



JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

# Tenterden Terrier

Spring 2020

Number 141

**2019 Passenger Figures**  
**Pioneering Days**  
**Ron Jarvis at the K&ESR**  
**P Class Model Review**  
**A Weighty Matter**

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**FRONT COVER**

*Wittersham Road – waiting  
for the Pullman...*

*(Ian Legg)*

**BACK COVER**

*Misty mid-winter Rolvenden.*

*(Andrew Hardy)*

**JOURNAL OF THE KENT & EAST SUSSEX RAILWAY**



*...and the Pullman arrives.*

*(Ian Legg)*

# Tenterden Terrier

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# Editorial

## Unsung Heroes

The unplanned theme running through this issue of the *Terrier* is, of all things, Wittersham Road Station, with various references occurring from the front cover onwards. Dear old 'Witt Road', originally agricultural sidings in the middle of nowhere, was optimistically provided with some minimal passenger facilities. The heritage era brought rebuilding, including a signal box which seemingly continues to have something of a cult following amongst our 'Bobbies'. Between 1976 and 1980 the station had a place in the sun as the K&ESR's western terminus; after which it settled back into being, like Adlestrop in the nation's favourite railway poem, by Edward Thomas:

No one left and no one came/On the bare platform.../only the name.

But Wittersham Road yard has also for some years been headquarters for the Permanent Way Department, which perhaps makes the humblest of our stations something of an unsung hero – or at least home to the dedicated volunteers of the 'P.Way', many of whom have truly earned the accolade of 'unsung hero'. The term is in itself an overworked cliché and we do of course have working members who have, to varying degrees, attained a higher profile. Over the long years there have nevertheless been many about whom the majority of us know little or nothing beyond perhaps a name. As the 2020 season gets under way let's take a moment to salute all of them: those who have in ways great and small made, and continue to make, our Kent & East Sussex Railway the cherished heritage line that it is.

Nick Pallant

We need to offer our apologies for having incorrectly attributed the picture on the cover of *Tenterden Terrier* No.140, Winter 2019. The photographer was in fact Rudi Wilson.



*Essential Tenterden. No.32678 against the background of St Mildred's church tower during the run-up to the loco's withdrawal for its ten-yearly overhaul.*

(Ian Scarlett)



## FROM THE CHAIR

By the time you read this the 2020 season will be upon us, with all its challenges – but also its opportunities to demonstrate what a great organisation we are. We may not have been running many passenger trains recently, but a lot of people have continued to be very busy in workshops, offices, in their homes and out on the line, to ensure that we hit the ground running and are able to keep up the momentum.

Much of what I would have put in this piece you will find later in the magazine in the report on the November 2019 AGM, where what I said then is printed in full. The messages are still valid, and I won't repeat them here.

We haven't been idle in the intervening months.

I'll start with some good news. The financial year ending 31 October 2019 produced a very solid performance, thanks to the efforts of everyone who put in a shift during the year or helped in any other way. Lots of hard work and dedication gave us a trading surplus of a little over £91,000, which compares very favourably with a loss of £30,000 the previous year.

We wanted 2019 to be a time of stabilisation, and I am pleased that we have achieved that. With

the wholehearted support of the management team, costs were kept under control and every effort was made to increase our income. We also ran the railway safely. Well done all.

I can also say that the 2019 Santa trains generated almost £400,000 of ticket income, £17,000 up on 2018, and feedback was excellent. On the three days of Crimbo Limbo we carried more than 1,500 paying passengers, together with a large number of members and volunteers on the final day.

What of 2020? We have a revamped commercial team, with a remit to improve the bottom line still further by getting more business and increasing the yield per visitor.

We have now set up the core of two interlinked groups, which I am pleased to say include some new people and some returning faces, to plan what capital expenditure is needed across the railway and, importantly, to develop new ways of securing the funding and managing the projects.

If this approach works – and I would be the first to admit that we didn't make as much progress in 2019 as we probably should have done – we shall



Norwegian lights up Bodiam.

(Alan Crotty)

have the basis of a proper long-term plan to carry us into the future.

This will dovetail with the work to develop a vision and strategy for the K&ESR. At the time of writing we are well advanced on this, and you may well have seen more about it by the time you read these words. You can rest assured that we won't be shy in promoting it and encouraging discussion!

In short there are a lot of risks out there – and there will always be new ones – but we do have a lot to celebrate, and we are making headway. This is due to our greatest asset – which is you, our membership.

I need to conclude on a sad note. On 23 January one of our Rolvenden stalwarts, Dave Dee, collapsed on site. Despite being airlifted to London he died later in the day. He is greatly missed. Nothing can bring him back, but I am really proud of the professional and caring way in which the railway family reacted, on the day and subsequently.

Thank you all for your continuing support. And if any readers would like to get still more involved, or have access to sources of funds, there are plenty of opportunities...

*Simon Marsh  
Chairman*

## From the AGM (Held on 16th November 2019)

### Board Changes

Bryan Atkins decided to stand down from the Board. We are very grateful to Bryan for his significant contributions as a Trustee over the years, and we are delighted that he will continue to demonstrate his commitment to the railway in other ways. We shall be seeing a lot more of him.

Ian Legg was re-elected for a further term. Ian is a former Chairman, and is currently on the

Finance Committee. He will continue to contribute his skills.

David Nibloe has been elected as a new Board member. David is an active volunteer guard and has extensive business experience at a senior level.

Paul Vidler has also been elected as a new Board member. Paul has been a volunteer signalman for very many years, and is a former S&T manager on the railway. He is a chartered town planner working in local government.

## MOTIVE POWER

### Rolvenden MPD – *David Brenchley*

As winter sets in, Rolvenden starts its winter works.

Work on *Knowle* continues. The majority of the running gear has been overhauled and the frames, wheels etc. are being painted. The boiler work is complete and the hydraulic test took place at the end of January. Steel for the new bunker has been ordered and will arrive pre-cut, to reduce the labour. This loco is due back in service at the start of April.

Work continues on *65's* boiler and frames. Lots of welding and fitting is being carried out by the workshop's two senior fitters, ably assisted by our willing volunteers. The new frame stretcher, having been cast and machined, was in place by the end of January.

The *Pannier* will be lifted so we can get to the front wheelset, which has been the cause of

worry during the past year. It is intended to re-metal the bearings, and hope this will remove the problem; but we are aware the frames are distorted (by previous accidents), and this will be taken into account when re-metalling. The brake valve has also gone to an expert for rebuilding.



*The repaint of Knowle has started. (Dan Dickson)*



*Liam Head machining parts for Knowle.*

*(Dan Dickson)*

*Marcia's* boiler disappeared during January on a low loader, hopefully to be returned as good as new in the near future...

*300's* cylinder covers have been leaking, so we have purchased a high-tech sealant – hopefully this will cure the problem.

The *GWR Railcar* is in the Carriage Storage Shed at Rolvenden at the moment, but will be bought into the yard at the end of January for a full inspection and then a plan can be made. The Ford is in the yard, being titivated, until we can get a series of lifts put together to enable the generator to be replaced. This will happen at the same time as the Pannier lift and Knowle's boiler replacement.

I know people think that not a lot happens at Rolvenden, but that is just not true; the amount of work going on behind the scenes is surprising, and I am permanently amazed how a pig's ear is regularly turned into a silk purse. Frame stands have been made for Charwelton, which will be of use for future overhauls. The cylinder block for *Knowle* has been cleaned and will be Belzona coated before concrete is applied, which should preserve this fragile item for the next few years. These are among the lots of little jobs that are being progressed and cannot be done during the running period.

We are gradually moving ahead using modern materials and substances – applied properly Belzona and Loctite work well, and how about a mild steel that does not rust? Modern tools are gradually being added to our armoury, and

although they will never replace the 14lb sledge they reduce time and effort.

Training courses are being booked on a more regular basis – lifting & slinging and roller bearings being the latest.

We have arranged for a firm to come in and put some gullies in the workshop floor to enable cable runs to be laid that are not trip hazards – every little helps.

It is with great regret that I have to add to this report that David Dee has taken the last train from Rolvenden. Always happy, always willing, turning his hand to anything asked of him, we will miss him a great deal. When Dave asked for a job here I was unaware of his background with the railway, only finding out later he was around in the '70s and has been around ever since. His ability to get extremely dirty in a short space of time always amused us, but the yard had never been so clean!

Goodbye Dave – music lover, banker, shepherd and all-round good guy about the railway.

## **Diesels – Mike Grimwood**

*DMMU 50971*: The unit was withdrawn from service at the beginning of November 2019 for overhaul of its bogies. Following a visit to Rolvenden for pressure washing of the underframe and bogies the vehicle was returned to Tenterden. After a weekend visit to the pit road for the removal of the cardan shafts, vacuum and electrical connections the unit was moved to 3 Road for lifting and bogie removal.



*Rolvenden yard.*

*(Liam Head)*



This is where the real work started. Following the removal of all the components and wheelsets the bogie frames were needle gunned, wire brushed and painted. All the brake gear was cleaned and painted at Rolvenden by the 4253 group.

Following this vital work an inspection of all the components was undertaken. We knew that attention was required, as it had covered around 170,000 miles at the KESR in addition to its BR service. We found that it required a lot of new components.

We have had to replace over 100 pin bushes and around 70 pins and all the oil seals as well as the nuts, bolts, washers and split pins. The final drive sliding dog (the bit that changes the direction of travel of the diesel unit) required replacement. Following an Internet search we found a company in Kent which could produce the replacements, albeit at a cost of £800 each for a run of eight.

Next, we found that most of the spring hangers had suffered from severe corrosion and also required replacement. Again the Internet came to our rescue and a drop forging company in the West Midlands manufactured the 40 units required at £170 each.

Following the overhaul of the axleboxes, final drive and brake cylinder, and the NDT testing of the axles, at the end of January the bogie is well on its way back together. We would like to thank everyone who has helped with this work: it is really appreciated.

We have also carried out work on the interior of the first compartment behind the driver's cab.



*Tamper to Tenterden. Waiting to align the relaid platform road.*  
(Alan Crotty)

The leaking roof has been repaired, and all the insulation between the roof and ceiling has been replaced with new, as have the ceiling panels.

We have had copies of the original light fittings made. The first of these have been installed to replace the old fluorescent lighting as part of these repairs.

As you can see from the above a lot of work has gone into this DMMU, 20 years of abuse has been corrected, and next year the other bogie will receive the same treatment. We owe a vote of thanks to team Grimwood and all its helpers.

**Class 14 D9504:** In service, having received a 250-hour exam in January.

**Class 03 D2023:** In service, having received a 50-hour exam in January.

**Class 08 D4118** (known at Rolvenden as 666) is now back in service, having been lifted and re-wheeled. I know there has been a lot of muttering about the cost of a crane, but it did make the work easier and quicker. Thanks to Jamie and 888's owners.

## **GWR Railcar W20W – Chris Mileman**

I'm afraid that this is going to be a sad and a frustrated Railcar update this quarter.

Firstly the sad loss of our Project Leader, Andrew Webb, who passed away on 25th November 2019 after a brave fight with cancer. There is a full obituary elsewhere, but suffice to say that the team will miss him greatly and we all feel so sad that he will not be seeing 'his' railcar running again in a couple of years, after almost 30 years of dedicated effort to get it restored. Rest in peace, Andrew. We WILL finish it.

As I mentioned last time, the railcar is currently languishing in the carriage shed at Rolvenden in order to free up work-space in C&W for the DMMU's essential winter maintenance. The team still arrive every Wednesday though and, although not getting their hands dirty on the DMMU, have all enjoyed working on other projects including the Tube Wagon and Mk.1 coaches and, of late, Theodora and the 'Woolwich' coach. All grist to the C&W mill... but boy, we'd rather have been progressing W20W.

The team worked hard on the Railcar in the weeks before its move to ensure that all the new panels were fitted and given a protective coat of paint, and the vehicle made as 'weatherproof' as





*All prepared for a holiday in Rolvenden.*

*(Chris Mileman)*

possible. The accompanying photograph, taken as it departed Tenterden, shows this to good effect.

A couple of visits have been made to Rolvenden over the winter to check it over and turn the engines (manually). At the 4th January Board meeting it was agreed that the railcar would be subjected to technical assessment before restoration resumed. At the time of writing the team have no detail of who or what this might entail but, hopefully, by the time this article goes to press we will have a date for its return to Tenterden so we can revamp the project and financial plans... and 'get Railcar done'!

Inspired to join us? Come to the C&W Dept. any Wednesday to meet the team or maybe make a little donation in Andrew's memory.

### **D4118/08888 – Mark Stuchbury**

Following work on its centre axleboxes D4118 (aka 08888) was reunited with its wheelsets in January, requiring the assistance from a 100 ton lift road crane positioned at Wittersham Road Yard. Upon its return to Rolvenden, work proceeded to check axle loading weight, to ensure the 49 tons of loco was evenly spread across all three axles, and reinstall the front radiator grills and coolant filler pipes.

In addition, and for the first time since BR removed some of them 45 years ago, the loco had its full array of four white/red marker lights

reinstalled in the original positions they would have occupied when the loco was built in 1962. Special thanks go to the GWR 4253 group, who renovated the lamps.

As a finishing touch some replica BR 82A Bristol Bath Road shedcode plates are to be applied, representing D4118's first shed allocation in February 1962.

Following an A exam the shunter was signed back into operational service on 10th January and was immediately put to use providing the motive power for P.Way Department trains, as well as reshuffling the carriage stock at Rolvenden CSS and Tenterden after the conclusion of the Santa season.



*Back in service: D4118 out on P.Way work.*

*(Mark Stuchbury)*

## Carriage & Wagon – *David Brailsford*

**Staff news:** We have to report that long-time member of staff and volunteer Ron Nuttman suffered a stroke in November and is currently recovering from his ordeal. We wish Ron a speedy recovery from and hope that given time we will have him working with us again. Sadly long-time volunteer Andrew Webb lost his battle against cancer in early December. Our greatest sympathy goes to his widow Janice, his twin brother Malcolm and all of their families.

**Birdcage SECR 1100:** This vehicle is now available for commercial operations. It left the shed in November 2019 following the application of three coats of varnish to the bodysides, burnishing of all the brasswork, painting of the compartment ceilings and weld repairs to the Headcorn-end draw hook. An 18-month exam was also carried out. Many thanks to the staff at Rolvenden for the weld repairs, and our congratulations to all those who have beavered away on this project. It looks excellent.

**Pullman Car Theodora** entered the shed in early January for a total repaint and some external woodwork repairs. The Headcorn-end non-platform side vestibule door will be renewed, as will the kitchen ceiling covering.

The **Woolwich coach** entered the shed in November for repairs to certain areas of bodyside rot and to carry out an assessment of the wooden roof boards under the aluminium roof sheets. No problems were found with the roof, so the test sheet that was removed will be replaced. A full repaint and varnish, plus a freshening up of the compartment ceilings and an 18-month exam, will be carried out before this vehicle is returned to commercial use.

The **Cavell Van** entered the shed in January so that the canvas roof cover can be renewed. This work should have begun in November but had to be deferred due to emergency repairs on a Mk1. It is possible that this historic vehicle will return to Network Rail metals in November to form part of the train that will re-enact the return home of the Unknown Warrior, running between Dover and London Victoria. To enable this to take place a number of parts will have to be removed for testing by NR so that a certificate of authority to operate can be issued. More details

will be available regarding the above as the year progresses.

**RU 1987:** The department has recently refurbished two more gas cupboards and provided a lot of door furniture for existing and new doors. The project is progressing slowly, primarily due to the fact that there are far more bodywork repairs to carry out than had initially been envisaged. We have also discovered asbestos lagging in the kitchen area. The roof repairs have been completed, as have the new buffer beam build plates, and the new guards compartment doors are in place. The project team and C&W staff members have visited Eastleigh works to check on progress, and we can confirm that the work carried out is of a good standard.

**Mk.1 TSO 85:** arrived in the shed for an 18-month exam in October and following some investigation in the area of the end crash pillars a lot of unplanned work was needed. New sections have been welded into the crash pillars and the sheet metal has been replaced over them. At the same time weld repairs were required to two door pillars. With the ends of the coach exposed internally it was decided to call in our asbestos contractors to remove the offending lagging tape wherever possible. The coach paintwork was touched in on the areas affected by the work, and we just managed to finish the coach in time for the Santa trains.

**Mk.1 SK 86:** The overhaul of this vehicle continues to occupy most of our staff. All the new side sheets have been welded into place by Alan Brice and Peter Blythe, and much painting of the inside of each sheet has been completed. The railcar gang have been cutting insulation to fill in the cavities between the steel and the wooden panelling. Peter Bolton has been busy varnishing a large number of the bigger internal panels, and these are currently stored in the coach for safe keeping. John Wheller, Andy Hopper and Mike Hobden have totally refurbished all the aluminium window surrounds and have even fitted a few of them back onto the vehicle. We are trying to source a new roof top hat section for the Headcorn end toilet area – the old one was badly corroded and unusable. The toilet area at the Robertsbridge end will become a buggy park/storage facility. Julian Coppins and Richard Giles have been machining



*The newly outshopped Tube Wagon.*

*(Paul Beale)*

up door opening surrounds. The steam heat system has been given a thorough overhaul, with pipework being renewed where required. Due to pressure on shed space during the non-operating season this vehicle currently resides in the carriage storage shed (CSS) at Rolvenden. Work should restart on it in March with the aim of having it available for the 2020 Santa trains.

**Mk. 1 SK 63:** The seating in the second class compartments has been fully re-upholstered.

**Mk.1 TSO 68:** An 18-month exam has been carried out, and a steam heat pipe leak repaired at the Headcorn end.

We had to hire in two coaches for the Santa Specials in order to provide two five-coach sets.

**West Somerset Railway Mk.1 CK 25308** arrived in October 2019 and was lifted just to check that no damage had occurred during the move from Minehead to Wittersham Road. Some remedial work was carried out on this vehicle (with the owner's permission). Its return to the WSR in mid-February was anticipated.

**Swanage Railway Bulleid SR5761:** was, we believe, the first vehicle of this type to run on our railway. Upon its arrival in November a full 18-month exam was carried out. This identified a number of technical problems that had to be resolved before it could be used. This vehicle was also expected to return home in February.

**Tube Wagon:** This vehicle left the shed on 4th December. It has been finished in a standard bauxite livery and now forms a useful addition to our infrastructure fleet. The GWR Railcar gang and other volunteers helped finish the work which had been started by our colleagues from CFBS. The floor has also been fixed down correctly, thereby finishing a job that was started a few years ago. Prior to departure a full maintenance exam was carried out. Currently it is in the Rolvenden

CSS, and contains the refurbished generator from the Ford BTH diesel.

**K&ESR/CFBS joint working weekend:** This took place over the weekend of 12/13 October. We welcomed 15 volunteers from our twin railway in the Baie de Somme, and a number of K&ESR stalwarts, to the department. The shed pit was cleaned and painted with a specialist white paint in order to improve visibility when working under vehicles. Various painting and varnishing tasks were undertaken as part of the major overhaul of Mk.1 SK 86. The old life-expired box van body by Henry's crossing was emptied of numerous parts. Some were kept and others were thrown into one of two skips that we filled over the weekend. The body was then demolished, thus improving the sight lines for crossing users. A certain amount of tidying on this site remains to be done, and the steel underframe needs to be reduced to more manageable sections before it can be sold for scrap. The final project tackled was the rebuild of the tube wagon. A very enjoyable and productive weekend was had by one and all. In 2021 it will be our turn to go across to France to take part in similar activities at St Valery.

Improvements to the lighting in the new shed, with the use of LED tubes, have made the working environment much better. In future any failed fluorescent fitting in the old shed will be replaced with a new LED batten. Our Mig welder died in October and, thanks to the 300 Club, a new one was quickly obtained. The removal of the old shed front girders went well – thanks to Clive Lowe for carrying out this task with his road rail vehicle during the P.Way working fortnight in November. The floor on 3 road has been painted by the diesel department to make it easier to clear up spills etc. It is hoped that similar treatment can be carried out elsewhere in the workshop.



# OPERATING DEPARTMENT

## Operating Department – Pete Salmon

Sadly we have to report that David Dee, a popular member of both the Operating Department and the Engineering Department, died suddenly on 23rd January. Dave was a friendly and helpful member of staff, and nothing was too much trouble for him. His enthusiasm for the railway shone through, and Dave will be sadly missed by all his colleagues. A Just Giving page <https://www.justgiving.com/fundraising/daniel-dickson2> has been set up to raise funds for the Kent, Surrey & Sussex Air Ambulance which came to Dave's assistance.

The 2019 Santa services ran well, with very few operational issues. All the Santa turns on the footplate, as well as the guards, signalmen and station masters, were covered by volunteers. A big thank you to all our volunteers, and especially the roster clerks.

During 2019 ten Mutual Improvement Classes were run for footplate staff, and were well attended. The signalmen's and guards' training courses for 2019 have also now been completed. We should not underestimate the importance of these courses, and are very grateful to all the staff involved in running them.

Although January and most of February are 'quiet' months in terms of public services, the department has run a number of works trains for our colleagues in the P.Way Department, in connection with rail changing and welding in the Gazedown Wood area, in addition to the usual shunting and stock movements.

The Incident Manual has been reviewed and re-formatted by the Railway Rules Working Group, and has been issued in time for the new season. Like many of our safety-related documents, the Manual needs to be regularly reviewed and updated. In a similar vein, many of the Operating Standards have been reviewed and re-formatted as part of the Operating Standards Manual.

Class 08 D4118 has now entered service after the craning back in of its centre set of driving wheels at Wittersham Road, following axlebox repairs. D4118 is dual braked, and therefore has required existing drivers to be familiarised with the different braking systems before they can drive it. Many thanks to Jamie Douglas for carrying out



*Dave Dee.*

*(Liam Head)*

the assessments promptly so that the locomotive could enter traffic.

Following the transfer of station masters from the Commercial Department to Operating, Angela Hopps has been appointed as the new Chief Station Master and will be ably assisted by Lesley Lee and Charles Lucas. A lot of hard work has gone into developing new standards and taking the department forward. The Station Master is one of the most important roles on the railway, with many safety responsibilities as well as being seen by our customers as the welcoming face of the railway. It is really important that we have station masters on duty on every day we operate. To help us to achieve this we would love to welcome more new volunteers to come along and be trained for the role.

Following several promotions to Driver in the footplate ranks we are keen for new cleaners to join us at Rolvenden to learn the skills of firing our locos. We also have vacancies for trainee guards, so there is something for everyone.

On the subject of drivers, we have a retirement to report. For many years Howard Wallace-Sims was a highly regarded driver on both steam and diesel engines. His decision to step down last



*Howard Wallace-Sims on his last driving turn.*

*(Pete Salmon)*

season means we lose one of our most respected footplate crew members. We wish Howard a long and happy retirement, and thank him for all his efforts over the years.

Now is a great time to join us, as we are about to start the training programme for 2020. If you start now you could well be involved in operating some of the first trains to Robertsbridge! How exciting would that be? Please contact Pete Salmon at [pete@kesr.org.uk](mailto:pete@kesr.org.uk) or phone 07940 240919 to find out how you can become a member of our team.

### **Guards Report – Graham Williams**

Angus Entwistle was passed out on 20th October 2019 by Peter Spratling. At just 18 years of age, Angus is now our youngest Guard. Well done to him.

All the trainees are coming along nicely.

### **Signalling Department – Tony Ramsey**

Following Graham Bridge's decision to step down as an Assistant Signalling Inspector, Bernard Bone and Martyn Butler were appointed to the role. We thank Graham for his contribution and wish Bernie and Martyn well as they assume this additional workload.

We congratulate Martin Skinner who has passed out at Rolvenden (his second signal box). We also congratulate Rebecca Brookes, who has qualified as a Crossing Keeper at Cranbrook Road. Becky must have had one of the most dramatic passing out turns ever, as she was unable to access the Crossing Keeper's hut at the beginning of her turn due to the damage caused by a break-in the previous night!

We are sorry to record that Norman Brice has decided it is time to retire as a Signaller, although happily he will continue to serve the railway in other ways, including as a Crossing Keeper. Thank you, Norman, for this second stint as a Signaller! We regret that trainee Signaller Ken Cromwell has had to resign on health grounds. We shall miss his cheerful contribution to our Skype training sessions. We also record with sorrow the death of former Signaller Gerald Beck. A tribute to Gerald was printed in *Terrier* No.127; an obituary appears in this issue. On a happier note, five volunteers have signed up for the 2020 Signaller Training Course.

The department rounded off the 2019 operating season in style with an excellent cooked lunch in the Tenterden Buffet, for which we thank Michelle Kenward and her team. We are now looking forward eagerly to the 2020 season.

# PROJECTS

## 4253 – The Final Push!

A packed meeting of shareholders at this year's AGM unanimously approved a major new announcement and proposal by the 4253 Board of Directors. Shareholders were 100% behind the proposal, without any abstentions, and this landmark decision should significantly cut the completion time of the loco by around 18–20 months.

The proposal, put forward at the Tenterden Station 'standing room only' meeting, was to send the boiler – which has already had a huge amount of work done to it over the past few years by the 4253 working groups – to Heritage Boiler Steam Services in Liverpool. The company has now been contracted to do most of the remaining work. The boiler was loaded up in January and taken from Rolvenden to the HBSS workshop.

Not only that, but 4253's boiler is now sitting alongside the 'Patriot' project boiler, also currently being worked on by HBSS – so it's in very good company!

### Reasoning

At the AGM, Charlie Masterson and Henry Mowforth explained the directors' reasoning

behind the proposal: that our existing Rolvenden site does not lend itself to the easy lifting and manoeuvrability required, or enough room to cut, shape and fit the side wrappers (which each weigh in at 590kg), let alone fitting of the new longitudinal stays. Also, handling extremely heavy side plates with the necessary degree of safety was certainly an issue and of major concern.

On top of this is the overall necessity to get the loco back into steam in the shortest possible time, given the hopeful go-ahead on the Rother Valley Railway's application to extend from Bodiam to Robertsbridge. Once back in steam, 4253 will easily provide the necessary motive power for the long-awaited extension.

### Timescale

The timescale for the work to be done – which includes removing the old backhead and fitting a new one, crown stays removal and replacement, renewing both side wrappers and all firebox stays, copper welding to repair some stay holes, fitting of longitudinal stays and tube plate fitting – should be complete by the end of the year. Henry will be monitoring progress with visits to HBSS in Liverpool to see the work first-hand as the year progresses.



*4253's boiler leaving for Heritage Boiler Steam Services.*

*(Dick Weekes)*



Jerry Preston-Ladd outlined the financial side of things at the meeting, and revealed the final figure required to get the locomotive back into steam. As the large sums flashed onto the screen during his presentation, silent shareholders soon realised that this step was not for the faint hearted, but nonetheless necessary.

Jerry outlined the funds currently held by the 4253 company, together with the remaining costs of parts required for the completion of both the boiler and the loco, which indicated a final figure of £41,000 left to find.

### Focused appeal

During the meeting the directors impressed upon shareholders that further funds would have to be raised and have launched a focused 'Final Push Appeal' to raise the remaining £41,000, by selling further shares at £250 each and/or the option of sponsoring specific components. Our usual fundraising stall and activities will continue at numerous events in and around Kent throughout the year and will feature our successful tombola and sales of our merchandise range as well as promoting the K&ESR.

"This is now the final push to get 4253 back into steam, and we appeal to all railway enthusiasts to please consider buying a share or shares in GWR 4253," said Charlie. "We now need everyone's help to get this historic loco working once more."

Since the appeal was launched in January,



*4253 will do anything to raise money! Volunteers Kelvin Williams and Paul Doel test the Christmas mistletoe. (Charles Masterson)*

existing shareholders keen to see 4253 back in steam have been coming forward with cheque books in hand. Hopefully the appeal will reach the initial target of at least an additional 100 shares by the end of this year.

Every share sold (either by standing order or a one-off payment) will be acknowledged with a special limited-edition share certificate and an enamel badge.

*Dave Farnham & Kelvin Williams*

## GWR 4253 The 'Final Push' Appeal

Shares cost £250 each, and you can pay in one instalment or by monthly standing order. If choosing to pay by standing order, we would prefer if this could be over a maximum of ten months (i.e. £25 per month) given the short timescales involved. However, if you would like to pay a lower monthly amount (between £10 and £25), we will still be more than grateful to receive your application.

If you are already buying shares via monthly standing order this can easily be increased by contacting your bank and asking them to amend the payment amount. Our systems will pick this up and allocate the revised amount accordingly.

**PLEASE HELP GET 4253 BACK IN STEAM!**

We now need **YOUR** help to get the job done. Thank you in anticipation. Please go to this address for more information and details of how to pay:

**[www.4253.co.uk/Become\\_A\\_Shareholder/](http://www.4253.co.uk/Become_A_Shareholder/)**

## WAY AND WORKS

### Forestry – *Steve McMurdo*

The nature of our work means we are busily employed all year round, and the last few months have continued to take us out to numerous locations across the railway.

The plans for the reorganisation of Rolvenden include utilising the area behind the carriage shed as a more suitable location for the various shipping containers currently scattered around the site. As part of the preparation for this we were asked to clear the heavily overgrown mass of brambles and other undergrowth presently engulfing the site. The known presence of quantities of dumped scrap and other debris hidden in this veritable jungle meant large machinery could not be used, leaving hand-held power tools as the only safe option to respond to this particular challenge.

The line above Cranbrook Road Crossing runs alongside Tenterden Cemetery, and a number of trees are on the railway's side of the fence. Ashford Borough Council advised us that a

gentleman who tends his wife's grave was concerned that trees nearby had become unstable. As always with such notifications, we needed to react urgently; a prompt visit saw us removing the tree concerned. While on site we inspected and tidied the entire area along the boundary, removing various branches and other debris.

We are regularly asked to cut back growth to ensure that signals and crossings can be clearly seen from the footplate, and recent requirements have taken us to Wittersham Road, Cranbrook Road and Tenterden Bank. We have also assisted S&T in clearing around ground cables.

We had been monitoring the condition of part of a large oak tree next to Tenterden headshunt, which is near some housing. It became clear that removal was required, and the height of the tree necessitated the services of our usual specialist contractor. While in the area a rather less spectacular but still important task involved the cutting of the hedge alongside the line near the level crossing, following requests from residents in the adjacent properties in Rogersmead.



*Clearing sight-lines near Tenterden Home Signal.*

*(Steve McMurdo)*

The Tenterden Christmas Market was held over three days in November and, as no trains were running, the station car park was made available to the public. Several of the group offered to take part in running the event by collecting parking fees (cash only, no contactless!) and marshalling the never-ending stream of arriving vehicles into an ever-decreasing number of spaces. Many of the people we spoke to were clearly interested in the K&ESR, and we may hopefully have encouraged some to return as potential visitors. The significant total of £2,360 was earned for the railway.

A major three-day project was undertaken around Christmas at the remotely located siding near Bodiam, which has been used for many years to store a selection of elderly carriages patiently awaiting restoration. As time has gone by these sad survivors have become surrounded by brambles, self-seeded trees and general undergrowth. Thoughts are however turning to safeguarding their future, and we were brought in to clear away the years of growth and make

them accessible for inspection and then, hopefully, on to their next phase.

The line of poplars alongside the workshop building at Rolvenden had reached a significant height, and as such represents a potential hazard to railway property and the bungalows on the main road. A request was made for us to reduce the trees to a safer and more manageable overall size, and this was successfully completed in a four-day operation.

The reduction is without doubt dramatic, but careful retention of branches wherever possible at the remaining lower level of each tree should encourage sprouting and growth in due course, leading to a more balanced appearance.

Much as we enjoy our time on the railway, it's not all about work. Our friendly team found time in January to take a break from high vis, chain saws and PICOWs to enjoy our annual group Christmas meal, returning for the third year to the excellent Plough at Stalisfield Green.

## GROUPS AND ASSOCIATES

### Museum Notes – *Brian Janes*

The Museum has now reached its Silver Jubilee year, and in celebration we have signed a new 25-year repairing lease rather than a year-to-year tenancy. This brings the blessing of security, but carries the burden of looking after an already historic building. Over 25 years at the station, and many more of assemblage, we can look back on continuous improvement and presentation of our unique collection. This is the fruit of a successions of volunteers; we can but hope and plan that this will continue until our Golden Jubilee and beyond.

As has been said in previous reports, cash donations to the Museum have flatlined – an unwelcome trend when the railway needs every penny. Progress has however been made with cashless donation facilities, and we hope that these will be in place in both the Museum and the Cavell Van for Easter opening.

As always in winter, tasks turn from presenting ourselves to the public to extensive preparation and improvement work behind the scenes. The 'Colonel's Tent' exhibit has been replaced with four new exhibit spaces built by Matt and David Stubbs and Dave Brown. Work continues to

'dress' them and reorganise others. We found we could not use the handsome display case from Tunbridge Wells Museum, as it proved too obstructive for wheelchairs. The cabinet is however destined for further use in the old meeting room building, where it is hoped that those wishing for a preservation-era exhibit will do the necessary.

As part of a continuing upgrade of representational railway models from '00' to '0' we acquired a collection of models and kits. The latter are 'homework' projects and a good start has been made, in particular by our Midlands-based expert modeller Allen Morgan, who continues to swell our presentations. Surplus and donated models have become a regular part of our sales income, and as an experiment we attended Tonbridge Model Railway Exhibition in February to increase our winter turnover.

Recent additions to the Museum's collection have been limited, but two interesting items will soon appear in the displays. The first is the acquisition of a rare 'all lines' pass issued by Stephens to David Davies, Chairman of the Cambrian Railways (later a GWR director), a coal owner and reputedly the richest man in Wales. This was probably given as part of an





*Nathan Tutty tries out a new footplate uniform.  
(Mark Williams)*

abortive drive by Stephens to gain entrance for the Shropshire & Montgomeryshire Railway to Nantmawr Quarry, where access was controlled by the Cambrian. On a more domestic level Ron Dalton presented us with two rare Sheppey Light Railway tickets, used by him and his wife for their first post-war holiday, together with a photo taken on the occasion. It is so nice to add such family touches to our display.

Now that the 'modern' company records have been moved elsewhere, a good start has been made by a small but dedicated team on further sorting and digitalising our archive.

Work is continuing on the Cavell Van and, thanks largely to C&W volunteers, it now has a new roof covering. This sets it up for a significant anniversary, as it is 100 years since it was used to bring back the Unknown Warrior. It is planned for it to be at Folkestone in the early summer, and big plans are falling into place for November. Watch this space.

## **Tuesday Group – Graham Hopker**

Since the last report we have spent some time at Tenterden replacing rotting sleepers which form the edges of the gardens.

Hedge cutting and strimming continued at Northiam, together with some fence repairs.

A new foot crossing was installed across the track off the end of the platform at Rolvenden.

During October and November our electrician, David Brown, spent most of his time at Tenterden carrying out electrical work, in response to an inspection by a contractor which identified a number of items that needed attention. The biggest job was the replacement of the consumer unit in the toilet block, which was well past its sell-by date.

In November we spent a couple of Tuesdays at Tenterden helping Rudi Wilson with work to replace broken coping stones along the platform edge. Christmas lights were also put up around the Tenterden site.

Back at Northiam two Christmas trees were put in place by the station building, and suitably adorned with lights.

On 10th December the members of the Group, together with their wives, had their annual Christmas get-together and lunch, this time at a new venue just outside Folkestone. The Group also worked on the Santa Special trains, covering the trolley services on both A and B sets over the weekend of 7th/8th December.



*The Tuesday Group and Rudi Wilson  
replacing coping stones.  
(Ben Hillman)*



*Clay pipe found at Northiam.*

*(John Rose)*

## **Gardening Group – Veronica Hopker**

This quarter there is little to report, as November was a month for tidying the gardens ready for the winter. This entailed cutting plants and shrubs back and clearing fallen leaves.

During December it seemed to rain every Tuesday (our working day) so Jan and I became ‘mince pie wrappers’, taking care of a few hundred at a time. Subsequently I joined the Tuesday Group one weekend delivering mince pies to passengers on the Santa Special trains, while Jan worked in the Present Store.

Gardening will commence again in February. We hope the ground will not be too wet for us to get everything tidied before the passengers return at half-term. In the meantime it is planning time for the year ahead. The catalogues are arriving in the post, so there is plenty to look at and plan.

An item which may be of interest: part of a clay pipe (see photograph) was dug up in Northiam’s picnic garden by Elizabeth Brown. It was shown to Brian Janes in the Museum, who confirmed that it appears to have ‘Inniskillen’ (sic) and ‘Egypt’ on it – which could be a reference to a regiment serving in Egypt during the Napoleonic Wars. Brian explained that clay pipes stopped being used when cigarettes were introduced. This would put the date of the pipe around that time.

It appears that Colonel Stephens made good use of Tenterden Town Dump to fill areas around the railway, as various other items have been found such as old bottles and china. If any reader has knowledge of clay pipes we would be pleased to hear from you.

## **Bodiam – Malcolm Burgess**

Sadly the news from Bodiam is dominated by a further series of break-ins and thefts from the station since just before Christmas. Despite a number of security measures the workshop and storage buildings have been relentlessly broken into (see photo). Many workshop and garden tools, as well as railway heritage items, have been stolen. The station is very isolated, so there are no near neighbours to be aware of unwanted activity while it is going on. Most recently the nearby farm has also been targeted, so we hope the police may now put more resources into tracking down the culprits.

We are grateful that the Board has agreed that CCTV will be permanently installed, and a steel container will be temporarily located on site until more secure buildings can be arranged. Bruce Sharp is fitting an alarm system, and has also established more extensive lighting over much of the area.

Notwithstanding these events work at Bodiam continues as best we can. One of the posts supporting the running-in board was found to be rotten and – after much effort had been expended in trying to remove the stub which was concreted into the platform – Graham Holden, Bruce Sharp and Chris Wady have erected a new one. Tim Hogben found some shelter from the weather and is refurbishing the nameboard itself, so that it will be pristine for the new season.

The steps to the Cavell Van have been very well used, and were showing signs of significant wear and tear. Therefore while the van itself is in Carriage and Wagon being re-roofed, Jim Barnes has taken the opportunity to take them apart and rebuild them so that they are ready for the next onslaught.

The long period of wet weather has meant that the lake at the Robertsbridge end of the site has returned, and part of the newly planted Robin’s Wood has been submerged. The water reached track level just before Christmas. We hope that the waters will recede quickly so that there is no lasting damage to the trees. In the long term the culvert beneath the track will need to be rebuilt so that water can get away more quickly. The wet has, however, impeded Frank Wenham and Vic Grigg’s efforts to undertake winter maintenance on the grounds. A new bespoke picnic bench for the wood has been ordered, and we will shortly be preparing a suitable paved base for it.



*Damage from the break-in at Bodiam.*

*(Malcolm Burgess)*

Before the winter wet set in seriously Tim, Paul Randall and Adrian Freeman managed to strip failing paintwork and get a primer coat on the yard side of the PMV. It is therefore protected from the worst of the weather until conditions are right to complete the repainting.

By the time you read this issue of the *Terrier* the half-term events will have finished, and the yard waiting room at Bodiam will have been host to some story-telling sessions. We will be fitting out the venue and look forward to seeing how these are received.



*This sleeping dog won't lie much longer.*

*(Liam Head)*



# Chairman's Address from the AGM on 16th November 2019

When I became Chairman just under a year ago, I knew it would be a challenge. What I didn't know was just how much of a challenge it would be.

## What are we?

Like it or not, we are a business. We need to be more than a group of friends playing trains. That's important, and we mustn't lose it, but we are more than that.

We have assets worth £3 million; our annual budget is in excess of £2 million; we attract 80,000 visitors a year; we employ around 40 people at the height of the season. We also rely on upwards of 400 volunteers.

We are subject to increasing regulation. The commercial, external and regulatory worlds are challenging to say the least. There will be further challenges to come.

We all know what we would like to do, even if sometimes we can't agree on what that should be.

And there will never be enough resources – and that's not just money – to go round.

## Review

Let's look back at the year from my own perspective:

- The good news is that we are still here, solvent, and with a cash position healthier than it has been at times in the past, including the recent past.
- We have run – just – all the trains we committed to run. And we get consistently good feedback from our customers.
- We continue to maintain and improve our infrastructure and other assets, although we absolutely need to do better and get ahead of the game.
- We have a Board that is united and focused more on strategic direction rather than getting bogged down in detail.
- We have a much stronger Finance Committee, which is bringing our expenditure more under control. Thanks to the hard work of some individuals we understand how the money

comes and goes as never before.

- We have set a budget for 2020 which uses all information available to us and which we believe to be realistic yet challenging. We have communicated about this, and we shall monitor it formally during the year.
- There have been changes within the management team to make it a more effective unit.
- We are trialling a new approach to project management which hopefully will avoid many of the problems of the past.
- We have realised that we are historically poor at fundraising, and we are taking steps to address this. We need to take more.
- We have taken the plunge and launched two major appeals using techniques that are new to us.
- We have introduced a new Safety Management System.
- We are improving our IT.
- We have started to improve the lot of the volunteer – although we have discovered that there is no such thing as a 'typical' volunteer.
- We have, hopefully, started to improve our internal communications and raise our external profile.
- We are beginning to develop a new vision and strategy for the railway which, again hopefully, will start to get us away from the continual firefighting.
- 2019 has been a year of stabilisation and putting foundations in place. Barring emergencies, 2020 will be a year in which we start to move forward.

## Reflection

But I do need to make a few points. Progress has not been as steady, nor indeed as irreversible, as we had wished at the beginning of the year. I've just hinted at a number of areas where this is the case.

There is never enough time or energy to do everything. And remember, many of us – including Trustees – have day jobs, too.

We are in a period of change, and change unsettles people and can lead to resistance.

We have an inclusive culture, which is good and is as it should be. But it can mean that getting everyone lined up behind a particular course of action, even an apparently simple and uncontroversial one, is a challenge and can delay progress. It may even turn out to be impossible. We need to look at this.

We are good at generating ideas, but far less good at putting them into practice. To take a simple example, we would like to place more company information on notice boards. Easy to say, but setting up a reliable system and ensuring it is adhered to is another matter altogether.

All of us, Trustees, managers and others whether paid or unpaid, have to spend time and energy dealing with issues which are urgent and sometimes complex and emotive but which don't move the organisation forward.

And I am afraid that from time to time a really toxic argument breaks out, often on social media, which causes real pain to individuals. We still need to get better at handling disagreement. Personal attacks are never acceptable. We are all vulnerable humans, often under stress and pressure, all trying to do our best for the railway.

None of us is perfect and many of us in this room have strong opinions on what we should or should not be doing. All I ask is that we try to understand others' points of view.

## Looking forward

So, what of the future? We must continue to develop, and an early priority will be to build on what we have done this year and pick up the pace on strategy, on fundraising and on getting value for money.

The strategy work will kick off in earnest at the Board meeting later this month. We are aiming for a five-year plan, to include Robertsbridge, which will guide our actions and spending decisions.

We must build on the lessons we have been learning this year on fundraising and project management. Much has gone well, other things less so.

Our timetable for 2020 will include fewer trains. We must ensure that we keep our budget under close scrutiny, and we now have the tools to do that.



*Simon Marsh, Chairman.*

On the income side we have a revamped commercial and service delivery department, which I hope will be able to generate workable and profitable ideas and put them into effect.

We will make mistakes as we go forward, and there will be rough patches in the track, and speed restrictions. This has been the case since we started this journey in 1961, and it will always be so.

## Conclusion

We have brilliant and committed people who give their time and skills in all kinds of ways. In many respects, locomotive water treatment being an example, we are leading edge – and that is due to our staff and volunteers.

But we are always looking for new faces, not least because some of us are a bit long in the tooth and have been around for a long time. There have been some new arrivals with fresh thinking in the past year or so – we need more.

A final reflection. We are not perfect, but as we get around and learn more about other heritage railways, we realise that we are better than we sometimes think we are.

We have a lot to celebrate, and by continuing to work together and to support each other we can have a lot more.

So, thank you all again, and let's continue to work together as a family for Our Railway.

*Simon Marsh  
Chairman, K&ESR Ltd.*



*The Class 14 on 1st January at the 'Headcorn' end of a six-coach train – one of the longest seen on the K&ESR for some years.*  
(Phil Edwards)

*No.25 Northiam at the other end of the New Year's Day train, working working hard on Tenterden Bank.*  
(Phil Edwards)





Northiam on Newmill Bridge during the flooding on the morning of 21st December.  
(Andrew Hardy)







*Headboard tribute to Andrew Webb carried by No.25 on the Volunteers' Train of 1st January.*

*(Phil Edwards)*

# Pioneering Days



(Photographer not known/Alan Crotty collection)

The above photograph, which was taken at Tenterden Town in 1963, has recently appeared on social media. We feel it worthy of inclusion in the *Tenterden Terrier* together with a little further information about the rolling stock and personnel illustrated.

The locomotive is of course *Gervase*, the Manning Wardle/Sentinel hybrid which, thanks to Mike Hart, has been restored at Elsecar and re-visited the Kent & East Sussex Railway in recent years. The improvised brake van is the Sentinel *Dom* which no longer exists. (One of the great heritage railway 'might have beens'. Space considerations prevent us telling the story in this item.)

## About the people

1. Peter Velvick. Grandson of Frank Clark, driver of the K&ESR horse bus. Appropriately he now lives near the NRM in York.

2. Colin Beaumont. School friend of Alan Crotty. Colin left the K&ESR when he moved away from Tenterden; we have since lost track of him.

3. Alan Crotty. Later a professional railwayman, heritage railway volunteer (including Merchant Navy Locomotive Preservation Society, RH&DR and K&ESR) and eminent railway photographer.

5. Arthur Penny. An influential member through the formative years. He was a member of the committee and in 1971 a signatory to the Memorandum of Association for the Tenterden Railway Company (previous name of the present Company). He died in the early years of this century.

6. John Branscombe. Childhood friend of Alan Crotty and lifelong Tenterden resident.

7. Oh dear, who is this callow youth? Hmm... it's your Editor, aged 16.

8. Leonard Heath-Humphries. Generally regarded as the founder of the scheme to revive the Ffestiniog Railway. He attended the 1961 meeting at Northiam which founded the K&ESR and subsequently became its Chairman, a position he held through much of the 1960s. In later life he was Vice-President of the Ffestiniog Railway Society and a Patron of the Ffestiniog Railway Company. Leonard died, aged 66, in 2000.

We have no further information about George Aspinall (No.4), and know nothing of the others present. The chap on the right, next to the lamp post, nonetheless looks familiar. If any 'old timers' know further details we would be glad to hear from them.

# VISITOR NUMBERS 2019

Overall 2019 was a successful year, with about 3,000 more visitors than in 2018. Total passenger numbers were up by about 2,750. The passengers enjoying our regular operations were down by 1,400, but this is more than compensated for by our events performance. The tables set out a comparison of the numbers of visitors to the railway in the calendar year with those of 2018.

The most notable improvement was the Thomas event. In January 2018 Mattel were in the process of changing their booking agent, and as a result they were unable to agree to stage the event with us that February. The event in July 2018 was satisfactory but in September our Thomas event was poorly attended.

In 2019 we staged three Thomas events, all of which were well attended, resulting in a total of more than 10,500 passengers for the three. In 2020 we will be staging Thomas just once, operating on nine days over the Easter period. This should yield savings on the cost of staging more events, as we will incur the locomotive transportation expenditure once rather than three times.

In 2019 we again held a Lego event between 6th and 22nd April. This contributed 6,600

passengers to the month's total of just over 8,000. The 'Forties' weekend in May attracted 2,000 passengers and visitors.

The Santa season in 2018 was the most successful to date, attracting over 15,200 visitors. In 2019 we intentionally limited the numbers, as the experience of 2018 suggested that the Tenterden site was overcrowded at peak times. We adjusted the 2019 fare structure so that Santa still generated £17,000 more than the 2018 revenue.

We operated 47 Pullman services in 2019, compared with 56 the year before; thus not surprisingly the passenger numbers were about 400 below 2018's total. However all the Pullman trains operated were almost fully booked, and the service continues to be a significant revenue generator for the railway as well as being very popular with our customers.

We again supported the Tenterden Christmas Market over the last weekend in November, but this year we did not operate the shuttle service between Tenterden and Rolvenden as the DMMU was not available. As in 2018 we charged visitors £5 to park in our car park at Tenterden.

*John Harding*

Passenger Numbers 2018						
Month	Operating Days	Regular Passengers	Santa Specials	Thomas Events	Pullman Trains	Total Numbers
January	1	440	0	0	0	440
February	7	1,720	0	0	50	1,770
March	5	1,210	0	0	100	1,310
April	19	5,940	0	0	490	6,430
May	24	9,850	0	0	240	10,090
June	22	6,370	0	0	320	6,690
July	25	7,450	0	3,150	460	11,060
August	31	13,200	0	0	550	13,750
September	22	7,250	0	2,070	370	9,690
October	12	3,880	0	0	480	4,360
November	3	400	0	0	0	400
December	12	890	15,240	0	340	16,470
	183	58,600	15,240	5,220	3,400	82,460
					Platform Tickets	2,100
Total for Year						84,560



A busy day during the 2019 season. (Phil Edwards)

Passenger Numbers 2019						
Month	Operating Days	Regular Passengers	Santa Specials	Thomas Events	Pullman Trains	Total Numbers
January	1	390	0	0	0	390
Febuary	7	2,250	0	0	0	2,250
March	6	360	0	3,690	60	4,110
April	22	8,050	0	0	390	8,440
May	27	9,090	0	0	230	9,320
June	22	7,250	0	0	370	7,620
July	24	7,310	0	3,820	340	11,470
August	31	12,130	0	0	520	12,650
September	21	6,820	0	3,000	310	10,130
October	11	3,200	0	0	480	3,680
November	0	50	0	0	0	50
December	13	1,020	13,860	0	220	15,100
	185	57,920	13,860	10,510	2,920	85,210
					Platform Tickets	2,300
Total for Year						87,510



# BOOK REVIEWS

## **British Steam Military Connections – GWR, SR, BR & WD Steam Locomotives**

**Keith Langston**

*239pp, monochrome & colour photographs, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 47385 329 41. £25.*

There have of course been books about locomotive names before but this one takes a different, if rather obvious, approach. One



surmises that the practice of naming steam locomotives was inherited – along with various other things – from naval tradition, and it's perhaps not surprising that there have been so many examples on the military theme.

There is a companion volume covering the LMS and LNER groups, but the one now reviewed was selected because it was more likely to be of interest to K&ESR members. Out of the 239 pages 138 are devoted to Southern subjects, eight to Hunslet Austerity tanks and one to USAs in military service. (There are photographs both of No.23 and of the original *Frank S. Ross*.)

The author includes background information on the locomotive names, such as accounts of the aircraft types commemorated, biographies of

historical figures and all the relevant details from railway history. He ingeniously includes the fictional medieval names of the King Arthur class – not by reference to otherwise anonymous sixth century warriors of which next to nothing is known, but to the Royal Fleet Auxiliary craft of Falklands War fame which were built after the locomotives had been scrapped.

Unsurprisingly, given the subject matter, the tone tends towards the patriotic, but it avoids lapsing into jingoism. (One would probably not have given a second thought to that aspect five years ago, but we have been living in unsettling times.) Overall this book strikes one as being somewhat in the 'coffee table' style although the author has managed, without producing a dense text, to cram in enough interesting information to hold the reader's attention and keep the pages turning. At £25 it is not bad value for money.

NP

## **The Hayling Island Branch – The Hayling Billy**

**John Scott-Morgan**

*176pp, monochrome & colour photographs, hardcover. Published by Pen & Sword Books Ltd. ISBN 978 1 52672 681 0. £25.*

Warning – this item contains Terriers! Joking apart, experience of editing this journal suggests that the book under review is, regrettably, unlikely to appeal to younger readers, although certainly being of interest to those of a 'certain age'. (Letters challenging this generalisation entirely expected.)

*The Hayling Island Branch* begins with a potted history of that famous line which, although substantially pre-dating the Light Railways Act, can invite comparison with our own railway. It then goes on to relate the history of the branch in a wide selection of monochrome photographs, with informative captions through the LB&SCR, Southern Railway and BR eras. The motive power illustrated is of course almost entirely Terriers, but there is also welcome coverage of the carriages used. There then follows short sections on signalling, Coastway West and Fratton Shed (home of the allocated locomotives).

Lastly there is a section in colour which,



inevitably, only covers the final few years of the line. This will jog the memory and tug at the heart-strings of anyone who remembers the era, the Hayling Island line and, more generally, late Southern steam.

As often seems to be the approach of this publisher, there are a few well-known photos and numerous images that one has not seen before. The illustrations – often from the lenses of noted photographers – are mainly of a high standard, and when a bit fuzzy are worthy of inclusion on historical grounds. Track layout diagrams are to be found at the back of the book.

NP

## **The Southern After Steam – A Vision in Blue and Grey**

**Don Benn**

*181pp, monochrome & colour photographs,  
hardcover: Published by Pen & Sword Books Ltd.  
ISBN 978 1 52670 008 7. £25.*

The author, a well-known railway writer and photographer, states in his preface that he has always had a keen interest in Southern diesel and electric stock, though the modern scene doesn't attract him as much as the traditional. He has nonetheless produced a most satisfying volume of photographs with a succinct introduction to each section.

Mr Benn also includes performance tables, a genre of railway writing which he of course contributes to railway periodicals. Although there are a few photos from earlier times the emphasis is on 1967 to 1988.

The sections themselves are:

- Pre-War Electric Multiple Unit Stock
- 1951 and 1957 Electric Multiple Unit Stock

- 1963 Electric Multiple Unit Stock
- Bournemouth Stock
- Isle of Wight Stock
- Diesel Multiple Unit Stock
- Diesel-Electric and Electro-Diesel Locomotives
- Departmental Stock
- Severe Winters

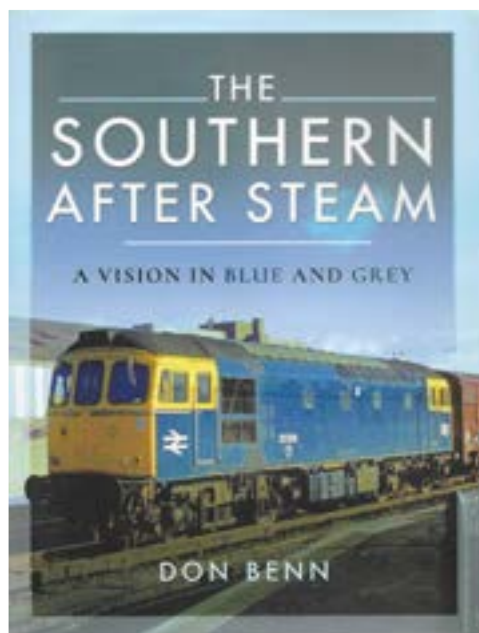
As the above list implies, the book includes photographs taken on all three sections of the Southern.

Your reviewer finds himself in agreement with the author's prefacing remarks about preferring the traditional to the modern scene, although some of the latter is now so long ago that it attracts the rosy glow of nostalgia. This particularly applies to the Class 33 Cromptons which, again like Mr Benn, were, and are, among my favourite locomotives.

The section illustrating severe winters (1985 and 1987) brought back memories of watching the Catford Loop line from a nearby office block and noting some very odd combinations of stock.

A minor defect is a paucity of page numbers, which can be irritating when using the index or following a page reference.

NP



## Gerald Beck 1930–2019



*Passport photo from when Gerald was about 40. (Photos of Gerald are few – another example of his modesty.)*

It is with great sadness that we record the death of Gerald Beck, an accomplished and highly respected Signalling Inspector. Gerald joined the Kent & East Sussex Railway after a career in banking and a lifetime of travelling the world. A man of great knowledge and experience his sense of duty was profound, as was his meticulous record keeping and tidiness.

He began his volunteering as Wittersham Road Station Agent in 1982 and wrought wonders in the tiny office and wild garden, transforming it from a neglected wilderness to a peaceful haven. He was persuaded to join the ranks of signalmen and it was again at Wittersham Road that he began his signalling career. When he retired from paid employment, he quickly became indispensable at the time as in the late 1980s Wittersham Road Yard was the ‘pre-assembly depot’ for the Northiam extension. He demonstrated what has been described as ‘intelligent anticipation’ of the shunting moves. This became legendary and he was the only man who could out-think a Frim Halliwell shunt!

Gerald reluctantly extended his scope of operations to the then-new Rolvenden box, and occasionally but rarely to Tenterden Town and

later to Northiam, where he was very much in demand in the early days of that entirely new construction. His comprehension of the signalling rules – coupled with a natural affinity for the rigorous procedures of signalbox work – made him much sought after, initially as an operator and then as a teacher; although, modest man that he was, it had always been his habit to hide his light under the proverbial bushel. His administrative ability meant that he readily took to Inspectorship, although to him it was too much like his former banking career.

He first contemplated retirement from the K&ESR Inspectorate when his eyesight deteriorated and it seemed possible that he might have no longer been able to drive to the railway. Fortunately a double cataract operation improved his sight dramatically and he was able to continue to inspect the Inspectors and try to maintain a level-headed influence on the increasing complexity of the signalling infrastructure and regulations.

In 2015, at 85 years of age, Gerald finally decided to hang up his Inspector’s hat. Having already demonstrated an expertise with computers and other technology that many would envy, he took up photography. Gerald also had a keen interest in railway modelling although, no doubt due to his innate modesty, this did not become widely known until after his death.

Gerald died on 4th November 2019 following an infection that he was unable to fight, due to the prostate cancer treatment he was receiving. His funeral was held at Charing Crematorium on Thursday 28th November, numerous members of the K&ESR fraternity from several departments attending.

Gerald has been immortalised within the infrastructure of the signalling department – the piece of equipment underneath Wittersham Road box that returns the bell plunge when Northiam box is closed was christened ‘Gerald’, as it was always there. It will be of benefit to the railway and future generations if the lessons he taught and his personal example are long remembered.

*CAC & NP*

# Andrew Frank Webb 1946–2019

It is with much regret that we have to report the passing of a Kent & East Sussex Railway member who had been a volunteer since the pioneering days of the heritage era.

Andrew Webb joined the original Preservation Society within months of the formation of the scheme to save the line. A signing-in book surviving in the company records shows that, together with his brother Malcolm, he first volunteered for a working party in early 1962. The Webb brothers became stalwarts of the difficult formative years, attending every weekend and driving down from their home in Crayford, firstly in a Ford Prefect 100E and later in a succession of Cortinas and subsequent models.

Andrew is remembered as one of the drivers of the legendary Morris 20 railcar as well as of the later Wickham trollies. On leaving school he joined Post Office Telephones (now British Telecom) and took a natural interest in the K&ESR's internal phone system as it developed under the guidance of the late Frank Davis. For a time he was, with his brother, joint Membership Secretary. Andrew was particularly involved with the acquisition of GWR Railcar W20W, an association which was to continue for the rest of his life.

Andrew met his first wife at the railway and took time away from the K&ESR in the early years of his marriage, years which also saw the birth of son Neil and daughter Fiona. In 1976 he joined the group that was restoring the BTH 'Ford' diesel-electric locomotive and became the project's co-ordinator the following year. He joined the railway's Board in 1984.

This was the era leading up to the Northiam extension, and as Administration Director he worked closely with the then Company Secretary, Raymond Williams (Andrew was effectively Assistant Company Secretary) as well as the redoubtable Chairman, David Stratton. The legal and organisational work was arduous but resulted in the significant re-opening to Northiam in 1990.

The present Editor of the *Tenterden Terrier* owes Andrew a considerable debt of gratitude for facilitating the writing during 1991/92 of *Holding the Line – Preserving the Kent & East Sussex Railway*, a story which it had previously been



held to be impossible to publish. By that time Andrew had become deeply involved in the restoration of the GWR Railcar, a project which is now approaching its climax but which he would regrettably not live to see.

Andrew failed to be re-elected to the Board in 1994 and, although he admitted it had hurt at the time, he later came to see it as a welcome break after years of intense and committed effort. He continued to lead the Railcar project, often managing with limited resources, and found an additional outlet for his diesel traction interests through TREATS, owners of the Class 108 DMMU and other significant items. He became a director of that company in 2004.

Andrew's first marriage ended some years ago, but with a wide range of social interests outside the K&ESR, including charity work for Darent Valley Hospital at Dartford, he later met Janice whom he married in 2017. The all-too-short period that followed was tragically overshadowed by serious illness, and Andrew died on 25th November 2019.

A well-attended commemorative service was held at Christ Church, Swanley, on 30th January at which his outstanding commitment to the K&ESR was recalled. We express our sincere condolences to his wife, family, friends and close railway colleagues.

*NP, with thanks to MFW and CLMD*



# John Millward 1928–2020



We also have to report the passing on 6th January 2020 of former Carriage & Wagon volunteer John Millward at the age of 92. John joined the Kent & East Sussex Railway in 1988 and worked as a volunteer for about 17 years.

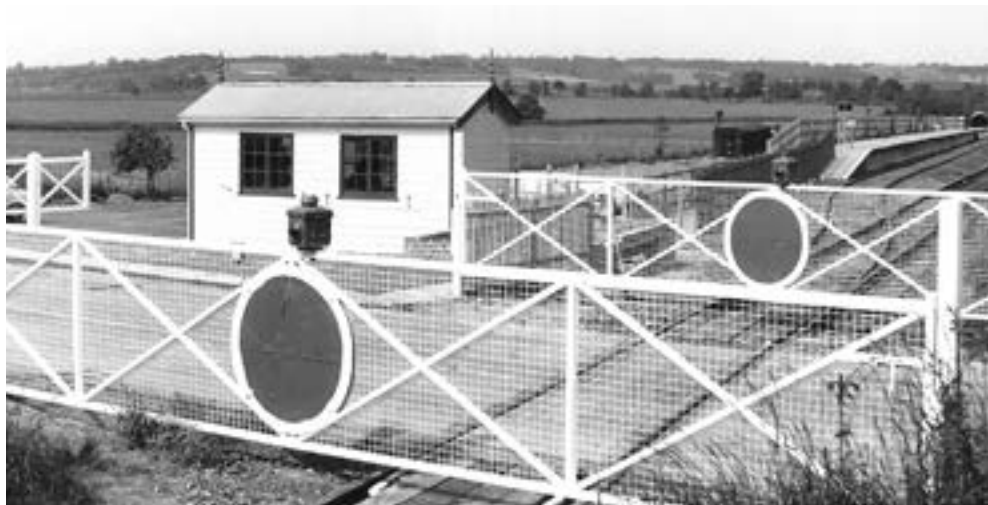
His particular speciality was woodwork, which enabled him to make valuable contributions to C&W's projects. Among other work, particularly to the vintage vehicles, John made many new tables for our Mark I carriages – items still in use and essential for the on-train catering service. Employment during the earlier part of his life had been in local government.

John was urbane and gentlemanly, and had the sort of smile that is matched by a twinkle in the eye. He was a pleasure to talk with and could be most interesting. One particularly remembers him describing the scene he witnessed in London Road, Brighton after the well-known bombing of the railway viaduct in May 1943. As one of the K&ESR's long-serving staff members has said, he was a 'lovely man'. Four K&ESR members attended John's funeral at Hastings Crematorium on 28th January and it is intended to scatter his ashes on the railway. All collection money is to be donated to the K&ESR. Our sincere condolences go to his family.

*NP*

We have also heard that Mike James, who managed the K&ESR's government-financed Job Creation Programme (JCP) for a time during the 1970s, passed away during 2019. The JCP scheme was essential to the Wittersham Road extension

in 1977, and Mike's involvement enabled that significant development to succeed. He left the railway a bequest of £1,000, which has been directed to Pullman projects. We offer our condolences to his widow.



*Wittersham Road when newly rebuilt – a tribute to the work of Mike James.*

*(Photographer not known/CSRM)*

# Ron Jarvis – Photos of the K&ESR

We are used to thinking of the railwayman who is also an enthusiast as a product of the post-World War II generations. Many of us know fellow K&ESR volunteers who fit this description; but among the older generation there were exceptions. One such was Ronald Guy Jarvis (1911–1994) who began his career as an apprentice with the LMS at Derby Works. Ron's wider enthusiasm for railways, including modelling, is chronicled in an excellent biography by J.E. Chacksfield (Oakwood Press). That author goes into some detail about Ron's pre-war photographic expeditions in company with his younger brother Jim. He does not however mention that these included a number of visits to, among other Colonel Stephens lines, the Kent & East Sussex Railway. (We briefly referred to these in *Tenterden Terrier* No. 140, Winter 2019.)

After nationalisation Ron Jarvis was transferred to the Southern Region, where he was in charge of the design office at Brighton. He is best

remembered for the rebuilding of the majority of the Bulleid Pacifics, as well as for leading the team that designed three of the best British Railways Standard types – the 4MT 2-6-4T, its 4MT 4-6-0 derivative and the 9F 2-10-0. In my humble opinion he ranks with the great British steam locomotive designers of the 20th century. After his retirement from British Rail, following involvement with the development of the HST, Ron had much more time for his volunteer activities with the Ffestiniog Railway and in particular that line's Carriage & Wagon Department.

After Ron's death in 1994 Jim donated copies of the Stephens line photographs to the Colonel Stephens Museum at Tenterden. Here we present a selection of these featuring the K&ESR, along with one of a Jarvis-designed locomotive on a visit to the K&ESR in May 2010.

*Nick Pallant*



*No.1 Tenterden, in a carriage siding at Rolvenden, September 1934. Her run-down state is very evident. Reported as working occasionally – though this is doubtful – she lasted until 1941. The carriage had another year to go before sale.*

*Ron Jarvis/CSRM*



*Bodiam as No.3 shunting her mixed train, under the loading gauge in Rolvenden yard on 27th March 1937. This was a highly irregular procedure, given that passengers are evident in ex-LSWR carriage No.5 – which had arrived from the SR the previous year. (Ron Jarvis/CSRM)*



*No.8 Hesperus at Rolvenden, 1st September 1934. An unsung hero of the K&ESR, she worked virtually continuously from her arrival from the GWR in November 1912 until set aside for overhaul in March 1939. With the coming of war this never came, and she was scrapped in 1941. (Ron Jarvis/CSRM)*



*No.4 at Tenterden on 27th March 1937, probably on a railmotor replacement service. This ex-LSWR (SR) 'Saddleback' was exchanged for 0-8-0T Hecate in 1932 and took that locomotive's number, but not its name. Later in 1937/38 she received a different boiler and ran until nationalisation. (Ron Jarvis/CSRM)*



*Full circle – a Jarvis-designed locomotive on the Kent & East Sussex Railway. Possibly the most Southern-associated of the Standard classes, 4MT 2-6-4T No.80072 is in Wittersham Road Yard during its visit to the K&ESR in May 2010. (Paul Sayce)*



# Hattons 4mm Scale P Class

*Somewhat belatedly (the models became available in the spring of 2018) the Editor reviews the 4mm scale P Class which is available thanks to Hattons Model Railways, and gives an outline of the class history.*

Considering that there were only eight of these noticeably small locomotives, the South Eastern & Chatham Railway's 0-6-0T P Class has had a remarkable history. Built in 1909/10, they were intended to replace the underpowered railmotors then in vogue on more lightly trafficked routes and were based on the LB&SCR Terriers which at that time were being cascaded on to similar duties.

They were however not slavish copies and, although having a few improvements over Class A1/A1X – such as a bigger cab and more ergonomically sited fire hole – they also fell victim to the parsimonious attitudes of the SE&CR. Cost-saving compromises were made, not least in the reduction of both cylinder bore and stroke by two inches compared with a Terrier. The result was a tractive effort only 73% of that of the Brighton engines, and a

locomotive of little more use than the railmotors they replaced – a most unusual failure for the Wainwright–Surtees design era at Ashford.

Early withdrawal might have been anticipated but instead they were found alternative work as shunters and yard pilots, Nos.27 and 753 shunting at Boulogne during the First World War. All eight passed to the Southern Railway, survived World War II and became British Railways property. No.31555 was the first to be withdrawn, in 1955; the last – ironically the first built – was No.31556 (originally No.753) in June 1961. Like their Terrier cousins, their history was far from over.

No less than four, Nos.31027, 31178, 31323 and 31556 – half of the class – entered preservation. Nos.31027 and 31323 found fame in the early years of the Bluebell Railway. They were later



*In SE&CR livery, No.753 at Tenterden Town.*

*(Jon Edwards)*



*Hattons model of No.31556.*

*(Nick Pallant)*

joined by 31178, which had been sold following withdrawal in 1958 to Bowater Paper Mill at Sittingbourne, where it was known as *Pioneer II*. No.31556 is of course our own P Class, a locomotive which seems to have an attraction for the Kent & East Sussex Railway, the Southern Railway having loaned it to the old company on two occasions. This engine, sold to Hodson's Mill at Robertsbridge in 1961, was named *Pride of Sussex*, and entered K&ESR stock in 1970. After much good service and having been provided with a new boiler some years ago it presently awaits completion of a suspended ten-yearly overhaul.

The Hattons model is the first ready-to-run 4mm P Class, an SE Finecast kit being the only previous alternative to scratch building. The well-known northwest England retailer was entirely responsible for organising the project, none of the usual manufacturers acting as a third party. The result is a 'modeller's model', well up to the high quality now routinely expected of R-to-R products. This is all the more praiseworthy in view of the very small size of the locomotive. The detail is all there – pipes, brakes and cab fittings included. (The brake rigging is already fitted – not in a plastic bag with the hard bit left up to you.) There have

been a few online gripes about detail (including the proverbial rivets!) but this reviewer is more than happy with what has been provided. His No.31556 runs smoothly, has good slow speed control, and functions well as a yard pilot.

The Hattons P Class is available in almost bewildering variety. A search of the web reveals that there appear to be, or have been, no less than 15 different versions of the model, representing the liveries of all owners over the past 110 years. From a K&ESR point of view, 'our' P class is available as SE&CR No.753, ROD No.5753, No.31556 with early BR crest and *Pride of Sussex*. The Bluebell locos can be had as SE&CR or BR locomotives, or as they were seen in the early preservation days, and No.323 in the line's blue 'in-house' style. Prospective purchasers are advised to check what is currently available.

The going price is generally £99, though we have seen *Pride of Sussex* quoted at £110. This may seem steep for a small model, but the Hornby and Dapol Terriers are within a few pounds of these figures. Many would pay as much for jewellery or a wristwatch. Modern 4mm locos have become similar precision products, far removed from their toy train origins.

# It Seems To Me... *by Sequitur*

After yet another particularly gruelling day we thought “Wouldn’t it be nice to have a K&ESR with no anxieties about passenger numbers and finances and no lack of volunteers, and wasn’t an hour’s drive from home.” Now, as this and other parallel worlds are not accessible, we can but give form to this fantasy via railway modelling. How plausible would it be, we wondered, to build part of our railway true-to-scale, or at least reasonably close to? The historical K&ESR has been modelled on a number of occasions but, despite a 3mm heritage era Tenterden Town that we heard of around 25 years ago, hardly at all as a contemporary model. The more we pondered the prospect the more keen we became.

After considerable thought we decided to investigate three potential modelling options: Tenterden Town Station, Cranbrook Road Crossing and Wittersham Road station and yard. Being aficionados of 2mm scale, we had every hope that a true-to-scale model of these locations might reasonably be produced. As we are less qualified in matters 4mm, we enlisted the assistance of our colleague Sequitur secundus, OO gauge dabbler of no particular renown. Without further ado we consulted our OS 1:25,000 and 1:10,000 maps.

Tenterden, we observed, while being the least scenic option, presented interesting operational possibilities. Additionally the relative verdancy and curvature of the head-shunt provides a natural scenic break, while the embankment as the line slowly turns in a more westerly direction towards Cranbrook Road presents an interesting modelling challenge. On a northeast–southwest axis, the distance between the head-shunt buffers and just beyond the down outer home signal is about 1,500ft which in 2mm scale would necessitate a baseboard at least 10ft long. A width of around 7ft, we reasoned, should be sufficient to accommodate the head-shunt’s curvature. A little modelling licence in the form of either shortening or tempering it would result in a narrower baseboard. Thus, in conclusion, with a baseboard of 10ft x 7ft, Tenterden Town is reasonably do-able in 2mm scale N gauge. Double that for 4mm scale and an area the size of many domestic dwellings would be required!

For modellers who enjoy building from scratch,

Tenterden seems to us to be a no-brainer. On the opposite side of this characterful station, the enormous Carriage & Wagon works presents challenges indeed – though large enough to keep open on the operator’s side and use as a fiddle yard. Perhaps the wide variety of styrene boards available includes something suitable for depicting the weatherboard finish of the latter. Otherwise might it have to be the likes of wooden coffee stirrers in 4mm scale and toothpicks N gauge?

In 2mm scale the options for ready-built infrastructure are limited, although we have seen a reasonable Ratio signal box kit that would pass muster for those who have neither the time nor the patience to build something from scratch. Similarly there is no shortage of suitable signals that could be adapted to the location. Ratio manufactures a reasonable variety of kits, although these require patience and a modicum of skill.

Infrastructure, however, presents only a minor challenge when modelling Cranbrook Road crossing. Crossing gates and crossing keeper’s hut... job done. The big challenge here is the landscape in which the line sits. It isn’t just the formidable Tenterden Bank that requires consideration, although in terms of running trains it has to be the star attraction. Yes, why not model it at a realistic 1 in 50? From Orpin’s Curve (north of Rolvenden Station) to the crossing is slightly more than half a mile. Modelling, say, the 1,800ft leading to the crossing would give a decent depiction of the bank, and also enable accurate train formations to be run. Just a short distance would be required to its east, to give an acceptable scenic break in the direction of the Wet Cutting. Thus a baseboard in the region of 12ft long would suffice in 2mm gauge.

However it is easy to overlook the broader general topography of this part of the railway. Having crossed the line, the road descends some 35ft in a north-northwesterly direction within 700ft of the crossing. To depict that, a baseboard of around 5ft wide would be required. Cranbrook Road, then, has definite potential for landscape modellers. And for those who merely wish to run trains, it has much to offer. Chop out the landscape to the northwest (or use



*Cranbrook Road Level Crossing during the 2011 visit of City of Truro.*

*(Paul Sayce)*

a photographic or painted background) and a 3ft wide baseboard in 4mm scale background would more than suffice. If space really is a constraint, we like the idea of a fairly short diorama; although largish fiddle boards would be required on either side to achieve realistic train lengths (which would rather defeat the space-saving idea even if one did not keep the whole structure erected all the time).

Finally, Wittersham Road station and yard. In our opinion this is a location that offers pretty much everything – especially if space is not at a premium. The potential for scratch-building; interesting operational and signalling opportunities in terms of the passing loop and yard; and, of course, Wittersham Bank to the southwest of the station. Should space allow, the greenery and shrubbery of Willow Curve affords a decent scenic break to the northeast of the station.

Sadly our enthusiasm for this location was tempered somewhat when we realised the distance involved. Even in 2mm gauge, a baseboard exceeding 20ft in length would be required! Add to that a required width of some 7ft (attributable principally to the curvature of Willow Curve) and we soon realised that perhaps we were being a mite ambitious. Just the yard, station and crossing, we thought, would make a far more manageable yet operationally

interesting layout. And that, in 2mm scale, would require a baseboard of some 10ft by 4ft – still a considerable ‘ask’ in 4mm scale.

Perhaps the greatest attraction of modelling Wittersham Road station and yard area is that no earthworks are required. This area is also one of the more signal-intensive on our railway. Just in the vicinity of the station there are four sets of signals; add Wittersham Bank and Willow Curve, and that becomes seven. Some might be accommodated by off-the-shelf products, the remainder by adapting models already on the market.

As for the station building... what a dream project for scratch-builders. (We have always thought it a shame that the prototype does not get a greater airing. Currently used as little more than a store room, the interior oozes character.) The signal box, meanwhile, should easily be accommodated by off-the-shelf-products, although some adaptation might be required for the balcony, in 2mm gauge certainly.

There are, for sure, other locations that lend themselves to being modelled. Rolvenden, Northiam and Bodiam all afford interesting possibilities – Rolvenden especially if modelling space is at a premium. A compact historical Bodiam was, incidentally, done in 7mm scale by





*Wittersham Road in 2012, showing some of the features mentioned by Sequitur. 2-8-0T No.4247 was visiting from the Bodmin & Wenford Railway.*

*(Paul Sayce)*

an influential southeast London modeller more than 30 years ago, but we understand this no longer exists. Beauty, though, is in the eye of the beholder. There is more than sufficient here

to whet our appetite, and that is before we have even thought about running trains and considering the rolling stock available. Of that, more in the next edition of this journal.



*Chelmsford MRC's model of pre-nationalisation Rolvenden – some indication of what could be achieved.*

*(Nick Pallant)*



*The six coach New Year's Day train, as featured in the Gallery section (page 23), climbing away from Orpin's Curve.*

*(Phil Edwards)*

## KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

### September 2019

1st	Kent Evenden	No. 379	£100
2nd	Mr E Stockdale	No. 115	£90
3rd	Mrs J M Jones	No. 567	£80
4th	Martin Skinner	No. 793	£70
5th	R Lukehurst	No. 217	£60
6th	John Ascher	No. 574	£50
7th	A J Clark	No. 064	£40
8th	Lawrence Rideal	No. 092	£30
9th	Malcolm Ward	No. 767	£25
10th	Paul Mineham	No. 828	£20
11th	Chris Wood	No. 717	£10

### November 2019

1st	Miss P Stevens	No. 127	£100
2nd	Mrs E Matthews	No. 577	£80
3rd	Richard Aynsley-Smith	No. 203	£70
4th	David Barrows	No. 444	£60
5th	Adrian Freeman	No. 912	£50
6th	David Bowden	No. 098	£45
7th	Roger Diamond	No. 432	£35
8th	Frim Halliwell	No. 028	£30
9th	Richard Crumpling	No. 869	£20
10th	Lionel Marchant	No. 906	£10

### October 2019

1st	Terry Hudson	No. 932	£100
2nd	J P & Mrs M I L Fry	No. 647	£80
3rd	David Brailsford	No. 903	£70
4th	Keith Howell	No. 533	£60
5th	Alan Dawes	No. 009	£50
6th	Mr J Bignell	No. 661	£45
7th	Bernard Dobson	No. 128	£35
8th	Jack Mauritis	No. 992	£30
9th	K S Adlington	No. 374	£20
10th	Nigel Thomas	No. 074	£10

### December 2019

1st	Mrs E Lambkin	No. 803	£200
2nd	David Bowden	No. 098	£150
3rd	T R Hailey	No. 504	£100
4th	Michael I Evans	No. 942	£100
5th	Miss C M Harris	No. 014	£100
6th	Mr G A Aldridge	No. 147	£95
7th	Robert Cheeseman	No. 851	£80
8th	John B Wickham	No. 939	£75
9th	Chris Wood	No. 719	£60
10th	Graham Ford	No. 120	£55
11th	John Cowdrey	No. 797	£50
12th	Mike Hockley	No. 523	£40
13th	Mr R A Dunn	No. 329	£35
14th	Paul B Harrison	No. 654	£30
15th	Kent Evenden	No. 274	£20
16th	Bob Adams	No. 891	£10

To join the K&ESR 300 Club or for more information phone Colin Avey on 01795 539039 or Chris Garman on 01424 441643.

# A WEIGHTY MATTER

Often the efforts of past volunteers are overlooked – sometimes even forgotten. The author, in a chance conversation with our friend and neighbour Henry Edwards, became aware of a relic and its restoration project unknown to him during 20 years of active volunteering. It is a tale worth telling, both for its historic interest and for its unsung, and unfinished, object.

In the 19th century Tenterden had a thriving livestock market based in and around the distinctive High Street. In 1878 the Council decided to order a weighbridge for the market which 'should be placed near the Town Pump on the south side of the High Street'. Progress was slow and it was not till 1888 that installation was finished, complete with an attractive little operator's hut. The result, at least on non-market days, was a small addition to the architecture of the High Street, which in those days had few trees.

By the turn of the century however road improvements, increased traffic and a wish to remove the 'nuisance' of cattle in the town centre meant that the Council wished to remove the market and associated weighbridge. The coming of the railway in 1900 and its extension to Town station in 1904 tended to change the movement of livestock from herding to railway transport. It therefore became convenient to relocate the weighing of livestock to the station.

Further, the market itself was planned to move

close to the railway (on a site that was until recently Mercers, now a building site). Therefore in 1905 the railway bought the weighbridge (for £10), and arranged for its repositioning together with its hut. It is uncertain who developed the area as the market, but by the time of his death in 1931 it was in the possession of Colonel Stephens and was sold off by his heirs.

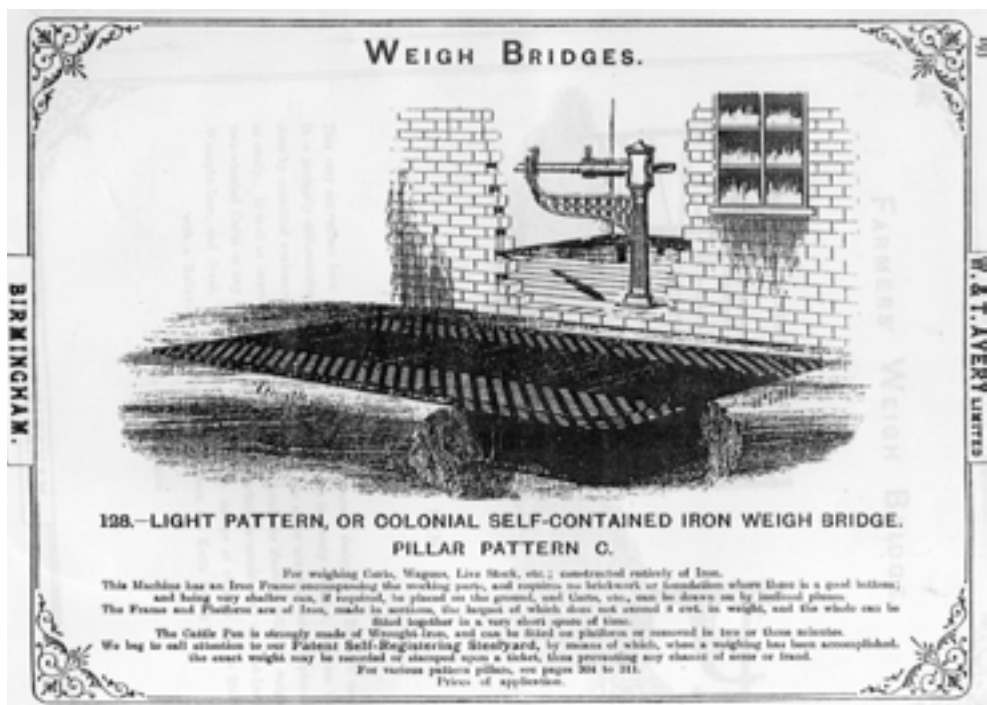
The weighbridge was installed in the railway goods yard by 1907. We cannot be sure where it was first located, for an early photo (provisionally dated at between 1906 and 1908) shows the hut near the station building; but this may have been temporary. Evidence is thin, but it seems that the goods yard was extended about this time to add two extra sidings to relieve overcrowding, and the yard's second gated entrance was built. It is almost certain that the land for this was newly acquired as part of 'Combe Field', which was bought in March 1906.

Given the bulk of the weighbridge itself it seems likely that it was directly installed where the containers are now, so as to be adjacent to the new market area. One of the new lines had a loading bank (still extant behind the gabion retainers) to unload livestock. If the 'Combe Field' land was bought for this work it would account for the delay in weighbridge installation beyond 1905, but we cannot be sure when it came into operation.



*Tenterden Market in full swing c1900. The weighbridge hut can be seen on the right.*

*(Tenterden Archive Group)*



*W. & T. Avery catalogue entry for a similar weighbridge.*

*(CSRM)*

Livestock traffic moved away from the railway in the later 1920s and early 30s, and the market faded out of existence. The weighbridge may have been used for general weighing but

probably fell out of use except for mineral traffic. As a boy, Henry Edwards remembers being told the weighbridge was often out of use because drivers constantly drove over the plate and



*Tenterden High Street on a much quieter day in 1906, with the weighbridge hut on the left.*

*(Tenterden Archive Group)*





*Town Station c1906. The hut sits by the right of the station building, awaiting installation of the weighbridge near the new yard entrance on the left.*

(CSRM)

damaged the mechanism, even though specifically required to avoid it unless actually weighing. It was slowly forgotten, disappearing under layers of coal dust and dirt.

Then, at the end of February 1997, one of two waste paper skips positioned over the site was stolen and a small group undertook a site excavation. They located the corners of the weighbridge and part of the platform five inches down. After temporary reburial to protect the table, Henry and a small team returned in the autumn of 1997; they succeeded in lifting the heavy structure and transporting it to the far end of the Station Industrial Estate for storage.

Phillip Clark-Monks was involved with this work. He comments: "It was a difficult job to dig out. The weighbridge frame was surrounded by water from the small stream in a pipe at the back of the site, which had to be pumped out. Some concrete was around the frame, requiring an electric hammer drill. There were particular difficulties where the bar ran from the weighbridge to the

site of the hut at the back of the site. An effort was made to lift the frame out with chains on the fork lift of Henry Edward's tractor, but only three sides lifted; the services of a heavy JCB vehicle had to be employed to take the frame to its present storage site."

The equipment was identified as W. & T. Avery's 'Special farmers weighbridge', probably a model 145 No.2, designed to weigh items up to five tons. This model not only had the normal platform for vehicles but was equipped with detachable railings to contain livestock. The balance platform was in reasonable condition but showed some slight damage, perhaps evidence of an attempt at scrapping. The steelyard and its cast pillar are missing. The operator's hut, had, of course, long since disappeared.

The reason for all this heavy work was in the pursuit, ultimately unsuccessful, of a Millennium grant to restore the weighbridge with a replica of its very distinctive hut on the site of what is now the picnic area. As a result of the Grant's oversubscription, the bid was lost and the proposal faded from view. The huge components of the weighbridge still lie on farm property adjacent to the C&W sidings, although now out of sight and perhaps, until now, mind. One wonders whether something might be done to rescue this unique survivor of our railway's service to Tenterden and its long-lost livestock trade. As always money and resources are lacking.

*Brian Janes*



*The weighbridge being removed to store.*

(Henry Edwards)

*With thanks to Henry Edwards for his researches in the Town Council records, and his custodianship of the weighbridge.*

## Notes for contributors

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

### Content

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

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

### Text

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

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

### Photos

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

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

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

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

## The Kent & East Sussex Railway Company Limited

Registered Charity 262481

*(Limited by guarantee and not having a share capital)*

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Christopher Awdry

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Simon Marsh (*Chairman*);  
Geoff Crouch (*Deputy Chairman*);  
Neil Sime (*Safety Director*);  
Matt Hyner, Ian Legg, David Nibloe,  
Philip Shaw, Paul Vidler, Robin White

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*(A wholly owned subsidiary)*

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Kevin Bulled, Geoff Crouch, Ian Legg,  
Philip Shaw

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Charles Mavor

Assistant Company Secretary

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**General Manager**

Shaun Dewey

Accountant

Matsya de Col

Accounts Office

Rosemary Geary, Pamela Barcham

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Sales & Marketing Manager

Helen Douglas and Karen Gay

Customer Service Assistants

Lin Batt, Rosemary Geary

Stations Manager

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Chief Station Master

Angela Hopps

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Lesley Lee, Charles Lucas

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Chris Baker

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Brian Thompson

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Brian Janes

Loco Delivery Manager

David Brenchley

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Paul Wilson

Permanent Way

Frim Halliwell

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