Below: Junction Road, the highway in sight (Nick Pallant)

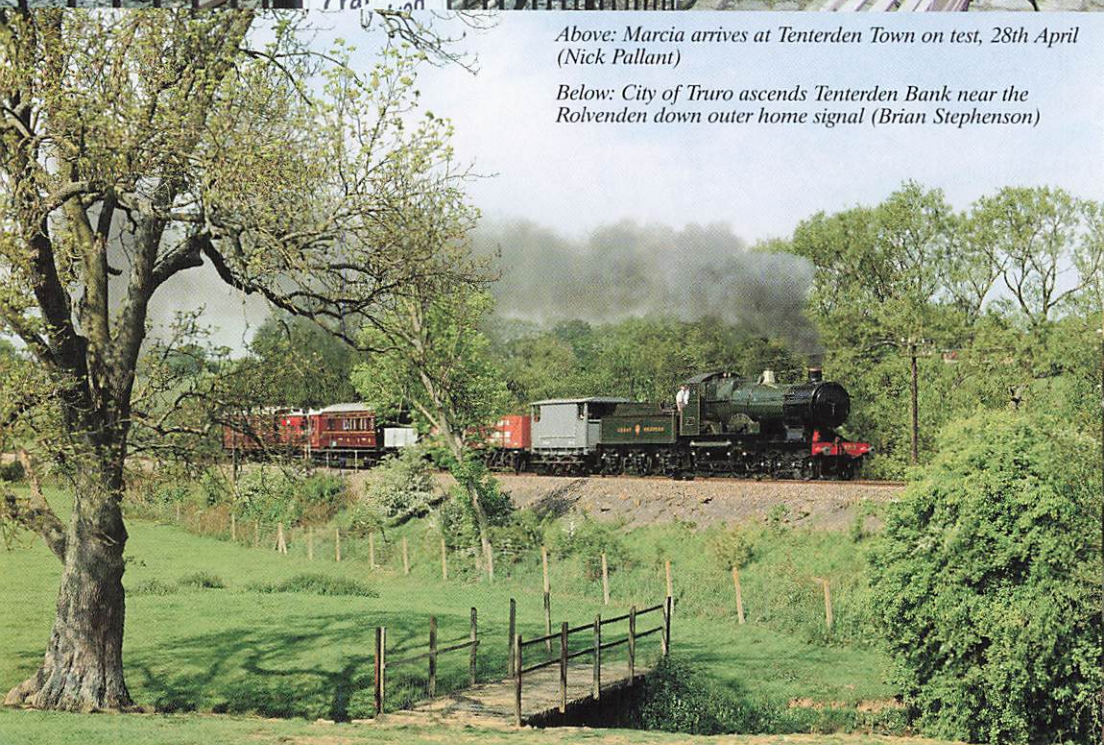


SPRING GALA

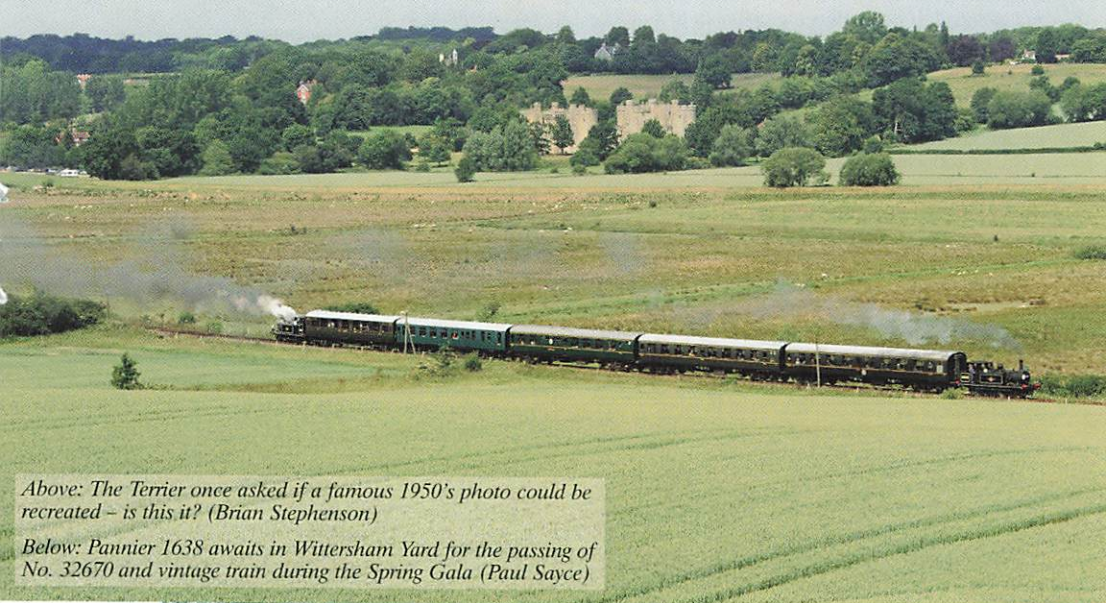


Above: Marcia arrives at Tenterden Town on test, 28th April (Nick Pallant)

Below: City of Truro ascends Tenterden Bank near the Rolvenden down outer home signal (Brian Stephenson)



30th April - 2nd May 2011



Above: The Terrier once asked if a famous 1950's photo could be recreated – is this it? (Brian Stephenson)

Below: Pannier 1638 awaits in Wittersham Yard for the passing of No. 32670 and vintage train during the Spring Gala (Paul Sayce)



What is THE BENENDEN HEALTHCARE SOCIETY?

Originally the Society was set up to help Post Office workers and later, Civil Servants, with treatment for tuberculosis. Over the years, though, it has grown and changed. It now offers membership to a much larger group of people. Last year, it was decided to open it to anybody who was a member of a Charity – which is you and me. It is a mutual society, providing complementary healthcare to its members. It is not a private insurance scheme like BUPA. However, this is clearly reflected in the subscription charges, which currently stand at £1.50 per person per week. It is run by a Committee of Management, which is elected every two years. The local groups are run by Branch Committees, whose members are elected annually.

The Society aims to plug the gaps left by the NHS, and provide a safety net; it is able to help in many ways, for example, by funding physiotherapy up to a limit of £300.00, when waiting times on the NHS would mean a patient continuing in pain, or suffering further deterioration. This level of financial help is also available in relation to counselling.

Should you be referred to a consultant, and face a long wait for an appointment, then The Society will pay for a private consultation; this does not prevent you from being treated on the NHS, in fact it can speed it up, as you are then put on the NHS waiting list for treatment much earlier. From personal experience, I have found this to be extremely useful; instead of waiting three or four weeks, (or even longer these days) a Consultant's appointment came through in under a week.

Benenden Hospital is the main treatment centre for the Society, and the Benenden Hospital Trust is registered with the Care Quality Commission. It also holds accreditation for 'Investors in People'. The Hospital has modern state of the art theatres with the latest digital technology, together with 13 new single room units with en-suite facilities. They are as good as any you will find in other private hospitals. In addition, well equipped rooms have been introduced in which minor procedures can be undertaken. Patients are screened before admission and strict procedures are in force to maintain a low infection rate. This means that there have been no serious cases of infection - Bacteraemia or Septicemia related to MRSA or Clostridium Difficile* - since 2000 (*as defined by the Department of Health).

Tests and treatments are combined into one appointment wherever possible. Over 99% of patients responding to the most recent survey said that their treatment was either 'excellent' or 'very good'.

Day Surgery accounts for over half of all in-patient activity. It offers a wide range of surgical procedures

which can now be performed on a day case basis, rather than requiring an overnight stay. There is even an 'Hotel' at the hospital which provides accommodation for relatives or overnight stays before or after treatment, should it be necessary. Outpatients are seen in the Jubilee Clinic and Lister Medical Centre; the Jubilee Clinic includes a purpose-built Endoscopy Unit with leading-edge equipment and specialist nursing staff.

Diagnostic Services are some of the newest available. Digital imaging lets consultants see x-rays within seconds of them being taken and reduces patients' exposure to radiation. A range of other diagnostic tests are undertaken, such as MRI.

The Hospital is one of the very few BUPA recognised hospitals in the country which can provide specialist high quality care for children. While most cases can be dealt with as day care, there are facilities for overnight stays should that be necessary. Every effort is made to undertake tests with minimal visits to the hospital unit.

The Society covers a large range of services, from Cardiology through Endoscopy, Fertility Treatment, and Paediatrics to Urology.

There are various other benefits, such as travel insurance. In addition a Cash Plan is offered by the Society, which refunds money spent on treatments by Dentists and Opticians, for example. There are various levels, and how much is refunded depends on the type of plan paid for.

The cost of membership is, as I have already said, only £1.50 per week (£6.50 per month); each additional member who is known as a Nominee, costs a further £6.50 per month. You can add as many Nominees as you like, and after a six month qualifying period, they can, if they wish, become full members. This gives them the right to participate in the running of the Society by becoming Branch Committee members or even a member of the Committee of Management.

Once you've been a member for six months you will have access to all the benefits available, including help with existing conditions. During that period, though, you can use all the information help lines and services.

You don't have to live in this area to benefit. There are Regional Centres based in private hospitals through the UK and Northern Ireland. If treatment is authorised by the Society, you can receive it either at Benenden Hospital, or one of the Centres.

It is impossible to give a complete picture about the Society in a short article but if you read the leaflet enclosed, and visit the website www.benenden.org.uk you will find full details there.

Carol Mitchell

Stephens, Diplock and the Pedrail

Tom Burnham describes one of Colonel Stephens lesser known connections

Before he became a recognised expert on light railways, Holman Stephens had to apply his engineering training over a broader field, for example the Upper Medway Navigation (*Tenterden Terrier* No.71, Winter 1996) and the Cranbrook District Water Company. Another venture, whose connection with Stephens has received little attention, was the improbably named Diplock's Patent Traction Engine Haulage Syndicate Ltd., which involved him in steam locomotion on the road, and potential competition with his railways.

Its moving spirit was Bramah Joseph Diplock, born on 27 April 1857 at Hurlingham, in West London, the eldest son of Dr Thomas Bramah ('Tom') Diplock (1830-1892). After Dr Diplock's parents died while he was still a baby, he and his elder brother Samuel (1828-1853) were brought up by his uncle, John Joseph Bramah (1798-1846). J.J. Bramah was a leading iron founder and civil engineering contractor of his day, and was himself the nephew of Joseph Bramah (1749-1814), an engineer who invented the first high-security lock, the hydraulic press, an improved water closet and the traditional beer pump, among many other devices.

Tom Diplock began by studying civil engineering, but then adopted the profession of medicine, qualifying as an MD in 1856. While a student he made friends with F.G. ('Fred') Stephens (1828-1907), the father of Holman Stephens, who was an artist, art critic and member of the Pre-Raphaelite Brotherhood.

J.J. Bramah's widow, Mrs Martha Bramah (c1794-1870) had moved from Dudley to Joseph Bramah's former house in Cheyne Walk, Chelsea after her husband's death, and she bought a medical practice nearby for her nephew. Mrs Bramah was interested in good causes, including the rehabilitation of 'fallen women', and in 1858 Fred Stephens persuaded her to assist in the reform and education of Annie Miller, a Chelsea barmaid who sat as a model for Stephens' artist friend William Holman Hunt, and whom Holman Hunt was thinking of marrying. The episode ended unsatisfactorily for all concerned, apart from Annie Miller.

Bramah Diplock went into business rather than the professions. He had no formal technical education, but in his twenties spent some years in Cornwall, learning about quarrying from Lewis

Hamilton, proprietor of the Penryn granite quarry. He later wrote that from 1885 to 1892 he was responsible for "a large amount of traction engine haulage under somewhat exceptional and difficult circumstances". The experience convinced him of the need for a better system of road haulage for heavy goods. Britain's roads had been neglected in favour of railways over the previous half century, and outside the towns 'macadam' road surfaces were usual. These were fairly satisfactory for light horse-drawn traffic, but easily became rutted under heavy mechanical vehicles – not only needing expensive repair but also greatly increasing rolling resistance. These practical difficulties were compounded by Britain having some of the world's most restrictive legislation on mechanically propelled road vehicles, which made working a traction engine on the highway all but impossible, if local magistrates chose to apply the letter of the law.

Nonetheless, steam road traction engines developed considerably during the later nineteenth century, and some British builders had an international reputation. Diplock joined one of these, John Fowler & Company of Leeds, becoming company secretary of a subsidiary, Fowler-Waring Cables of North Woolwich, in 1894. Fowlers had built an experimental four-wheel drive traction engine in the 1880s, but had not pursued the idea. Diplock saw its potential and in 1893 filed a patent application for a much more sophisticated layout, offering not only four-wheel drive, but also all-wheel steering and lockable differentials. Further refinements of the concept were patented in 1897, 1900 and 1902, including a differential between the two driving axles, the need for which became apparent after early trials. The design shows both the strengths and weaknesses of Diplock's approach. The general layout and concept are startlingly modern, and show that Diplock was early to treat wheel and road as a single system. But it was also mechanically complicated, beyond the ability of most traction engine owners to maintain. William Norris, a contemporary expert, observed that "could we rely upon [road wagons] being systematically overhauled, run, and adjusted by skilled mechanics, as are railway locomotives, then there would be no limit to the refinements to be introduced."

Bramah's original patent was reported on favourably by Colonel R.E.B. Crompton of the



The four-wheel-drive Kerr-Stuart engine with lifting gear under trial in January 1902 (Pedrails on front axle only)

Royal Engineers. Colonel Crompton (1845-1940), who became a keen supporter of Diplock's ideas, was a larger-than-life, typically Victorian, character, a pioneer of steam road transport in both England and India, and founder of the electrical firm, Crompton & Company of Chelmsford.

The report encouraged Diplock to form a company to exploit his invention. Diplock's Patent Traction Engine Haulage Syndicate Ltd. was incorporated on 9 July 1897 with a nominal capital of £10,000 and an office in Victoria Street, London. Of particular interest to us, the Articles of Association named Holman F. Stephens as the first Assistant Managing Director, specifying a salary rising from £50 to £250 over four years, in addition to a share of the profits. The Managing Director was B.J. Diplock, and the other director was St Clair Kelburn Mulholland Stobart (1861-1908), whom Diplock had met in the granite business in Cornwall. Much of the initial capital was provided by Harold William Stannus Gray (1867-1951), a wealthy landowner and a cousin of B.J. Diplock's wife; Stephens subscribed to a single £1 share

With money in the bank, a prototype four-wheel drive traction engine incorporating Diplock's ideas was built in 1899 by William Tasker & Sons of Basingstoke. A letter from Colonel

Crompton dated 28 December 1899 describes tests of this engine at Branbridge Mills, East Peckham, where the roads were very soft and slippery from continued wet weather. The engine was able to start a train of seven trucks carrying 52 tons of stone and manoeuvre it around the yard, while three of the heaviest trucks weighing 36½ tons all told were hauled over miles of country roads and round some very tight corners.

Satisfactory as these results were, Diplock's fertile brain was working on a further idea, which offered the benefits of the steel wheel on steel rail to road haulage. The Pedrail, as Diplock named it, looked like a large wheel with a number of round feet (typically fourteen) disposed around the rim. In fact, it is better to think of it as a very short caterpillar track. Behind the disc-shaped cover was a system of slides, springs and levers which ensured that at least two of the round, rubber-shod feet, mounted on ball and socket joints, were firmly placed on the ground at any time, each foot carrying a roller. A short section of rail ran over the rollers, supporting the engine. The motion as the feet adjusted themselves to an uneven surface was curious, and the noise as each foot hit the ground was incredible.

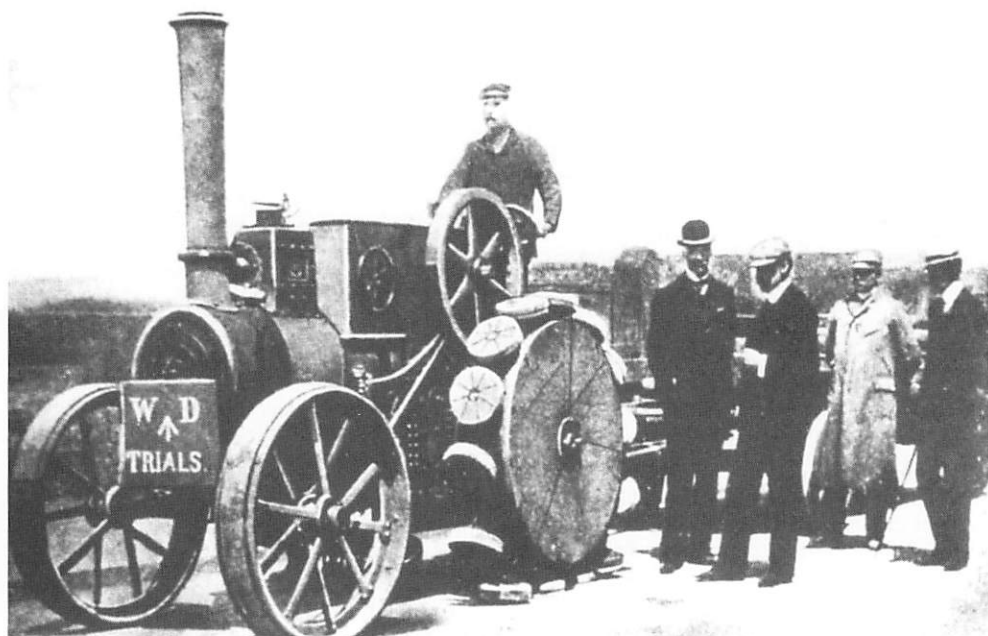
Diplock obtained a patent for the Pedrail in July 1899, and the following December began

designing an engine to demonstrate it. It was built by Kerr, Stuart & Co. Ltd. of Stoke-on-Trent and was another four-wheel drive machine, a compound engine, with a winding drum and crane. To save money, Pedrails were fitted to the front axle only, with ordinary traction engine wheels on the rear axle. Trials at Stoke in January 1902 showed that it was able to climb a steep hill and cross a 9-inch baulk of timber.

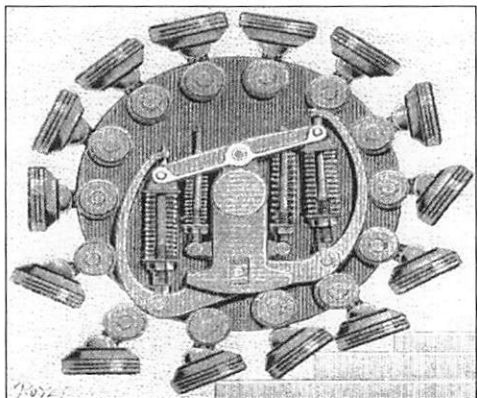
To publicise his ideas, Diplock wrote a book, "A new system of heavy goods transport on common roads", which appeared later in 1902 to favourable press comment. It described in some detail not only the Pedrail, but also his ideas for its use. Diplock believed that his proposed transport system would solve the rural transport problem which the Light Railways Act of 1896 had addressed only partially. From a technical standpoint, Pedrail-equipped tractors would haul road trains of single-axle Pedrail trailers linked by patented articulated couplings. The single-axle layout of the trailers meant that the diameter of the Pedrails would not be a problem, as unlike a conventional road truck of the period, the wheels would not need to turn under the body to steer. Each trailer would carry two boxes, 6 feet long, 3 feet 9 inches wide and 3 feet high, fitted with lifting straps. These

could be stacked on top of each other and four boxes would fit into an ordinary railway wagon for trunk haulage. The tractors would have cranes so that they could pick up boxes or set them down on the ground or a platform. In short, as Diplock put it, the boxes could be "loaded in the farmer's field, the hold of a ship, the manufacturer's warehouse or elsewhere as required, fetched from thence by engines, conveyed to any destination by road or to the nearest railway station, and thence by rail to their ultimate destination, without being unpacked". Diplock advised that traffic management should be based at the local depots, so that the service could respond quickly to the demands of its customers. The boxes would be "distributed from depots as required along the line of route of the engine, so that they may be loaded in advance, and the engine will then only have to pick them up and proceed on its journey". However, equipment should be highly standardised, with a system of central workshops, to achieve good reliability at low cost.

The Syndicate issued a further prospectus in May 1903 to raise funds to continue development work and demonstrate the Pedrail concept. By this time, St Clair Stobart had resigned as a director, and Frederic Hugh Lee



The Foster engine on trial for the Army in 1904. The man wearing a bowler hat is probably Bramah Diplock [Royal Engineers' Museum]



The Pedrail mechanism behind the cover

(1855-1924), a solicitor, and George Seymour Fort (1858-1951) had been appointed instead. Seymour Fort represented the South African mining magnate Sir Abe Bailey on the boards of several companies, and it may well be that finance was hoped for from that direction.

In November 1903, Professor Henry Selby Hele-Shaw of Liverpool University gave a lecture on the Pedrail to the Liverpool Self-Propelled Traffic Association. Making use of a then new medium, he showed a cinematograph film of the trials of the Kerr-Stuart engine at Stoke, describing it as "half traction engine, half elephant". In the following month, the Pedrail was brought to the attention of the public at large with the publication in the *Strand Magazine* of H.G. Wells' short story, "The land ironclads". In this piece of science fiction, set in a war in the near future but obviously alluding to the recently concluded Boer War, an army of tough, horse-riding countrymen is routed by a force of city clerks and mechanics in steam-powered armoured fighting vehicles, which easily cross the enemy trenches thanks to their Pedrails. On seeing this, the fictional narrator, a war correspondent, casts his mind back to an interview with Mr Diplock at his office in Victoria Street. Bramah Diplock must have felt that his fame was now assured and that fortune would follow close behind, but sadly events were to prove otherwise.

A third traction engine was built by Fosters of Lincoln. This weighed 5 tons and had a single cylinder driving the rear axle which was fitted with Pedrails. Trials at Lincoln in July 1904 were attended by members of the Mechanical Transport Committee of the War Office. This was followed by a successful run from Lincoln to London "over very bad and soft ground" and an appearance at the Royal Agricultural Show.

The engine was demonstrated in Liverpool in December 1904 by Diplock and Professor Hele-Shaw to "some of the leading business men and engineering experts of the city", to "general expressions of surprise and admiration".

The Fosters engine presumably returned from Liverpool to London by rail, for on February 1905 it pulled a loaded trailer from Marylebone station to Millbank Barracks by way of Portland Place, Regent Street and Whitehall, where it stopped for inspection near the Local Government Board offices. Shortly afterwards, it proceeded to Aldershot for trials by the War Office on 8 February, attended by several senior officers. The trials pitted the Pedrail engine against ordinary 'steam sappers' (the military traction engines developed for the Royal Engineers). The Diplock engine "drew a load weighing about five tons through a gully and up a steep sandy hill. The pedal extremities of the driving wheels seemed well adapted to the loose surface and made the journey with ease." Although impressed by the Pedrail's haulage capabilities, the War Office eventually decided that its mechanism was too delicate for active service.

A prospectus for the issue of a further £10,000 in ordinary shares in 1906 mentioned the proposed formation of the South African Pedrail Syndicate Ltd. Traction engine haulage using conventional machines had proved its value during the South African War and the Syndicate had connections with South Africa through its director George Seymour Fort, and through Professor Hele-Shaw, who had gone out to South Africa as director of technical education in the Transvaal.

By 1906, H.F. Stephens had been replaced as a director of the Syndicate by Major Herbert Richard Magniac (c1858-1909), who from bankruptcy had become a popular hero in the Boer war. The Syndicate itself was running into acute financial difficulties, but still acquired two more traction engines. Bramah Diplock himself continued to patent improvements to his original Pedrail, but was also working on a new approach (confusingly also known as the Pedrail) which used supporting feet mounted on an endless chain and looked superficially much more like the modern crawler track, although it extended for the full width of the vehicle. Following the death of Major Magniac, Harold Stannus Gray finally joined the board, and in 1911 as the major creditor put the Syndicate into liquidation.

A new company, Pedrail Transport Ltd., was

formed and acquired the remaining assets of the Syndicate, including its patents and designs. The Great War might have seen Diplock's inventions properly developed at last, but, although a prototype Pedrail-mounted landship was partly built, it once again proved too complex and was also too difficult to steer. Bramah Diplock died unexpectedly on 9 August 1918, and Pedrail Transport Ltd. went into receivership in September 1920.

With the benefit of hindsight, it is possible to suggest some reasons for the failure of Bramah Diplock's ideas, ingenious and forward-looking though they seemed. Both his four-wheel drive system and the Pedrail were too complex to appeal to existing hauliers. They might have worked as part of the nationwide transport network envisaged by Diplock, but the enormous capital required for this was never forthcoming or even seriously sought.

Had Stephens been more closely involved with

the Pedrail than he seems to have been, he might have suggested establishing a road transport system in a locality where a light railway had been proposed but not built.

With the support of the local authorities, this could have offered a more convincing demonstration of the potential benefits of Diplock's ideas than his one-off trials, amply publicised though they were.

I should like to thank David Fletcher, of the Tank Museum, who first drew our attention to Holman Stephens' involvement with the Diplock Pedrail. His book, "The British Tanks 1915-1919" gives full details of the Pedrail investigations in the First World War. John Glanfield, another expert on early tanks, wrote a useful article on the Pedrail in *Old Tractor* magazine. Brian Janes and Philip Shaw provided valuable information. I am grateful to the Science Museum Library and the National Archives for facilities provided.

KENT & EAST SUSSEX RAILWAY 300 CLUB

PRIZE WINNERS

January 2011

1st	P J Pass	No. 046	£60.00
2nd	John Collard	No. 198	£40.00
3rd	D J Mann	No. 325	£30.00
4th	Gerald Siviour	No. 108	£25.00
5th	John Collard	No. 197	£20.00
6th	Laura Lowsley	No. 261	£10.00

March 2011

1st	Ray Crampin	No. 423	£80.00
2nd	Richard Halton	No. 468	£60.00
3rd	R Bennett	No. 482	£50.00
4th	Laurie Reed	No. 321	£30.00
5th	Nigel Thomas	No. 365	£20.00
6th	Frank Lambert	No. 150	£15.00
7th	Brian Gooch	No. 136	£10.00

February 2011

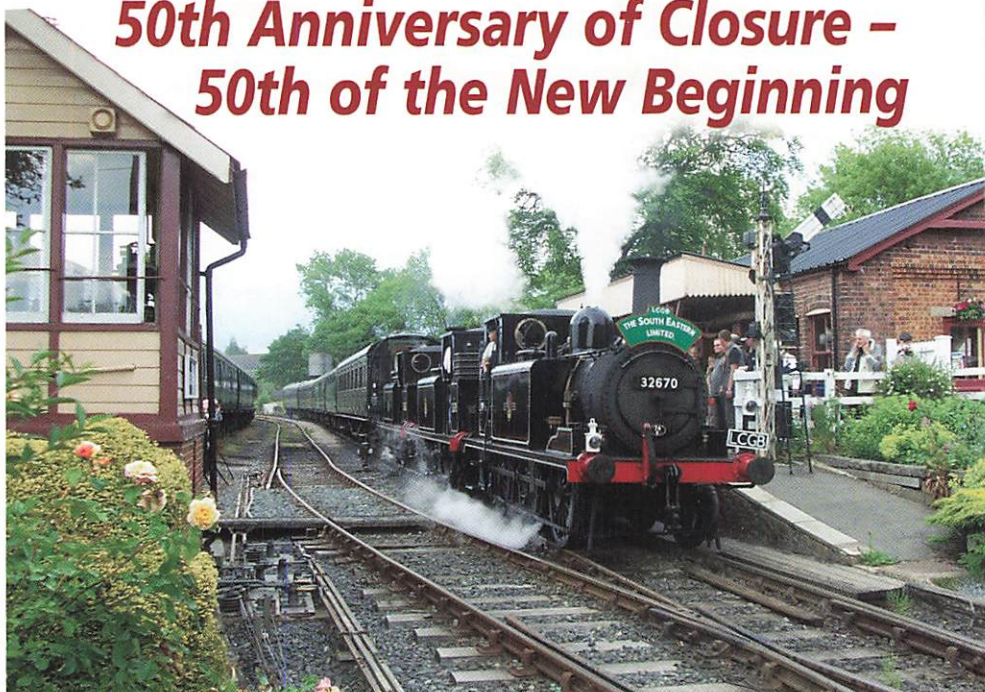
1st	A Clark-Monks	No. 270	£60.00
2nd	Boris Perkins	No. 113	£40.00
3rd	Meg Gooch	No. 492	£30.00
4th	Mrs M Colwell	No. 128	£25.00
5th	Mrs P C Hoad	No. 345	£20.00
6th	J R Crawford	No. 528	£10.00

April 2011

1st	Lionel Marchant	No. 606	£60.00
2nd	Nigel Thomas	No. 363	£40.00
3rd	Ron Dawes	No. 035	£30.00
4th	A J Clark	No. 063	£25.00
5th	Claire Stuchbury	No. 026	£20.00
6th	Mrs W J Cloke	No. 554	£10.00

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

50th Anniversary of Closure – 50th of the New Beginning



Nos. 32670, 32678 & 32662 head the South Eastern Limited on 11th June 2011 (Nick Pallant)



No. 32662, otherwise Martello, worked the last passenger special with No. 32670 in June 1961 – she stands resplendent half a century later (Rod Spratling)

GRICER'S MARK I MUSINGS

During one of those unhelpful stare-at-a-blank-sheet-of-paper moments, Gricer had an equally unhelpful thought: what, exactly, is the Kent & East Sussex Railway? A heritage railway. Good start. An educational charity. Solid stuff.

Then Gricer asked himself: what is a "heritage railway"? More to the point, what exactly is "heritage"? His Oxford Dictionary of English duly obliged: "Denoting or relating to things of special architectural, historical, or natural value that are preserved for the nation."

Time for further thinking. Who decides when something should metamorphose from being a workaday object into an item of heritage value? For example, twenty years ago, probably less, many of us would have laughed at the prospect of our fleet of Mark I carriages being classified as items of "heritage." Now knocking on sixty years old, it is hard to imagine they are anything but. Maybe the answer is that something becomes "heritage" when it is no longer in regular use.

So: are we fulfilling our intentions / obligations in the context of being a "heritage" railway? Gricer confesses to being a little uncertain what they might be; however, the 2011 timetable leaflet offers a useful insight: "By visiting the railway your contribution enables us to restore, preserve, operate and display railway locomotives, rolling stock and other equipment for the advancement of technical and historical education and general interest..."

Gricer wondered: does it? Just out of curiosity, and only that, what proportion of the *additional* income raised from our special events, for example, finds its way back to furthering our core objectives? Income after additional expenses – not just the obvious, direct expenses such as advertising and so on, but those of a longer-term nature. Additional cleaning costs, wear and tear on locomotives, rolling stock and permanent way...

He isn't for a moment suggesting that somebody should sit down and work it out: we all have far better things to do. And Gricer would also like to emphasise – before a large, well-aimed spanner is lobbed in his direction – that these are merely idle thoughts. Because, in whatever way we run the place, however we fulfill our obligations, we seem to be getting it about right. The railway has built a fine reputation for its special events. They provide an enormous amount of pleasure for our visitors; similarly for volunteers and staff – as well as a touch of variety; they aid cash flow; and raise the Railway's profile. While it's preferable that they

don't make a loss, does really it matter whether they contribute half a loco rebuild or merely the price of a packet of washers? Probably not. But Gricer couldn't help wondering...

That's Entertainment.

Gricer was interested to read a copy of a recent independent quality assessment of the railway. Maybe February was not exactly the time for it to be seen at its finest, but Gricer believes such assessments enable us to sit back and take a good look at ourselves through impartial eyes. (Which, now he thinks about it, is something of a physical impossibility.)

Constructive criticism is no bad thing, and inevitably some issues will rankle a shade. This time was no different. However, one particular suggestion really caught Gricer's eye: that ticket inspectors should make more of a "performance" of their duties. Interesting point, for in Gricer's experience visitors do have a preconceived perception of how ticket inspectors should act.

In days gone by, they seem to have had a tradition of being slightly officious and curmudgeonly, (note to self: try and look more miserable when checking tickets). It is not uncommon to enter a carriage, (especially when it is occupied by a large party), to hear a chorus of "Tickets please!" Which is exactly as it used to be in pre-political correctness days, although Gricer recalls it as something more resembling a strangled "Hicks plz!"

This, interestingly, flies in the face of instructions issued many years ago by the Railway: that ticket inspectors should not call out, "Tickets please!" Rather, we should try something along the lines of, "Good afternoon. May I check your tickets please." Which, for the most part, is not exactly what people want, or expect. It reminded Gricer of Sergeant Wilson in Dad's Army: "Good afternoon. How lovely to see you. I wonder if you'd mind awfully if I checked your tickets. How terribly kind." It's getting a little too close to the "have-a-nice-day-missing-you-already" school of charm. A cheery "Tickets please!" really does seem to do the job.

Whether this qualifies as more of a "performance," Gricer cannot say. So, just in case, look out for him riding through the train on a unicycle, playing the banjo while singing *Come into the Garden, Maud*. He may even find time to check some tickets.

The Kentish (and East Sussex) Spring.

April brought the rare occasion of bank holidays on consecutive weekends. It also brought the even

rarer event of two *fine* consecutive bank holidays. After a long, cold winter, how welcome this was; and how splendid the Railway and countryside have looked – the station gardens along the line particularly so. Admittedly, there may have been occasions when we have not been quite as busy as we might have wished, but they have merely served as an opportunity to sit back, enjoy, and reflect upon times when the pace of life was a little less frantic.

Nonetheless, Gricer was sorry to learn that in terms of commercial success, the Junction Road Weekend was a disappointment. Blessed with fine weather, it seems we did all we could to make the event appealing. Certainly on the Saturday, the track bashers and enthusiasts were about in force; but as the General Manager suggested in his blog, the provision of an extra mile of track appears to do little for Joe Average. What, then, will an extra three miles of track to Robertsbridge do? With Bodiam being a “logical” destination, will the line become a Railway of two halves, conveying passengers there from each end? Thus raising the interesting possibility of Bodiam becoming the Railway’s principal hub.

The end of April, of course, brought one of those occasions that Britain does so well. An occasion of pomp, pageantry, celebration and joy. And an occasion where the show was stolen by a young

lady in all her finery. Yes, it was the Annual Gala and, while the visit of *City of Truro* was an eye watering triumph, for Gricer it was indeed a young lady who stole the show. Okay, locomotive *Marcia* isn’t so young, but boy, she looked fantastic. What a delight to see her back in steam again. As always, the Gala was a brilliant weekend: we almost seem to expect with a degree of nonchalance that it will be better than last year. And it always is.

But Gricer wonders how long will we be able to maintain this. As we do better and better things, people’s expectations rise. Will we, he wonders, reach the stage where we may temporarily have to adopt the old showbiz adage of, “Leave ‘em wanting more?” And perhaps have a biennial gala? Gricer hopes that day is some way off: he is ready to have his flabber gasted yet again in 2012.

Details, details...

In Gricer’s last column, he had a little grumble about the staff mess room and how the catering department must be heartily sick of cleaning up after us. Gricer now understands that this unenviable, and avoidable, task falls to our site caretaker, Chris. (Additional note to self: try and get the facts right.)

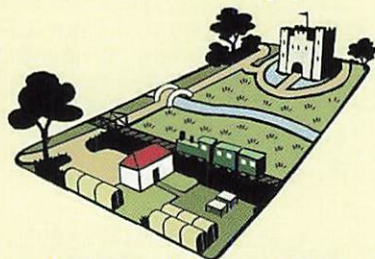
The Roaring Forties

Brilliant! Fantastic! Wonderful! If Gricer had a pound for every time he heard those words... if Gricer could plug in to the electric atmosphere... if Gricer could bottle the feel-good factor among staff, volunteers and visitors alike... It’s hard to find sufficient superlatives for this year’s Forties Weekend. It’s well-established now, but the Battle of Britain Memorial Flight; huge numbers of re-enactors; tremendous vocalists; a static replica Spitfire; numerous visitors in period dress; a car park full by noon; and, (with only extremely limited information available at the time of writing), a hint that the Saturday might possibly have been the Railway’s busiest day ever... It set Gricer thinking: was this our best special event ever?

There’s quite some competition for that accolade: earlier Forties Weekends; Hoppers’ Weekends; Thomas 65th birthday celebrations; and galas that just get better and better. The Forties Weekend, this year, however, really did scale the highest peak of quality. That so many re-enactors and exhibitors return to us year after year is surely testament to that – together with the fact that something like 1,600 school children are entrusted to our care in the subsequent Schools’ Evacuation Week. So, *was* it our best ever event? Although beauty lies in the eyes of the beholder, for Gricer there is little doubt. Yes.

BODIAM NURSERY

Coastal and Country plants



Plants for all garden habitats
Excellent range of Acers

Bodiam, Robertsbridge East Sussex
TN32 5RA www.bodiamnursery.co.uk
tel. 01580 830811 or 07971 419302

A Railway Day Out

DOWN UNDER

By Peter Southgate

In *Terrier* No 109 I reflected on the state of the railways in Tasmania during my recent years there. The Editor suggested I might have more to offer on this theme, so here's an account of one excursion I took.

With no regular passenger services still running in Tasmania the only way you could get to ride the rails was either at one of the few small heritage sites or on an occasional excursion train. The Derwent Valley Railway Society, based at the small town of New Norfolk, used to work with the Tasmanian Transport Museum in Hobart to run these excursions, and most were well patronised by the general public and the small number of Tasmanian railway enthusiasts. We took a number of these along various stretches of the Derwent Valley a few miles north of Hobart, one right up past the hop fields and into thick forest. But the most memorable trip was the one from Hobart to the town of Ross about 100 miles away in the middle of the island.

This was a twice yearly event: on Australia Day (26th Jan) and Fathers Day, and as it turned out the one we rode in January 2004 was almost the last that ran.

We'd booked in advance; a good idea as the train was full of holiday crowds. We'd requested forward facing seats, but they were facing

backwards. All was not lost, for the seat backs were reversible, tramcar-style, though the snag then was that your feet were tangled up with the passengers opposite who'd decided they wanted to face the other way – just like the old days of London commuting!

We were in the 'Tasman' class carriages, very comfortable and with reclining leather seats. The 'Tasman Limited' used to run across the island in the post-war years: a limited stop express, travelling daily in each direction between Hobart and the north coast. It was a last-ditch attempt to keep people on the railways, and was marketed as a luxury train. There are some wonderful period pieces of promotional film for it still around, which I was lucky to catch in Hobart once, and they reminded me of adverts in 1950s American magazines for the prestige trains of companies like Santa Fe, Burlington and Union Pacific. The film showed the wide reclining seats, at which sat men in suits and women in their best dresses, gazing admiringly through picture windows at the passing scenery while being served food and drinks by smiling uniformed hostesses. It was a good try, but it failed in the US and it failed in Tasmania. Many regret this now as they sit in traffic queues or drive for hours across the island, but the lure of the motor car was irresistible. In 1978 the Tasman Limited ran for the last time and



Stopping off at Paratta (Peter Southgate)

plans for a grand new passenger station in the centre of Hobart never materialised. The site of the old station is now the local headquarters of the Australian Broadcasting Corporation, and the remaining freight trains end at their run at grubby sidings down by the docks.

Some of the old passenger coaches found their way south from Hobart to an antiques emporium where, along with a rusting steam engine, they stand immobile and rather the worse for wear forming the 'Margate Train', which houses a café, gift shops, second hand book shop and toilets. Sadly, though, this is a train that never moves. But other coaches from the 'Tasman Limited' are preserved and used on excursions like the one to Ross, still featuring – in theory – at-seat refreshment service.

The main attraction on this occasion, though, was that they were clearly marketed as not suitable for children, so we were looking forward to a peaceful time. I've nothing against children, but this was going to be a long trip. Sadly the marketing wasn't quite reflected in the reality, and our coach did not offer at-seat service, nor was it child-free. But it wasn't the Eurostar after all, and if we complained we'd be marked out as 'whingeing poms.' In any case, across the aisle from us was a lady who was shaping up as more of a problem than noisy children. She was dressed as for a summer day at the races or a fashionable English seaside resort - in the days when there were such places – with a flowery cotton dress, a parasol, and a bag containing supplies for the day. She looked lonely, but not so as to invite conversation, and was clearly having no truck with anyone who got in her way. She came up behind us as we were looking for our seats and told us aggressively to sit down because we were holding her up, so I immediately took against her.

Eventually we all knew where we were sitting, which way we were facing and where our possessions were going to repose, and the train glided gently away. The run north out of Hobart takes you through surprisingly many miles of suburban sprawl, but with views of the river on one side and mountains on the other. It was obvious that the 'art' of graffiti was still alive – though not particularly well – in Tasmania, and the walls and bridges alongside the railway had been defaced with artless scribbles. There was also a fair bit of litter lying around, so the trackside was little better than the approach to most cities around the world.

After clearing the Hobart suburbs we crossed the Derwent River on the Bridgewater causeway and

lifting bridge, a wonderful rusting piece of industrial archaeology which carries road and rail across the river and lifts vertically for river traffic to pass. This is now a rare event since barge traffic to the up-river paper works ceased some years back. Schemes are afoot to replace it with a high-level road only bridge - providing a convenient excuse to close the rail line into Hobart. The railway would then end at a new 'freight hub' from which containers would be trucked into Hobart on the already congested highway, and the existing rail yards sold off to developers - at a good profit. The positive side to this scenario is that the severed section might then be converted to a light rail commuter line into Hobart, something it's lacking at the moment.

We threaded through some more urban detritus before plunging off into open country. Here we started to climb, with the line winding to and fro around the hillsides, great horseshoe curves taking us from one side of the valley round and back up on the opposite side, gaining height all the time. Out of the window we could see the two diesel locos hard at work at the head of the train, wheel flanges screeching on the curves and black exhaust belching out above.

At the high point of this 'mountain' section of the line was a three quarter mile tunnel. This obvious novelty was advertised well in advance over the tannoy and people were talking about it long before we got there: 'Soon be at the tunnel! You have to shut the windows while we go through.' In time we were, indeed, instructed by the Conductor to shut the windows to keep out the fumes. But I didn't respond quickly enough for the woman opposite: 'You have to shut the window' she barked at me. I ignored her long enough to make a point, then closed the window.

After two or three hours we arrived at Ross. At one time there was a proper station here on the main north-south railway line, but now there's just a loop along the outskirts of town where freight trains pass now and then. So with little of railway interest to detain us we strolled about the town for a couple of hours, had lunch, browsed the tourist shops and the wool museum, looked at the famous convict-built bridge then went back to the train and climbed on board again. At this point it was revealed that we'd run into technical problems – a flat battery was the main one, and while someone drove off to get a new one we had to wait for a freight train to go through. By the time the new battery arrived and we got going again of course we'd lost our slot on the single

track route, so we were badly behind schedule. The delays grew longer as time passed, but this made no difference to the next item on the day's agenda, which was one of the most memorable parts of the outing.

It was about 4pm now and we were running over an hour late, but nobody seemed bothered; the 'she'll be right mate' philosophy was kicking in. Some passengers had made several trips to the refreshment counter and were getting distinctly mellow – as opposed to some of the children who were getting fractious. Then it was announced that we'd soon be stopping for tea as planned at a place called Paratta. Back in the days of regular passenger services this was a stopping and cross-over point, with a refreshment room where passengers were fed and watered before continuing north or south. But although the refreshment room and regular passenger trains are long gone we found that tea at Paratta remains a strong local tradition.

We pulled in at the ruins of the station, in the middle of nowhere much, and were directed up the short village street to a hall where tea was waiting. Paratta really did look like the one horse town when it was even the horse's day off: no sign at all of the locals. Ready by now for a feed everyone did as they were told and trooped up the street. And there, inside the tiny village hall, laid out around the room on trestle tables,

was a huge spread of sandwiches, tea and cakes, proudly attended by the ladies of the Country Women's Association (the Australian WI). It was all very charming and most welcome and before long not a crumb was left. So we thanked them and all trooped back down the street to the train, got back on and set off again into the bush, revived for the rest of the trip back to Hobart, still another couple of hours away.

Along the way I looked down the hillside and there, on the corrugated iron roof of an isolated building, were large painted letters spelling out a word which the Editor tells me will not appear in the *Terrier*! Painted with feeling, perhaps, but I'm still puzzled as to quite why it had been put there. But I do know that this was probably one of the most exciting days in Paratta since the last train called, and I wonder what they do for excitement now there are no more excursions.

I was in Tasmania at just the right time, for such rail excursions are a thing of the past, due to maintenance cutbacks for the rail network (used a fair bit for freight) which mean that passenger safety standards can no longer be met. So this is a trip down memory lane in all senses. Public apathy doesn't help: I recently came upon a press release on the internet about the cuts dated 1 Dec 2005, to which the number of 'comments' was still recorded as zero! There must be a lesson there somewhere, but I'm not sure what it is.



Running round at Hobart (Peter Southgate)

Letters to the Editor



Sir,

After reading Part 1 of John Miller's 'Road Transport of the K&ESR' in *Tenterden Terrier* 114 (Spring 2011) I was rummaging in the archives and came across the attached photo of a horse dray clearly engaged on delivery of 'smalls' on behalf of the Railway. The donor reported the photo as taken at Northiam in the 1916-20 period and significantly the driver as a member of the Huxford family, the senior of whom was the Station Agent and then founder of the coal merchants at the station that survived till relatively recent times. Although there is no evidence that it was one of the two Railway drays mentioned by John, the railway connection is strong so it might be.

Sissinghurst

Brian Janes

Sir

I have followed John Miller's article on horse drawn vehicles with interest.

The dray shown in Tenterden Station yard on page 45 of *Tenterden Terrier* No 114 is the one that Tom Beech was driving when I started on

the K&ESR in 1933. It had no sides on it, like the drawings.

The dray horse used at that time (do not know who owned it) had a complaint called Greasy Hock on its front left leg. It was very swollen, twice its normal size, all the hair was missing, and it exuded a mattery substance that attracted flies. Whether a vet was involved I do not know. Tom Beech used to bathe it, and put some sort of disinfectant on it, to no avail. He had to put up with a lot of abuse, and criticism of cruelty from the public when he was delivering in Tenterden High Street, with swarms of blow flies surrounding the poor horse's foot, while Tom was in and out of the shops. As far as I can remember the horse was soon disposed of. Tom retired to the last bungalow on left by the gate into 3 Fields in Smallhythe Road with quite a large smallholding, selling veg and fruit at his gate.

By then I was in the locomotive department, and remember no more of the delivery system until George Gray arrived from the Selsey Railway to drive the first Bedford lorry in 1936.

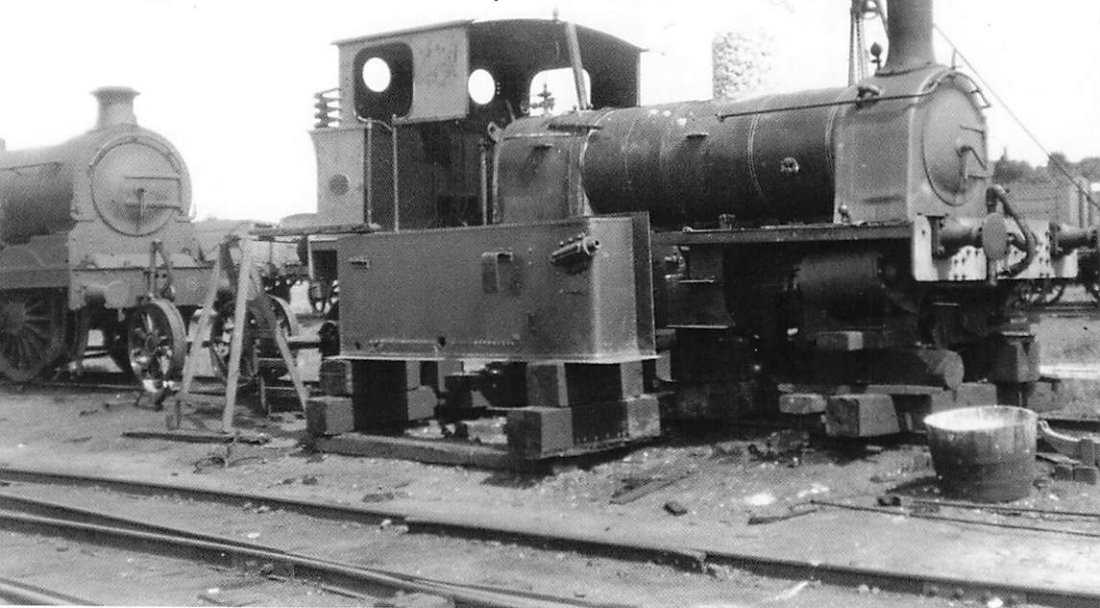
Warm Regards to all.

Frinton-on-Sea

"Monty" Baker

Working Undercover is for Wimps!

An engine overhaul at Shepherdswell in 1931



'Northiam' under overhaul at Shepherdswell in June 1931; from the north side. Clearly at primary painting and re-assembly stage. Her driving wheels, fully painted and lined, lay between her and the still cut down ex SER 0 class, EKR No 8. (Morton Middleditch, J.M. Hutchings collection)

There must be something in the British mentality that revels in working in the harshest conditions without apparent complaint, leastways when under orders from those in the office, or, of course, enthusiasts. Two photos have recently come to light to demonstrate once again the dedication to keeping things going on Stephens' railways by undertaking heavy engineering in the most primitive conditions. I would say that they would be almost beyond belief today except we know what has happened in the none too distant past on under-resourced heritage railways. Our pioneers of course worked in equally poor conditions as they were bitten by the urge to open and extend. But slowly the reality that things might be done better emerged and in 1975 the first phase of Rolvenden Works, followed by a C&W works at Tenterden in 1982/83, brought minimal comforts for stock and worker alike. Things then went quiet for 25 years as all available resources, and more, poured into extending the line and paying the consequent debts. But now things are looking up, a more balanced railway is planned and

buildings and plans slowly emerge. And not before time, many say.

Anyway, to return to those photos. One of the pleasures of research and the internet is the contacts one establishes with far flung like-minds. I had been in contact with John Hitchins of the Sentinel Society about that manufacturer's activities on Stephens's lines and he said had I seen several photos left to him by the late Morton Middleditch. I wasn't sure, so he very promptly sent me a set of what proved to be interesting and previously unseen photos. Amongst them were the two photos accompanying this article. What is more, they were dated, a rare treat for us greedy historians!

The subject of the photos is the overhaul of our own K&ESR (RVR) No. 2 *Northiam*. She led a somewhat peripatetic existence spending nearly as much time off the K&ESR as on it. Built for the opening but outpaced by traffic build up, despite a reputation for excellent haulage for her very modest size, she went on loan to help build the East Kent Railway from

RAILS ACROSS THE ROTHER

Fifty Years of Achievement on the Kent & East Sussex Railway by Nick Pallant; Published by K&ESR obtainable from the bookshop at Tenterden Town Station.

In producing a book to mark this railway's fiftieth year in preservation, there must have been a considerable risk of ending up with little more than a guidebook loosely held together by a tenuous "fifty years" thread. Similarly, it would have been all too easy to produce something resembling a self-indulgent, haven't-we-done-well piece of spin.

Fortunately, these are paths that the author (who elsewhere has modestly described himself as being here "...at least some of the time"), has succeeded in avoiding. As its title suggests, the majority of the book covers the preservation society: from early beginnings in 1961 as a barely flickering flame, to the successful commercial enterprise it has now become. Add to this a comprehensively useful potted history of the line prior to 1961, and the end result is a well-balanced book covering both preservation and pre-preservation eras.

Eclipsed by the success that the Kent & East

Rails Across The Rother

50 Years of Achievement on the Kent & East Sussex Railway



Northiam under overhaul at Shepherdsweil in June 1931, south side. Her leading wheels lay under the semi-dismantled, un-rebuilt Ilfracombe Goods, EKR No 3. (Morton Middleditch, J.M. Hutchings collection)

September 1912 to 1914 and then in 1918 travelled to the Weston Clevedon & Portishead where she worked until 1921. She then returned to the EKR and went into continuous use. Finally she returned at a date long unproved, after a thorough overhaul and painted in the long discontinued blue livery. (Before my in-box fills up, we are talking about the pre-nationalisation K&ESR - Ed.) From the date of these photos, 17th June 1931, she clearly returned in that year. The conditions of that overhaul are there for you to see. Why repairs and the repaint were not done in the somewhat more convivial conditions of the ramshackle Shepherdsweil shed or better still, Rolvenden, who knows. But done they were, and well. Back on the K&ESR she seems largely to have filled in for failed railcars, but she became immortal in 1937 when she starred as Gladstone in the film *Oh, Mr Porter*. She was last recorded working on 22 August 1938.

One final thought. The much beloved boss, Stephens, resided throughout 1931, terminally ill, in the nearby Lord Warden Hotel, Dover and from where he is known to have visited Shepherdsweil. Was his favourite blue livery used as tribute to him? Too sentimental a gesture for the harsh world of 1931? Perhaps.

Charles Judge

Sussex has become, the uphill struggle that the fledgling preservation society faced (it was to be thirteen years before a public train ran), might easily have been overlooked. To the casual bystander of the time, it must have seemed as though little was happening at all – whereas the reality, of course, was rather different. The author covers this era particularly well, leaving the reader in little doubt how triumph overcame adversity – against what must have appeared, on occasion, to be insurmountable odds.

More than 130 colour and black and white illustrations are shoe-horned into its thirty pages, many from the Colonel Stephens Historical Collection. They are evenly distributed throughout the various eras – whereas similar histories are not infrequently modern era top-heavy, with scant provision for earlier times.

Thoroughly up to date with the 2011 Gala and Junction Road weekend included, this is a highly readable, easy-to-get-on-with book. A snip at £3 it is cheaper, considerably so, than a magazine and a worthy purchase for anybody who has the slightest interest in the railway.

Gricer

The Shropshire and Montgomeryshire Light Railway Under Military Control 1940-1960. Mike Christensen, 192 pages, Lightmoor Press, Price £22.50, ISBN 13: 978 1899889 54 9

Ever read a tale of a Colonel Stephens Railway that became so busy it had to be rebuilt virtually from the bottom up? Well here it is; and in some detail. Mike Christensen wrote a slight, but informative, leaflet for the World War 2 railway study group back in 1994 and this builds on it. However there is a huge amount of additional photographs and some new material, mainly from the contemporary wartime work of the then schoolboy, Graham Vincent. A fine and beautifully produced book has emerged.

The railway from Shrewsbury to Llanymynech had a remarkably complex history. Opened as the Potteries, Shrewsbury & North Wales Railway in 1866, it never reached either the Potteries or North Wales. Always unprofitable and over capitalised, the line was finally forced to close as unsafe in 1880. Attempts at resurrecting the line in 1890/1891 failed and it remained derelict for more than thirty years. The railway was re-opened by Holman Stephens, under the title of the Shropshire &

Montgomeryshire Light Railway, in 1911 using innovative financing and his well honed skills as a light railway engineer. Always intended predominantly for goods traffic the railway's access to quarries was largely frustrated by surrounding railway companies and the passenger service succumbed to bus competition in 1933. Thereafter the railway largely existed to carry road stone from quarries at Criggion but when that traffic was hit by the depression, the War and the near collapse of Melverley Bridge in 1940 the railway was brought to the brink of a partial closure. However other eyes saw this remote rural area as a perfect place to store munitions and the railway was leased by the War Department to form the spine of an extensive depot for the storage of ammunition. The railway was virtually rebuilt with new track, marshalling yards, stations and more than 200 rail-served store houses and became extraordinarily busy with at least 6 engines, the first Dean Goods plus a miscellany of oddities, then Austerity tanks, in constant use. The railway continued in this role until the ammunition depot closed at the end of the 1950s when the line finally succumbed. This book describes the third phase of the existence of the Shropshire & Montgomeryshire in its busiest years, from 1940 to 1960.

Given the difficulties of tracking the massive changes that occurred on the Railway during its key formative phase in WW2, when it was of course a high security area, the author has done an impressive job, perhaps even to the point that the post war activities of the railway seem almost underwritten. As is common with many railway books the text can seem a bit dense but this is more than offset by the excellent selection of photographs with superb captions. Most of this will remain definitive, although if I have any real criticism it is that had the author consulted the Industrial Railway Society, or even, dare I say it, this reviewer, the rolling stock history would, perhaps, have been more definitive. The photographs are copious and very well produced and the publishers, Lightmoor Press, are continuing a well deserved reputation for excellent historical publications of high quality at reasonable prices.

If you are interested in one of the less understood periods of a lesser known Stephen's line, buy this book.

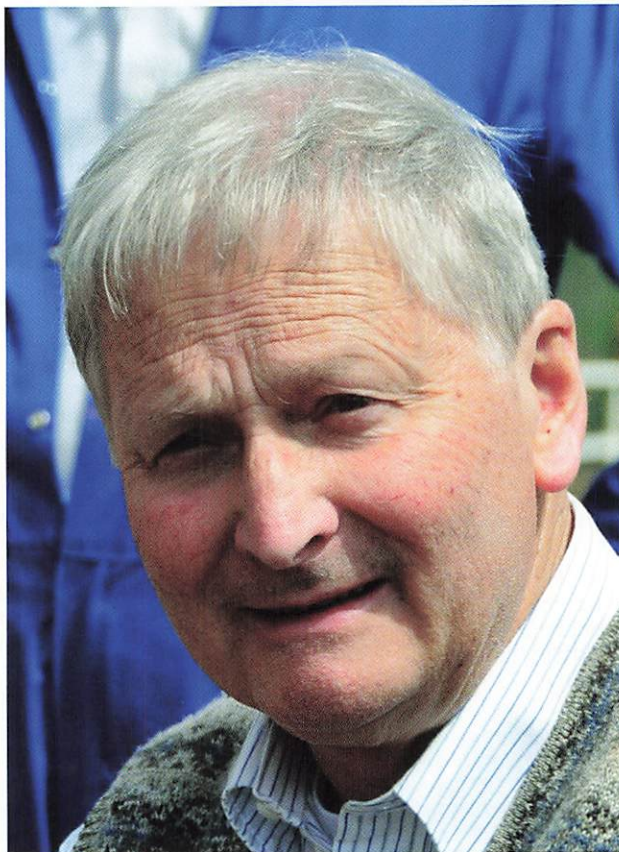
BMJ

John Miller

It is with very great sadness that we have to advise members of the death of John Miller, the Company Archivist and Museum Curator on 25th May 2011 at the age of 76. He had been ill for some time, but remained active in railway affairs almost up until his death.

John joined the Kent & East Sussex Railway in 1972 and became Clearance Manager in 1974, with responsibility for organising and managing a team of volunteers for clearing what were then our very overgrown tracks. Neglected since closure in 1961, this was a mammoth and on-going task, given the extent to which nature had taken over in the meantime. His organisational skills became apparent at an early stage and he masterminded the initial and subsequent Steam & Country Fairs from 1978 which raised considerable funds for the Railway and attracted crowds the size of which we have rarely seen since. In 1980 he became a director of the (then) Tenterden Railway Company Ltd and Chairman in 1984. During this period he became involved with a number of activities, including organising the visit of HRH Queen Elizabeth the Queen Mother to the Railway in 1982. He was active in the running of our Pullman dining trains from an early stage and in 1985 was responsible for planning and managing changes in the site at Tenterden station, including the erection of the buffet building and toilets.

He resigned from the Board in 1985 to concentrate on his main love, which was looking after the Railway's heritage assets, museum and archives. Over the years a vast collection of historical material relating to the Kent & East Sussex Railway and the Colonel Stephens lines had been accumulated and a small display area had been established in the Town Museum, but it was John's energy and enthusiasm which resulted in the establishment of a permanent Colonel Stephens Railway



John Miller (Robin Dyce)

Museum at Tenterden station which has attracted widespread acclaim. This was opened in 1998 by Sir Neil Cossons OBE, Director of the Science Museum. John also purchased and presented to the Company our historic Cavell Van, which has been recently restored with a lottery grant.

In anticipation of the extension of the Railway to Bodiam, John directed his energies to organising the station there as our premier heritage site and was involved with the design and layout of the area from as early as 1989, although it was not until 2000 that the station re-opened to passenger traffic. As Stationmaster, he worked regularly at Bodiam and ensured that the on-going maintenance of the station was kept at a high level. He was also responsible for organising our annual Hoppers events there.

Edwin John Royston Miller was born and educated at Ealing in 1935. His parents were publicans and the family subsequently moved to Rye. John's original intention to become a farmer did not progress and on leaving school he joined the Sperry Gyroscope Company as a trainee draughtsman, a role which he found both boring and uninspiring. When called for National Service he decided to take a short service commission in the Royal Air Force for three years. In 1956, the opportunity then arose to join the National Health Service as a trainee nurse at Pembury Hospital in Kent, a role which he found much more stimulating. His training included a period at the Royal Bethlem and Maudesley Hospital in South London where he qualified as a psychiatric nurse, returning to Pembury as a charge nurse. In due course he was promoted to Senior Nursing Officer and, with his organisational skills at last recognised, was given responsibility for the entire commissioning of the new William Harvey Hospital in Ashford. With this task completed, John returned to district work with the NHS at Dartford and Bexhill before taking early retirement in 1991. He was then able to devote the whole of his considerable energy to the affairs of the Kent & East Sussex Railway. He moved from Rye to Tenterden, where he lived in the High Street amongst his many friends.

John was an exceptionally kind, sympathetic and compassionate person who would always be at hand to give advice and help to people in need. He was well read and the best of company. He will be greatly missed by everyone, not least by the writer, who regarded him as a close friend and who held him in the highest esteem. John was unmarried.

PDS

Christopher Mitchell

Chris was born on 6th September 1944. Despite developing asthma at nine months old he had a happy childhood and his first love was, and remained, steam locomotives. When he was about three, his father built him a wooden pedal car engine. This was so much loved that when he outgrew it, he kept the metal chimney all his life. He enjoyed travelling to visit his grandparents in London, as this meant travelling by train. He always insisted on thanking the engine driver, but on at least one occasion he had to be pulled kicking and screaming from the footplate, as

he wanted to stay there for evermore – something which never changed.

Running parallel with these events though, was his battle with asthma. He spent much time either at home in bed or in hospital in an oxygen tent. He was never able to indulge in the games and sports that other children took for granted. Instead he spent long hours reading about his beloved railways, laying the basis for his encyclopaedic knowledge. Chris's happy childhood came to an abrupt end at the age of ten when his father died. His mother was awarded an extra 10 shillings (50p) per week as a widowed mother but was otherwise left to bring up two small children on very little money. Things were tough for many years.

When he was about twelve Chris was forced to spend about three months in hospital and the consultant offered his mother the chance to send him to the 'Pilgrims' school run by the then Invalid Children's Association. This was a boarding school on the coast at Seaford, over 100 miles from home, but off to Seaford he went. He was now among other children facing similar problems. He flourished, and got the education he lost out on previously. There were a few hiccups on the way, however. On one occasion he blew a large hole in the playground when experimenting with rockets.

He found Newhaven docks and quickly insinuated himself into the crews' good books, so that he was always welcomed onto the footplate. It wasn't long before he learned to fire and drive the engine, and this was where his love of 'Terriers' was born. He even managed to avoid detention for being late back to school by getting the headmaster a footplate ride. At the age of 15 he left school and decided to become a proper engine driver. This was not to be, however. At that time he was still less than five feet tall, and weighed about 4½ stone. Eventually he became an Apprentice Toolmaker; this led to an interesting time, when he helped maintain fairground rides, travelling all round the country to do so. In later life he always refused to go anywhere near these rides, for some reason. In his late teens and early twenties he owned a series of motorbikes. In 1967 he decided that he would enter the Junior TT on the Isle of Man. On the trip over he discovered that he was not a natural born sailor, and arrived very much the worse for wear. Despite this, he managed to finish the race, in 67th position.



Chris Mitchell in 1977 (via Carol Mitchell)

When he was 21 he inherited some money from his grandfather and was able to buy decent cameras for the first time. This hobby went hand in hand with railway enthusiasm, and many of his pictures featured in the *Tenterden Terrier* over the years. Chris spent all his time and money pursuing his passion for steam railways. In the 1960's, he became a member of the Kent and East Sussex Railway Association, the forerunner of the present company. When the Ministry of Transport did its best to prevent British Rail from selling the Railway to the fledgling company, he was one of those who lobbied his MP in an attempt to achieve a change of mind. From then on it was downhill all the way. He would spend every minute he could in Tenterden,

During one early Santa season, a locomotive developed a leak. As it was the only loco in operation, if it failed, the Santa's wouldn't run, which would have spelt financial disaster. It was decided that the only thing to do was to send someone into the firebox to patch it up. As the firebox door was rather on the small side, the job fell to Christopher. They threw the fire out, and waited for the firebox to cool down slightly. The Rolvenden Supervisor tied a rope round his waist so that he could haul Christopher out should he be overcome by fumes. He did the repair and came out safely,

although he lost several hair roots due to the very hot water dripping from above. To his dying day, the only patch of baldness he had was down to that episode. However, his ambition to become an engine driver had never left him. Despite his asthma, he became a Fireman, and in 1982 he passed out as a driver

In 1983 Chris and Carol were married, and he moved to Tenterden. He became known for his extensive knowledge, and his skill in teaching young people how to

fire and drive. When he married, he didn't just acquire a wife, but also two young stepsons. As Carol was working in London, and he had had to leave his job at Cricklewood, he decided to become a 'house husband'. Not only did he do this, but until ill health prevented it, he managed to hold down several part-time jobs as well.

In 1986 Carol made a passing remark to the effect that she thought she could learn to be a guard. Before she knew it, she had been signed up for the next guard's course, and eventually qualified in 1988. Thereafter some of his happiest times were when they crewed the same set.

One evening in 1998, Chris drove a Pullman which the BBC were filming for the Holiday Programme. Things went smoothly until leaving Wittersham Road on the return trip at 10.30 pm, the engine, a visiting Austerity called *Wilbert*, came to grief. The mud hole door had failed, dumping the contents of the boiler straight onto the fire. The water vaporised into steam as it hit the fire. Clearly the engine was not going to go any further, so the fireman and the Pullman Conductor walked forward to Rolvenden to seek assistance. Christopher stayed on the footplate, using the remaining boiler pressure to work the injectors and maintain the water level in the boiler. Due to



Chris Mitchell Memorial headboard carried during the May Gala (Rod Spratling)

some superb team work from every one involved, the service was only 30 minutes late arriving back into Tenterden, and the programme went out on the BBC without the near disaster featuring. For his Christmas present that year, the fireman gave Christopher a little model of *Wilbert*, which was always proudly displayed.

As time went by, though, his asthma got worse, and in 2004 Chris spent three weeks in Intensive Care. Although he recovered, he was

never able to drive again, which was a cause of much pain and regret to him. He did his best though to remain positive, and continued to enjoy life as much as possible even serving as the Volunteer Representative on the Employment Committee for several years. For the last year he had found it increasingly difficult to manage without oxygen, and on 15th April he finally lost his battle with the old enemy.

CRM

David Sinclair

Dave was, from 1963, a Volunteer member of the Kent & East Sussex Railway. He turned up one weekend in the Bedford minibus, which was often to provide transport for the early pioneers, and came back the following week. One of his first jobs was to completely rebuild a pump trolley whilst his next was to buy the (in)famous mess coach body which used to sit at the end of Tenterden platform. By that time he was already a very experienced railwayman – and what's more a railwayman who found himself among an enthusiastic group who could be as much as 15 years his junior. As such he was well placed to take a guiding role through the difficult years which preceded the successful revival of the Railway. He did much to impart his wealth of knowledge to the K&ESR's Volunteers and also served on the committee of the original Preservation Society. It was at the K&ESR that Dave met his wife Janet,

Dave's expertise was in the field of rolling stock and he spent some years in the wagon shops at Ashford Works. He also effectively founded the K&ESR's Carriage & Wagon Department. His later work included supervisory positions at Stewarts Lane and Ramsgate depots.

Dave and Janet's son Peter was born with severe disabilities, but with typical enthusiasm Dave threw himself into work for the charitable organisations which exist to help disabled people and their families. His interest in this respect and his love of railways came together when he led the pioneering project to convert the Mark 1 coach *Petros* for the use of disabled people travelling on the Kent & East Sussex. In doing this he enlisted the help of his employers, the Southern Region of British Railways, to the extent that not only was the coach donated by BR but the conversion work was undertaken at the SR's workshops at Stewarts Lane. It stands as a memorial to Dave that the *Petros* project had wider implications for the railway system because it proved that a toilet for disabled people could be fitted inside a vehicle built to the C1 structure gauge – something previously held to be impossible. The toilets with disabled facilities which exist on the current generation of main line rolling stock owe their origins to *Petros* and to Dave.

Peter's health problems kept Dave fully occupied and away from the K&ESR for many years but he still kept in touch and was ever

ready to offer invaluable advice. Janet passed away several years ago following an illness which had additionally called on Dave's boundless fund of love and care. Following Janet's death Dave returned to the K&ESR and soon re-established himself within the Tenterden railway community and Carriage & Wagon department in particular. Peter also died last year and Dave was again able to seek solace among the railway folk who for so many in his situation are a second family. Dave's health had been gradually deteriorating for some time although he kept active with a characteristic determination. He died on 9th May 2011 at the age of 77.

David Robert Sinclair was a good and respected man. He will be much missed.

NP

George Hoekstra

It is with much regret that we have to announce the death of member, George Hoekstra, on 26th April 2011 at the age of 75, after a short illness.

George was a Swiss national who divided his time between Tenterden and Kandersteg in Switzerland. An acknowledged expert on Swiss railways, he worked for many years as a freelance journalist and consultant on construction and other matters. Nevertheless, he also found time to help in our own museum as an attendant and was well known to many of our own working members.

Our sympathy goes to his wife Gloria and other members of his family.

PDS

Caryn Bird

Caryn was a well-liked vibrant member of the sales team between 2005 and 2008. She had kept in touch with her K&ESR friends and will be sadly missed by all who worked with her. Tragically, her death was caused by an accident at home on 21st December. She was aged 49.

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 continues to be 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 the writer, and should only exceed 2500 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 (Windows is best). No need to worry about typeface or the size you use. Sending by e-mail attachment is the simplest method, but you can send by CD (floppy discs are now obsolete), if carefully packed. Typewritten copy can be scanned to extract the words for printing so can be accepted, but the Editors task will be easier if you ask a friend to turn it into digital form.

Photos

Prints, Negatives and transparencies can always be accepted as the printers scan them (at a cost) but our recent results with transparencies have been mixed. Most can be enhanced these days but the photos need to be of particular interest or quality to justify the necessary work.

For current events digital photography is best. However a selected image for publication should be at the maximum most basic cameras can achieve. The image size is listed in the camera specification, and for a 5 mega pixel camera will be something around 2560 x 1920 pixels. This dictates the size of picture in the final print. Printers recommend a minimum of 300 pixels per inch so a full page print requires this size: a half page photo perhaps less. Please under no circumstances compress your photo for transmission, send the photo as the camera took it, changing nothing except perhaps a trim and rename.

The Kent and East Sussex Railway Company Limited

Registered Charity 262481

(Limited by guarantee and not having a share capital)

Registered Office:

Tenterden Town Station, Tenterden, Kent, TN30 6HE

Telephone 01580-765155 Fax: 01580-765654

Email: enquiries@kesr.org.uk

Websites: Railway <http://www.kesr.org.uk>

Museum <http://www.hfstephens-museum.org.uk>

Patron

Christopher Awdry

President

Vacant

Vice President

Vacant

Directors

Geoff Crouch – *Chairman*;
Norman Brice; Dick Beckett;
Derek Dunlavy; Brian Janes; Ken Lee;
Ian Legg; Carol Mitchell; Stuart Philips;
Philip Shaw,

COLONEL STEPHENS RAILWAY ENTERPRISES LIMITED

(A wholly owned subsidiary)

Directors

Geoff Crouch – *Chairman*
Norman Brice JP; Derek Dunlavy;
Brian Janes; Keith Jones; Philip Shaw

Company Secretary

Nick Pallant

General Manager

Graham Baldwin

Officers:

Accountant
Accounts Office
Appeals Co-ordinator
Sales Manager
Events Co-ordinator
Catering Manager
Shop Manager
Customer Service Assistants
Chief Booking Clerk
Chief Ticket Inspector
Chief Station Master
Museum Curator & Keeper
of the Archives
Engineering Manager
Forestry & Conservation
Permanent Way
Signals & Telecommunications
Operating Manager
Operating Assistant
Signalling Inspector
Guards Inspector
Consultant Civil Engineer
Volunteer Publicity Officer
Volunteer Recruitment Manager
Health & Safety

Paul Ruddock
Karen Bridge, Lynda Manktelow
Barry Saunders
Graham Sivyer
Elizabeth Reid
André Freeman
Martin Easdown
Lin Batt, Yvonne Bates, Rosemary Geary
Roger Allin
Peter Walker
Harry Hickmott

Vacant

Paul Wilson
Peter Thorogood
Jamie Douglas
Nick Wellington
Peter Salmon
Matt Green
Clive Norman
Graham Williams
Peter Tobutt

Vacant

Jim Williams
Derek Dunlavy
Philip Shaw (*Chairman*);
Norman Brice;
Graham Baldwin; (*ex officio*)
Paul Ruddock (*ex officio*)
John Harding; Brian Janes; Claire Walker
Carol Mitchell (*Chairman*);
Graham Baldwin, Geoff Crouch
Stella Nuttman

Employment Committee

Membership Secretary

