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FRONT COVER

Pannier 1638 makes a splendid sight rounding Orpin's with the 4.35pm from Bodiam on 2nd October.

(Phil Edwards)

BACK COVER

Temporarily decorated as NCB No.35, USA Maunsell (65) is seen on Rolvenden Straight with the 2.15pm from Bodiam on 17th August.

(Phil Edwards)



The Wealden Pullman leaving Wittersham Road on 21st August.

(John Wickham)

Tenterden Terrier

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Editorial

Entente Cordiale

Following the EU membership referendum in June the Editor (in his role as shortly-to-retire Company Secretary) has been asked by members if this will affect our twinning arrangement with the Chemin de Fer de la Baie de Somme in northern France. The quick answer to this is 'No'. It is true that K&ESR has benefited greatly from EU funding, but the availability of these grants ceased long before the referendum vote. We nevertheless intend to retain the warm fraternal relationship with our colleagues across the Channel, and a CFBS

working party has visited the Kent & East Sussex this autumn.

The *Terrier* of course remains neutral in the matter of Brexit but notes that opinion amongst the workforce – and no doubt the wider membership – appears to cover the same range of views as in the rest of the nation. We should remember that the K&ESR attracts something of a following on the near continent, particularly among the Dutch, and that this benefits both ourselves and the wider local economy. These visitors are invariably very friendly. Negotiations to leave the EU are going to be long and complex but whatever emerges, one can only hope that nothing will impede the free flow of tourist visits in both directions.

Nick Pallant



Charwelton on RXD duty at Northiam on 4th October.

(John Rose)

Focus on The Colonel Stephens Museum

We can look back with some satisfaction on the first season of offering free entry to the Museum. The footfall has certainly been impressive: a more than threefold increase in the number of visitors means we are likely to exceed 14,000 this year. To judge from comments in the Visitor's Book, customer satisfaction has continued at its usual high level; and both donations and sales have increased markedly. Hopefully this innovation will contribute to the impression of a good day out on the railway, and will continue into the future.

The event most anticipated this year was the arrival of the late Colin Shutt's replica Railmotor. However, due to logistical difficulties and strains on the Museum's limited manpower, it is still only anticipated; nevertheless its shelter should be up by the time you read this. We cannot be definite about whether the Railmotor will be used, although it is in working order and should be easy to get out from its new accommodation. We are aiming to change the wheels when funds are available so that occasional operation is possible, if isolated from other stock – for example, it has no buffers.

We purchased on eBay several large high-quality



The late Colin Shutt's Railmotor at Tenterden in 2007.

(Brian Janes)

photos of the Weston, Clevedon and Portishead Railway taken in the very early 1900s. Two of the photos proved useful in identifying one of the early locomotives, but the one reproduced here, of the newly arrived locomotive *Weston* in 1905, also shows a particularly fine body of men from Clevedon station and workshops who we would like to identify. *Weston's* nameplate, which was added later, resides in the Museum.

Still waiting in store for display, when we have worked out how best to arrange them, are several new acquisitions. We have a beautiful large-scale working model of a signal lever frame, probably used by the firm of Saxby & Farmer at trade shows, and a Stephenson valve gear model from Ashford Works. Of smaller items we have an East Kent Railway Boxing Day timetable, and an interesting combined M&D and BR season ticket for travel between Northiam and High Halden. The latter was issued in the last month of passenger travel on the Railway to Mrs Denny, one of the ladies who caught the attention of the national press when their service was discontinued. We were told by the donors that she lived at Newenden and followed the railway's activities with interest throughout her life.

At the end of the Great War Colonel Stephens was attracted by the bargain price of some US-built ex-military locomotives for his new narrow gauge lines. He bought nine for these lines in 1923 and 1925: six for the Ashover Light, two for the Snailbeach District and one for the Welsh Highland. They were from a large class of 4-6-0 tank engines, 495 of which were built in 1916 by the Baldwin Locomotive Works, Philadelphia, to their design 10-12-D. Two of these are preserved in this country but regrettably they are not available to us. However we have been able to acquire, at a very reasonable price from its makers Accucraft Ltd, a large model in 16mm scale which now enhances our display.

We have now installed near the exit a traditional platform ticket machine of a type that was used for the sale of traditional (Edmondson) platform tickets. This formerly lay disused for at least 20 years in the station booking hall but did a midnight flit to us for a more active life. Previously it needed two old pennies (which



had to be purchased, for a higher sum, from the shop) in order to issue a ticket. Matt Stubbs has now modified it to take 50p pieces. This may sound a high price but one old penny in, say, 1920 is now worth around 43p so the ticket price is much the same.

Interestingly the machine contained £3.50 of new coinage (which could not operate the mechanism) together with a number of 'modern' ordinary travel (not platform) tickets, one of which was of a type that was not in the company archive. *(In the late 1970s the machine issued platform tickets, one old penny being exchanged for 5p or 10p by the Booking Clerk. Use was encouraged; note Grice's comment about the visitor experience on page 28. -Ed.)*

Once back in operation the machine, which is proving popular with old and young alike, delivered genuine old tickets issued by light railways in Britain and Ireland, but it is now issuing newly printed souvenir tickets for the Museum.

In a further experimental trial we have installed a smartphone information NFC (Near Field Communication) tag alongside several exhibits. The tag has a chip in it which can be read by an Android smart phone with NFC facility. It does not work with iPhones, which do not support it. Regrettably they seem to have been little used, but they were very cheap and may perhaps point the way to 'enlarging' the information we can make available in the Museum, and further improving the visitor experience.

Event at the Cavell Van

A pleasant, if little advertised, event occurred at the Van in early September. A folk trio called 'Harp and a Monkey' had, in the summer of 2015, undertaken a project with Arts Council England and the Western Front Association (WFA) to perform a bespoke WW1 show in unusual venues relating to the war on home shores.

The 2015 shows were all in the North West, where the group is based. The sites included a village built for disabled veterans in 1919, a crater on the West Pennine Moors where a Zeppelin raid took place in 1916, and a prison that housed conscientious objectors throughout the course of the conflict. The shows were tied to the band's critically acclaimed third album, *War Stories*, which was released in July 2016 and resulted in appearances on such BBC Radio 2 shows as *Good Morning Sunday* and *The Mark Radcliffe Folk Show*. As a result of that positive outcome further funding was obtained and one of the venues chosen for 2016, as a highly evocative backdrop, was the Cavell Van.

For the few who came to know about the free event and attended it was a very moving and enjoyable occasion. The group was original and talented and gave a subtle 60-minute folk performance. A 30-minute documentary of the project is currently being made, including interviews with K&ESR staff, and will shortly be available on the WFA's website.

Brian Janes

From the Chairman – *Jamie Douglas*

Since the last edition of the *Terrier* a lot has happened and there is a great deal to report.

Most significantly, over the summer we completed a re-organisation of the Commercial Department. During the course of our review we came to the conclusion that our previous commercial structure was unfit for purpose in today's increasingly competitive leisure market, and the time had come to make some difficult decisions. The conclusion was reached that we would need to make a number of posts redundant, and create two new roles, which would better serve our market while at the same time streamlining the function of this absolutely critical department.

Unfortunately this meant that we have had to part company with our Sales Manager, Graham Sivyer. Graham worked for the K&ESR for many years, and I would personally like to express my gratitude for the work he has done for us over these years, and wish him the very best for the future.

Another aspect of the re-organisation is the creation of the role of Commercial Manager, and André Freeman has been appointed to this role with the objective of pulling together and developing all aspects of the commercial side of the business, increasing efficiencies across these areas where possible, and reducing the number of direct reports to the General Manager – which will allow Shaun more time to monitor the performance of other aspects of the business.

We also welcome Helen Douglas to the role of Product & Reservations Manager. This role has been created with a key objective of developing our presence across a whole range of online platforms – website, social media and so forth – and monitoring customer response to traditional methods of marketing. A further key role of this post is to review every product we offer to evaluate whether it is as good as it could be, and whether it offers good value for money.

Each of these products then needs to be made available for sale via our website – it is remarkable just how much of our business comes in as a result of online sales. Since the launch of

our new website in May we have seen a big increase in our online bookings; in fact, as of the end of September, I have been informed that we have now sold 25% of our total budgeted Santa Special sales.

Of course we wish André and Helen very well in their new roles – and their success is absolutely vital to the continued development of our railway... no pressure then?

During the summer Paul Hutchinson stepped down as a Trustee as his employer sent him to work in Bahrain for a while – it seemed a little unreasonable to ask him to pop back for Board meetings! Once again I'd like to thank Paul for his tremendous efforts on the Board, often in backroom and unsung areas, though as critical to the business as any other.

However, every cloud having a silver lining. Bryan Atkins has been co-opted to the Board, and by the time you are read this report I hope that Bryan will have been elected as a Trustee at the AGM. Bryan brings with him a wealth of experience across a broad range of very useful fields, and this knowledge and experience will prove invaluable in driving the business forward. Welcome aboard Bryan!

So, lots of changes going on... but we need to keep the momentum up. We need to be looking at every aspect of our organisation and asking ourselves if we can do things better, more efficiently, cost effectively. We need to ensure that every aspect of our operation is as slick and lean as it can be; without, of course, compromising safety or quality. We have a lot of difficult decisions ahead of us to ensure that our railway can be here in 10, 15, 20... years for future generations to enjoy.

But rest assured we are going to confront those decisions head-on.

Wealden Pullman – *Meg Gooch*

The *Wealden Pullman* continues to thrive, with 95% or more occupancy. At the end of July there were only a few odd tables to sell on the Saturday nights, with the Sunday lunches being completely sold out.

We have however come very close to not having



The Wealden Pullman running into Wittersham Road on 29th August.

(Phil Edwards)

enough staff to operate the trains. Our volunteers have been real troupers and have rallied round to help; without these wonderful people we would not have a dining train, so I would like to take this opportunity to say a huge 'Thank You' to all who have helped, in however small a way.

This year, as a first, we are running a *Wealden Pullman* train on Christmas Day, with a five-course lunch, and ending with all the staff getting together for a meal. On the New Year's Eve train my helper and I cook the staff a Full English Breakfast, which goes down very well at 2am on New Year's Day!

This year we had two weddings within a week of each other in September – our very best wishes to both couples. We hope to welcome them on their anniversaries. We also provided a charter train which helped raise £1,200 for the Pilgrims Hospices in Ashford.

With all this lovely hot weather we've had it's been a real struggle in the kitchen with the heat. If anybody is up for the challenge of taking the kitchen car's roof off and making it into a concertina roof, please feel free!

As ever, if you fancy coming and having a go –

waiting, bar, kitchen or washing up – please do get in touch. We will feed, water and look after you, and try to give you an enjoyable experience. E-mail meg@kesr.org.uk or call 01580 761166.

Product and Reservations – Helen Douglas

Well hello to you all. I write at the end of my first full month of employment with the company, and what an exciting time it has been. Having come from an industry where brand awareness, value for money, exceeding customer expectations and ensuring that your business is really prevalent in the consciousness of the public is so important, I have found that these challenges are presented in equal measure at our railway.

Immediately I have found there is a vast variety of tasks and projects to undertake. 'Day out with Thomas' in September was the first challenge of my employment and, with a lot of help from staff across the business, I am delighted to report that we had a successful and well-subscribed weekend with excellent feedback regarding our presentation, customer service and product offering.

In the meantime, of course, I have been learning from the ground up alongside the team in the

booking office – where the ladies barely have time to take breath between calls from the public. There is so much knowledge and expertise in this team, which is a tremendous asset to us. I have spoken with many customers who are booking a repeat visit, as they have enjoyed their experience with us so much that they wish to sample more of our product.

With the improvements to our website we have seen a lot of enquiries and bookings move across to the online system; however in my opinion there will always be a requirement to speak to a real person when you have questions or wish to know more about the product you are buying. I could not have appreciated fully the hard work required by Lin, Rosemary and Lynn without this ongoing front-line experience. Additionally we have been background planning for Halloween and Fright Night and launched marketing and sales for the ever-popular Santa Specials.

I am enjoying the challenge and steep curve that comes with learning a 'new' business. As some readers may know, I was a 'railway baby', my parents as volunteers themselves having met in the early 1980s on board our Pullman coach Barbara. Once I was old enough to carry a tray without too many breakages I was allowed to assist in the buffet under the watchful eye of Mrs Tibbatts and my volunteering role with the railway grew from there. I could be found thereafter in my early 'teens serving onboard the trains, washing up in the PMV, and there are unfortunately photographs evidencing my years as a 'pixie' on the Santa Specials. In more recent years, when family and work commitments have allowed, I have assisted from time to time on the Wealden Pullman as an attendant.

However none of this could have prepared me fully for just how much work goes on behind the scenes – not only to keep trains running and provide an outstanding level of customer service but equally to get the customers to our door. In this changing world where convenience and accessibility are increasing priorities, as a service industry we must be 'open' for business at any time of day that suits our customer, wherever and whoever they may be. Among the many responsibilities of my role I need to identify the 'who' and 'when' and to target our advertising, product offering and promotion at these audiences.

I have been overwhelmed at the warm welcome I have received from both familiar and new faces.

There is an energy and enthusiasm among our many hard-working teams which is so vital and promising for really moving the business to uncharted heights, and I look forward to meeting our excellent network of volunteers and members. Here's to an excellent 2017.

Station Masters and Platform Staff – *Charles Lucas*

I was appointed the new Chief Station Master in late August, towards the end of the running season. My work is focused, as for any railway journey, on the questions 'Where are we?', 'Where are we going?' and 'When will we get there?'

In the recent past there has been a lack of available, active, Station Masters and platform assistants throughout the railway and the roster has frequently contained some significant gaps. An important objective therefore is to train and pass out more volunteers in these roles. Recruits are being sought both from within and outside the K&ESR, and new volunteers from either source will be welcomed. At the time of writing in late September there are four volunteer Station Masters in training, with two further volunteers wishing to train at the start of the 2017 season. There are thus grounds for optimism, but not complacency.

A frequent complaint encountered by station staff – particularly at (but not limited to) Northiam and Bodiam – is lack of information. Communication is vital, and urgent attention is being given to improving the flow of information. It is equally important that volunteers communicate their problems and concerns, and every effort will be made to encourage this through regular visits when volunteers are rostered for duty.

A vital aspect of communication is on regulatory matters and ensuring that any changes to rules and instructions are understood and implemented. To improve communication further, annual platform staff meetings are to be re-introduced.

Looking ahead, discussions are in progress to improve life for passengers and Station Masters, including better train boarding arrangements at Northiam and Bodiam; some improved signage; improved public address arrangements at Tenterden; and, further ahead, the possibility of better accommodation for Station Masters and platform assistants at Tenterden.

A crystal ball is no longer necessary for Robertsbridge and active preparation is in hand

in many areas. Help is being offered to assist with the training in platform duties for Rother Valley Railway volunteers – who, in the not-too-distant future, will be filling those roles at Robertsbridge. It is hoped that this training can be progressed in 2017.

One of the questions at the start of this item was ‘When will we get there?’ The answer is that this is a never-ending journey.

Shop Report – Craig Tyler

Looking back on the last year since I have been in post the shop has seen some fairly significant changes, both at the point of sale and behind the scenes, to maximise our retail potential. The progress we are making as a department to achieve the common goal is far more than I could have originally anticipated.

New product lines have been/are being introduced, such as various railway nostalgia and model railway items; and, for Christmas, some all-new Mrs Bridges Christmas baskets! MERAC has proved to be challenging, but we have overcome all the major problems we were experiencing to ensure a better system for what the shop requires.

In our quest to achieve our full retail potential, volunteers are a necessity to keep the railway shop going. Many over the country are closing, but ours is firmly here to stay. Ann Blair has recently joined the department as a volunteer at Northiam, assisting in keeping our award-winning tea room open. If anyone has a spare day or two a month, we would be very happy to hear from you!

Revenue for the September Thomas event was down against last year. Saturday saw an average spend per head of £3.29; Sunday saw an average of £3.65. From the sales reports we can see that ‘Thomas & Friends Take-n-Play’ is still the most popular range followed by ‘Thomas & Friends Wooden Railway’. Thomas book sales performed less well than expected, showing the biggest decline. However, all that being said, we were just over budget on revenue, which is the overall positive.

The new Christmas stock is starting to fill our shelves. Why not pop in sometime and purchase your Mrs Bridges baskets, stocking fillers or your last-minute Christmas cards for that person you’ve accidentally forgotten? From Christmas decorations to unique presents, it’s definitely worth the look.

On-Train Catering – Harriet Allen

What with starting an Open University degree in the winter, the post of ‘trolley dolly’ was ideal with its sparse winter work and breakneck summer timetable. More than that – to run a well-oiled machine, it is essential to be able to work in a team. Indeed, having worked in a team of three people previously and a department of one before that, it was the opportunity offered by this role that I felt most drawn to.

Working on the train as a newbie, the bombardment of fresh faces and names was the biggest challenge for me and others. In time you pick things up, and quickly learn how far an act of kindness can go – from senior members of paid staff showing me the ropes, to Ben Goodsell, who was essentially my buoyancy aid for the first month, and some greatly respected volunteers. I well remember TTI Brian Thompson helping clear tables in a sort of firemen’s chain arrangement when we had an ugly looking turnaround for the next Tenterden departure to sort out.

Once settled, things changed again.

New staff, new titles, new puzzles. During this time, I was struck by two things: our volunteers’ passion for their railway, and their willingness to help. Helping out at the last ‘Thomas’ event I saw many volunteers, including Keith Jones, take on the most greasy and demanding jobs of the day with grace and infectious good humour. New-newbie Product and Reservations Manager Helen proved a dynamic and powerful addition to proceedings, tying together all the experiences on offer, and making much use of this year’s Rusty-and-Dusty slapstick skills. Feedback on Trip Advisor has been brilliant; one glowing reviewer headed her review ‘The Island of Sodor is Real’.

The Chairman’s words “There is much going on at the moment, but not a lot that can be reported” were still very relevant; our railway and our volunteers shone. What can be reported is that we pulled together, and did a grand job. It is at events like this I am truly proud to be part of the Kent & East Sussex Railway.

I would like to thank everyone for my warm welcome. Following on from Paul Jessett’s advice – ‘We say what we do and do what we say’ – I would underline that these words have relevance beyond Safety. Indeed the more I have communicated and shared with others around the railway, the better things have become. Thank you.

Rolvenden MPD – Paul Wilson

Locomotives available for service

No.3 Bodiam (32670): Heading quickly towards the end of her ten-year boiler ticket, No.3 has been out and about on the vintage set this summer. She has also assisted *Knowle* double-heading Sunday lunch trains where necessary due to lack of bigger locomotives.

No.8 Knowle (32678): Thanks to the Isle of Wight Railway loaning us a J-pipe for the regulator, she has been in service for most of the peak season. No.8 will maintain the Terrier presence when No.3 is stopped in December.

No.14 Charwelton: Has just passed her annual boiler inspection and will be used on the Railway Experience Days, for which it is ably suited.

No.30 GWR Pannier (1638): Fresh off washout after the summer season, 1638 is in service. This winter the front buffer beam will have to be removed to allow a detailed inspection of the valves and valve chest, as the loco has a bad blow to its exhaust. She lacks power on starting away, which can prove awkward.

Ruston Diesel No.41 has had some rotten cab bodywork repaired during the summer. There seems to be some interest in forming a gang of volunteers to do more work to keep this loco in good condition. If you are interested please get in touch on em@kesr.or.uk for more information.

Cranes

No.133 (10t Taylor Hubbard): Available for service following annual boiler inspection.

No.151 (36t breakdown): Available for service. The boiler has undergone considerable work as many rivets were life-expired and had to be renewed. The boiler inspector carried out visual examinations and hydraulic testing, followed by a steam test.

Stopped for routine work or unscheduled repairs

No.19 Norwegian: Currently on washout after running 19 days straight during August. This washout is also the annual boiler inspection. The visual inspection has been carried out, with no issues being raised.

No.22 Maunsell (65): Another locomotive on washout after a busy season. Once again No.65

has taken on the lion's share of the work this year; not bad for a loco that will be stopped for ten-year overhaul in February.

Ford Diesel No.40 suffered hydraulic damage to the compressor. Happily this was not catastrophic and repairs are under way. This winter it will be necessary to engage the services of a specialist company to examine the engine block, to check for cracked liners. This will be costly and the Kent & East Sussex Locomotive Trust has said it will cover this. Please give generously to help this project.

Overhauls

No.11 P class (5753): The axleboxes have been remetalled ready for machining and fitting. The driving axle requires machining to fit the new eccentrics. At the same time the supplier will get the slide bars to true up and will make new spring hangers.

No.21 Wainwright (DS238): The new manual cylinder cocks are fitted and most of the linkage is complete. First fitting of the boiler cladding is almost done and lagging will be applied soon. The boiler tubes are being fitted, after which the final hydraulic and steam tests will be carried out. At this point the ten-year clock begins to tick. The motion is ready to erect, followed by the tanks and cab.

No.23 Holman F. Stephens: In store pending overhaul.

No.25 Northiam: The boiler has had its hydraulic test following outer wrapper repairs and riveting. With the 36t crane now available the boiler will be lifted and turned ready for steam test and re-fitting to the frames. Once this is done the seemingly endless task of fitting back all the bits and pieces to make it ready to run begins.

No.32 (6619): Stored pending overhaul, which will commence in 2017.

TREATS – Mike Grimwood

DMMU M50971 & 51571: Both units have given trouble-free service. A small number of repairs have been identified and dealt with during maintenance examinations.

Two reconditioned passenger compartment heaters and controllers have been fitted and tested, ready for those cold winter days.

Class 14 D9504: Soon after its return to service problems with the diesel engine's governor were discovered; a number of attempts to adjust its settings were made with no success. The defective governor has now been replaced.

During July we experienced problems with the locomotive batteries – a number of the cells had started to fail. A new set of batteries has therefore been obtained and fitted.

Class 03 D2023: The locomotive is in service and has been in regular use at Tenterden.

4253 Locomotive Company – Bryan Atkins

Progress has continued at a modest but sustainable rate over the summer months.

After writing cheques for eye-watering amounts, all the boilerplate required for the rebuild of the firebox has now been purchased and assembled on site. The front end of the engine has been clad with running boards, and new cylinder cladding has been attached. The rear brake beam has received attention, along with a list of items too numerous to mention.

Recent acquisitions include a newly machined driver's brake valve, a lubricator and some intermediate coupling rods. All the axleboxes have been machined and are ready for a trial fit pending the rewheeling of the locomotive – expected to be early in 2017. Strange how those folks who know all about steam locos told us that we would never reach this point!

Much of what is being achieved can be followed on the project website www.4253.co.uk, with a more general and jocular commentary on 4253Facebook. The project has often been accused of being run by a small group of self-publicists; however the purpose of both the website and Facebook is to allow shareholders to measure the progress being made. This is supplemented with regular e-newsletters, the purpose of which is to ensure that the shareholders who have invested the capital in the project are able to track the progress made in detail.

Should progress appear to slow down, it is expected that uncomfortable questions will be asked by shareholders, especially at the AGM. This veiled threat puts the working party members and the project directors under some pressure to ensure that each week enough progress is made while still having the fun of taking part and enjoying the comradeship of

other volunteers in the process.

We have received many enquires from shareholders concerning aspects of our project, but so far no difficult questions concerning progress. However with over 340 shareholders now investing in the project, the law of averages suggests it will only be a matter of time. No pressure there then! Working parties continue at Rolvenden every Sunday, Tuesday and Friday. Visitors are welcome to inspect progress at first hand.

GWR Railcar W20W – Andrew Webb

The internal fitting-out of the Railcar has progressed with the fitting of plywood panelling for the small and large passenger saloons and the vestibule area between the saloons. The underfloor control wiring continues, with 500m installed to date in the wiring conduits. A further 500m is now available to complete the task.

For the more technically minded: The main function of the control wires is to link various junction boxes underneath the Railcar and in each driving cab to the driver's control desk and electro-pneumatic air valves, which in turn will allow air to operate engine speed, clutch and gears, forward/reverse etc.

The aluminium base unit of the Headcorn cab driver's control pedestal is being repaired because of severe corrosion. Unfortunately the base consisted of aluminium dust and not much else!

The short-term aim of the Railcar team is to finish the painting of the underframe and replace the metal footplate under the Headcorn cab. The next task will be the overhaul of all buffing and draw gear at this end of the vehicle.

Finally, we are very short of funds at the moment; so any donations large or small will be very much appreciated.

On Track Machinery – Jamie Douglas

Tamper DR73434: Continues to perform well and has been out quite a lot recently, tackling various rough-riding sections of track. It is still in need of some bodywork repairs and painting, but the machine is fundamentally sound. As long as we can catch the body rot before it gets too much worse, it is largely cosmetic work.

Ballast Regulator DR77329: The eagle-eyed amongst you will have noticed that this machine received a much-needed coat of paint while it was at Tenterden having maintenance carried



Freshly painted Ballast Regulator DR77329.

(Hugh Nightingale)

out. However you don't need to be too eagle-eyed, as the colour scheme seems to shout across the yard. On the repairs side, the ballast brush scoop has been removed from the brush box to allow platework that has been eroded away by thousands of tons of flying ballast to be repaired. Once completed these repairs will improve the efficiency of the ballast brush immensely.

TRAMM DR98211: Benefited from some time in the shed at Tenterden, which allowed us to make a start on tackling the significant corrosion around this versatile machine – although it had to be moved out to make way for other stock. However it is hoped that the TRAMM can return to the shed at Tenterden before the end of the year so we can continue with these repairs, and get the machine painted so it looks as smart as the ballast regulator.

Rolling Stock – Nick Pallant

Mark P's

A few years ago **TSO K&ESR No.64** (BR No.3753) really was one of the most tired vehicles in the fleet. Now that its extensive overhaul (restoration?) is drawing to a close it is, in complete contrast, looking absolutely superb. Peter Bolton's outstanding paintwork gives a real quality feel to a project which has attracted favourable comment from both staff and visitors. At the time of writing a new floor covering is due to be fitted, and the seating is away at a contractor for new upholstery. There is every intention that this vehicle will return to service in time for the Santa Specials season.

Work to overhaul the spare **Mk.I bogie** mentioned in the previous issue of the Terrier continues as available labour permits. Anthony Wilson has been using his lathe skills to manufacture new pins and bushes in connection with this job.

Vintage coaches

The **Family Saloon (K&ESR No.84; SE&CR No.177)** was given its 18-monthly exam earlier in the year and has been working with the Vintage Train.

The long-running overhaul of the **District Coach (No.100)** continues with Ron Nuttman and Ken Lee much involved. Undercoat is being applied to the bodywork and the doors – which are most definitely the originals – are under restoration.

The **Woolwich Coach (K&ESR No.67)** has been taken out of traffic for repainting and attention to its bodywork. These jobs will be undertaken once other work is completed.

Goods vehicles

Medfit K&ESR No.158 has returned to traffic, and work continues on **Dogfish hopper wagon K&ESR No.154** between other tasks. Volunteer Jon Colwell, whose home is in Lancashire, visited for week beginning 19th September to continue repainting his **Midland Railway box van (K&ESR No.135)**, which is on static display outside the carriage shed at Tenterden. The **pipe wagon, K&ESR No.177**, has also been in the shed recently for bodywork repairs and repainting.

S&T Engineering – Nick Wellington

The past 12 months have continued to be busy for the S&T team, with snagging and further minor work to the signalling to match the layout alterations for Rolvenden Carriage Sidings that were commissioned last year. Preparation continues on the building of the signal to control the exit from the Carriage Sidings, with a view to its installation this winter. Another new equipment case has been wired and delivered to site to house the track circuit equipment both sides of the Up Inner Home signal (R4), along with the electrical equipment for the signal itself, in preparation for the eventual renewal of the signal in the longer term. This replaces some very temporary stageworks that were put in place at the time of the layout changes.

A number of equipment cases remain that are in need of replacement following the layout changes, along with the main electrical interlocking cases outside the signal box itself. Design work has now commenced on this, and some initial fitting out of the relay room itself. The main telecoms and information technology (IT) for the site moved into the relay room earlier this year, out of necessity on a non-operational day, but some residual completion work remains.

The closure of the Meeting Room at Tenterden, combined with the need for improved RXD facilities at Rolvenden, created the need for provision of IT and telephone facilities in the refurbished Portakabin (situated in the field at Rolvenden) as a matter of urgency. These will be to a much higher standard than at Tenterden and will bring our meeting and training facilities into the 21st century, with properly installed facilities of a permanent nature. Mark Singleton has more or less single-handedly carried out much of this work, to an exceedingly high standard. Computer and telecoms cabling have been installed to the main part of the site through the duct that was installed in preparation for such an eventuality a year or so ago.

For the considerable repairs to the structural fabric, as well as repainting, of Northiam box full credit must be given to the dedication of the Tuesday Group, led by Graham Hopker. The young age of this structure (built 1999) brings into question the policy of continuing to use timber (and particularly softwood) as the primary method of construction of buildings on

the line, given the high level of maintenance that this entails. Recent renewals of steps at Rolvenden and Wittersham Road boxes have been carried out in iroko or sapele hardwoods (both native to West Africa), which while more expensive have a vastly longer life expectancy – although it is more difficult to get paint to adhere, and stay adhered.

By far the majority of the work is carried out by a small, dedicated team of skilled volunteers; we are, however, looking for one or two more to join our team to enable us to achieve more. If you have either signal engineering, general mechanical or electrical engineering expertise, we may be interested in having you join our team. Please contact Nick Wellington (NSW@UAX13.org.uk) with details of your experience.

Signalling Department – Tony Ramsey

As another season draws to a close, thanks are due to all those Signalmen and Crossing Keepers who have been willing to undertake turns to maintain a full service. Thanks are also due to Richard Smith, our Roster Clerk, for all his hard work behind the scenes in ensuring that last-minute gaps were filled.

We welcome three newly-qualified Signalmen: John Slocombe (Tenterden Town), Mike Winiberg (Wittersham Road) and Ian Mantel (Northiam). We also congratulate those who have passed out as Crossing Keepers: Cliff Webb (Cranbrook Road); Mick Beadle, Chris Cordingley, Martin Skinner and Cliff Webb (Rolvenden); Craig Tyler (Wittersham Road); and Rob Leach (Northiam).

We are sorry to have to bid farewell to two Signalmen who have retired on health grounds, Rob Jacques-Bartlett and Phil Edwards, as well as to two Crossing Keepers, Susan Jacques-Bartlett and Richard Potter. Phil has been a Signalman for over 30 years, during which time he qualified at Tenterden Town, Rolvenden and Wittersham Road, although he is perhaps best known for his photographs (which we hope will continue to appear in the *Terrier*). Richard tells me he first became a K&ESR volunteer at the age of ten! We extend our thanks to them and wish them well for the future.

The Railway Rules Working Group is continuing its review of the various sections of the Rules,

Regulations and Instructions. Recently Sections C, J and T of the Rule Book have been reviewed, and the resulting changes will be implemented in March 2017 following appropriate briefing.

Our training programme was thrown into some disarray by the sudden and unexpected closure of the Meeting Room. As a temporary arrangement we have been meeting at the Kent Air Ambulance base at Marden and we are grateful to Trainee Signaller Richard de Coverly for making this available to us. At the time of writing we have not yet found permanent accommodation. Meanwhile Joel Pearson, our Training Officer, has been introducing us to the delights of *Classmarker*, an online training program, which is assisting the process of revision between classroom sessions.

Guards – *Bradley Bottomley*

The roster clerk would like to start by thanking all those who came forward to help fill the gaps during the busy summer period. A thank you also goes to Pete Spratling for looking after the roster while Kevin Goodsell was completing work training in York.

Congratulations to John Holland who passed out on as a Guard on 1st September. John has already helped ease the pressure on the September and October Roster by undertaking duties. Simon Marsh has also returned after a long period of time away.

Finally we welcome three new trainees to our department: Hugo Baxter, Grahame King and Robert Leach.

GROUPS AND ASSOCIATES

Forestry & Conservation – *Steve McMurdo*

We have had a busy and active summer and were pleased to welcome new team member Paul Davies – a very useful addition to the team who is also a professional tree surgeon.

We normally park as close as we can to our work site and then walk out along the track to the area requiring attention. However in recent months the team has been undertaking a major project between Rother Bridge and Hexden Bridge, involving the clearing of undergrowth and cutting back trees. This is a peaceful location and a pleasant rural spot to work in, but it is too far to reach on foot from the nearest road, particularly carrying heavy power tools, fuel cans and other supplies.

Our Sunday morning start time is well before public trains commence, so the solution to this difficulty has been the unusual sight of a K&ESR workmen's train comprising just a brake van, hauled variously in recent months by a Terrier, the Pannier or the Class 14. Our thanks to the footplate staff, guards and signallers who need an even earlier start than usual to provide this invaluable service.

The return trip is somewhat easier in that we pre-book a service train to pick us up (the ultimate taxi?), although the consternation this seems to cause the passengers as their train stops in the middle of nowhere, followed by the team swarming aboard, is noteworthy!

The weedkilling contractors made their annual visit, spraying the entire line from Tenterden headshunt to Bodiam using their rail-mounted Land Rover Defender. Unfortunately, as well as the 'traditional' weeds, we have a major infestation of Mares Tail, a particularly hard-to-destroy plant, which is increasingly visible along the line. Our contractors applied a stronger (and far more expensive) spray to relevant areas, which we are told should produce favourable results.

The late summer dry weather heightened the risk of fire damage to our neighbouring owners' property in several locations. We were asked to temporarily suspend our planned schedule and undertake prompt remedial action on Wittersham Bank. The engines are typically working harder on the gradients here, particularly when pulling away from signals, so the requirement was for us to quickly cut back as much flammable undergrowth as possible.

While at Wittersham Road we were pleased to assist the Gardening Group who had asked us to trim and cut back the considerably overgrown bank behind the platform.

Our operations are year round and we will, as usual, continue our fortnightly Sunday work parties throughout the winter – although certain areas of the railway inevitably become difficult if not impossible to work in due to saturated or even flooded conditions. The shorter hours of daylight also somewhat curtail our activities.

Bodiam Group – Robin Dyce

I start with an apology. Although photos of the Bodiam Group's visit to Robertsbridge station on Tuesday 5th April appeared in the last edition of the *Terrier*, we never said thank you properly to Mark Yonge for making his time available to show us around. It is incredible just how much has been achieved, and to such high quality.

Following the appeal for help we welcome Gaye Watson, who has joined our gardening group. Gaye is the mother of Harry Watson, one of our firemen. The sisters Stevens will retire from gardening at the end of the season, but will continue with their other duties at Bodiam. The station is part of Ewhurst Green village and participates in their entry to the South and South East in Bloom Competition. This year the village achieved a Gold award, so there is much jubilation – and a great deal to live up to in the future. Pamela and Sheila were awarded a Certificate of Excellence as 'gardeners of distinction'.

We were hoping to finish painting the canopy over the platform, but because trains were running we couldn't erect scaffolding, so this job will have to wait.

Graham Holden has explored our overgrown dumping area at the Robertsbridge end of the station and found some old metal and wooden platform trolleys, which he has attacked with great relish. The metal trolleys appear to be those used by the Post Office etc. for carrying sacks of mail and which can be chained together to form one long 'snake'. Some were donated to us by persons now unknown; it is intended that as many as possible will be rebuilt as per original. Yours truly has concentrated on finishing off the large wheeled platform trolley, ably assisted by Ben Goodsell; all that now needs to be done is to fit a new wooden deck. Ben has also been cleaning some of the wagons and the 03 diesel stored in the platform siding, as well as restoring an old platelayers' rail-mounted trolley which he found in the dumping area.

The station has benefited from the acquisition of a lifting platform sack trolley in good condition, and we are indebted to Josephine and Dennis Smith – who are great supporters of the Hop Festival – for this kind donation. The trolley is exhibited in our 'new' Waiting Room.

Chris Wady, ably assisted by Bruce Sharpe and Freddy Soper, has tidied up the hedges using his own large hedge trimmer. What a difference

having the right tool for the job makes! In addition Freddy has trimmed the bushes in the grassed area, which have never been touched.

Because of the difficulties in attracting new volunteers, some members of the Group have started helping in other areas. For some time Malcolm Burgess, Bill Larke, Vic Grigg, John Harding and I have been passed out as Crossing Keepers which, although we are normally only at Bodiam on Tuesdays and Thursdays, helps to keep the trains running on time. Bill Larke is also training to become a shop person and Vic Grigg a Station Master. It is the intention to get more of the Group passed out as Crossing Keepers as soon as training can be arranged.

In *Terrier* 130 the death of Chris Crouch was reported. His wife Sylvia and family used the money from the collection in his memory to purchase a superb teak bench as a memorial. An inscription has been cut as a tribute, together with details showing a hop flower and a steam locomotive, both of which were close to Chris's heart. The inlay was chosen rather than a plaque as this makes the bench less attractive to thieves. Now that the Hop Festival is over we can concentrate on providing a flagstone-faced pad for the bench, which will overlook the station gardens and Bodiam Castle. The bench will be permanently fixed.

Bodiam Hop Festival

The major yearly event for Bodiam Station is the Hop Festival, which took place over the weekend of 10th/11th September. This was the 17th annual festival and featured a slightly revised layout to provide more circulation space for visitors. Sing-along music was again provided by 'The Sideboard Men' and the Cinque Ports Morris, Kits Coty Morris and Hannah's Cat Morris. A rebranded dance group, 'Roses are Red', also performed for us. New for this year was the Punch and Judy man, who had no trouble in gaining an audience of 'youngsters' who, by the sound of the laughter, thoroughly enjoyed the performances.

The beer tent was well stocked by Rother Valley Brewery from Northiam, who again did us proud. We usually have Martin MacFarlan's bus shuttling between the station and Bodiam Castle; this year his bus was unavailable, so we were relieved when Freddy Soper stepped in with his ex-London Transport Routemaster double-decker, complete with 1,000th RM bus decals.

Another innovation was the running of the Real Ale Train on Saturday evening. This spent about an hour at Bodiam, where passengers were entertained by the 'The Sideboard Men' and enjoyed the beer tent.

A very big Thank You is extended to all who helped before, during and after the event.

Gardening Group – *Veronica Hopker*

Tenterden Town Station

What a difference the sun makes; how things have changed since my last report! I was concerned at one point that we would struggle to have any flowers around the station. But everything came into life eventually and gave us a really colourful display during June, July and August.

The hanging baskets burst forth and flowered well until the end of August. The hot sun roasted the flowers and, although they were refreshed by the watering system twice a day, we struggled to keep them going.

The tubs and Pullman Dock troughs on the platform, and in the station yard, have been excellent thanks to Paul Bridger who very kindly watered and fed them twice a week. Without his intervention they would not have survived because of the searing heat some days. Unlike the hanging baskets, they were still giving plenty of colour at the end of September.

The 'mound' is progressing well and seems to have survived the very hot weather. Again I have to thank Chris Furmston and Ben and Paul Bridger for getting the hose out every now and again to keep things alive.

I am very pleased to report that Jan Lelean returned at the beginning of June and has steadily got stronger as the weeks have passed. It is good to have her back working at Tenterden.

Rolvenden Station

The tubs on the platform have survived well and given colour and life to the station platform. They will be cleared ready for the winter and the watering system switched off.

Northiam Station

The two ladies – Liz Brown and Nell Joint – who look after the picnic area and platform flowers have kept the station looking good all through the summer. They have added various plants to improve the lineside garden and endeavoured to keep the weeds at bay. Thank you, ladies.

I have spent various afternoons working in the Memorial Garden keeping the raised flower bed tidy and trying to keep the Wild Flower Garden free of major weeds.

It is very rewarding for me and the Tuesday Group to see the Memorial Garden being used and enjoyed by relatives of deceased members of the railway. The garden was created with the help of the Tuesday Group, as relatives frequently left ashes and tributes to deceased people in the gardens at Tenterden. They now have a designated place for this purpose.

The Wild Flower Garden has now been cut back and a fresh start will be made in the spring with the help of Doug Ramsden, who has been a great supporter of this venture. We have decided to try smaller plants next year, as it will be more interesting with plants that are more floriferous with less foliage. That is our challenge for 2017!

I must thank Doug for the plants he has given to the railway, together with Joy Bowden who kindly donated a couple of trays of Cosmos. Lastly, thank you to Humphrey Atkinson for looking after the flower troughs at Wittersham Road, and for battling with the rabbits.

Tuesday Group – *Graham Hopker*

During June work on repainting Wittersham Road Signal Box was finally completed, but not until we had repaired a large area of rot that had been discovered on the Northiam end. The fence was also given a repaint, as white does not last long in a steam railway environment so close to the track!

Seat repairs and painting was also carried out at Wittersham Road. Humphrey Atkinson planted up and maintained the flower boxes on the platform. The roof of the Booking Office building was given a coat of black tar.

After this, our main effort has been at Northiam where hedge cutting, grass mowing and strimming is a necessity at this time of year. The Memorial Garden requires continuous maintenance and attention: adding of plaques to the Memorial Wall, oiling the seat, and regularly checking the surrounding fence for rabbit holes.

Our largest project at Northiam during the past months has been repairing rot and repainting the Signal Box. This had not received any attention since it was built, to coincide with the Bodiam extension, in the late 1990s. The rotten areas have been repaired with some serious baulks of timber. Safety bars have been added to the opening

windows, and metal anti-slip bars have been fitted to all the steps. Specialist anti-slip paint has been used on the steps at Wittersham Road and Northiam signal boxes, together with the foot crossing at the Bodiam end of Northiam platform.

Some rotten wooden posts and fencing have been replaced at Northiam, and at present the platform seats are being repainted.

Dave Brown has been carrying out various electrical work around the railway, and recently repaired some slight damage to a Wittersham Road crossing gate, which was caused by a tractor.

Ashford Area Group – Ted Micklam

Our twice-postponed trip to the Le P'tit train de la Haute Somme took place on 25th September. Our first stop was The Canadian National Vimy Memorial near Arras. This stunning monument is dedicated to the memory of Canadian Expeditionary Force members killed during WWI, and also serves as the place of commemoration for Canadian soldiers killed or presumed dead in France who have no known grave. This was intended as an appropriate break from travelling; we were all impressed by the grandeur of the site with its preserved trenches, mounds and shell craters still riddled with unexploded munitions.

Somewhat reluctantly we set off for Froissy, at first following the LGV (Ligne à Grande Vitesse) then through sleepy towns and pleasant countryside to the Somme Valley.

Our arrival was expected and we were soon boarding the coaches the railway had thoughtfully reserved for us. The train was hauled by a well-turned-out 0-8-0 tender locomotive built by Borsig in 1918. We were not surprised to find this replaced by a more powerful Vulcan locomotive in the passing loop at Cappy, to pull us up the

steep grades, narrow tunnel and zig-zag to the plateau. It became clear that this was a low-key celebration of the end of their season compared with our four previous visits, probably due to the resources recently expended to celebrate the line's centenary. Nevertheless there was plenty to see and do with two passenger trains, loco changes, freight trains, shed and museum – not forgetting the scenic canal-side setting.

We were pleased to experience a smooth journey home. Many thanks to the raffle prize donators. Financial surplus from the trip has been donated to the 4253 Locomotive Company.

We believe the Group has been in existence for about 40 years. It has evolved over time to suit circumstances, and the committee are currently considering the best way forward. Come to our meetings if you want to get involved.

Our indoor programme continues with:

21st December: Mike Jackson – 'Lesser-Known China 1985–2015'. Main line and industrial; steam, diesel and electric trains.

18th January 2017: Donald Wilson – 'Railways of Greece'. Greece in 1969, 1980, 2014 and 2016.

15th February: Brian Stephenson – 'European Extravaganza'. Pre-war in Europe; lots of Dutch and Belgian archive steam. Germany in the 1960s and more recently.

15th March: Andy Main – 'Video Railway Review of 2016'.

Indoor meetings are held at The Rail Staff Club, off Beaver Road, Ashford TN23 7RR. They start at 7:30pm and end by 10pm. All are welcome to attend indoor or outdoor meetings. Topics are subject to availability. Contact Ted Micklam on 01233 503999 or edward.micklam@tiscali.co.uk



Folk trio 'Harp and a Monkey' performing at Bodiam on 4th September.

(Brian Janes)

Rother Valley Railway Refocused

An update from Rother Valley Railway Press Officer Mark Yonge.

RVR welcomes the Chairman of Network Rail

In June Robertsbridge Junction station welcomed a visit from Network Rail Chairman Sir Peter Hendy CBE and other visitors, including some from the heritage railway industry. Organised by the company trustees, the occasion enabled our guests to view progress at both ends of the line and appreciate the level of co-operation that has taken place between the two organisations.

As reported earlier, the Rother Valley Railway has accommodated teams of Network Rail trainees, allowing them to be trained and gain competence in operating on-track rail plant. In return, an appreciable amount of work has been carried out at Robertsbridge Junction station, with additional support from London Underground employees, so that today the track layout is almost complete.

Sir Peter and our other visitors travelled in a diesel-hauled brake van to Northbridge Street, enjoying fine views of all the work in progress. A buffet lunch in a marquee was a great success and a fine meal was provided, thanks to catering staff from the K&ESR. The guests had been brought by vintage bus from Headcorn to Tenterden, and then travelled by steam train to Bodiam before re-joining the vintage bus for the final leg to Robertsbridge. Thus they were able

to enjoy the circular tour from London, including part of the former boat train route, as well as Robertsbridge to Tonbridge.

‘I was not too sure what I was going to see at Robertsbridge, but I find what has happened, and what will happen, to be inspirational,’ commented Sir Peter. ‘We will give this enterprise our full backing.’

Work continues apace on the RVR

Much activity continues to take place behind the scenes, which remains of a confidential nature as we are sure you will appreciate. That said, free guided tours take place every Sunday to casual visitors, together with a continuous historic film show. The shop stocks a very good selection of second-hand books and model railway items. In addition to that we are delighted to report progress on the more concrete aspects of the restoration scheme.

Many of you will remember the water tower that was for several years used to top-up locomotives during the run-round at Wittersham Road station. It eventually went out of use at this location because the tower was mounted on soft ground – remember this area was once under sea – making the whole structure unstable. So it was abandoned, with watering facilities being provided elsewhere on the railway.



The new connection at Robertsbridge branches off to the right of the photograph.

(Donald Wilson)



Mark Yonge with the Isuzu roadrailer.

(Donald Wilson)

Under an agreement between the RVR and K&ESR the tower was loaned on a permanent basis for the purpose of providing water at Robertsbridge Junction station. It has been fully restored and painted, thanks to generous support from our benefactors, and proudly stands overlooking Station Road – with many favourable comments from villagers who have observed the railway under construction. Treated water will be pumped from a tank on the other side of the line.

Originally this tower was at Shrewsbury Abbey station; it was rescued for use after closure of the Shropshire & Montgomery Railway in the British Railways era. This piece of equipment is thought to be quite elderly, and rumour has it that Col. Stephens acquired it second-hand after he became involved with the S&M.

Bay platform relaying completed by Network Rail

Following the successful installation of a point to allow rail access to the Rother Valley Railway, all that remained was the relaying of Network Rail's siding in Robertsbridge's former bay platform.

The old siding was lifted last year. Remarkably the track, which was complete with 91¼ pound rail, wooden sleepers and keys, dated back to the time when passengers from Headcorn and Tenterden journeyed over this section of line.

The new section is very smart, consisting of concrete sleepers and Pandrol clips. It has attracted much interest in the village as further evidence of our intention to restore the railway to Tenterden. The work took place during mid-September and the siding was professionally tamped, including our new point, after the

tracklaying and ballasting had been carried out. We are very grateful to Network Rail for their continuing support of our project.

RVR enters the weedkilling business

Following the donation by an RVR supporter of a road/rail Isuzu vehicle conversion, the Rother Valley Railway is now involved in the weedkilling business. As well as carrying out work on our own line, contracts can also be done on other heritage railways, as the company has agreed to its use for the purpose of weed spraying on other railways as well.

The Isuzu pickup is a standard road vehicle used widely on farms and in industry. By good fortune its rubber tyre road width fits perfectly on top of standard gauge track. Its previous owners fitted rail gear, which serves to ensure that it remains on track at all times. The rail wheels are lowered hydraulically for rail use to maintain stability.

The vehicle is fitted with pipes, tank, pump, boom and nozzles, and there are extra nozzles for embankment work, such as control of brambles and scrub tree growth. Selective herbicide is applied so that grass species are not harmed.

Our first external contract has been the Bluebell Railway, which was sprayed in early July. The contract required work on the running line, loops and sidings, and the results have been very successful.

The RVR contracting business is managed by Mark Yonge, who commented: "The Rother Valley Railway has little income until we connect with the Tenterden line, so carrying out contracts for other heritage railways gives a vital boost to our revenue."

Letters to the Editor



Heather Kavanagh's O Gauge model of the RMB.

(Heather Kavanagh)

Sir – My articles on 'Bridges of the K&ESR' generated two extremely kind and helpful letters explaining why things are as they are, and directed me to other sources. The Spring issue of the *Terrier* provided more information from Chris Wood, and Peter Barber has given me some very valuable information on culverts. Recently I met volunteers who explained the reason for the 'packers' on the Newmill Channel bridge. This last piece of information helped save the railway from some potentially very expensive and disruptive work.

I would like to make a plea through these pages that would anybody who has any knowledge or anecdotal information on how the bridges and culverts were constructed please let me know of it. With the help of Paul Rand I am gradually building up an archive on the infrastructure for future generations. I know of one 'big railway' that has ignored its corporate memory and destroyed huge amounts of archive information, and paid dearly for this error. Please help preserve these memories for K&ESR.

Graham Bessant
by e-mail

Sir – At the end of 2013 I contacted your Carriage & Wagon Department with a request to be able to visit the K&ESR's RMB with a view to carrying out research for building an O Gauge model for a client.

I made the visit in January 2014, when Alan Brice and the C&W staff were very helpful indeed. I got a lot of useful information that helped me fill in a lot of blanks.

The model build hit a rocky patch, and took rather longer than I had hoped it might. I have, finally, completed the model, almost three years to the date of starting it. I thought it might be fun to bring it along to the K&ESR and photograph it with the real thing! The model isn't in K&ESR livery, sadly. The client wanted a BR corporate blue and grey model, with dual heating and dual braking.

Obviously your RMB is now in revenue service again. For that reason, we shall visit the line as paying customers and make a day of it. Hopefully we can catch the train that has the RMB in the formation – it'll be nice to see how the refurbishment went, and how accurately I replicated the interior.

Heather Kavanagh
(Scale Seven and Gauge O Guild member)
by e-mail

Sir – I have recently been sorting through, cataloguing and scanning documents relating to the K&ESR from the earliest days of the preservation scheme, and I have found that I am missing some documents and information.

I would be glad to hear from anyone who may

have the following items (either originals or copies) which they may be prepared to donate, sell or lend to me: accounts for the periods 1964/65 (ending 31st May 1965), 1965/66 (ending 31st May 1966) and for 1970/71 (the final accounts of the Preservation Society before the Tenterden Railway Company began trading). I am also looking for the 1975 and 1976 timetables.

I can be contacted via e-mail at myles_snb511@yahoo.co.uk or via the Editor.

*Myles Chantler
by e-mail*

Sir – Many thanks for including my article 'Reading Between the Lines' in the Summer edition. I was very pleased to be able to share my findings with your readers. This edition was full of interesting articles as usual. I would be very happy to pick up on any reader's comments on the article if they would like to contact me at this e-mail address: davidwpenn@gmail.com

I am working on a longer paper about the old Rother Valley Company and its directors, which I hope to publish (on the web) before too long.

*David Penn
by e-mail*

BOOK REVIEW

Atlas of the Southern Railway *by Richard Harman & Gerry Nichols*

*156 pages of maps plus preface and index .
Published by Ian Allan Publishing Ltd. £30.
ISBN 978-0-7110-3829-5*

Many of us of 'a certain age' grew up with the Pre Grouping Atlas and Gazetteer by W. Philip Connolly – a volume doubtless still owned and occasionally consulted. 50 years ago this was about the only generally available work of its kind. In subsequent decades it has, however, inspired many other similar books, sometimes covering specific areas of Britain and in greater detail. The latest addition to this genre is the Atlas of the Southern Railway which, like its illustrious predecessor, is published by Ian Allan.

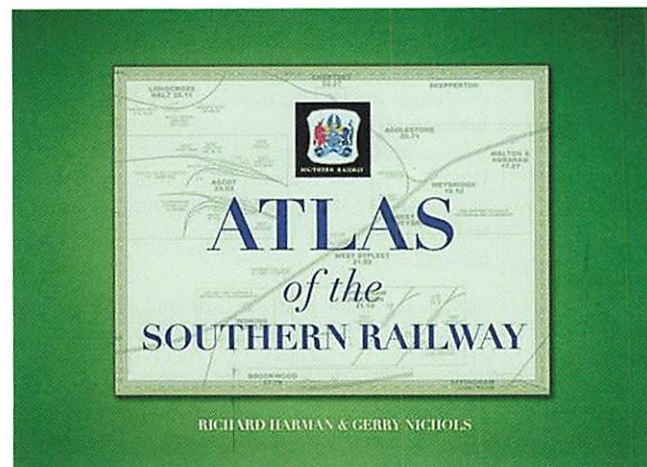
At first glance map after map of railway lines

might appear tedious – but not so; once one starts looking at a particular area of interest this moderately sized volume can become quite fascinating. Note that this atlas is of the Southern Railway, not the Southern Region, which has the advantage of showing the system at its zenith. Where changes occurred there are inset maps showing the alterations, for instance the layout at Ringwood in 1923 and the revised arrangements in 1947. Similarly the original and revised routes of the New Romney branch are clearly illustrated.

One sits in messrooms nodding wisely when colleagues talk about this or that vanished line. This book enables the bluffing gricer to find out exactly what, for instance, the 'Kearsney Loop' was! More positively, track layouts at stations are comprehensively shown, albeit in rather small (though still legible) diagrams – which, for the modeller, has the benefit of enabling one to go hunting for that 'prototype for everything'.

One spots a few errors – the siding at Bodiam which is now the loop has been omitted (yes, the independent railways are included) and Goring-by-Sea's lone siding does not appear to be connected to the West Coastway! Overall an interesting work, although perhaps not everyone's priority for the bookshelf. The price seems high but that, regrettably, is the way things are in contemporary publishing.

NP



THE NEXT GENERATION: Anthony Wilson

Anthony Ramsey presents the latest of his articles in this series.



(Bradley Bottomley)

One of the many strengths of the K&ESR is the huge variety of roles we encompass. This means there really is 'something for everyone', even if you are not a railway enthusiast. A good example is Anthony Wilson, whose first experience of the railway was family visits during his childhood. From these, he was inspired to volunteer in the Loco Workshop at Rolvenden – not because he likes trains but because he likes “big, shiny, noisy bits of metal”. He then joined the Footplate Department, again not because he wanted to be a train driver but because he was “fascinated by how the machinery works”.

Someone who was clearly born to be an engineer, Ant studied engineering at Canterbury College and then succeeded in being granted an apprenticeship in our Carriage & Wagon Department, during which time he studied Further Engineering on day release to Ashford College. He is now on the full-time staff, concentrating mainly on metalwork (turning,

welding, general maintenance) plus some woodwork. “If it breaks, I fix it,” he says simply. He has recently been working on No.64 (he welded a new end, repanelled the sides and re-roofed part of the coach) and is now busy on the door pillars of No.85. Although most jobs are done in the workshop, some trackside work is also involved. “But we are quite a small department – only two full-time and four part-time staff, plus a varying population of volunteers (around 20 but not all at the same time) and the occasional external specialist. Yet we are responsible for maintaining the whole fleet. Inevitably we are always being pulled off jobs in order to attend to something more urgent.” Despite these pressures, he describes the work as ideal and thoroughly enjoyable. “It is rewarding,” he says, “because, when you put your back into it, you can see the results.”

Ant is not too embarrassed to describe some of his mishaps. “On one occasion I was using a hammer when the lights suddenly went out and I hit my hand. Then there was also the day when I was praised for my shunting skills and then promptly ripped a steam hose off!” I guess we’ve all had comparable experiences – even if we’re not always so ready to publicly admit to them.

I asked Ant what he thought he had learned from his time with us. “Responsibility and self-discipline, mainly. I have refined my engineering skills, learned to work with people of all ages and backgrounds, and I think I understand better the pros and cons of working with volunteers.” But he also admits to some frustration at the feeling (and how many of us can look back and remember thinking the same thing) that, as a young member of staff, he is not always listened to.

Ant, who is 20, lives in Margate and drives to Tenterden each working day. Away from work, he takes part in historical re-enactments (Dark Ages to 14th Century). (He was proudly showing us his replica Viking sword in the mess room on one occasion when someone came in and asked if it was the one from the Cavell Van! –Ed.) He



(Bradley Bottomley)

also enjoys golf, rugby, fishing and shooting, as well as continuing to volunteer on the footplate when time permits.

What of the future? It would be nice to think that the K&ESR could offer a career to people like Ant, but that is perhaps being unrealistic. His own dream is to be a self-employed engineer, not least for the freedom and flexibility it would bring.

Your author came away from this interview once again feeling impressed, excited and apprehensive: impressed by Ant's skills, dedication and enthusiasm; excited that the K&ESR succeeds in attracting such talented young volunteers and staff; apprehensive as to whether we are doing everything we can to retain them on the railway. As Hercule Poirot once said, "That gives one to think, does it not?"

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

May 2016

1st	Kent Evenden	No. 130	£70.00
2nd	Peter Wright	No. 806	£60.00
3rd	Nigel Thomas	No. 176	£50.00
4th	Brian Heyes	No. 152	£40.00
5th	Dick Beckett	No. 294	£35.00
6th	Mr C J Scrase	No. 615	£30.00
7th	Barry Fisher	No. 780	£25.00
8th	Mr J Green	No. 448	£20.00
9th	Chris Garman	No. 012	£15.00
10th	Tony Mighell	No. 110	£10.00

June 2016

1st	J M Whitcombe	No. 241	£90.00
2nd	Mrs A P Crawford	No. 528	£80.00
3rd	Terry Joint	No. 479	£70.00
4th	Ernest C King	No. 657	£60.00
5th	H K Simons	No. 478	£50.00
6th	Mrs Stella Dow	No. 744	£40.00
7th	Susan Brackley	No. 757	£35.00
8th	Brian Remnant	No. 246	£30.00
9th	Kenneth Bromley	No. 532	£20.00
10th	Patrick Nairne	No. 637	£15.00
11th	Mr F Jeffery	No. 702	£10.00

July 2016

1st	Keith D Brown	No. 178	£70.00
2nd	Paul Sayce	No. 112	£60.00
3rd	Lionel Marchant	No. 302	£50.00
4th	Kevin Bulled	No. 818	£40.00
5th	Mrs J Norris	No. 268	£35.00
6th	Mrs Valerie Woolley	No. 180	£30.00
7th	Mr C J Scrase	No. 583	£25.00
8th	Mr J Bignell	No. 578	£20.00
9th	Christopher Johns	No. 361	£15.00
10th	P A Hobbs	No. 044	£10.00

August 2016

1st	Clifford Colmer	No. 653	£70.00
2nd	Mr G P Foster	No. 340	£60.00
3rd	Ken George	No. 359	£50.00
4th	Peter Bennion	No. 146	£40.00
5th	Carol Mitchell	No. 075	£35.00
6th	Mr G Lusted	No. 307	£30.00
7th	Ernest C King	No. 049	£25.00
8th	Mrs S R Adlington	No. 376	£20.00
9th	Frim Halliwell	No. 031	£15.00
10th	Claire Stuchbury	No. 026	£10.00

To join the K&ESR 300 Club or for more information phone Brian Heyes on 01622 744509 or Chris Garman on 01424 441643.



*An appreciation of the time and effort put in by the Gardening Group to make our stations look attractive.
(Graham Hopker)*

*The Tuesday Group has a new member at Northiam, making good use of chairs provided at meal time.
(John Rose)*





This year was the Centenary of Le Pet't train de la Haute Somme. Conveying Ashford Area Group supporters, 0-8-0 Borsig of 1918 works into Froissy on 25th September. (Ted Micklam)

The DMMU rarely features on its own in the Terrier in spite of continuing faithful service. Here she is seen descending Wittersham Bank with the 2.20pm from Tenterden Town on 2nd October. (Phil Edwards)



A CLEAR UNDERSTANDING

One of the most basic requirements in operating a railway is the need, as implied in the title of this piece, to establish a clear understanding when passing on messages or agreeing on a particular course of action. In this item Derek May talks about one way of achieving this.

Have you been talking to someone on the phone and they say: "How do you spell that please?"

It could be a call centre, those annoying people at your local council or even – and this could be very relevant at the railway – the need to get the help of some part of the emergency services. Suddenly you're faced with the dilemma of what do I call each letter of the alphabet? It's important to say the least that the other end should understand, be they in the UK or elsewhere in the world.

You could be making an important call that could be life threatening to you or someone else, and the chances are quite high that the person at the other end of whatever type of phone or even radio you're using may have a problem understanding what you have said.

For example, using MINE for M – that could sound like WINE. Is it GARY for G? That could be CARRY to the person at the other end,

so that's C isn't it? Err... no.

I am sure that we all have heard, and perhaps used, some other rather strange names for the letters of the alphabet which could be totally confusing to the listener who may use their own choice of words for the same letters.

There is a way round this – the international standard (or NATO) phonetic alphabet, which we should all learn and use consistently. Life will then become a lot easier whether on the railway, talking to that call centre, or making that vital call to the emergency services.

Using it will particularly help for messages being passed that are Safety Critical etc. on the railway, where some of the telephones and lines can be a bit crackly!

It isn't as hard or complicated as it may at first seem.

So here we go...

A: ALPHA	B: BRAVO	C: CHARLIE	D: DELTA	E: ECHO
F: FOXTROT	G: GOLF	H: HOTEL	I: INDIA	J: JULIET
K: KILO	L: LIMA	M: MIKE	N: NOVEMBER	O: OSCAR
P: PAPA	Q: QUEBEC	R: ROMEO	S: SIERRA	T: TANGO
U: UNIFORM	V: VICTOR	W: WHISKY	X: X-RAY	Y: YANKEE
Z: ZULU				

I found one of the quickest ways to learn this new way of looking at the alphabet was to spell friends and family names as a start.

Geoff – Golf Echo Oscar Foxtrot Foxtrot

Lucy – Lima Uniform Charlie Yankee

Then move on to places, for example:

*Tenterden – Tango Echo November Tango Echo
Romeo Delta Echo November*

Bodiam – Bravo Oscar Delta India Alpha Mike.

It gets easier the more you practise. By the way, numbers should always be stated separately so if you're passing on the number plate of a car you should say Golf Juliet Six Six; never sixty-six, and if you are communicating a contact number break up the 11 digits into short sets such as 5-3-3 or

5-2-2-2. It is much easier for the person on the other end to avoid a mistake for they can also read it back more easily. Thus 07899 554433 is most easily expressed as Zero-Seven-Eight-Nine-Nine (pause) Five-Five (pause) Four-Four (pause) Three-Three.

And don't forget if you receive a Safety Critical message, read it back to the caller to ensure no mistakes.

So the next time you're asked to spell something, if you use the phonetic alphabet you will find it as *Echo Alpha Sierra Yankee* as *Papa India Echo*.

I am sorry if this seems as though I am teaching some of you to suck eggs, but as one of the Tenterden signalmen I have heard some strange ways of spelling names!

Gricer's Irregular Musings

What is the greatest threat to the future of our railway? Shortage of visitors? Possibly. Shortage of cash? A strong contender. Shortage of volunteers? Close to the top. How about its business model? Almost certainly.

Without wishing to undermine the efforts of our paid staff, our railway relies heavily on volunteers. How long would it survive without them? How long would it survive if every volunteer job was undertaken by a paid member of staff – a week maybe? All the more reason, then, to nurture them and, equally important, embrace the skills they are willing to offer.

Nor must we lose sight of the fact that the entire Board comprises volunteers: such is the nature of the business model. However, few of our Trustees (there are noteworthy exceptions) have experience of running an entire business *per se* – let alone a business with turnover in the millions. We undoubtedly have those who are experts in their field (and therefore make a huge contribution to the success of the operation), but not, to reiterate, in running a business.

There's nothing at all wrong in that, and this is in no way a criticism (Gricer has regularly gone on record in saying that being a Trustee is a thankless job); in usual Gricer fashion it is merely an observation. Indeed, he imagines that the vast majority of voluntary organisations find themselves in a similar situation. Bar a dozen captains of industry walking through the door and offering to run the entire shebang we, and similar charities, must do the best we can. (That said, there are a few captains of industry Gricer wouldn't let anywhere near the place.)

Even more reason, then, to utilise whatever skills members are willing to offer, and in whatever measure. Gricer acknowledges that, like any other voluntary organisation, we have our regular whingers. Most of us, not unreasonably, 'have an opinion'. But that's different to wishing to become involved in a positive and constructive way in making our railway a better place. So it's rather disappointing to see that in the past the general perception sometimes appears to have been that such individuals have been seen as something of a threat, even trouble-makers – a perception which Gricer very much hopes isn't fact.

Volunteers are the lifeblood of our railway, so it is demoralising to report that some, feeling under-valued, have allegedly stopped working for us. Gricer has heard comments such as "You cost nothing, you're worth nothing." Or "There are plenty of other worthwhile causes crying out for our time..." These have not come from the 'usual suspects', rather from experienced, long-standing members. So let's embrace the skills and effort that our volunteers are willing to share. Let's treat people as individuals rather than names that fill a blank space on a roster. For the success of an organisation is surely the sum of its smaller parts. Ours more than any.

Gricer is reminded of the difficulties currently faced by the National Trust amid accusations that it is losing touch with its membership. Clive Aslet, a respected heritage writer and former editor of *Country Life*, wrote in *The Times* of the Trust alienating the people who ought to be its staunchest friends. "A generation ago," he wrote, "everyone knew what the National Trust was, and what it stood for. That certainty is unravelling. And to the many millions of people who wish this definingly British institution well, it is a worry."

Now substitute "National Trust" with "Kent & East Sussex Railway," and "millions of people" with "volunteers". Things here haven't become that bad. It couldn't happen anyway. Could it?

Positive Thoughts

"Do you think you could write something about negativity on the railway?" a volunteer recently enquired of Gricer. Goodness, that isn't much of a challenge. Gricer doubts that negativity is unique to the Kent & East Sussex. Nonetheless, he observes that there is a very fine line between negativity and reality. Similarly ambition and reality. As mentioned before, we have the usual suspects whinging and moaning, but Gricer has also been disappointed to see a negative attitude towards the shop at Tenterden, implying that as railway shops everywhere are underperforming, then ours will too. Thank goodness, then, that the Shops Organiser and three volunteers (Gricer among them), have spent many, many hours attempting to make our shop something of which we can be proud. Now it's looking its best for years, and if it does underperform it won't be through any lack of effort on our part.

Gricer plays Canute

Gricer notes that there are moves afoot to encourage our customers to visit again 'irrespective of weather'. An all-weather experience, then. Laudable and ambitious. But realistic? So it's a filthy day, blowing a gale and hammering with rain. Do we really expect visitors to turn up for a train ride? Or to visit the museum and enjoy the proposed new visitor centre? And have a meal in the buffet? Would you? When the weather is bad in Hastings, are the museums, aquarium and restaurants full to overflowing? Of course not. Bad weather is a part of life. Next time it is bucketing with rain, look out for Gricer sitting, Canute style, in isolation on a bench on Tenterden platform. Not to prove that you can hold back the rain but rather, in true Canute style, to prove that you can't.

Perhaps, then, we should give more thought not to how we beat the weather, but to how we can make the railway experience even better when it is fine (because even in good weather we are still dragging around carriages with little in them but air). That will surely attract more custom.

Big. But is it Beautiful?

Gricer notes with interest that moves are afoot to ensure that the majority of our visitors book on line before arriving. There are obvious benefits for all – not least for our visitors who can sometimes endure long queues at the booking office. However, one more little piece of the authentic railway experience will vanish. Edmondson cardboard tickets are already gone, and now it looks as if the booking office experience is being discouraged too. We're stuck between a rock and a hard place. Authentic railway experience with queues and complaints, or the 'modern', inauthentic way of doing things. Does anybody have an answer? *(Apparently, the customers/passengers want this facility – the Editor was got at by his own daughter on the subject – and the customer is, of course, always right –Ed.)*

Regular readers of this column, meanwhile, will know that it is not intended to be the voice of just one individual, rather a means of expressing concerns raised by fellow volunteers. Gricer would therefore like to think that the column has been successful in bringing about at least a few much-needed changes. Not least among these are the efforts being made to offer our visitors better value. For years, Gricer and many of his colleagues have been remarking that we offered



(Phil Edwards)

poor value for money; and for years our observations seemed to fall on deaf ears.

For too long Gricer observed that a family ticket was too expensive; this year it has been reduced by almost 25%. Thus far, it would appear that visitor numbers are mildly encouraging, although once a reputation is earned it takes an age to shake it off.

Similarly, for some time Gricer observed that it was absurd that visitors who are also paying passengers should then be charged extra to visit the museum. Now they gain free entry and are invited to make a donation instead. Consequently, Gricer understands, museum income (including second-hand book sales) is achieving the same levels as previously and may actually have increased. Add to this the recent arrival of the G Gauge model railway (itself the result of a small group of members who offered their knowledge and skills) and the provision of summertime children's activities and we have an altogether better value package. But why did it take so long?

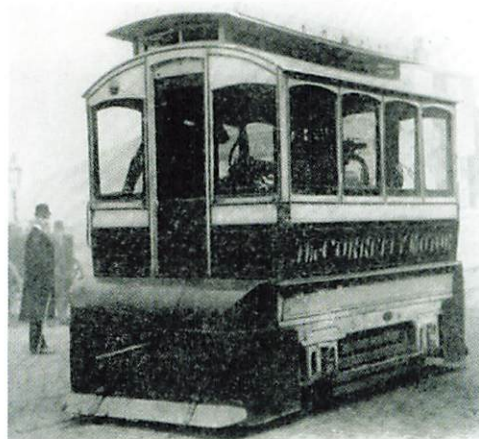
Of course, providing more to see and do poses its own challenges. First and foremost of these is staffing. For the most part, we seem to cope – just – but a recent review of the railway on a popular website complained that catering was advertised as being available at Bodiam and Northiam. "It wasn't." That the Cavell Van was free to visit for ticket holders... "Only if you can get past the large padlock." Even the shop at Tenterden was closed. In fairness, this was probably a rare occurrence. *(We understand that this was indeed the case –Ed.)* We may be getting 'ready for Robertsbridge', but are we ready for *today*?

Colonel Stephens: A Pioneer of Internal Combustion Engines for Railway Use

With the anticipated arrival of the late Colin Shutt's replica railmotor for display at Tenterden, Brian Janes looks at Colonel Stephens' achievements with the new forms of traction.

Holman Stephens showed an early interest in internal combustion engines, and demonstrated this by continually, and accurately, referring to what we now call 'diesels' as 'Ackroyd-Stuarts', the true pioneer of such engines. There was a report in the 1920s that in 1890 Stephens motorised a tramcar bogie. However Rodney Weaver, a notable historian of such matters, has carefully researched this area. The world's first such locomotive was built, with a French-designed petrol engine, in the USA. In 1893 one was shipped to London; it ran experimentally in Greenwich and Croydon for much of the year, and was inspected by the Tramways Institute in July. Weaver speculated that Stephens had seen that locomotive during the short period of its trials, which may have triggered his interest in replicating it with an Ackroyd-Stuart engine. However it must be regarded as fanciful that Stephens was actively involved in such important early trials.

Stephens, in undertaking his first independent assignment, the Rye and Camber Tramway, proposed in March 1895 the use of 'an oil motor on a passenger bogie car'. After the Connelly motor trial, the first known English locomotive was built in Hull in 1894 and the first fully successful locomotive was built in July 1896 for the narrow-gauge Woolwich Arsenal system.



Connelly motor tram engine.

(CSHA)

Such engines were at this stage extremely bulky, low powered and temperamental. Weaver again speculated whether Stephens' 1895 proposal might have actually been built, but found no evidence. Wiser counsels prevailed and, although originally specifying that it was a temporary measure while the oil motor was being constructed (or it did not work well), Stephens reverted to steam. For the next few years he used good modern steam designs, when they could be afforded (see 'Hawthorn Leslie and all New!', *Tenterden Terrier* No.83, Winter 2000).

After World War I, and the technical progress engendered by it, Stephens turned his mind back to the internal combustion engine 'owing to the increased cost of working and to avoid curtailing the number of trains'. The Baguley/Drewry companies had for many years produced low-powered internal combustion track inspection vehicles, and had now stepped up their size. Stephens was an early customer and inveigled the necessary money from the debenture holders of the Weston, Clevedon & Portishead, ordering a railmotor on 15th February 1921. Records show it as delivered in April 1922. The car had to be approved on its completion by the Engineer of the Royal Automobile Club or his deputy – a condition certainly imposed by Stephens (an RAC full member) to cover his lack of contemporary internal combustion expertise. This may well have been wise and fruitful, for works records show that the railmotor was modified to comply with 'regulations for petrol cars in public service'.

Probably in the same year as the railmotor Stephens bought a rail tractor to service the new Yeo Wharf on the WC&P in the shape of a Muir-Hill Fordson. These were somewhat primitive adaptations of the 1916-designed model F Fordson 20hp agricultural tractor, a cost-effective vehicle, for rail use. It consisted of substituting flanged wheels, a fixed front axle and suitable buffering arrangements, though a primitive roof and part sides were soon added locally. Reversing (a single gear) and indeed the three forward speeds were very slow. It must

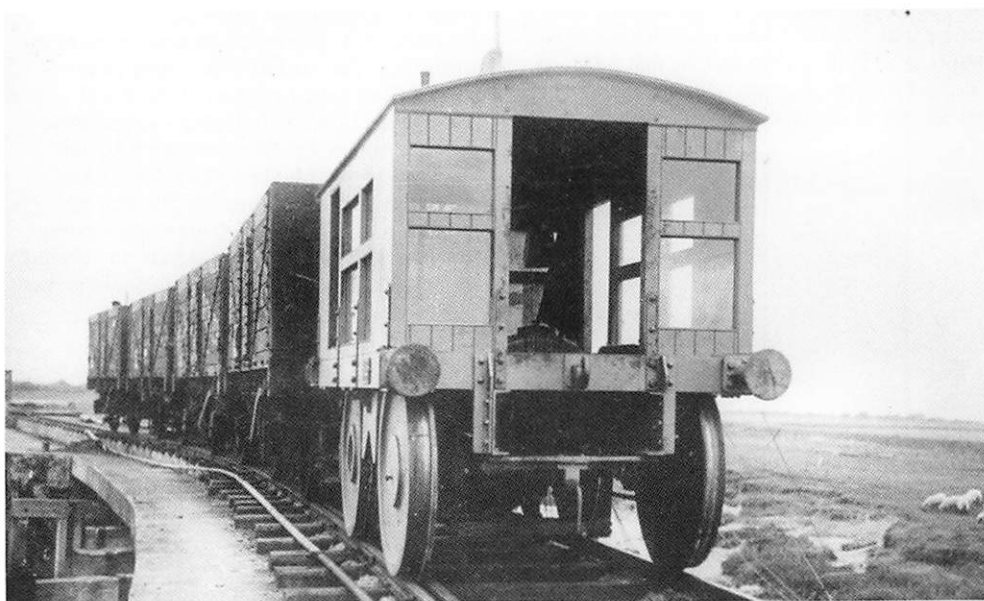
have been one of the very first adaptations as the Muir-Hill company had only been established in November 1921; it is thought to initially have only supplied adaptation kits. The first known standard-gauge unit left its works in 1925. The locomotive was destroyed in a derailment when being towed behind a passenger train to speed its return to Clevedon depot. Its utility was however appreciated and in February 1926 a improved model (works number A137) was delivered. This had a modified chassis with four large chain-coupled wheels, and almost certainly had two forward and two reverse gears. However it had no continuous brakes, or cover from the elements. The latter defect was again rectified by local construction of a full overall cab for operation in its exposed work location.

The WC&P Drewry railmotor was effectively a hand-built one-off product, and therefore expensive: too expensive to adopt on cash-starved independent light railways. Stephens had begun experimenting on the K&ESR some time before 1921 with a cheaper alternative using an Edwardian Wolseley-Siddeley car chassis which was adapted as a rail lorry and then as a passenger carrier with a body 'built in a cow shed at Tonbridge'. In using such adaptations Stephens was in the forefront of world practice, for only a few lines in North America and one French manufacturer were trying such things at

the time. Little is known about the success or otherwise of this vehicle which, although single ended, was equipped with some form of reverse and a rear radiator. It was moved early in 1924 to the Selsey Tramway, where it certainly saw some use, and then about 1928 went to the Shropshire & Montgomeryshire where it was little used.

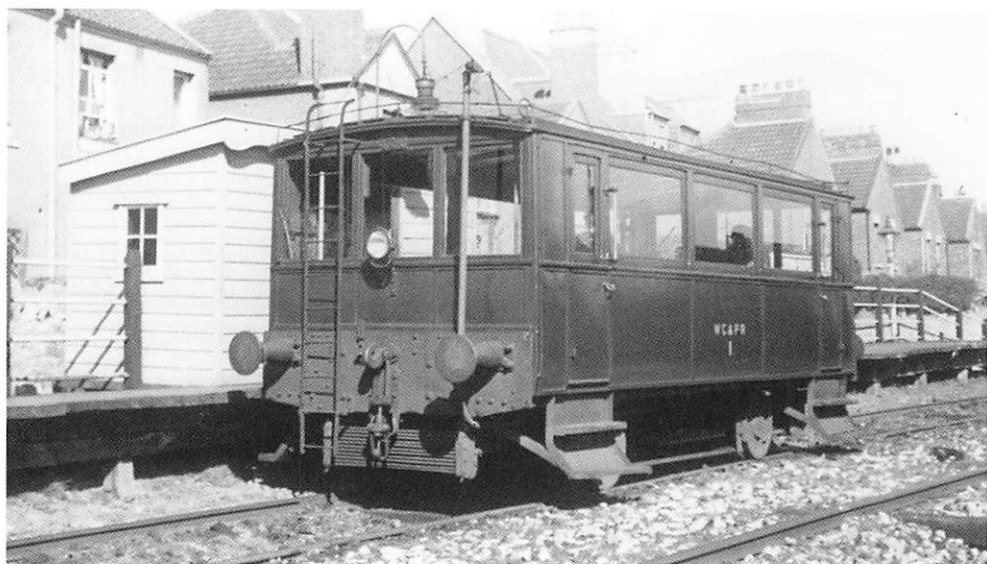
Never discouraged, Stephens then bought some cheap mass-produced 1-ton lorry chassis (part of the Model T family) with bus bodies on them. To avoid the reversing problem he used them in back-to-back pairs. This was somewhat wasteful in that the leading car had to pull the trailing car which, although out of gear, was an arguably unnecessary deadweight, but obviated the need to have a reverse gearbox or turn the car.

The first set was delivered to the K&ESR some time in late 1922, being described and illustrated in the *Commercial Motor* magazine of 12 December of that year. Later, in September 1923, Stephens wrote to the same magazine saying "I have nine small steam railways under my control and am trying several forms of motor trains... In a previous experiment I learnt, to my sorrow, that it is cheaper to have a car at each end than to put in a reverse gear." Col. Stephens gave his reason for choosing Ford chassis as follows: "The motive units are the much despised 1-ton Fords; we chose this type as we can always get spares without delay and for no other reason."



The second WC&PR Muir-Hill tractor.

(CSHA)



WC&PR Drewry railcar.

(CSHA)

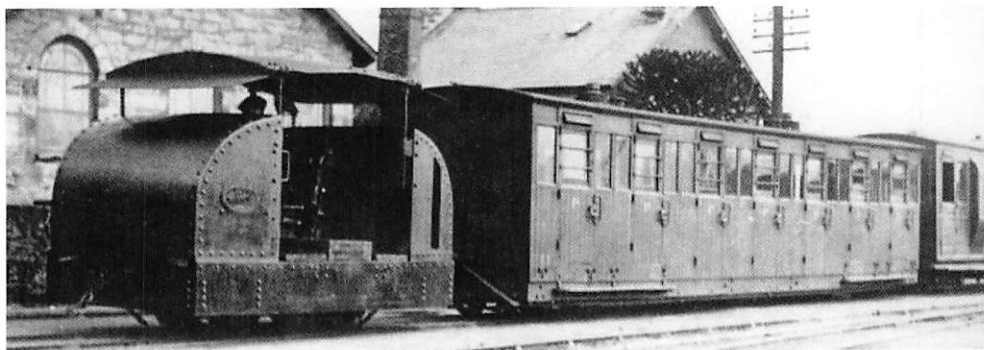
A further unit was delivered to the S&MLR later in 1923 (this set had an intermediate trailer that was never used operationally), a second unit arrived for the K&ESR in April 1924, and in July a further unit went to the Selsey Tramway.

All these units were built on the lorry chassis with the standard bonnet and mudguards retained, complete with sidelights, although these soon disappeared. The normal springing for contemporary road vehicles was retained without shock absorbers and with simple stops on the rear axle, resulting in often excessive roll. The bodywork of the first and probably subsequent units was by Eton Coachworks of Cringleford, near Norwich, and the whole set supplied by Edmunds of Thetford, Norfolk. They were fitted with pressed-steel solid disc wheels, probably supplied by Lynton Wheel and Tyre Co, Longford Bridge, Warrington; except on the Selsey motor which initially was fitted with cast steel wheels with eight curved spokes that were subsequently changed. Later replacement disc wheels were probably cast steel and had three holes through the discs, like later wagon wheels. The bodies were very much to contemporary small rural bus standards, being built from teak, reinforced by metal plates and with sheet metal covering below the waistline. There were reversible seats for 20 passengers made up of narrow wooden slats with backrests consisting of a 4in strip of wood attached to an iron frame

which was itself attached to the base of the seat.

These railmotor experiments, for that is what Stephens officially designated them, had effects in far off North Wales. With opening looming the Welsh Highland Railway needed an engineer, and Stephens was appointed on 1st April 1923. Before his formal appointment there was an early proposal to use Drewry railcars on the line, and Stephens' use of the Fords attracted the attention of the Chairman, Henry Joseph Jack. He asked his then General Manager to study them for use on off-peak trains. A scheme, including an outline drawing, was prepared – possibly with Stephens' assistance, although we cannot be sure. This action lapsed but in June 1923 a refurbished wartime ex-WD 40hp Simplex tractor was ordered from the Kent Construction & Engineering Company of Ashford for use in shunting Portmadoc and Minffordd yards. Extravagant in petrol consumption, it was converted on Stephens' recommendation to paraffin (TVO) operation. This was successful and a year later a Simplex clone, built by Kent Construction, was delivered to Stephens' Rye & Camber Tramway where it took over virtually all services on that level line.

On the Welsh Highland the Simplex was considered for passenger work but Jack was by now advocating the use of the narrow-gauge version of the Muir-Hill tractor for winter traffic on both Welsh Highland and Festiniog. Stephens



Ffestiniog Railway Simplex.

(CSHA)

was against this, advocating the use of the Simplex. Trials of a loaned Muir-Hill took place but, as anticipated, the machine proved a total failure on such work. In the face of shareholder disappointment at financial results, Jack resigned and Colonel Stephens took over as Chairman and Managing Director from January 1925. Ever the practical manager, and with limited resources, he looked again to the Simplex design, and in October advocated two for the Welsh Highland traffic. Trials with two coaches between Portmadoc and Dinas were arranged, and are thought to have been successful; but a vacuum brake was needed. However finances were desperate and the Welsh Highland's winter passenger service was stopped in December.

Later, when the opportunity arose, Stephens bought an ex-French government 50hp American Baldwin tractor for the Festiniog. It was put to work shunting at Minffordd and also, together with the Simplex, used to replace horse traction on part of the Creosor Tramway. It proved too heavy for the light track on the tramway and was returned to shunting duties. The need for economical winter services remained, for limited services had been restored and run during 1925/26 and 1927/28. In 1928 the Baldwin was fitted, somewhat crudely, with a 'Reavel' agricultural-style vacuum pump and piping to provide a continuous brake for service on the Welsh Highland. Although no records are known to survive as to its actual use, it probably was; and it was certainly used as a rescue engine for passenger trains on occasion.

The Baldwin was replaced on Creosor duties by another lighter tractor, a 20hp Austro-Daimler. Stephens had this transferred to the Welsh Highland at nil cost in July 1925, after it had finished construction work on the recently

completed North Devon & Cornwall Junction Railway. It probably worked regularly for a time and spares were delivered in August 1926. It was even tried out with a single passenger coach on 25th January 1928, possibly for use as a standby engine, but it was a failure. With Creosor traffic declining she was then used on shunting, but she was out of use by 1929.

In the summer of 1928 the Colonel received a bonus. Kerr Stuart was pioneering diesel engines, and the prototype 60hp tractor No.4415/1928 was lent for extended trials. Put to work on the Bryngwyn branch, she was very successful and was shown to the press. Fitted with a vacuum brake by Kerr Stuart she was, later in the year, put on the Welsh Highland winter passenger service. She worked this with some distinction and was indeed inspected by an LNER representative. The railway finally had a unit to do the work envisaged five years earlier, but it was only on loan! Transferred again in March 1929 to the more profitable work of moving slate at the bottom end of the Festiniog, she finally returned to Stoke in August. Stephens could not afford to buy her, but was clearly impressed and was reported to have said on being asked for it back: "I thought you had given her to us." Strangely both this locomotive, the FR Simplex and the Baldwin all survive to this day in North Wales.

Back on the standard gauge the railmotors had proved economical and reasonably reliable, although not very popular with passengers. Col. Stephens was looking at acquiring further railmotors and is known to have bid unsuccessfully for the 1924 copycat Derwent Valley Light Railway Ford motors put up for sale in June 1926. He then advertised for second-hand buses, presumably with a view to conversion, in the *Motor Transport Magazine* of

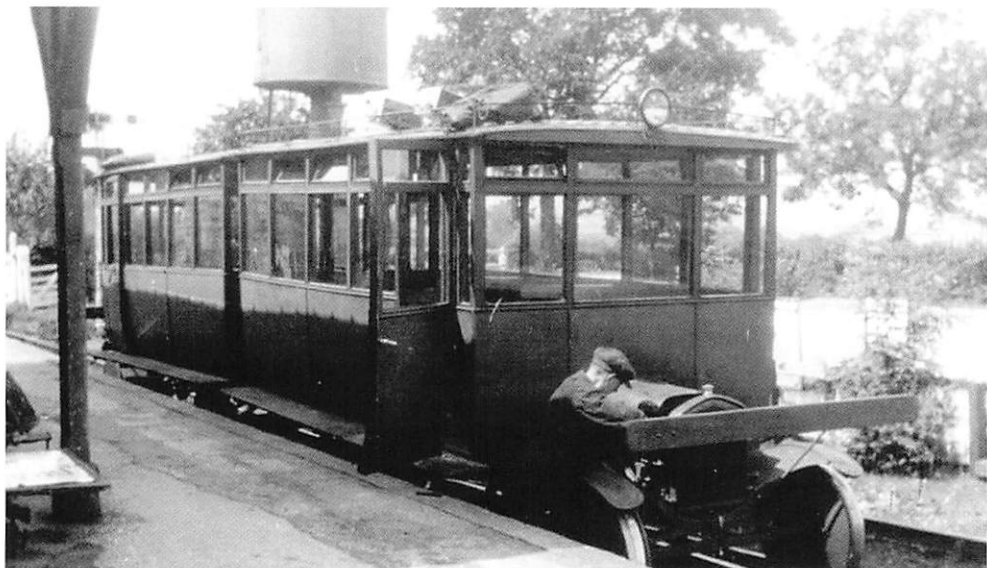
3rd January 1927. Never having been particularly fond of the Ford make (production of which anyway ceased in May 1927), and probably receiving no response to his second-hand enquiries, Stephens sought out a new source for vehicles for the Selsey and the K&ESR.

In December 1927 he ordered a new railmotor pair, this time from Shefflex Motors Ltd of Tinsley, Sheffield. Although the initial order was credited to the Shropshire & Montgomeryshire, it is doubtful if the unit was ever intended for the S&M. The resultant two-car unit was sent direct to the Selsey Tramway by February 1928, and was paid for by Stephens out of his own pocket; it remained his personal property. In 1929, meeting a request from K&ESR directors for a new railmotor pair, Stephens personally purchased another Shefflex set for £750. Stephens was recompensed with £938 of the company's 4% debentures (which by that time were virtually worthless). These units served well while both railways ran suitable services.

Stephens was thus experimenting with internal combustion until his final disability and death in 1931, and his influence may have influenced his friends on the Southern Railway; and this came to posthumously benefit one of his railways. In April 1927 the SR's General Manager instigated a review of the operation of some services by steam or petrol-engine railmotors and a Drewry 'branch line car' was ordered on 13th December 1927. A

four-wheeled car with full railway buffing and drawgear, according to the maker's records it had 25 third class seats and had a separate luggage compartment, a format which seems to have been unaltered throughout its life. It was delivered on 21 May 1928 and after some trials and tribulations the Southern had a reputedly reliable unit, but soon lost interest in the machine. No doubt W.H. Austen, through his Southern contacts, noted this and bought it cheaply, in July 1934, for service on the Weston, Clevedon & Portishead Railway. Its Southern livery was largely retained and even its number, 5. The larger railmotor took on the original Drewry vehicle's duties to a large extent. Popular and reliable it went to the GWR in 1940, which, characteristically, had no use for such a foreign object and sold its body for further use – a fate earlier shared by most of Stephens' railmotor bodies.

The Ford and Shefflex railmotors had fallen out of use in the late 1930s as passenger traffic declined, and their remains were finally lost in wartime. Their memory remained strong and in the 1980s the K&ESR actively pursued the building of a replica. This initiative failed, but the late Colin Shutt decided to build a pair using original Model T components. His first unit visited the railway and he embarked on the construction of a second. These he bequeathed to us, and it is hoped that the first will shortly be on display at Tenterden.



Ford No.2 at Tenterden circa 1928.

(CSHA)

4253

Locomotive Company Limited



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6619 – RELIGHTING THE FIRE!

After a couple of years out of service awaiting its turn in the restoration programme, 6619 is set to move to the loco shed at Rolvenden early next year. This will enable work to start in earnest on this powerful 0-6-2 tank engine, which will be an ideal workhorse when services are extended to Robertsbridge.

As readers may know, the 1928-built locomotive arrived on the line in late 2012 and was a regular performer during that year's Santa season and throughout 2013/14. With a tractive effort of 25,800lbs and a water capacity of 1,900 gallons, '66' quickly proved herself capable of handling the line's heaviest trains and still having a little in reserve, while the ability to run greater distances between water stops than the K&ESR's other 'big' engines was popular with crews.

These attributes, which make the locomotive such a good 'fit' for the line, were identified when it became known that 6619 might be available to purchase in 2012. With the K&ESR unable to fund the purchase, 6619 Ltd. was formed to raise sufficient money to secure the locomotive for the line.

The share issue was spectacularly successful and £113,000 was raised in a little over three months.

This, combined with the negotiation of a phased purchase plan, meant that the K&ESR was then able to afford to invest in the locomotive and will ultimately own around half of the shares in 6619 Ltd.

Restoration of this former GWR tank engine is one key component in the 'Ready for Robertsbridge' bundle of projects. 6619 is currently stored in the Carriage Storage Shed, which was built following generous funding by the Rother Valley Railway.

Physical work so far has focused on the fabrication of a new smokebox, which has been ably completed at Rolvenden by volunteers from the 4253 group using expertise they developed while building the bigger one needed for their own loco.

To speed up 6619's return to traffic, it is envisaged that the boiler work will be contracted out while work on the chassis will be undertaken by the team at Rolvenden. As well as many skilled specialist jobs, there are plenty of tasks that require little or no experience or expertise. If you would like to help, please contact Engineering Manager Paul Wilson (e-mail em@kesr.org).



(Phil Edwards)



(Phil Edwards)

The plan is to return 6619 to as-built condition. It is one of just two surviving 66XX class machines that were built at the GWR's Swindon works (several of the preserved members of the class were built by Armstrong Whitworth, with minor variations). One of the main tasks will be to remove the Klychap exhaust system fitted at the North Yorkshire Moors Railway and revert to traditional Swindon draughting arrangements.

The likely overall cost of the restoration is, as always, difficult to predict but an educated 'guesstimate' suggests a figure in excess of £125,000, funded over three years. If you cannot help physically, then a donation to the Restricted Fund of the Ready for Robertsbridge appeal will help. Donations can be cash, cheque, standing order or BACS to bank account number 00011090, sort code, 40-52-40. A Gift Aid form can be obtained from the Accounts Office at Tenterden Town Station. All contributions will be gratefully received. Alternatively, 6619 Ltd. shares remain available and that company's directors have agreed to reduce the minimum holding requirement so you can now support the project by purchasing a single share at just £66.19. Shares come with an attractive certificate

and make superb Christmas presents – for further details e-mail gwr6619@gmail.com

With the intensity of the restoration about to increase dramatically, 6619 Ltd. is also aiming to develop a social media presence to keep shareholders and supporters up to date with progress, and is seeking volunteers to help with role. Anyone who would like to help please e-mail the address above.

There are also opportunities to assist in an administrative role and help steer the project forward. After helping with the initial launch of the project, Lesley Lee and Graham Bridge have stepped down from the Board of 6619 Ltd.; Carol Mitchell has become a Director specifically to represent the K&ESR's interest, and Paul Wilson, Graham Hukins, Adrian Landi and Geoff Crouch make up the rest of the 6619 Board. They are keen to attract new blood to the project.

With your help, 6619 will awake from its slumber and we can look forward to hearing the evocative sound of a 66 tank running into Tenterden (or Robertsbridge!).

Graham Hukins

GUEST ENGINE CLUB GETS A FOXY LADY

Thanks to the brokering activities of a generous K&ESR supporter, the railway has been offered the free use by The Llangollen Railway of 7822 *Foxcote Manor* for 12 steaming days in exchange for some surplus infrastructure components. This free hire period is likely to happen in the spring of 2017 and more details will be announced as the deal is formalised with the parties concerned.

With engine and tender weighing in at 117 tons *Foxcote Manor* will probably represent one of the largest and heaviest engines to run on K&ESR metals so far. Before hardened preservationists throw themselves off the Rother Bridge in despair, it should be pointed out that this locomotive has an axle load well under the maximum designed load for our bridges and track. Likewise the 4-6-0 will not be straightening any of our curves, as it can navigate curvature of as tight as 140m radius, which is well within the limit of our track, and the forces going into the permanent way will be less than the current core service locos.

There is only one problem remaining, and that is transport to and from Kent. As it is a tender engine it will require two expensive trips in both directions. At last, a role for The K&ESR Guest Engine Club! The club was set up in October 2015 with the aim of helping to fund visiting engines, in the hope that a little more variety would add interest amongst the membership and help to enhance the visitor experience by offering repeat visitors something different.

The fund was set up independently from K&ESR finances, to sponsor visiting engines and their transport. There are now some 45 members of the fund contributing regular payments, ranging from £10 to £50 each month, and a healthy amount has now built up for such a situation as this. Members of the club will be able to obtain priority footplate passes (subject to availability) and will automatically be invited to ride on the special members train pulled by the guest engine. Invitations will also be extended to club members for photo charters.

The cost of transport for *Foxcote Manor* is estimated to be in the region of an eye-watering £14,000 – leaving the fund with a £5,000 shortfall, which the railway cannot afford to pay. This means it's up to the Guest Engine Club to find the remainder of the money or decline the generous offer of a *Manor* steaming on our railway in the spring of next year.

If you feel that you would like to support The Guest Engine Club and achieve this unique ambition of seeing a *Manor* on our metals, please contact the club with donations or for a standing order application form at 39 Spot Lane, Bearstead, Maidstone ME15 8NX or e-mail kesrguestengineclub@gmail.com. If just 10% of K&ESR members join the club, *Foxcote Manor* will be the first of many new engines visiting our railway in the near future.

Bryan Atkins



Foxcote Manor at Carrog station, Llangollen Railway.

(Martin Fuller)

Rolvenden Carriage Storage Shed and Sidings

September 2015 saw the opening of the new £500,000 carriage storage shed and sidings at Rolvenden in the field opposite the Sewage Works. This investment in the K&ESR's long-term future has been made possible by the generosity of the Rother Valley Railway Heritage Trust and their sponsors as part of preparations to be Ready for Robertsbridge. James Palk explains how the carriage storage shed is used and operated, and the changes and challenges that have occurred since opening.

The Carriage Storage Shed contains four tracks or roads, with No.1 road being nearest to the main line. Each road within the shed is around 375ft long, of which 367.5ft is usable (equivalent to 5½ bogie coaches) to allow space for shunters to walk between the roads and for the shed doors to be opened. The shed is full sided with two roller shutter doors on the Wittersham end. Outside the shed in the yard there is a reception and run-round road with a connection from the main line at the Wittersham end of the Rolvenden loop line, as shown on the track diagram. There is room outside the shed on No.4 Road for another 3½ coaches.

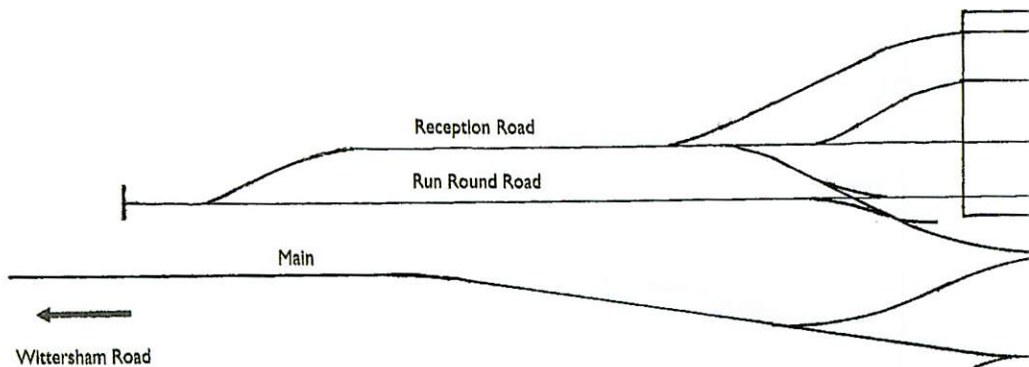
The building of the Carriage Storage Shed and Sidings has been covered in the Lineside News section of the Tenterden Terrier over the past three years so is not repeated here, but it should be remembered that during the construction phase it was necessary to slew the main line opposite the Sewage Works over towards the

fence line to provide the alignment required for the pointwork. This meant that the Sewage Works Siding, which for a number of years had been used to stable the diesel locos and locos waiting overhaul, was removed. These locos were moved to either the loco yard, which was far from suitable – the yard became very congested and difficult to operate safely – or to Orpin's Siding on the Tenterden side of the level crossing at Rolvenden. In the short term this was acceptable, but in the longer term there are concerns about the security of locos berthed here due to the possible attentions of vandals and thieves. As a result it was necessary for another location to be found for them.

The specification for the Carriage Storage Shed was to provide covered accommodation for 20 serviceable bogie coaches (or the equivalent length of vintage coaches) with the specific aim of reducing the amount of time between repairs, overhauls and repaints. Together with a smaller

ROLVENDEN CARRIAGE STORAGE SHED – TRACK LAYOUT

NOT TO SCALE – SIGNALS ARE NOT SHOWN



shed planned for Robertsbridge, this will provide undercover accommodation in the long term for all the service coaches.

It was originally intended that all the service coaches would be returned to the shed each night to get the maximum benefit from the new building but, after reviewing this during the construction period, it was found that it would not be possible without an unsustainable call on the railway's resources, both now and in the future. The collection of a set of coaches from the shed in the morning and taking them to Tenterden adds around 45 minutes to the start of the crew day, and returning them at the end of the day involves a similar amount. Train crew can only be booked to work a maximum of 12 hours per day, and with the crew on the A set turn (three trips) already booked to work for 11 hours 15 minutes it is not possible for this set to be worked to and from the shed each day by them.

With train crew already a critical resource, the option of another volunteer crew being rostered to work part of the turn, or resorting to using paid crews every day, was not possible. It was also found that there would be significant issues with the servicing of the buffet car and the tanking of toilets due to the water pressure available at the far end of the Rolvenden site.

Following discussions within the management team and with the Rother Valley Railway it was agreed how the Carriage Storage Shed will be used in the short and medium term. This will be

kept under review and in the long term some parts of the existing arrangements will change when the railway opens to Robertsbridge, when new loco yard facilities are built in the field at Rolvenden next to the existing loco shed and yard, and when more carriages are restored.

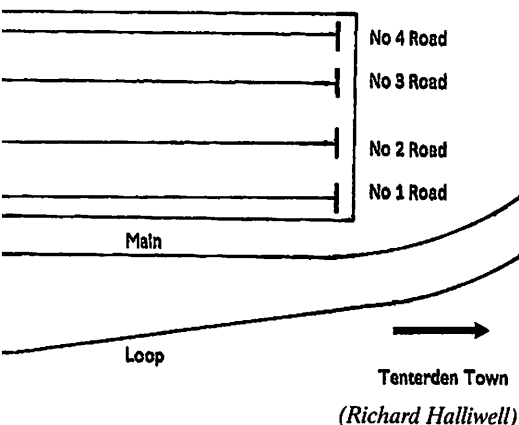
The first use of the new shed is, and always will be, for the storage of coaches that are in service. Presently the secondary set of corridor coaches (the B set) and the vintage coaches (the V set) are berthed in the shed whenever they are not required to be used in service and have been allocated to No.2 and No.3 Roads respectively. The primary set of corridor coaches (the A set) and the Pullman coaches (the P set) are berthed in the shed over the winter months (typically November, January, February and March) as they are required at Tenterden for most of the rest of the year.

This will typically mean that during the 2016/17 winter there could be the equivalent of 16½ service coaches berthed in the shed – five coaches from the A set, four coaches from the B set, four coaches from the P set, and six coaches from the V set (which are equal to 3½ bogie coaches) – although in practice this number will depend on which coaches are required to be worked on at Tenterden during this time. Also included in the winter berthing is the Cavell Van from Bodiam in view of its historical importance.

The second use of the new shed is for the storage of coaches that have either been in service but are now stopped awaiting repairs or overhaul, or coaches that are next in the overhaul queue. There are currently four coaches stored in the shed that fall in this category: Pullman Car *Aries*, Maunsell NBO No.4432, LNWR inspection saloon No.ED33 and SR CCT No.1745. The first three are awaiting overhaul and the CCT is awaiting repairs to its roof canvas. *Aries* has recently been shunted to No.2 Road ready for movement to Tenterden when the space is available in the Carriage and Wagon Shed, but normally these coaches are berthed on No.3 Road (behind the vintage set) or No.4 Road.

The third use of the new shed is for the storage of the displaced locos and rolling stock following the loss of the Sewage Works Siding. The stored steam locos are normally berthed in the extra half-coach worth of space at the bufferstop end of each siding as they rarely need to be moved. The diesel locos are normally found on No.4 Road, either inside or outside the shed

LAYOUT



depending on their status. Also normally berthed on No.4 Road outside the shed is the 36-ton breakdown crane.

The final use of the new shed is for temporary storage of the P.Way plant (tampers, regulators, TRAMM etc.) and any other stock that is either required on site or needs to be kept under cover for short periods. Examples have included visiting locos, wagons loaded with boiler tubes, the P.Way mess coach and wagons being used to complete the work on the shed or sidings. These are only ever accommodated when the space is not required for the berthing of coaches, which always take priority, and will normally use No.1 or No.4 Road which would otherwise be empty/partly empty for eight months of the year. Some of this space will always be available, but the amount will decrease as more coaches are restored.

The majority of the movements that involve the Carriage Storage Shed take place either with the service steam loco bringing a set of coaches from the shed to be used for traffic or returning them at the end of the day, or a diesel loco moving coaches for examination or other work by the Carriage and Wagon Department. The layout allows trains to arrive in the down direction from Tenterden and be signalled straight into the reception road, pausing only for the shunter/guard to check the position of the handpoints within the sidings. Once the doors to the carriage shed have been opened, the train can be propelled back into the shed and berthed or shunted as necessary. The loco can then be released for further work or proceed to the loco yard for disposal.

When outgoing movements are required the loco will normally be met at the entry to the carriage sidings by the shunter, who will have already prepared the stock for movement and opened the shed doors. The loco will then move forward to the reception road, shunt back into the shed and attach to whatever stock is required. Once all is ready, the train is drawn forward into the reception road and the loco detaches and runs round the train using the run-round road in the sidings. Once attached at the Tenterden end, the shunter will contact the signaller for permission to depart from the sidings. This is necessary as the S&T Dept. have not yet built the signal that will allow trains to depart from the sidings, so a stop board is provided. Once the signaller has set the points correctly and given authority, the train will depart from the sidings and continue to Tenterden via the main line.

Since the Carriage Storage Shed has opened the biggest learning curve has been remembering that, probably for the first time since the line reopened in 1974, there are no longer spare or extra coaches in the yard at Tenterden. This means that there needs to be much more planning to ensure that, when coaches are required, they are in the right place. This has taken time to get used to and has meant that there have been additional stock movements, sometimes at short notice, to keep our trains running when the planning has gone awry. This has affected both the Carriage & Wagon and the Commercial Departments, especially at various times when it has been found that a coach required for examination or to strengthen a train is still at Rolvenden, and the Operating Department when the Timetable Planner has overlooked a movement!

Each one of these stock movements is much more labour intensive than before the new shed opened. Traditionally all that was required was a diesel driver and a shunter and maybe an hour for a simple shunt. Now there is a requirement for signaller at both Tenterden and Rolvenden, a diesel driver, a secondman (depending on the work required) and a guard/shunter. Then factor in at least two hours or more for a shunt at Rolvenden to collect the vehicle needed, a trip up the hill and then another shunt at Tenterden, and it becomes clear how important the planning process is.

As we all get more used to the Carriage Storage Shed and the workings required, these shunts are becoming fewer and we are able to do more work in less time by planning ahead better. The benefits of keeping the stock under cover are beginning to show and will only increase over time.

Another issue that occurred shortly after the shed was opened was problems with condensation inside when the doors were closed. This could only be cured in the short term by leaving the large end doors open to increase the air flow, which helped to balance the inside and outside temperatures. The Rother Valley Railway Heritage Trust (RVRHT) made arrangements for a specialist contractor to spray special insulating foam to the inside of the roof to stop the condensation forming in the first place. This took place at the start of September 2016 and required all of the stock to be dragged out of the shed for two weeks while the



Looking towards the buffer stops on 30th January 2016, with the A set berthed on No.1 Road, the Vintage set on No.3 Road and one coach of the B set berthed on No.2 Road. (James Palk)

contractors worked, followed by a massive shunt to put it all back when the work was completed. So far the results are promising, and the inside of the shed appears to be much drier.

The following have been some of the 'frequently asked questions' about the new shed and how it operates.

Why is the shed never full?

Although originally intended to store all the serviceable coaches when not in use, this proved to be impracticable and unworkable during the running season. The maximum number of serviceable coaches are stored in the shed during the closed season (November, January, February and March) with only coaches that are required to be worked on remaining at Tenterden. Therefore the space in the shed is used where possible to keep other stock under cover for the rest of the year, but *never* at the expense of serviceable coaches. As more carriages are restored and the benefits of the storage shed are realised by increasing the intervals between repairs, overhauls and repaints, the number of carriages kept in berth in the shed all year round will increase.

The Pullman set is only used at weekends. Why can't it be kept in the shed?

Though the Pullman set may only leave the siding at weekends normally, it is very much in use during the week and is required to be close to the catering facilities at Tenterden. After each weekend run the train is intensively cleaned internally to keep the coaches in the premier condition expected by our customers. All the tables in the train are then laid up, followed by another day during which our very hard-working Pullman Manager and Chef Meg Gooch spend preparing all the food for the next train. There are also multiple deliveries during the week which need to be loaded straight onto the train, and stock in the bar and kitchen needs to be checked and replenished. The kitchen in the restaurant car is also used to supplement the buffet kitchen on a number of days each year when there are large numbers of meals to prepare and cook.

Why are there so many things in the shed that are not carriages?

The primary use of the shed is for serviceable carriages, and they always take priority, but the

shed is only used to full capacity for four months of the year as it is not practicable to return the coaches to the shed every night. The other stock is therefore making use of space that would otherwise be empty.

Why can't the carriages that are in open storage at Northiam and Ewhurst be put into the Storage Shed?

In the longer term, some of these stored coaches will make their way into the shed to dry out before they are overhauled. However, to put all of the coaches from open storage into the shed would mean that there would not be sufficient room for the serviceable ones over the winter months, which is the reason that the shed was built. It would not be practicable to shunt the stored coaches out each winter as they would need to be sheeted over and examined every time, which would consume staff resources that are not available. Also needing to be considered is where the coaches could be put for the winter months without constantly requiring shunting or being tripped around the railway. Some of these coaches are in a very poor condition and need to be moved with extreme care.

Who decides what goes in the Carriage Storage Shed?

There is an agreement with the RVRHT regarding how the shed will be used, what is permitted, and what is not. Included in the agreement are principles that cover how much time it is expected that the serviceable coaches will be kept in the shed. The Operating Manager is the 'owner' of the shed for the railway, and the Operating Department Timetable Planner (me, James Palk) is tasked with ensuring that the agreement is followed. This involves monitoring what is in the shed and justifying the presence of each vehicle, or indeed the absence of a serviceable coach when it should be in there. Space that is not required for serviceable coaches is made available for the storage of other stock within the framework of the agreement and must be removed when the space is required for serviceable coaches.

Can the shed be used to carry out repair work on rolling stock?

The storage shed is not a workshop and is not equipped to the necessary Health and Safety standards to be used as such.

Why can't the B set or V set stay at Tenterden during the running season and only be put into the Carriage Storage Shed during the winter months?

These coaches are only used on a limited number of days each year and spend more time out of service than in service. By keeping them undercover when possible during the out-of-service time the coaches will be kept in better condition and the period between repairs, overhauls and repaints will be increased. This will allow the resources in the Carriage & Wagon Department to be deployed on other restoration work and make inroads into the unrestored coaches instead of 'running to stand still' as has occurred in the past. Keeping the coaches in the shed has resulted in some additional work for train crews, but this must be considered in relation to the reduced amount of work that will be required on the carriage fleet in the future.

Is the shed finished now?

There are still a few jobs remaining to be completed before the project can be called finished. The PWay department is busy laying ash walkways within the shed to make moving around safer and easier for staff. This is a mammoth undertaking, and will take some time due to the size of the shed. Ash is loaded into our Mermaid side-tipping wagons which are shunted into the shed before being tipped, levelled out and compacted into place. There is also a requirement for the provision of battery-charging facilities in the shed to keep the carriage batteries in good condition through the winter months. This is being progressed by the railway at the moment. The provision of the exit signal from the sidings is dependent on the limited S&T resources that are available to construct the post for the signal and install it, plus the wiring and electrical alterations needed to make it work. There is no immediate timescale on this at present.

Hopefully this article has helped explain how the Carriage Storage Shed operates and is used, and some of the issues and challenges that have been faced during the year since the shed opened. The long-term benefits of the shed to the railway and the generosity of the RVRHT and their sponsors are greatly appreciated, as is the time and effort put in by all the staff who built the shed and assist with the operations on a day-to-day basis. Many thanks to you all.

Remembrance of a Sussex Family

The visit of the folk trio Harp and a Monkey in September to perform a memorial concert in front of the Cavell Van at Bodiam, which was dedicated to the railway contribution to the Great War, and Graham Bessant's photograph of the memorial tablet in Salehurst church in *Terrier 119* (Winter 2012) prompted a little digging in the archives. The outcome of that research reminds us of the tragedy of events played out 100 years ago in a quiet corner of Sussex that deeply affected past employees of the railway.

Agricultural labourer James Osborne and wife Ellen of Salehurst bore many children. We are aware of ten – four daughters and six sons. Two of these sons were destined to serve both on the K&ESR and in the Army; one to become an army batman (personal servant) to, and long-term employee of, Colonel Stephens and another to die in the war, together with another of the brothers and a grandson.



Albert Osborne circa 1916.

(CSHA)

The youngest of the Osborne children, Albert John Osborne, was the lucky survivor of his army service. Born in 1886 to his 47-year-old mother, he was in 1901 a bricklayer's labourer. Thereafter he joined the K&ESR and married a local girl, Mabel. By the time of the 1911 census he had a small daughter and was employed as a 'civil engineering worker' (possibly a chain-man and general hand in the surveying team) by Holman Stephens. With the coming of the Great War he joined the Royal Engineers at Gillingham in November 1914 under Stephens' command and at some point became his batman, possibly on his promotion to corporal in January 1915.

When Stephens left his full-time army service in 1916 Albert was posted, on demotion to sapper (private), to the K&ESR in July of that year, remaining in the Territorial force till discharge in early 1919. As a stores clerk he loyally stayed at the Tonbridge office until the end, briefly becoming a 'stores labourer' in Tonbridge engine shed under British Railways. Osborne's pride was reported hurt by the Union-imposed term 'labourer', but a small pay rise softened the blow. A little later he seems to have found a more congenial post as crossing keeper at Stonegate until he died in 1951.

Albert's two older brothers were, tragically, less fortunate. Harry was a private in the 7th Battalion, The Royal Sussex Regiment, 12th Division and was killed in action on 25th September 1915. Although known as Harry he was christened Henry Osborne when he was born in Salehurst in about 1876. No doubt Harry followed his father into agriculture but soon joined the army and served in the South African (Boer) War of 1899–1902. After his service he became a Special Reservist, making his recall to the Great War inevitable. By 1911 he was still single, living with his mother at East Street, Robertsbridge, and employed as a platelayer on the K&ESR. He was killed on the first day of the inconclusive Battle of Loos, the major British attempt at an advance in 1915. In view of his service with the K&ESR he was specially commemorated by a plaque in Salehurst Church, paid for by the K&ESR, probably prompted by Stephens in view of his known devotion to army service and his closeness to the family. For many years there was a special memorial service at the

church on the anniversary of Harry's death.

George Henry Osborne, Albert's older brother by four years, was commemorated less prominently, perhaps because he never seems to have worked on the railway, though he served longer in the conflict. He may have enlisted with his brother. He was destined to die of his wounds on 6th September 1917 in Belgium (probably during the battle of Passchendaele).

That was not the end of grief for the Osborne family; Albert's oldest brother, Spencer, born 25 years before him, married and had a son, William James. He joined the same battalion as his uncle George but predeceased him by nearly a year, dying on 13th October 1916 as the battle of the Somme began to draw to its inconclusive end. His body was lost, but is commemorated with his

other comrades on the huge monument to those with an unknown grave at Theipval, which our Ashford group movingly visited a year or so ago. Like his uncles he is commemorated on the Rolls of Honour of both Salehurst and Robertsbridge.

An unfortunately all-too-typical rural family therefore lost a member in every full year's fighting in the 'War to end all wars'. We are left with a lovely memorial in a quiet rural church within yards of the, hopefully soon to be revived, railway and memories of a brother and uncle who long survived as a faithful servant of Holman F. Stephens and our railway.

Charles Judge

With thanks to Philip Shaw, Davey Winchester and Roll-of-Honour.com



Memorial to Henry Osborne in Salehurst Church.

(Graham Bessant)

Trials of a Stationmaster: Problems at Bodiam 100 Years Ago

Although Bodiam seems a small, sleepy station, two men who were appointed to take charge of it in 1913 and 1914 found it difficult to cope with the demands placed on them. However, because of these difficulties, we can learn something about the day-to-day working of the railway 100 years ago. Tom Burnham writes.

William Barnes Rothwell was a Lancashire man, born in Rochdale, in 1875. His father was a railway goods agent. As a young man William worked as a gas inspector, and later on he was employed by the National Telephone Company. He claimed that on two occasions when he might have left that company he had been prevailed upon to stay, each time with an increased salary. However he eventually gave up the job, on medical advice, and took the post of stationmaster at Bodiam on the K&ESR on 24th June 1913.

As part of his varied duties he had to issue tickets, take fares and make out a daily return; he had to send the local traffic receipts to the stationmaster at Tenterden and receipts for through traffic to the stationmaster at Robertsbridge. At the end of each month he was to submit a detailed account to the company's office at Tonbridge.

No doubt he expected that the country air and a quieter life would be good for his health. He may have got the rural surroundings, but he certainly didn't manage to avoid stress. Eventually he became run down and became, as he put it, heartily sick of the job. One day in December 1913 he shut up the station and went back to Heywood, Lancashire, where he took another job.

Hearing that Rothwell had left, the K&ESR audit clerk, George Henry Willard, went to Bodiam on 9th December, accompanied by another member of staff. They found the station locked up and no money on the premises. Going through the books they found discrepancies between the money Rothwell had taken for sales of tickets and other charges and the amount remitted to the company, which came to a total of £13 19s 5d. For example, between 1st and 8th December there were through bookings to the South Eastern & Chatham Railway of £5 6s 8d, but only £2 6s 11½d had been sent to Robertsbridge. K&ESR local bookings were £2 19s 8½d, but the cash returns showed that only

£2 3s 3d had been remitted. A float of 10s, given to each stationmaster for change, had never been accounted for.

A specimen charge of the theft of £4 16s 2d on 8th December 1913 was made against Rothwell, and he was arrested by the police in Heywood. When he was handed over to Sergeant David Gander of the Sussex Police and charged with the theft, he is reported to have said, "Yes, that's all right, it's something which I had spoken to you about."

The case was heard at Battle Magistrates Court on 24th January 1914, where Rothwell pleaded guilty and was bound over for 12 months, the magistrates taking a lenient view in consideration of his previous excellent record.

As a postscript, in November 1916 William Rothwell's daughter, Ethel, married 23-year-old Leonard Heywood, an architect and surveyor then serving as a second lieutenant in the Machine Gun Corps. One might have thought his chances of surviving the war were not good, but he left the army with a DSO and bars, and continued in his peacetime career. He eventually became Housing Director for the City of Manchester.

Perhaps as a result of so many men volunteering for the Army, December 1914 saw the K&ESR appointing Bodiam's shortest-serving station agent. Arthur John Pobjoy must have seemed well enough qualified. He was born in 1873 in Farnham, Surrey, where his father, Joseph Pobjoy, was a signalman on the London & South Western Railway. At 21 he joined the Metropolitan Police, where he served for four years until 1898, ending up as a constable in C Division in London's West End. In 1900 he married Emma Louise Moy, and the following year they were living in Deptford, where Arthur was working at different times as a clerk on the London, Brighton & South Coast and South Eastern & Chatham railways. By 1911 the Pobjoys had moved to Taunton, Somerset, but

by 1914 they had moved back to the London area and were living in Eltham.

Arthur Pobjoy started working for the K&ESR as Station Agent at Bodiam on 6th December 1914. Since the previous year the title of the position had been changed from 'stationmaster', and this may have reflected a lower salary. The duties included taking money and giving receipts on behalf of the company, keeping a cash book and a receipt book with counterfoils, and sending all the money collected to the agent at Tenterden Town each night.

George Willard, the audit clerk, went to Bodiam to check Pobjoy's books and found several discrepancies. When he asked Pobjoy about them he could give no explanation, but put it down to his nervousness. Willard then suspended Pobjoy from duty.

He was summonsed to appear before the Battle magistrates on 26th January 1915 on a specimen charge of embezzling sums of money totalling £2 6s 1d from the K&ESR at various dates between 12th and 21st December. When he failed to appear in court a warrant was issued for his arrest, and he was found in the Squirrel public house, about two miles away, the same afternoon. At a special sitting of the bench the following day he said that his train had been very late because of dense fog, and he did not arrive at Battle until 11.48am.

Evidence was given by Willard and by three people who had paid money to Pobjoy. Thomas George Munn, who was in partnership with his brother as a grocer and draper in Ewhurst, said a few weeks earlier he had received two accounts from the K&ESR, one for 10s 8d and the other for 8s 8d. On 10th December he went to Bodiam station and saw Pobjoy, and asked him to take a shilling off the accounts for the carriage of apples. He did so, and wrote Munn a receipt for the remaining 18s 4d, which he paid.

George Heist, a vanman employed by Arthur Hilder, also a grocer in Ewhurst, said that on 17th December he had gone to Bodiam station with a bill for £1 3s 9d made out to Mr Hilder. He had also taken two packages, which he had handed to Pobjoy. The carriage for the two packages was 7d and 8d, which Pobjoy had added to the bill, making £1 5s. Heist had paid this and Pobjoy had given him a receipt.

Finally, Horace Foster, a farmer from Bodiam, said that on 21st December he had gone to

Bodiam station to see Pobjoy about an account over which there was a dispute. Pobjoy wasn't there, but Foster had managed to track him down to the Castle Inn, where he paid him 3s 11d for the railway company, for which he received a receipt.

The only entries in Pobjoy's cash book for these three transactions were for the 7d and 8d received on behalf of Mr Hilder.

Pobjoy pleaded guilty, but said he had had absolutely no intention to defraud. "When he went to Bodiam it was with the intention of giving his best services to the railway company, but he found his duties considerably more than he expected; they were altogether very complex. There was the telephone, by which the trains were signalled, to be always attended to. When trains were due there were also the passengers, parcels and gates to attend to. The system of issuing tickets was different from what he had been used to, some passengers having to be supplied with two tickets if they were going on to the South Eastern Railway.

"He was anxious to do his best, only all these different things confused him. He admitted that there was plenty of time between the trains, but with all the things to think of at one time he got very confused. When he went to Bodiam there was no lock on the goods shed... That only [went] to show the laxity of the system at the station. He did not know what had become of the money. It was the first time he had been charged with any offence, and he had always borne a good character."

Mrs Pobjoy said that her husband "...must have lost the money carelessly. None of it had been spent in the house, as they had sold their furniture to meet accounts. At Christmas time they had scarcely enough food, because her husband could not keep his money right."

The magistrates decided to deal leniently with Pobjoy, in view of his previous good character, and bound him over to be of good behaviour for 12 months.

Arthur Pobjoy died in Bridge, Kent, on 15th August 1942. His widow, Emma Pobjoy, seems to have gone to Australia, where she died in 1966.

Details of the two court cases are taken from the *Hastings & St Leonards Observer* and the *Sussex Express*, accessed via the British Newspaper Archive online.

Notes for contributors

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

Content

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

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

Text

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

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For news and current events digital is preferred, especially if the picture is as least as good as more traditional formats. Unless used to accompany an article, a low-resolution jpeg copy of the original is initially requested. Typically the longest dimension should be no greater than 900 pixels, or resized as a copy for the web. We will request a full-size image if for possible future use, but please bear in mind that the image/file needs to be typically suitable for cropping to a minimum of 1800 pixels (longest dimension) for A6/half a page or 2700 pixels for A5/full page.

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