

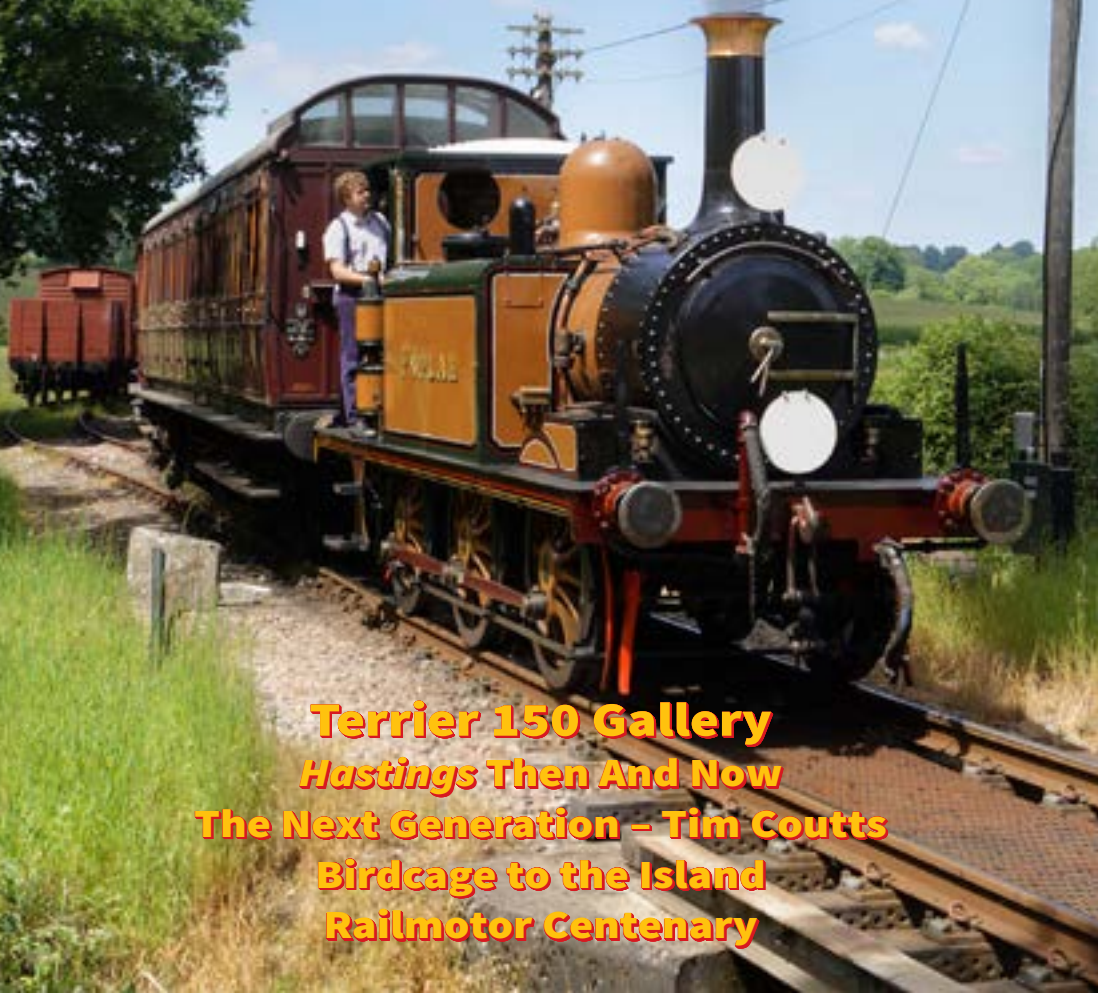


JOURNAL OF THE KENT & EAST SUSSEX RAILWAY

Tenterden Terrier

Summer 2022

Number 148



Terrier 150 Gallery
Hastings Then And Now
The Next Generation – Tim Coutts
Birdcage to the Island
Railmotor Centenary

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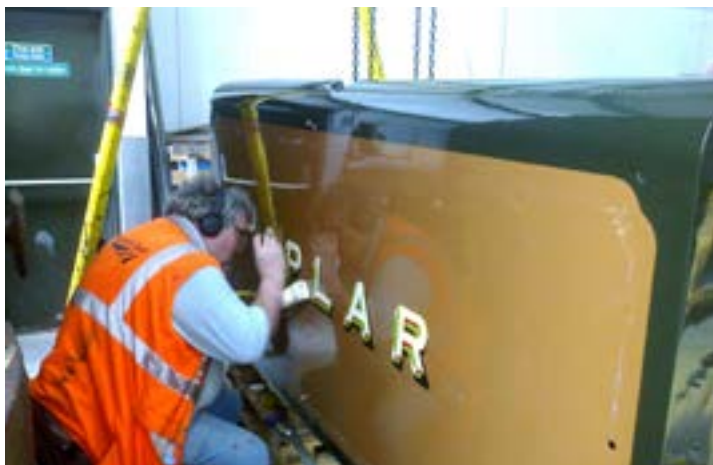
FRONT COVER

*No. 70 Poplar approaches
Rolvenden Level Crossing with
a test train on 27th May.*
(Alan Crotty)

BACK COVER

*A contrast of Hunslets:
Hastings of 1888 (above) and
Swiftsure of 1943 (below).*
(Phil Edwards)

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James Palk at work on the lettering to Poplar's tank cladding on 18th May.
(Nick Pallant)

Tenterden Terrier

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Editorial

An Anniversary Year

In the previous issue of the *Tenterden Terrier* I explained that during 2022 we would be featuring Class A1X to an extent that some members might not be comfortable with. As readers will have already noticed on the front cover this issue very much features No.70 *Poplar*/No.3 *Bodiam*! At the risk of 'protesting too much', the 150th anniversary of this famous class is an important event which we share with colleagues elsewhere in the heritage sector. In *Poplar* we have, thanks not least to the Terrier

Trust, one of this country's most historic locomotives, the stunning quality of the recently applied livery being well worthy of this status.

To provide some balance, we also publish various photos of visiting Hunslet locos *Hastings* and *Swiftsure*, as well as an item of interest to both historians and internal combustion fans (yes, both groups for once!) to mark the centenary of the K&ESR's petrol railcars.

Nick Pallant

We welcome Chris Fautley to the team in the role of Editorial Assistant. Chris, formerly a professional journalist, has been a volunteer and contributor to the *Terrier* for many years.



Visiting Austerity Swiftsure, in Longmoor Military Railway livery, hard at work on 3rd June.

(Phil Edwards)

FROM THE CHAIR



Lord Faulkner presents Sarah Tagart with the Young Volunteer of the Year award at the HRA awards ceremony.

(via HRA)

It seems only yesterday that I wrote my piece for the last *Terrier*, and during that time the world has changed again. Covid is still with us, and many of our volunteers have been affected; but we now also have the effects of the Russian invasion of Ukraine to contend with. Taken together, the prospect is that we will have to spend a lot more money to run our trains and keep up with maintenance and overhauls, while our customers will have less disposable income to spend with us.

This represents a significant challenge, and we shall need to respond to it. I said something about it last time – and that was before the start of the Ukraine war – and since then we have been making more adjustments. The most obvious one is that in 2022 we are running fewer, and probably shorter, trains. The shift to online bookings means that we have a better idea of when the slack periods will be, and it is enabling the management team to cancel or shorten the services that look to be lightly loaded. The result is fewer unprofitable train miles, thus reducing our coal consumption as well as maintenance overheads on our locomotives and carriages.

However we are still carrying too much fresh air around the Kent and Sussex countryside, and that's a luxury we can no longer afford. If we can't increase the demand for what we offer – and we are all doing our best to achieve this – then we must restrict the supply. No-one likes cutting services, and getting the balance right isn't an exact science, but it is the realistic response to the situation in which we all find ourselves. Other heritage railways are having to do the same.

In general we are seeking to spend even more prudently than usual, and looking to ensure that we have a contingency in the bank to protect us from the inevitable shocks ahead. This will have to continue. We will need to be even more rigorous about insisting on a strong business case before we commit to any unbudgeted expenditure. We will also have to be alert to new risks and circumstances, and be prepared to adjust our plans and activities accordingly. This is only prudent: the world is changing, and we must change with it.

While on the subject of change, our General Manager, Shaun Dewey, has decided that, after

seven years which have included the Covid shutdowns, it is time for him to retire. We owe him an immense debt of gratitude for all that he has done for us, often unseen and unsung. His shoulders have been amazingly broad, and his grip and tenacity through thick and thin have left the railway in a far better place than when he started. We will all miss him.

By the time you read this we should be well on the way to appointing a permanent successor who can build on Shaun's foundations and take us to a new level. In the interim Mark Stuchbury, who has had a very long association with the K&ESR, is holding the fort.

There has been a change in the boardroom too: we have co-opted Andy Papworth to fill our vacant slot. Andy is relatively new to the railway, but he has already undertaken various roles and he currently chairs the Project Assessment Committee. In his previous life he has worked in banking and insurance, most recently in senior human resources roles. It's the people aspects of the railway that really interest him, and he has many skills and much experience that we can put to good use.

For the first time in very many years we have submitted some entries to the Heritage Railway Association annual awards, and I'm delighted to report that against stiff competition our Sarah Tagart is the 2022 Lord Faulkner Young Volunteer of the Year. As many will know, not only is Sarah qualified in several operating roles, but she also chairs our Volunteer Committee. In this role she has been highly successful in gathering around her a team which has been recruiting volunteers for our railway at a rate hitherto unknown (but we could always do with more!)

The K&ESR also secured joint runner-up certificates for the overhaul of the Woolwich Coach under Covid conditions and our use of biofuel for the diesel fleet.

It's nice to get some public recognition for our people. After all, it's the people that matter. Without our willing and talented volunteers and staff, let alone our loyal customer base, we would be nowhere. We extend a welcome to everyone who wishes to be part of, or to visit, Our Railway.

*Simon Marsh
Chairman*

2022 Annual General Meeting

For information, please note that this year's AGM will again be held in Saint Mildred's Church, Tenterden, during the afternoon of Saturday 12th November. A formal Notice will be issued in due course. Nominations for election to the Board will close at 2.00pm on 20th August. The necessary nomination forms can be obtained from the Company Secretary.

John Cobbett, Company Secretary

MOTIVE POWER

Rolvenden MPD – *David Branchley*

I believe it was Wellington who said "It was a close-run thing." On 30th May at 4.30pm we accepted *Poplar* as complete from an engineering point of view. Since it arrived back at Rolvenden, after its paintathon at Tenterden, the shed staff have worked constantly to finish the loco. I am very impressed by their attitude; no moaning or whining. They just got on with it and put the hours in.

4253 Locomotive Company – *Kelvin Williams*

Since our last contribution to Lineside News, a

considerable amount of work has been carried out on 4253 – though we have had to be cautious on how much we can spend on materials, due to the effect on our cashflow of the Covid lockdowns.

However, we have been able – through further donations following our appeal in our own newsletter – to continue with the boiler work at Heritage Boiler Steam Services in Liverpool, as well as paying for the manufacturing of a connecting rod and a coupling rod for the engine. One of these has now been delivered to us, and the other should arrive, hopefully, by the time this report is published. Unfortunately, despite numerous appeals and calls to other steam railway enthusiasts and 'collectors' of all things



Swiftsure arrives at Tenterden with an ECS movement.

(Jake Lewis)

steam, we were unable to find these two rods, and therefore had to have them made for us.

Work has begun on preparing the existing rods, and once we have all eight we can begin fitting them.

The boiler is progressing well at HBSS, with the unexpected remedial work on the top of the firebox where the steam whistle sat completed, together with nearly all the copper stays being fitted to the firebox. We would like to send a big thank you to all who responded to our Stay With Us appeal. However we are still in need of help to purchase the 156 crown stays, so if you can, please donate. *Thank you!*

As an aside to our normal work, on Tuesday 17th May it was all hands to the wheel to get 32670 Poplar cleaned up and ready for painting. On that day the entire 4253 group that were in



The first sack barrow being delivered to Tenterden Stationmaster Geoff Colvin in April.

(John Holland)



Graham and Dave cleaning up six of the eight rods. *(Charles Masterson)*

attendance (eight members) abandoned work on 4253 to help get the locomotive rubbed down.

We were also able, over a period of a few weeks and with the help of Dave Stubbs, to renovate

two sack barrows from Tenterden station. They were in such a bad state that they were near to being disposed of. To ensure their authenticity, only the rotten wooden lower sections of the handles and one or two small metal stays were replaced – thereby keeping the barrows as original as possible.

Diesels – Mike Grimwood

Class 14 D9504 – Work continues with the overhaul; the engine compartment front and bonnet have been refitted. The locomotive was then moved to Rolvenden MPD so that the side rods and air storage cylinders could be removed for inspection. We soon found that the side rod white metal bearings had worn and required replacing. This is a process in which white metal is heated in a furnace and poured into a mould. Once cooled, the bearing is placed in a lathe and turned to fit the crank pin, with the correct clearance. New crankpin oil washers were manufactured, in order to give the correct amount of clearance between the side rod bearing and crankpin retaining nut.

The air cylinders have been inspected and pressure tested by an insurance inspector, and refitted to the loco.



D9504 under repair at Rolvenden, with the Ruston behind. (Jon Edwards)

Class 03 D2023 – In service at Tenterden.

DMMU Units M51571 and M50971 – Both cars received a ‘C’ exam before returning to service for the 2022 season.

LMS CCT – A number of rotten floorboards have been replaced, and four new side access doors have been made and fitted. The next phase of the repair programme is the fitting of new gutters and a complete repaint.

Class 14 D9526 – Available for traffic and in



D9526 arriving at Tenterden with a ballast train for the loop relay. (Sam Warner)

regular service. We have carried out a 250-hour exam and a number of 50-hour exams.

GWR Railcar W20W – Chris Mileman

There is little progress to report on the railcar this time, as it is currently still languishing in the Carriage Storage Shed at Rolvenden. However, the team is keeping active.

The Railcar’s engines were satisfactorily run up again at Rolvenden on 20th April as part of the agreed schedule. In the interim the team has been making good progress with the ‘Dance Hall’ brake van and carrying out odd jobs to support the Family Saloon, while looking forward to the time when W20W can replace those vehicles in Carriage & Wagon. Hopefully this will be during June, which is also the month when we will hear the result of our grant application with the Association for Industrial Architecture. Fingers firmly crossed!

Chris Mileman was pleased to give a presentation about the Railcar to the Pevensey Transport Interest Group (PTIG) on 12th April. The group had been chaired by Tim Lawrence, an early member of the K&ESR, who led the Sussex Group. Tim was a long-term supporter of the Railcar, actively fundraising for us over the years. Sadly he passed away about four years ago, but had already set in motion more fundraising for us. The PTIG continued to raise funds and finally achieved their target of £500. Chris was delighted to accept a cheque from Tim’s wife, Sally, on the evening and this will be paid into the Railcar’s restricted fund and put to good use as soon as work recommences.



Mark (left) and Chris Stuchbury on their other engine, 08359, at Bitton.

(via Mark Stuchbury)

D4118/08888 – Mark Stuchbury

Overhaul work has progressed at the Avon Valley Railway, with the loco now undergoing load testing. Initial reports indicate that the restoration of the electro-mechanical linkage and resistor banks has significantly improved the power of the loco, with it pulling five Mk1 coaches and another dead Class 08 with ease under test.

Thankfully the overhaul has confirmed that the main and auxiliary generators are OK and require no more than skimming of the brushes. Before fitting a refurbished traction motor blower – a large piece of kit in its own right – the opportunity was taken to clean and repaint the clean air electrical machinery compartment.

Attention is now being directed to the cab, which has had all its window and door rubber seals replaced, and the Formica panelling (infamous as a moisture trap) removed; the cab's internal walls and ceiling are being repainted.

A full steam-clean has been undertaken beneath D4118, removing years of crud and revealing grease nipples which had been hidden and which have probably not seen attention for a number of years. Finally, the vacuum brake exhaust speed switch, which has been problematic, has now been fixed.

Our thanks go to Valley Rail Preservation for their continued work on D4118, which hopefully will see it return to the K&ESR later this year.

ROLLING STOCK

Carriage & Wagon – David Brailsford

RU 1987: Much work is still ongoing in this vehicle. Many of the floor supports have had to be renewed, which has involved the floor being lifted section by section. Having finished this task, the final floor covering has been installed by an outside contractor.

The kitchen area dividing walls are in place, as are the main ventilation duct and its extractor fan. This has enabled new internal ceiling battens to be installed so that the kitchen-grade plastic liner can be fixed in place. Much of the re-varnished wooden panelling in the passenger area has been fitted and with the white plastic ceiling the effect is very pleasing. Attention has

been focused recently on replacing the old opaque windows in the kitchen area with clear ones. A number of defective rubbers in other windows, and repairs to various frames, have also been dealt with by John Weller.

All the small bore steam-heat pipework has been replaced with material of the correct specification, and it is hoped that the radiators will soon be put back in. Covers for the radiators are being fabricated by a local firm. The watering system, which fills and drains the tanks, has been overhauled. Electrical wiring is now under way, and some of the lights are being installed, but others still have to be sourced. A new battery cupboard has also been fitted below the main frame to take the batteries for the inverter. The vacuum train pipe has been made to fit properly, and a correct guards brake valve has been fitted.

A big thank you is due to all who have helped on this priority project.



BCK 21245 after its arrival at Wittersham.
(Mark Stuchbury)

Kitchen Car No.59 Diana has received an 18-month exam and had its ride height adjusted and levelled.

Mk1 No.73: Staff have had to weld in a fair amount of new steel around the leaking window frames, and as a result the coach has had to be repainted. The windows are now fixed into the openings in rubber surrounds. The faded seat moquette has been replaced with new material. No.73 is currently out of service as it needs more repairs to the woodwork around the windows.

Mk1 No.64 has recently had all its wheelsets turned on an underfloor lathe by Southeastern trains at its Ashford depot. The ride height has been adjusted to take into account the smaller diameter of the wheels. The bogies for this vehicle were sent to Ashford on the back of a



SECR 3062 having its wheels turned at Ashford.
(Kieran Wildman)

Hiab lorry at the same time as a Maunsell set were sent for turning.

Mk1 BCK 21245: This vehicle was bought from Riviera Trains, and arrived at the railway in April. It is currently stored in the carriage shed at Rolvenden. A certain amount of work is required internally, and it will definitely need an external refresh in an appropriate livery.

A number of Mk1 bogie centre castings have been ordered, as some of those in service are beginning to show signs of old age.

SECR 3062 visited the wheel lathe at Ashford in order to remove the flats that resulted when the vehicle was moved with its handbrake still on.

SECR Family Saloon: Painting and lining out has been completed, and varnishing is under way. The finish on the coach is excellent and those involved with this restoration are to be congratulated. Many thanks also to Craftmaster Paints who have sponsored 50% of the cost of the paint used on this job. Both vacuum cylinders have been rebuilt, but a number of jobs still need



NBO 53 up on jacks for the bogies to be removed.
(Mark Stuchbury)



Dance Hall Brake 11934 nears completion.
(Jon Edwards)

to be completed in the passenger areas. The coach should be available for the summer season.

NBO No.53: Not yet back in service following wheel turning on all four sets, as unfortunately this vehicle was the victim of yet another handbrake incident. All door locks require examining, and an 18-month inspection is due.

NBO No.54 has received repairs to the roof canvas and a small amount of rotten timber has had to be replaced. An 18-month exam has been carried out.

Withdrawal from service looms at the end of this operating season, as the vehicle requires a new roof canvas and, among other things, a re-paint.

The **Metropolitan Coach** has received an 18-month exam.

Maunsell CK No.56 has had an 18-month exam and door lock inspection.

SECR Dance Hall Brake Van 11934: Many small wood repairs have been carried out. The internal and external painting is almost finished, and a new desk has been made by Dave Stubbs to complete the internal fit out. Workers from the 4253 group made a large fixing bracket for the desk. The vacuum brake through pipe installation has been deferred for the moment. The stove and chimney will not be installed, at the owners' request. Once again the finished result is a credit to those who have worked on it, and Peter Bolton is to be congratulated on his signwriting.

Midland Railway Box Van: The van's owner, John Colwell, has recently spent time repainting the vehicle's frame and roof.

The woodworking machinery now has a fully functional modern extraction system, and is available for use by staff who have been passed as competent. Anybody wishing to be trained to use this equipment should contact Peter Blythe in the first instance.

In the middle of May, 21 of the building's life-expired clear roof panels were replaced by an outside contractor. We can now hopefully put the buckets away in the stores area!

OPERATING

Signalling Department – Tony Ramsey

We are pleased to record that John Patrick has successfully passed out as a Signaller at Wittersham Road. John is already a qualified Signaller on the Severn Valley Railway, so we



Hastings on arrival at Wittersham Road.
(Mark Stuchbury)

are delighted that he has chosen to join our ranks as well. We are also pleased to record that Frank Bortoli has successfully qualified as a Crossing Keeper at Cranbrook Road.

This report covers the early months of the year, when we have very few public trains running, so there is little formal activity to record. Behind the scenes, however, the Inspectorate has continued to work on developing the competency assessment questions on HOPS, and most Signallers have now completed at least one module.

In March we were able to hold our traditional 'Annual Meeting' – the first for two years – using the new venue of Northiam Village Hall, which was well received. In addition to the customary reports and reviews, the meeting included a detailed presentation by Safety Director Neil Sime, as well as some lively discussion on more controversial topics. It is also good to note that

the Signaller Training sessions have continued on Zoom, and the much-interrupted 2020 course has at last been completed!

Finally, we regret to have to record the death earlier this year of Tony Pratt, a former Crossing Keeper and Roster Clerk.

Guards Report – *Pete Spratling*

Firstly I would like to say thank you to all of you who have helped so far this season, especially those who've taken on extra turns, and not forgetting those who have assisted in instructing our trainees.

We had our first guards meeting since the lockdowns at Tenterden back in March. Thank you to everyone who attended.

As previously stated in the last *Terrier*, Graham Williams has decided to retire as Inspector. At the guards meeting he was presented with two tickets for the Saturday evening Pullman, in gratitude for his many years of service as Inspector. I'm pleased to say that Graham will remain with the K&ESR as a guard.

Station Masters – *Geoff Colvin*

This is my first opportunity to pen a piece for the *Terrier* since taking up the role of Chief Station Master earlier in the year.

I must start by paying tribute to the contribution of my predecessor, Charles Lucas, who steered the Department through the challenges of Covid and much more. Fortunately he remains with us as a Station Inspector and working Station Master.

The extremely successful recruitment campaign has resulted in a good flow of new recruits who are interested in learning about working on the platform or becoming Travelling Ticket Inspectors. To help us manage this Chief TTI Barry Lee and I have revised the training pathway so that all our newcomers train as platform assistants before taking up other roles. This ensures that all have a grasp of the key issues of safety, visitor care and keeping our facilities smart, as well as building an understanding of the railway and its history.

This model has an added benefit: having more staff on the platform to answer questions from passengers and contribute to our objective of making our visitors' day memorable for all the right reasons. We welcome all those who have joined us. If you think this might be for you, don't hesitate to get in touch!

One of the delights of being a Station Master is dealing with the unexpected. So far this season various members of the team have encountered



Jake Lewis at Bodiam on his Guard's test.

(Philip Noakes)

a considerable range of things, including people being in the wrong places at the wrong times for the trains they were hoping to catch. Perhaps the most spectacular event occurred at Bodiam, when on the first service day of the season the team were eagerly anticipating the arrival of a coachload of cruise passengers who would be enjoying a trip on the train. In the station yard contractors were opening a trench, and minutes before the coach party arrived the digger managed to hit an unmarked and undetected electric cable. The station lost all power and use of its most requested 'facilities'.

After lots of smiling and possibly a bit of shoulder shrugging by the team our visitors were sent happily on their way to Tenterden, none the worse for their unplanned 'experience'. An excellent outcome; teamwork at its very best.

WAY AND WORKS

Infrastructure – Brian Richards

It's been a busy few months in the Infrastructure Department. We are lucky to have so many good groups under the Infrastructure 'umbrella', who work so hard to make things look right. It is often not appreciated the amount of the work that goes into this.

The Tuesday Gang, based at Northiam, have been transforming the look of the 'black' car park wall, giving it a much-needed jetwash and repaint. They are also tackling the rotten platform fencing, of which there is a lot.



Northiam at night.

(Robert Knight)

The Gardening Group are working their magic at the stations. They will shortly have automatic watering systems in place for the mound garden at Tenterden, next to the office, and the platform garden. At the other stations the never-ending work of making the gardens look effortless continues.

At Bodiam, the constant job of keeping the jewel in the crown looking as good as it does goes on weekly. In addition to the usual jobs we've created a new entrance at the station, to make it easier for coaches to access – coach groups are a great source of revenue for the railway, but some were being put off by the tight access to get into the car park and risk of their coaches being damaged. So over the past couple of months we have had the BT pole moved to a new location, the old gates and gate posts have been removed, and new traditional gates and posts have been put into a new position, closer to the station building.

The fence-line has been realigned and a section of the grass area has been removed and replaced with tarmac planings (acquired three years ago).

This now makes the entrance look more like the original, while also being better for our customers. Some 40 tonnes of loco ash, removed from the ashpile at Rolvenden and tipped in a heap at Bodiam, has now been used to tidy up the area between the camping coach and the siding. Additionally, 40 tonnes of top-soil has been used to landscape the area between the field ramp and outside the camping coach. Plastic grid matting has been laid at the entrance to the field, to become all-weather parking for the camping coach residents.

Our Wednesday Group have been doing sterling work, under the direction of John, while I've been relocating to Bodiam for the past few weeks. Just when they think they can escape to undertake some work at Wittersham and Rolvenden, another set of jobs appears. Much of the fencing at Tenterden is beyond rotten, but they are repairing the bits they can. At the end of the season most of the fencing will have to be replaced, subject to funds being available. Dressing/undressing the site for evacuation/Jubilee events takes some of our time, but is so necessary. Repairs have been carried out to the station building, but these can only be temporary; permanent solutions will have to be undertaken soon.

Cranbrook Road crossing toilet base has been created – no mean feat. Using a steel frame of crash barriers and steel columns, the structure was put in place using the P.Way digger. Twelve bulk bags of spoil were used to infill, then topped off with a layer of concrete, which had to be wheelbarrowed in from a mixer truck in the layby. Finally, after 40-odd years, Cranbrook



The Cranbrook Road toilet is installed, and Frim looks pooped!
(Brian Richards)

Road crossing keeper's W.C. has arrived! After another combined team effort of Wednesday Group and P.Way, the toilet was taken by rail/road/trolley to its final location. There's a bit of final work to do, but it should be ready to use in a week's time. This will be followed by new fencing and repainting of hut and gates. Thanks to all who helped with this, and thanks to Frim and his group for their assistance in the project.

Infrastructure jobs coming up over the next few months:

- Cranbrook crossing – new fencing, repaint of hut, paint gates.
- Rolvenden – replace signalman's walkway, replace storm-damaged guttering, install new messroom door, paint crossing keeper's hut, fence, gates, signal box and signals.
- Wittersham – weed platform, paint platform fence, ticket office, signal box and signals.
- Northiam – paint signal box and signals.

Timber/paint costs are increasing daily, but unfortunately infrastructure has been neglected for many years, with very little spent on it, and we are now suffering because of this. My aim is to rectify the situation as much as possible, while being fully aware of the constraints of the purse strings. Some of the jobs I would like to do will, undoubtedly, have to wait.

Thank you so much to all the members of the groups, who work so hard.

We are always open to welcoming new members. If you fancy working outdoors with a friendly group, no specific skills required, please get in contact via e-mail to infrastructure@kesr.org.uk

Permanent Way – Paul Jessett

The Department has been extremely busy since my last report, with another huge relay job taken in our stride. This time it was the loop at Tenterden. The wooden sleepers in situ had degraded to a point where some of them were non-existent. We could have used a couple of dozen tie bars to keep it all together but that would not presented a good appearance to our visitors! The decision was taken to relay with heritage E1 bullhead concrete sleepers.

When this was first proposed there were howls of anguish, but it was pointed out that to relay in second-hand wood sleepers was not an option, and the cost of new wood or plastic (hush my mouth...) would have been in the region of



The Tenterden loop relay in progress.

(Graham Williams)

£30–40K. In the current climate this was not an option. However, I must point out that the sleepers that have gone in there are in fact older than the ones that came out.

There were a couple of S&T cables to reroute, and the old power cable feeding the C&W shed needed to be removed. This was completed on the Friday prior to the start of the works. Some of this required a lot of careful hand digging to ensure no cables were damaged.

This area has suffered from being extremely wet over the years, with poor drainage and leaky pipes. There was very little foundation for the track, so the old line was taken out and a tracked excavator hired in to dig down and give the new formation a good foundation. The muck was loaded into wagons and tripped down to Rolvenden, using the Mermaids and Medfits, with the West Somerset's Class 14. Frim constructed a muck shoot into Field 51, where spoil is to be used to level up the ground for the upcoming track works in this area. Thanks must go to Brian Richards for volunteering to drive the digger for a couple of days.



Tipping the spoil from the works.

(Paul Jessett)

With the area cleared, we let the Wednesday Group in to play in our mud pit, installing some new carriage washing hoses and cross pipes, while our team changed a couple of point timbers between our site and Henry's Crossing. With the area levelled, the sleepers were laid out and the rails reinstated. If you have ever keyed up new track you know that it is hard graft, but we all took turns and the track was back in within four days.

With the new track temporarily packed to allow plant to run over it, we turned our attention to the two panels of wooden sleepers below Tenterden Level Crossing. These too were in a terrible state, and were overdue a change pre-Covid. To facilitate extracting these panels without too much manual labour, Clive Lowe came up with a plan to use a couple of temporary short rail lengths. It meant having to keep swapping out rail sections, but it saved a lot of hand digging. The panels were swapped and the old sleepers stacked to leave a clear path for the ballast trains. The final days of the possession were spent ballasting, regulating and tamping.

While the tamper was doing its thing, time was spent clearing up redundant PWay materials at the far end of the station site. These were added to the two Sturgeons loaded with the redundant materials from the relay. Unloading scrap materials and separating the components for recycling kept the team busy for the following couple of weeks. Much of this material has already departed the railway, adding additional funds to our cause. A big thank you to the usual suspects in the Ops Department who volunteered to help with engineering trains (you know who you are).

Forestry – Steve McMurdo

The extreme storm conditions in mid-February brought down a large number of trees and branches at numerous locations, blocking the line and making it impossible for trains to pass. Members of the department were enlisted, at short notice, to join in the major emergency exercise on the Saturday after the storm, where the aim was to at least get the line sufficiently clear to allow trains to operate.

The sheer quantity of complete trees and large branches involved, combined with the limited hours of daylight, meant the plan for the Saturday was to get the debris cut into manageable lengths, and then moved to the edge of the line. Our department would then return in strength at a later stage to complete the task.



Clearing damaged poplar trees near Bodiam.

(Steve McMurdo)

In the following weeks we devoted many of our work days, at various spots along the railway, to clearing and cutting timber ranging from small branches to large tree trunks. Particularly affected were the areas around Newmill Bridge, from Rother Bridge towards Northiam, Dixter Wood (hardly surprising...), Tenterden Bank near Cemetery Crossing, and (predictably) the large poplars on the left hand side of the approach to Bodiam. In many cases we subsequently discovered that some of the neighbouring trees which hadn't fallen were in a damaged, or even precarious, state; these needed taking down, or at least serious surgery. We took the opportunity to deal with these while in the area.

This work has obviously had to take priority, meaning previously planned or scheduled activities elsewhere on the line had to be delayed. As spring approached we were able to complete the storm-related clearance and get back to our traditional annual tasks – such as strimming and cutting back undergrowth to ensure visibility for footplate crews and crossing users.

We used the DMMU on a non-running day in June to carry out an inspection of the whole line. This was to observe, document and plan our work for the summer months ahead. Taking a full selection of chain saws, pole saws, trimmers and other equipment with us, we stopped to attend to quickly resolvable, but still important, issues at as many locations as possible. We will return to deal with the more extensive and time-consuming problems over the next few months.

It hasn't, however, been all hard work for the team. We have a tradition of an annual social get together away from the railway, and were finally able to hold our Covid-delayed 2020 Sunday lunch during March at The Plough, Stalisfield.

Refurbishment of 1918 Goods Yard Crane at Tenterden Station

Kian Jones and Tom Wheadon joined the Wednesday Working Group as young members. It was decided that work would commence on the Tenterden Yard Crane, as all its moving components were seized. The WWG has designated this as a 'young members' project.

3rd November – half term

The crane was jet washed and all the moving parts soaked in WD40. By the end of the day we had freed the sliding shaft that operates the winding sprocket which attaches to the chain receiving drum. All the moving parts were left soaked in WD40 until our next visit, which had to be a Saturday as Kian and Tom were at school.

13th November

The lever that was preventing the winding handle shaft from sliding was freed. Work started to chip and clean off the flakey paintwork, and get more parts of the winding mechanism operating until we could move the chain receiving drum.

Work then came to a halt as the crane disappeared into the marquee jungle of the Santa Specials – much to the disappointment of both boys, who were now acting as Santa Special 'Elves' anyway.

It was arranged by Kelvin Williams that a new winding handle would be made by members of the 4253 Group, to replace the long-gone original original that can be seen in the book *Branch Line to Tenterden*.

January

Preparation was finished apart from the jib top, which can only be reached with the cherry picker.

On our next visit Tom, Kian and I primed the bottom half of the crane and coated the wooden jib with wood preserver as far as we could reach.

The big day arrived on Saturday 26th March: we got the use of the cherry picker! Tom and I put on safety harnesses and attempted to free the pulley, but it was still seized. We primed the pulley assembly, the upper of the two tie bars (which connect the top of the jib to the base) and the top of the jib with preservative. Kian chose to stay on the ground to finish painting the final top coat. Most of the chain had already been painted black



Mid-repaint, the yard crane in the winter sun.

(John Holland)

by Norton Friend, who had also joined WWG.

On Wednesday 6th April Tom and I arrived to a wet start, hoping the rain would hold off and the crane would dry off, but by lunch time it started raining again. By 2pm it was pouring and we called it a day, which was a shame as Tom was on holiday the following week.

We tried again on 13th April, and what a difference a week made. This time Kian was on half-term holiday and we had the cherry picker again. We got all the various paints and brushes required to complete the job, and by lunch time the crane looked resplendent in its finished colour scheme. Unfortunately we were still unable to free the jib pulley; but apart from this the crane does function, so demonstrations can take place.

On 20th April I made good the concrete base that the crane stands on, so the work of refurbishment is complete.

Our next task will be to refurbish the crane outside Carriage & Wagon. We believe this one came from Hawkhurst goods yard, after the branch from Paddock Wood closed.

Rob Leach

GROUPS AND ASSOCIATES

Museum Notes – *Brian Janes*

The Museum's season kicked off with a very satisfactory occasion when for the first time in three years the volunteers were able to get together for our usual annual get-together and lunch. A good time was had by all, and those who haven't been able to get to the Museum for some time were able to brush up on their skills and see the changes and our much-interrupted improvement work.

Visitor numbers are considerably down – only about 60% of those for the comparable months in 2019, the last 'normal' year – giving a total by the end of May of a little shy of 3,000 visitors. Donations have been commensurately down as well, to a very disappointing £500 or so. Sales, fortunately, have been excellent, and we are already approaching almost half of the takings in the whole of the last normal year. Our attendance at the show run by the City of Canterbury Model Railway Society, at the rather novel venue of St Mildred's Church, produced outstanding sales for the day of nearly £900. Such a high level of sales is largely dependent on having lots of good quality railway models and accessories available through donations in kind. So if you have any old



*East Kent Railway lamp, shown fitted to Gazelle.
(Brian Janes)*

modelling items left in dusty corners, please think of donating them to us to help keep the Museum going in these difficult times. Also, if you cannot resist a bargain, our successful sale of books – from as little as £1 – will continue for the season.

Last year's final installation of contactless card machines for donations and sales certainly helped, but we are still handicapped by the long-awaited and further delayed upgrade of the Museum IT connections. With the increasing familiarity with suitable phone apps resulting from Covid precautions, we are again trying QR codes, giving access to short histories of most of Stephens' lines. For those of you who are unable to visit, these can be accessed at <https://kesr.org.uk/museum>

Our collection and its presentation continues to be improved. We acquired at auction an impressive sign from Holman Stephens' Cornish line, which was described as a poster board header but is probably a boundary marker for a station. It uses the interesting and little-used term 'PD&SWJR (Bere Alston and East Cornwall Line)', which dates it to the earliest days of the branch. It bears evidence of being buried in loco ash ballast and signs of its original, elusive, paint colours (a pinkish buff and white) and has been retained in this form.

Through good contacts in the modelling world we were gifted some outstanding loco lamps from the East Kent Railway, which had been retrieved many years ago from Eastry station and a garden shed. One bears the imprint of the railway and attribution to locomotive No.1 (scrapped in 1935) written in the distinctive EKR style.

Although inevitably interrupted by shutdowns, winter work enabled the creation of a new display illustrating how railways were run by paper in pre-computer days. It can only show the tip of the iceberg, but gives some flavour of our forebears' endeavours; they didn't just drive trains! We were also able to complete Stephens' Military Career cabinet and enhance the Hawkhurst, Selsey and Sheppey displays.

Our use of 'O' gauge models has increased. A model of an Ilfracombe Goods in its as-built state has been generously loaned for the season by John Scott-Morgan. We have also been able to purchase a superb model of the 2-4-0T



The recently acquired PD&SWJR sign.

(Brian Janes)

Tenterden and a set of RVR carriages; you can now see what our first trains really looked like.

The RVR ground frame under restoration as an exhibit has revealed its last use in BR days, for it is stamped internally as the one used at Udiam Siding (Junction Road).

The promise to digitalise all back copies of the *Tenterden Terrier* was successfully completed by the current editor devoting a working week to the task. They can now be found on the railway's website in pdf form at <https://kesr.org.uk/terrier>

In pursuance of our wider educational charity function we continue to develop our relationships with other Museums. Contacts with our friends at the IoW Steam Railway and the Midland Railway Centre have been particularly fruitful. One particularly pleasing transaction is that booking office volunteer Mike Wood was able to offer some unused items of LMS/BR uniform from his relatives. They were not appropriate to our collection, but we were nevertheless able to find a place for them in the Museum of Making, Derby, which was delighted to receive them given both their rarity and their manufacture in that town by local supplier James Smith and Co.

The Cavell Van has returned to Bodiam, and the volunteers there continue to care for it in a way that befits its national importance. The presentation has been augmented by an original poppy representing the death of a single soldier from the 'Blood Swept Lands and Seas of Red', the magnificent presentation of poppies that swathed the Tower of London in 2014.

We have finally been able to put in place a short history of the original railway with a commercial publisher, Lightmoor Press, so that Stephen Garrett's long-out-of-print history can be updated with the latest research. Although Covid related delays continue, *Tenterden's Railway* should be available in the autumn; all author's fees go to the Museum.

Gardening Group – Veronica Hopker

Tenterden: We – Jan Lelean, Liz Cobbett, Louise Gannon and I – returned to Tenterden in February. We started work on the mound to try and clear all the debris which had blown off the trees, and the weeds which were creeping into every available space.

Peter Blythe kindly introduced Barbara Robertson who had been working in Carriage & Wagon but who, unfortunately, had to make a move and thought Gardening might be the best place for her. I am very pleased to say her move has been a real advantage to the Gardening Group.

Work continued on clearing dead leaves and weeds from the flower beds. Bags of compost/manure were spread on the beds to improve the soil and to give the perennials a feed when they begin to wake after a long winter.

The shrubs were trimmed and the roses pruned and fed. Some of the nerine bulbs had pushed themselves out of the ground, and so time was spent digging them up and re-burying them. All the gardens have been tidied but, unfortunately, weeding is never ending.

New plants have been added to the Pullman Dock garden – a pink buddleia, lavatera bushes, dahlias and purple salvias. We hope these survive, to provide flowers and colour throughout the summer season.

The hanging baskets have been planted with red, white and blue petunias, and Dave Brown of the Tuesday Group kindly fitted them up for us around the station building and on the office side of the food outlet. We hope they will give a good display this year as we gradually get back to normal.

The Bug Hotel is surviving and maturing. Not sure if we have any residents, but it is best not to disturb them!

Rolvenden: The four flower tubs on the station platform have been planted up with petunias (red, white and blue) in keeping with the Platinum Anniversary celebrations. The little garden by the entrance to the platform had a tidy; it is maturing very well and seems to survive!

Northiam: Liz Brown is continuing to battle with the weeds. However, the Tuesday Group have kindly given her a hand with weeding around the roots of the hedge at the back of the platform, and other larger jobs which will be covered in their report.

Liz has planted the tubs on the platform with a mixture of perennials which will give a good display over the next few months, as always.

The Memorial Garden is in need of some attention, as it has really burst into life following the arrival of the rain. This will be remedied in the near future.

Tuesday Group – Graham Hopker

After the Christmas break, and when the weather improved, we tidied the Northiam Station store shed and took the opportunity to get rid of many unneeded items. We had a sort out of the pictures in the Waiting Room and added a few more. We also added three signs showing passenger information on the outside of the station building.

A new gate has been constructed and put across the path which leads from the road, past the Memorial Garden, to Platform 2. Several concrete repair spurs have been fitted to support the many rotten upright fence posts.

The car park wall has been jet washed and given a coat of black concrete paint which, along with the start of fence rail replacement and black staining, has greatly improved the appearance. (There's lot of fencing, so this is an ongoing task!)

All the hedges at Northiam have been cut, and a blocked downpipe that was causing a leak, leading to excess water on the station canopy, has been unblocked. A grab rail has been fitted in the Disabled Toilet facility.

The large advertising sign adjacent to the road needed a lot of attention after considerable damage caused by the serious February gales. Finally at Northiam, the Welsh running-in boards to transform the station for the 'Evacuation Day' were put up, and then removed after the event.

Dave Brown has put up the hanging baskets around the Tenterden Station building and the food outlet, and reconnected the self-watering system.

At Rolvenden, a new watering system for the platform flower tubs has been fitted.



Relocating Northiam in deepest Wales! Signs going up for the Evacuation trains.

(Graham Hopker)



Bodiam in bloom: The garden looking fantastic.

(Pat King)

Bodiam – Malcolm Burgess

Spring is with us and regular train services thankfully have started again, so work at Bodiam now has to revolve around the public being on site. The earthworks that resulted from the installation of the new sewage system and the camping coach have been re-profiled with

topsoil, arranged by Brian Richards, and the grass and wildflower seeds sown by the Group all seem to have germinated, so that the predominant colour is again green rather than brown. Brian also laid some plastic grid matting on the parking area for the camping coach and, with a little manipulation from us, the grass is now growing through a relatively flat area.

The most notable change to the appearance of the station is the relocation of the entrance gates, and the replacement of the old steel gates with a pair of wooden ones that are closer in appearance to what was at the station in the 1950s. With the help of a couple of Wednesday Group members, and some hired-in mechanical plant, two substantial new timber gateposts have been installed using concrete spurs for reinforcement. The new gates have been hung and are set further back into the site; this has allowed the realignment of the boundary fencing, so that coaches bringing and collecting passengers can reverse into the station yard more easily. As a result, more coach bookings can be encouraged. Graham Holden, Bruce Sharpe, Chris Wady, Paul Randall, Adrian Freeman and I have all been involved, and the accompanying photo illustrates the extent of the project. The fencing remains to be completed following the levelling of some of the land behind the buffer stop, which will allow a designated bay for the large refuse bin.

It is in springtime that the flower garden looks its best, and Gaye Watson together with Pat and Colin King have been working hard to ensure that this year is no exception. The photo doesn't really do justice to their labours, but passengers frequently make very complimentary comments. 150 hedge plants were delivered to screen the underside of the camping coach and Frank

Wenham, Adrian and Bruce made a good start getting them planted in difficult ground. The remainder was even more challenging, in compacted ballast and clay, so it was decided to spread them elsewhere!

In the hop garden Vic Grigg and Colin King have re-strung the hop poles, and the plants are steadily growing up. Although there won't be a Hopping event this year, the garden still remains a reminder of the station's special function in the past.

The Cavell Van is back in its established summer home and, thanks to the dedication of Angela Hubbard and Jill Jempson in keeping the interior smart, it is attracting a steady stream of visitors. Paul has fixed new high-visibility nosings to the access steps to ensure safe entry and exit.

The platform canopy has been showing signs of weathering, so Chris and I pulled out the scaffold tower and freshened up the paintwork before public trains began running.

Shortly before the start of the season the station shop was enlarged, by taking part of the old waiting room. The new layout has enabled the variety of stock to be increased enormously, and the working area for shop staff has been transformed. This improvement is encouragingly reflected in the increased takings.



Moving the yard gates. Old concrete gatepost in the foreground.

(Malcolm Burgess)



4144 at Rolvenden, ready for the day.

(Courtenay Forder)



Northiam starts away from Cranbrook Road.

(Elliott Waters)

The Importance of Values

A successful organisation, such as we aim to be, works to a set of common values. These set out how things should be done, and the expectations that are placed on people. They may not always be adhered to in every detail, but they provide a benchmark and a standard to aspire to. And they are part of what gives an organisation its distinctive character.

Values are especially relevant in an organisation like ours, which has under its wing people from a wide range of backgrounds carrying out many different tasks in different locations. It is committed to increased diversity and to being a welcoming environment for all.

The Kent & East Sussex Railway's *Values and Behaviours* document has been in place for more than a year now. It has been adopted by the Board; and it applies to, and is available to, all staff and volunteers. All of us in the wider railway family, including rolling stock owning groups and other similar bodies, should aspire to live up to it. Perhaps it's not as widely known as it should be, and we need to do something about that. *Volunteers and paid staff can find this document on the HOPS website under 'General Documents' in the 'Community' section.*

It's important that from time to time we remind ourselves of what our values are, so here they are:

- We are all One Railway. Within the Kent & East Sussex family we work together and support each other.
- We run a safe railway which complies with relevant standards or recognised best practice.
- We recognise the importance of communication, which should be open and transparent.
- We respect each others' viewpoints. If we disagree, we do so constructively and with the intention of finding a better solution.
- We recognise that resources will always be limited, and we look for solutions that are safe, effective, proportionate and practicable.
- We take pride in what we do, and in our railway and its surroundings.
- We want our visitors to have a positive experience and to look forward to coming back.
- We value all our people. We treat each other with respect. We are here because we want to enjoy ourselves.
- We challenge, appropriately, those who do not display these values and behaviours.

We will update the document periodically; but in the meantime, if you are a member, a volunteer or on the paid staff, just run your eye again over the list and think about how it applies to you. Our railway is already a great place to be – if each of us really lived up to these values it could be even better!

*Simon Marsh
Chairman*



(Phil Edwards)

Terrier 150



150 years after its introduction, the great survivor, London Brighton & South Coast Railway No.70 Poplar (K&ESR No.3 Bodiam), stands in the wide open spaces at Wittersham Road. (Dan Dickson)

Following return from overhaul at the North Norfolk Railway, Poplar is seen with a test train at Orpin's Curve on 27th May. (Phil Edwards)





This view of No.70 at Rolvenden shows to advantage the full glory of the Stroudley 'Improved Engine Green' livery, which was applied during a heroic effort by K&ESR volunteers after the loco's return from Norfolk. Note that the cab spectacle surrounds and glass had yet to be fitted.
(Phil Edwards)



Poplar with Terrier No.2678 (LB&SCR No.78 Knowle) on shed at Rolvenden.

(Phil Edwards)

Nos.70 and 2678 double-heading the Vintage Train on 3rd June. Note that the cab spectacle glasses had now been fitted.

(Phil Edwards)



Poplar in Docklands

The heritage era Kent & East Sussex Railway has a good record of 'outreach' work, including attendance at exhibitions and county shows, talks to clubs and societies and, back in 1980, even parading *Marcia* through the streets of Canterbury. As part of the events celebrating the 150th anniversary of Class A1/A1X our Terrier, London Brighton & South Coast Railway No.70 *Poplar* (also of course K&ESR No.3 *Bodiam*) visited the Poplar depot of the Docklands Light Railway (DLR) in mid-June as part of an educational programme which we staged in partnership with the Terrier Trust and the London Borough of Tower Hamlets Education Department.

This innovative project not only brought the locomotive back to the area where it once worked on the East London Line (hence the name) but provided an association between the K&ESR (the pioneering standard gauge light railway) and the DLR, one of the most modern examples of the light railway concept. The programme for the event included school visits on 15th, 16th and 17th June, a public weekend opening (for which pre-booked tickets were needed) on 18th and 19th June, and three more days of school

visits on 20th, 21st and 22nd of the month.

Bookings for the school visits proved to be very popular and the organisers were pleased to welcome more than 700 primary school pupils from this diverse area of Inner London who attended in class groups together with their teachers. These visits provided a valuable opportunity to tell the young people about the history of *Poplar* and of railways both in their local area and generally.

The opportunity was also taken to publicise the K&ESR, and hopefully some of *Poplar*'s visitors will be travelling with us in the near future.

Help was of course needed when welcoming the school groups and both members of the public and K&ESR volunteers fulfilled this role, stewarding people around the site, giving a 'guided tour' of the footplate, and as mentioned above some background about the locomotive and its history. Appropriately for the event travel to and from Poplar had to be via the DLR, there being no car parking available!

This project was supported by a grant from the National Lottery Heritage Fund.



At the DLR depot in Poplar on Saturday 18th June.

(John Wickham)



'Time closes up like a fan' – No.70 Poplar seen against a background of Docklands skyscrapers on 16th June.

(Neil Inshell)

Tenterden Terrier Online

Members of the Kent & East Sussex Railway can receive the *Tenterden Terrier* in electronic (PDF) format. Help save money and volunteer time by registering at [hiip://kesr.org.uk/tenterden-terrier-online](http://kesr.org.uk/tenterden-terrier-online)

You can, if you wish, still receive a printed copy; but the more people requesting PDF copies only the greater the saving in both printing and postage.

KENT & EAST SUSSEX RAILWAY 300 CLUB PRIZE WINNERS

January 2022

1st	Miss Sheila Stevens	No. 464	£100
2nd	Mrs L A Jones	No. 1274	£80
3rd	Bob Clifford	No. 015	£75
4th	Susan Brackley	No. 757	£65
5th	A J Clark	No. 064	£55
6th	Mike & Morven Gibson	No. 623	£50
7th	Lawrence Rideal	No. 092	£45
8th	Frank Lambert	No. 150	£40
9th	Mrs P Greenwood	No. 168	£35
10th	Kieren Wildman	No. 1022	£25
11th	Kevin Nunn	No. 1280	£20
12th	Tony Mighell	No. 002	£15
13th	Richard Crumpling	No. 866	£10

February 2022

1st	Terry Joint	No. 480	£100
2nd	Christopher John	No. 361	£80
3rd	Clive Norman	No. 392	£75
4th	Mrs M A Banks	No. 764	£65
5th	Jeremy Nelson	No. 1012	£55
6th	Chris Ford	No. 407	£50
7th	Mr J Bignell	No. 581	£45
8th	Chris & Andrea Barton	No. 900	£40
9th	Mr G Coombs	No. 219	£35
10th	P R Kynaston	No. 453	£25
11th	Steve Newman	No. 1310	£20
12th	David Jeffery	No. 729	£15
13th	Keith Howell	No. 536	£10

March 2022

1st	Ernest C King	No. 334	£100
2nd	Richard Bruce	No. 1203	£90
3rd	Rosemary Geary	No. 372	£85
4th	Mrs Kim Chaplin	No. 998	£80
5th	Mr C J Woolley	No. 099	£75
6th	F T Kent	No. 310	£70
7th	T J Hoskins	No. 449	£65
8th	Philip Clark-Monks	No. 620	£55
9th	Charles Mavor	No. 792	£50
10th	Clifford Freeman	No. 832	£45
11th	Peter Bolton	No. 267	£40
12th	Claire Stuchbury	No. 025	£35
13th	Keith Jones	No. 553	£30
14th	Ian Pinder	No. 1018	£25
15th	David Nichols	No. 1276	£20
16th	David A Bennett	No. 1175	£15
17th	G W Bennett	No. 343	£10

April 2022

1st	Mr S T Saltmarsh	No. 500	£100
2nd	Jon Elphick	No. 822	£80
3rd	Brian Thompson	No. 510	£75
4th	Terry Joint	No. 479	£65
5th	Mrs Ann Blewitt	No. 917	£55
6th	Graham Bessant	No. 1140	£50
7th	Raymond Tatnall	No. 750	£45
8th	Christopher John	No. 759	£40
9th	Martin Simmons	No. 888	£35
10th	William Morgan	No. 309	£25
11th	P & B Tanton-Brown	No. 1065	£20
12th	Mr S T Saltmarsh	No. 500	£15
13th	John Glen	No. 342	£10

To join the 300 Club or for more information contact Chris Garman or Colin Avey by e-mail: kesr.300club@yahoo.com

Birdcage to the Island

The following article, originally written by Isle of Wight Steam Railway member Nick Felton, first appeared in Island Railway News, Winter 2022. The present version has been edited for publication in the Tenterden Terrier and appears with the author's permission.

The Pre-Grouping carriages in use on the Isle of Wight in 1966, the last year of steam operation, were to the designs of two constituents of the Southern Railway. From the LB&SCR came Brake Seconds, First/Second Composites and full Seconds. The SE&CR also contributed Brake Seconds, First/Second Composites and full Seconds, albeit with different seating and compartment configurations. It should be noted that Second Class was Third prior to 1956. The fledgling Wight Locomotive Society managed to secure one example each of five of the six types. Funds available at the time wouldn't stretch far enough to allow the purchase of an SE&CR full Second – it would have cost £85. These SE&CR Seconds included an unusual coupé, or half compartment, which many long-standing enthusiasts recall with fondness.

Those running the Island's railways always had to have an eye to loading gauge, including height, width and length, when seeking to upgrade the rolling stock. When the time came after World War II to replace the LC&DR bogie vehicles, such as the preserved 4115, the Southern had to address this problem. They looked at their stock

of vehicles on the mainland and settled on SE&CR vehicles as being generally compatible with the loading gauge and potentially available. A 60 ft. ten-compartment carriage (No.1060) was brought over for three months in early 1947 for trials, but was found to be too long. I understand that the track at Havenstreet station was slewed in 1947 to give clearance for 1060 on the curve. Identical vehicles 971 and 1098 survive on the Bluebell Railway. After the failure of the 60 ft. experiment the SR decided to bring vehicles from 54 ft. SE&CR 'trio' sets to the Island.

Twenty 54 ft. 'trio' sets, providing the then-customary three classes of accommodation, were built at Ashford in 1910/1911. The sets consisted of a seven-compartment Second/Third Composite Birdcage Brake, a seven-compartment First/Second Lavatory Composite and a six-compartment Second/Third Lavatory Composite Birdcage Brake. One set of three was sold to the Longmoor Military Railway in 1943, three individual vehicles were withdrawn in the 1940s, and two more were converted for departmental use. This left 52 vehicles available for use on the Island.



No.1100, in chocolate and cream livery and hauled by No.22, at Rolvenden level crossing during summer 1975.

(Nicholas T. Smith)



*No.1100 as first restored, together with 32678 (formerly IoW 14), at Tenterden Town on 21st March 2010.
(Nick Pallant)*

The modifications for Island use in 1947–49 were extensive. The birdcage lookouts would have been out of gauge and were removed; the toilets were also removed to avoid contamination of Ventnor's water supply. The brakes were changed from the vacuum to the Westinghouse air system, and the compartments were extensively re-arranged as follows:

■ The seven-compartment Second/Third Composite Birdcage Brakes were reduced to four-compartment Third Class Brakes, with the brake/luggage compartment extended into the space previously occupied by three compartments. The Isle of Wight Steam Railway's Brake Third vehicles 4145 and 4149 are the result of these conversions. The IoWSR's newly acquired SE&CR 1106, from the Longmoor set, is of this configuration but in the unconverted condition.

■ The seven-compartment First/Second Lavatory Composites were converted by opening out the toilet section and adjacent compartments into a large saloon space. Some reclassification of the accommodation took place. IoWSR First/Third Composite 6375 is a result of this conversion.

■ The six-compartment Second/Third Lavatory Composite Birdcage Brakes were converted by replacing the brake compartment with two Third Class compartments. The toilets were also removed and the access from one compartment

closed; this allowed the creation of a narrow additional half compartment with a single bench seat accessed from the endmost compartment. The resulting vehicles were 8½ compartment Thirds. SE&CR 1100, from the Longmoor set, will of course be familiar to Kent & East Sussex Railway members, having survived to be restored to original condition by the C&W Department at Tenterden.

The Longmoor trio set appears from photographs to have been in regular service on the LMR passenger service. The carriages were painted LMR blue and renumbered into the Army series. The centre car was withdrawn in 1955 owing to damage, but the other two vehicles survived until the line's closure in 1969.

After withdrawal they were purchased by the K&ESR and delivered by rail via Robertsbridge in 1970. The initial chocolate and cream livery was a misinterpretation of the old K&ESR's variable colour schemes. It was also used on Maunsells and Mark 1s, and frequently mistaken by the public for GWR. It was, as a result, discontinued.

These cars saw regular service in the K&ESR's early days, but after a few years both were laid aside – 1106 in the open where it suffered badly. 1100 was more fortunate, being kept inside the newly built carriage shed at Tenterden Town.

1993 was something of a turning point for both vehicles. 1100 was retrieved from the carriage shed and painted green on one side and red on the other. This was done by a group of photographers wishing to use it for a photo charter, recreating modelling eras 4 and 5 at the same time! Remarkably, when a vacuum was first created, the cylinders held up. 1106 was badly affected by dry rot and during the same year had to be reduced to the skeletal condition in which it languished for many years. 1100 actually appeared in trains, but not carrying members of the public, for the 40th anniversary of the 1954 closures on the K&ESR at New Year 1994.

After a false start in the second half of the 1990s, 1100 was eventually restored during 2005–2008. It was initially completed in early BR Carmine livery. This was partly to speed up the job and partly because the same photo charter organiser paid for the paint! At its first intermediate overhaul it was repainted in the full glory of the SE&CR crimson lake livery which it still carries. 1106 was stored in various locations from 1993 onwards and in recent years on the ‘pointless’ siding between Northiam and Bodiam, where its tarpaulin suffered from wind damage and the attentions of local vandals. As recorded in *Tenterden Terrier* No.146, the siding was abolished in 2021 and the stock moved out, 1106 going to Wittersham Road.

On the Isle of Wight Steam Railway we have long wished to re-create an 8½ compartment Third as a replica of the ones that survived until the end of steam. We had been aware of the

existence of 1106 for many years, and recognised that it could be a basis for such a re-creation; but it was not available. We first noted that this might change after one of my periodic visits to the K&ESR in May 2016. I bought a copy of the *Tenterden Terrier* which contained an article suggesting that unrestored carriages might now be made available for transfer to other railways.

Our initial approach was unsuccessful, but we kept in touch with our friends at the K&ESR and in mid-2019 Gary Walker and I were invited to inspect the carriage. We found it to be in restorable condition. Provisional agreement to transfer it permanently to the Isle of Wight was made just before the first coronavirus lockdown in March 2020; eventually it was confirmed in time for the vehicle to be collected on 19th October 2021. Under the terms of the agreement 1106 has been purchased by the IoWSR for a nominal sum and will be restored for regular use. Conversion of 8½ compartment to Third configuration is board policy, but detailed design work has not yet started.

On behalf of the IoWSR I would like to acknowledge the support of the K&ESR board and C&W team in making this transfer possible, and of two anonymous donors who kindly covered the transport costs.

Bibliography: *Bogie Carriages of the South Eastern & Chatham Railway*, David Gould, The Oakwood Press, 1993; *Isle of Wight Steam Passenger Rolling Stock*, R.J. Maycock & M.J.E. Reed, The Oakwood Press, 1997.



No.1106 in store on the Ewhurst ‘pointless’ siding on 11th March 2019, the day the vehicle was inspected by colleagues from the Isle of Wight Steam Railway. (Nick Felton)

OBITUARY

Miles Warwick Saggers 1980–2022

I first met Miles 22 years ago when I joined the Sunday Permanent Way Gang at the Kent & East Sussex Railway. Despite the obvious challenges he faced, I was impressed by the way he coped, together with his boundless enthusiasm for trains, his optimism about life in general, and his warm, friendly nature. It was through Miles that I received my introduction to the world of miniature ride-on railways – a subject which now dominates my life and lays first claim to my leisure time.

Long since the Sunday P.Way Gang fizzled out due to dwindling numbers – when I transferred my allegiance to the Saturday Gang – and ever since both Miles and I ceased to be actively involved with a local garden railway venture, I've kept in touch on a regular basis, frequently joining him and Allan Dawes on days out to a variety of railway attractions. Since moving to Canada 12 years ago I've maintained contact by sending him Christmas and Birthday cards, latterly by e-mail, and invariably setting aside time to see him each time I've returned to the UK for a holiday. Danielle and I last saw Miles in 2019 when we called in to visit him and his mother Sue.

Since then of course, like many people, our

social lives have been drastically curtailed by the exigencies of Covid and there has been no opportunity to return. I learned of Miles's misfortune just after Christmas, yet despite the rapidity with which events played out, while aware of his situation, Miles was ever optimistic and looking forward to his eventual recovery. I spoke to Sue on the phone just a week before he passed away, but sadly Miles wasn't up to conversing at that time. Events moved on ever more rapidly, but I was heartened to learn that when Pete Salmon and Frim called to present Miles with his award for long service, he was chatty, pleased to see them, asking lots of questions about the railway and telling them of his plans for when he got better.

Like everyone who knew him, I was shocked by the suddenness of onset and speed of his demise. It goes without saying that Danielle and I will miss him greatly; but given the circumstances, I'm relieved that Miles departed from this world in a happy state of mind. This sounds just like the Miles we knew, still asking lots of questions about the railway. I bet he's giving our erstwhile colleague Pete Hemsley from P.Way a good ear-bashing now!

JP



Miles Saggers.

(Jonathan Peck)

THE NEXT GENERATION:

Tim Coutts

In an interesting choice of words, Tim Coutts begins our interview by saying he “blames” his dad for his interest in trains! As a toddler, he was held over a toy train set; as a child, he was taken to visit various railways; and as a teenager, he began volunteering at the Swanley New Barn miniature railway (where his dad also helped). Much as he enjoyed that (and he still helps there), he found himself wanting a new challenge and to be involved in something bigger. So he researched several different lines and “on the spur of the moment” decided to try the K&ESR because “I had visited it previously with my family, it was easy to get to and it had several signal boxes.” So he joined us, and signed up for the 2022 Signaller Training Course.

I ask Tim why he chose Signalling. “At Swanley we each cover all the roles; but Signalling is what I like best, perhaps because I am keen on thinking ahead and problem-solving.” And what does he think of us? “I am enjoying the training, especially meeting new people, and I’ve found everyone very friendly and willing to help. Doing the course online is very convenient, and the Wittersham box turns are great – although I found the long gaps hard when only one train was running!”

As Tim has only recently joined us, he hasn’t yet had much opportunity for ‘embarrassing moments’, although he recalls: “While I was training as a Northiam Crossing Keeper, I thought it was dead easy because everything



went very smoothly. But then on my passing-out turn I had a very near miss with a van driver who was determined to jump the gates!” Swanley can also have its, very different, moments but perhaps it’s a case of “What happens at someone else’s railway, stays at someone else’s railway.”

When he left school, Tim did a three-year degree course in Primary Education at the University of Gloucestershire. He had originally planned to stay in that area (and perhaps volunteer at the Gloucestershire & Warwickshire Steam Railway) but the onset of Covid made that impractical.

He also considered training as a pilot (another of his loves) but decided against it on the grounds that teaching is more secure. “Air travel is a bit uncertain, as demand can be so variable; whereas there will

always be a need for teachers, especially since people are quitting because they find the workload exceeds the time available in which to do it.”

So he returned to the south-east, where he is now a Year 2 Teacher (“that means with children aged 6–7”) at All Saints School in Blackheath. However, after a hard day in school, he sometimes wishes he had become an Air Traffic Controller instead! He lives with his parents in Lewisham and is a keen member of St Mildred’s church, Lee, where he co-ordinates the audio-visual equipment. “That means live-streaming all our services, as well as managing the in-house sound system, and at one stage we were using Zoom as well!” He also enjoys travel and wants to explore Scotland, but is less interested in sport



“although I have done some Park Runs”. In the longer term he hopes to get his own home, and also to move to a new school.

I ask Tim to sum up his experience of us so far. “The Swanley has a three-platform terminus, which means on a busy day you can have the challenge of a train arriving, needing to run round and depart again every three minutes; but they only have one signal box, and no token system. The K&ESR is therefore very different, but I am definitely enjoying it.

The training is largely as I expected it to be and, although the final exam lurks in the distance, for now it is all going really well. I look forward to the months ahead.”

Tony Ramsey

Hastings Then And Now



Hunslet 0-6-0ST Hastings (469 of 1888) arrived on the K&ESR in January 1964 and, following a gallant effort by pioneering volunteers, was steamed on 18th April 1965. She is seen here on what is now the Pullman Dock at Tenterden Town. (Photographer anonymous, Mike Hart's collection)



Due to boiler problems this was to be the only occasion that Hastings ran in preservation until Mike Hart restored her and she returned to steam in 2021. The loco is here making its first hesitant move on that long-ago April day. (Photographer anonymous, Mike Hart's collection)



57 years later, on 30th May 2022, Hastings is prepared at Rolvenden for a test run.

(Alan Crotty)



At midday, approaching Tenterden Town Station with a rake of vintage stock. Mike Hart, who was driving under the supervision of Richard Stannard, can be seen looking out of the cab.

(Alan Crotty)

It Seems To Me... by Sequitur

The way we were (or might have been).

“The more things change, the more they remain the same.” Or as those of us who indulge in a bit of Franglais observe, *plus ça change...* Such mess room-like cynicism apart, change nevertheless has a habit of creeping up on us. Often it is barely noticeable on a day-to-day basis: it almost feels as if things are the way they have always been. It's only when we look back across the years that we appreciate just how different things were ‘back then’.

In writing this, we acknowledge that time may have clouded our memory. After all, the railway's headquarters at Tenterden has always been much the same, hasn't it? Anything but! It was barely a semi-derelict yard with abandoned station buildings when the Preservation Society hired the main building at ten bob a week (50p) in 1961, and it has since evolved through several mutations (apologies for the virus metaphor). However, for the purpose of this article we shall merely examine the period since public services resumed in 1974 to look at change across the K&ESR.

Can you see the join in the Carriage & Wagon shed? Hard to believe it was originally only half the size it is now; but if you were a complete outsider, who'd know? And that water tower at the end of Tenterden platform: it must be quite a few years since it was used, which is a shame. There was invariably a sense of theatre when locomotives took on water there. An interested throng of visitors regularly gathered at the end of the platform to watch proceedings. Now it is a spectacle denied them – unless they just happen to be waiting on the platform at Northiam where the operation presently takes place. (*This seems to include quite a few photographers –Ed.*)

Ah... Northiam. When the station was restored as part of the *Challenge Anneka* television programme, we recall that the fences around the platforms were painted white. That was soon changed to a wood stain colour. Why? (*Because it's what the Colonel would have done –Ed.*) When Northiam finally opened the railway was, for a very brief period, most reluctant for passengers to use the foot crossing to and from platform 2.

Staff were issued with instructions that passengers must enter and exit the platform via the level crossing on the main road. That instruction was soon cancelled – presumably because we became somewhat uneasy that visitors were risking life and limb walking along the busy A28.

Of things that no longer exist, who will miss the Pointless Siding betwixt Bodiam and Northiam? A lot fewer than the delightfully named Sewage Works Siding at Rolvenden, but boy those elderflowers and berries in the siding's vicinity were tantalisingly just out of reach from the carriage window! And as we know, the big change at Rolvenden has been the building of the carriage storage shed.

The natural landscape has changed in places, too. The crayfish farm between Rolvenden and Wittersham Road was hardly ‘natural’, but it seemed to sit quite comfortably in the countryside. If we only had a fiver for everyone who asked what ‘those channels’ were. Now the channels can barely be seen, but the resulting overgrowth is perhaps contributing to the present trend to ‘rewilding’. Also, who now remembers that magnificent stand of poplars that lined the trackside on Wittersham Bank? Suddenly, maybe 12 or 15 years ago, they vanished. Were they diseased, we wonder? The countryside looked quite bare without them; it certainly took a bit of getting used to.

Shortly after the extension to Northiam opened in 1990, a large sign appeared in a lineside field, probably about half a mile from Northiam, on the south side of the line. ‘Site of station for the children's farm’ it heralded, or words to that effect. The station never materialised – possibly because the farm, run by a splendid lady and good friend of the K&ESR, sadly closed early in the present century.

Conversely, something that did materialise (but later vanished) was Dixter Halt. This harks back to the activities of the erstwhile Thameside Group who built said stopping place. We have access to a timetable for 1982 which included a supplementary note headed ‘Diesels to Dixter’:



AC Railbus on Dixter Halt service in 1980.

(Brian Stephenson/CSRM)

Subject to Ministry approval, on Sundays in July and August you can ride in our diesel observation car between Bodiam Station (near the castle) and Dixter Halt (for Great Dixter House and gardens). Frequent service from noon.

Ministry approval was indeed obtained, and Thameside ran the service. The observation car (an AC railbus) was already being used during 1982 to run off-peak morning services, mostly on Saturdays (*'special cheap fares apply'*) during June, July and August. Leaving Rolvenden for Tenterden at 11.15, it then formed an 11.45 working to Wittersham Road returning at 12.05.

The Dixter trains, or at least the supplementary note, appeared again in the 1983 timetable. Additionally, on Sundays during November, and on occasional weekdays during the autumn, the observation car worked three return trips to Wittersham Road. So it was that the last publicly advertised service to be operated by the railbus on the Kent & East Sussex Railway was the 3.00 departure and return on Sunday 27th November 1983 from Tenterden to Wittersham Road. And

that was the end of railcar services: or so it seemed. For if Dixter Halt has vanished, the diesel observation trains have not, the concept having been maintained by the Class 108 DMMU since the early 1990s.

Despite the AC railbus being sold off the railway, a small and devoted group of volunteers set about bringing another railcar back into working order. Great Western No.20 had formed the first public service on reopening in 1974, but had been withdrawn for repair during 1980. For some time it languished in public view in front of the carriage shed, an attached panel informing visitors that restoration was due to commence in 1985. Restoration did eventually start – and has continued, thanks to the gritty, dogged and herculean determination of the restoration team and supporters who simply would not give up even when their resources were next to zero.

Now, over 30 years later, the project is finally being given the attention it deserves. In that respect at least, if all goes to plan the way we were has become the way we shall be.



BR SWINDON TYPE 1

0-6-0 DIESEL-HYDRAULIC LOCOMOTIVES - CLASS 14

THEIR LIFE ON BRITISH RAILWAYS



ANTHONY P. SAYER

BR Swindon Type 1 0-6-0 Diesel-Hydraulic Locomotives – Class 14

Anthony P. Sayer

216pp, hardback. Thoroughly illustrated with monochrome and colour photographs. Published by Pen & Sword Transport Books. ISBN 978 1 52679 237 2. £30.

This is the latest of the author's five books about the less-successful BR Type 1 and 2 diesels. This particular volume is of more than usual interest in view of Class 14's long standing and continuing presence on the Kent & East Sussex Railway. As Mr Sayer explains in his preface, this work is about the locomotives' remarkably short career

with British Rail – he intends to produce a further book about their later and much longer employment in industry. The preservation phase he says he leaves to the heritage-era owners.

The book's 20 chapters include BR's dieselisation strategy, the decision to build the class, the design stage, individual locomotive histories, service and performance problems, withdrawal and disposal. As a prequel to the forthcoming second volume there is an 'Industrial Taster' appendix of colour photos featuring Class 14 in industrial use.

There is much interesting information about the design's defects and mechanical problems, which have continued down to the present day and will

be familiar to anyone (including your reviewer) who has ever been involved with the operation and management of Class 14. Such issues of course contributed to BR's decision on early withdrawal but so did the disappearance of the pick-up goods work for which the locos were intended. The author nonetheless neatly proves that the decision to build the type was in no way negligent, 'approval to construct' having been undermined by the subsequent abolition of BR's common carrier obligation, followed by the appearance of the Beeching Report days after the 'approval to order' was made.

BR Swindon Type 1; 0-6-0 Diesel-Hydraulic Locomotives – Class 14 is a historical account in the Don Bradley tradition of in-depth research using primary archive sources. What it is not, despite the comprehensive illustrations, is an undemanding post-steam nostalgia album of the type often associated with this kind of subject.

NP

Alfred Raworth's Electric Southern Railway

Peter Steer

344pp, hardback. Monochrome illustrations & maps, 16pp colour plate section. Published by Pen & Sword Transport Books. ISBN 978 1 52677 841 3. £40.

This is a beautifully produced large-format hardback book which describes the life and work of Alfred Raworth. He was largely responsible for the development of the 'Southern Electric' railway that we all know so well, largely under the aegis of Sir Herbert Walker, the somewhat autocratic General Manager of the London & South Western Railway from 1912 and subsequently the Southern Railway from 1923 to 1937.

Initially Raworth worked with the electrification of Britain's tramways and he was a consulting engineer to several, registering many patents. Unfortunately, though his systems worked well initially, in regular use they deteriorated rapidly and there were a number of accidents.

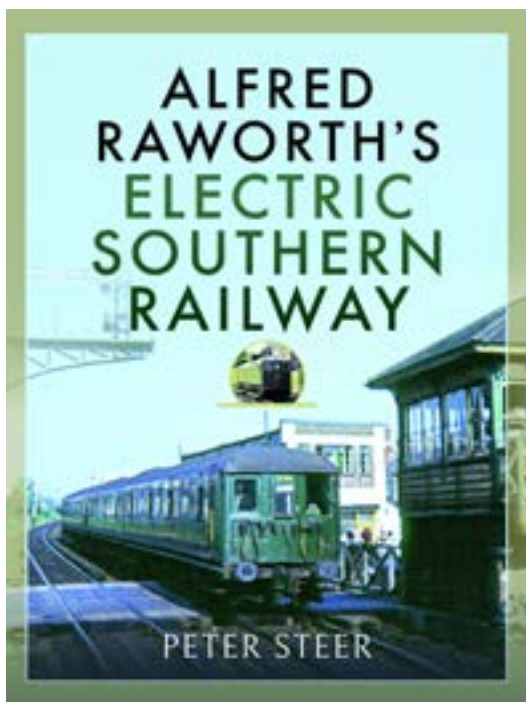
He subsequently became Assistant Engineer to the Electrical Engineer of the L&SWR, preparing plans for the initial third rail DC electrification which was installed very successfully before the First World War. After the war he became Electrical Engineer

to the SE&CR, but his plan for a complex system was never adopted. It was also probably dangerous and impractical, with third and fourth rails energised at 1500 volts.

After the Grouping he became Electrical Engineer, New Works, to the Southern Railway. He was highly successful in developing the core network of the third rail system that we know today. He also produced the plans for the London to Brighton electrification, which opened in 1933. A suburban electrification had become a long distance one, which today stretches from Weymouth to Ramsgate.

This is a highly academic and technical volume. Some of it is very difficult to understand even for someone with a moderate scientific background. The book has almost 1,000 references. I suspect the author's thesis for a Master's in Railway Studies formed the basis of this book. It does not make for easy reading, and I wonder for whom the book is intended. Much of it deals with the intricate politics of the formation of the railways that eventually formed the Southern Railway and with the national politics that largely got in the way of Sir Herbert's electrification plans. These might better be left to a volume devoted to such history.

MSW



Railmotor Centenary

Brian Janes recalls a notable and noble experiment in our railway's past.

One hundred years ago saw the introduction into service of the petrol railmotors that were such a characteristic feature of the K&ESR, and other Stephens railways, in the 1920s and 30s. Whatever their faults (and they were many), these lightweight railmotors were a characteristic and unique feature of the British railway scene.

They were a pioneering and innovative effort to save costs on rural branch lines, although often seen by many as oddities. Certainly, in their later years, this was probably a correct view but, in their own way, they showed what self-contained powered railmotors could do to save money and provide a convenient service – a lesson the major railways learned only very slowly.

Stephens had begun experimenting on the K&ESR probably in 1921 with a cheaper alternative to steam trains using an Edwardian Wolseley-Siddeley car chassis adapted as a rail lorry, and then as a bus. The motor car was of some vintage, for the Wolseley-Siddeley brand

only existed from 1905 to 1911, and it had a chain drive of a type that had only been in use from 1906 to 1909. It was probably Stephens' own car, for in 1917 he had advertised it for sale in the *Army & Navy Gazette*.

The first known photo of this vehicle showed a chassis with a square flat platform for carrying light goods, with the lettering K & E S R painted on the side. The driver, Bert Hunnisett, sat on a bench seat, completely open to the elements. Importantly an additional radiator had been hung from the chassis at the rear to facilitate reverse running (see *Tenterden Terrier* no.146, page 43). Fairly soon a basic passenger body was built for it – 'in a cow shed in Vale Road, Tonbridge' – with seats for probably 14 passengers.

Probably undergoing some trials on the K&ESR, the railmotor almost certainly did not enter public service here. It was transferred to the Colonel's Selsey Tramway, to enter service



K&ESR pioneering Ford railmotor at Rolvenden.

(CSRM)

there in March 1924. About 1928 it went to the Shropshire & Montgomeryshire, where it saw little use.

The chassis conversion was scrapped but its body, transferred to another chassis, continued in use as a light coach for use with locomotive *Gazelle* until sometime during World War II, probably late 1942.

After this experimentation Stephens was encouraged to buy some cheap mass produced one ton lorry chassis (part of the Model T family) with bus-type bodies built for them. He used them in back-to-back pairs. Apparently wasteful as it might seem for the leading car to pull the dead weight of the out-of-gear trailing car, it obviated the need to have a full reverse gearbox or turn the car, and provided extra seating capacity.

The first set was delivered to the Kent & East Sussex some time in late 1922. The bodies were very much to contemporary small rural bus standards, built from teak, reinforced by metal plates and with sheet metal covering below the waistline. They were painted chocolate brown. The reversible seats for 20 passengers were made of narrow wooden slats with wood backrests. The bodywork was by Eton Coachworks of Cringleford, near Norwich, and the whole set was supplied by Edmonds of Thetford, Norfolk.

The units were connected by centre buffers with a single link and pin. The normal springing for contemporary road vehicles was retained but, without shock absorbers and with only simple stops on the rear axle, excessive roll could develop. They were fitted with pressed-steel disc wheels, probably supplied by Lynton Wheel and Tyre Co of Longford Bridge, Warrington. Later replacement disc wheels were probably cast steel.

The gearbox was a normal three-speed Ford epicyclic unit, but this was rapidly fitted with the Supaphord Patented Auxiliary Gear Box, which gave an extra two forward gears and one reverse gear; this enabled a better freewheel when the rear unit was being towed.

The Ford unit probably commenced normal service on Thursday 15th February 1923, and was then used to establish a new service pattern on the railway. It was used to supplement the existing somewhat minimalist steam services, following the classic pattern of railmotor use by increasing service frequencies to counter

competition from road-based transport.

A second Ford railmotor set was delivered in April 1924, to the same general bodywork and mechanical layout. Distinctively, however, its body had three windows at the front, rather than two, to improve driver view, and a different profile roof with (rarely used) luggage rails. The builder was again Edmonds of Thetford. Neither it, nor its predecessor, carried a number.

Stephens introduced similar units on two more of his lines, the Selsey and the Shropshire & Montgomeryshire. The latter's railmotor unit, although otherwise identical with the second K&ESR set, had an intermediate third passenger trailer. There are very few photographs showing the set running with the trailer and, because of limited haulage power, it seems to have proved short lived in service.

In Shropshire the railmotor was again used to supplement the existing mixed-train steam services. However, in the face of renewed road competition, passenger numbers continued to fall. Even with three round trips a day, they fell from 50,000 in 1923 and 28,000 in 1926 to 11,000 in 1931, but at least they reduced costs. Regular passenger services ended in November 1933.

The railmotor remained in use for occasional excursions and bank holidays, also running occasional light goods services in the mid-1930s. It was, however, derelict by the Second World War, and was broken up, probably late in 1941.

The railmotor bought for the Selsey Tramway, with its incredibly light track and relatively frequent services, had a considerable impact. The Wolseley-Siddeley, according to newspaper reports, seems to have entered service on 11th March 1924 and, at least initially, operated singly. The Selsey received its own Ford railmotor, with some minor changes from the earlier units and cast steel spoked wheels, by the beginning of July. It enabled a slight enhancement of services, and relegated steam to one mixed train a day, except at peak periods. Service reliability, however, proved poor with such limited traction resources, and it was not unknown for the railmotor to be split and operate as a single – a hazardous proceeding.

Although the Fords were not particularly popular with passengers they proved economical and reasonably reliable. Colonel Stephens was looking for further railmotors and advertised for

second-hand buses, presumably with a view to conversion, in *Motor Transport* magazine of 3rd January 1927: "REQUIRED 2 good second-hand motor omnibuses. Not less than 14 seaters. 4ft.6in. – 5ft wheel track. Write Col. H F Stephens, Tonbridge."

We do not know if there was any response to this advertisement, but Stephens moved on and in the event turned to new vehicles. Never having been particularly fond of the Ford Model T chassis (production of which ceased anyway in May 1927), he sought out a new source for vehicles – firstly for the Selsey Tramway, and then for the Kent & East Sussex.

In December 1927 Stephens ordered a new pair for the Selsey, this time from Shefflex Motors Ltd of Tinsley, Sheffield. This company was an offshoot of Sheffield Simplex, an established builder of luxury passenger cars, and had during World War I been a low-volume business manufacturing solidly made cheap and economical lorries for sale locally.

The lorry chassis chosen was of a long, perhaps outdated, lineage though production lasted until at least 1931. The resultant unit was sent direct to the Selsey in February 1928 – it was paid for

by Stephens out of his own pocket, remaining his personal property.

The bodies were built by J W Flear Ltd, coach builders, of Burton Road, Sheffield. Though similar in general appearance to the Fords, each car was slightly longer at 16 ft. 8 ins. over the frame (exclusive of buffers) with an 11 ft. wheelbase. They had 23 Rexine cushioned seats of the sprung throw-over type. Springing was reported to be vastly better than the Fords. The original livery is believed to have been dark chocolate brown with intricate gold (or yellow) lining out to the front, rear and side lower panels, and a white roof.

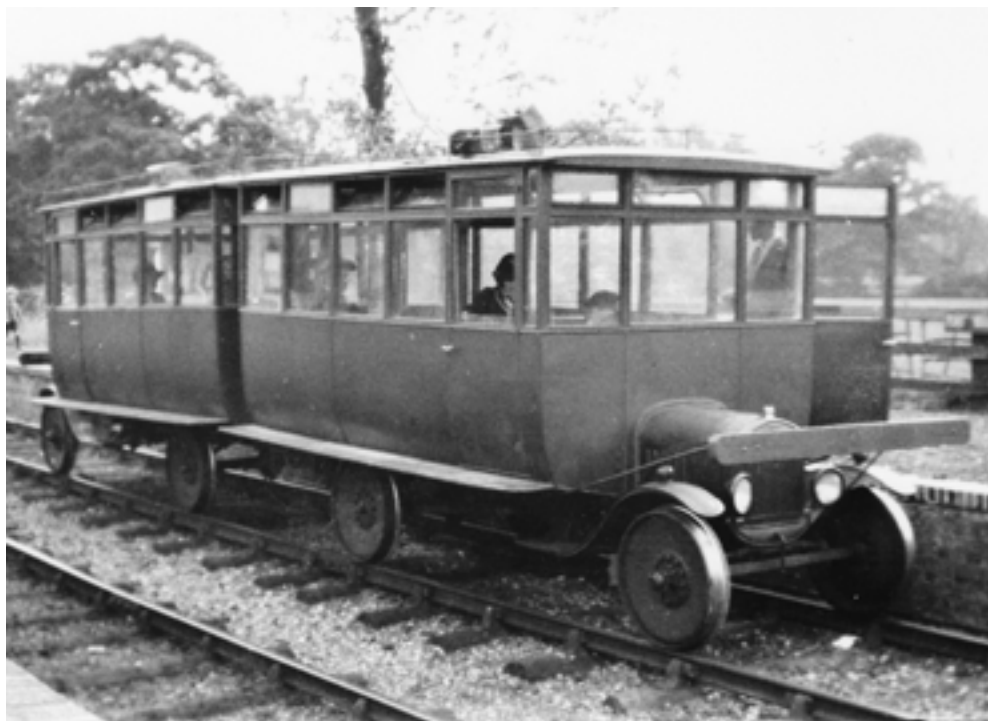
The risk of collision with road vehicles was high on the Selsey's numerous level crossings and for this reason, in August 1933, the set was fitted with a pair of electrically operated gongs.

With the arrival of the Shefflex set, virtually the entire Selsey service could be operated by railmotors. However a hybrid railmotor set might have to be formed, when a Ford would be coupled back-to-back with a Shefflex to keep the service running. However the effort proved fruitless; the competing bus service now operated the latest generation of more



K&ESR Shefflex railmotor with goods trailer at Headcorn Junction.

(CSRM)



K&ESR's second Ford railmotor at Biddenden.

(CSRM)

comfortable buses, and the closure of the line came on 19th January 1935.

With only seven years' service to their credit, one might have expected the Shefflex set to have been transferred to the Kent & East Sussex. However it was not to be; the chassis, with their bodies removed for a fate unknown, were towed to Chichester to be scrapped.

Back on the K&ESR, the directors were clearly also happy with the railmotors and had asked Stephens in 1928 to ascertain the cost of a new one. In October 1929 they recorded that he had personally purchased a new set for £750. It therefore seems probable that the second Shefflex set entered service sometime earlier in 1929. Stephens was recompensed with £938 worth of the Company's 4% debentures (which by that time were virtually worthless).

This railmotor had similar origins but was very different in appearance from the Selsey set. The controls were moved forward by about 18 inches with the original bonnet halved in appearance by the new bodies, which were also different in many other ways. The design of the lower sides

lends some credence to the rumour that these bodies were originally an order for Stafford road buses, for the curved outline of the rear mudguards could be seen. The roof was domed with a front overlap, and the lower body panels curved inwards, but the general arrangement was as before.

Probably carrying a chocolate livery to begin with, this unit was numbered 3 centrally on the lower side panels, with K & E S R in large capital letters on the panel above, probably in gold or yellow, with red shading. At some time after 1932 it was re-numbered 2 with the Company's initials more widely spaced out, probably in plain yellow.

The Shefflexes were slightly more powerful than the Fords, but this advantage was largely cancelled out on the K&ESR by the larger, heavier body. Poor maintenance and a reportedly indifferent gearbox seem to have given problems, and the units experienced periods of poor reliability, but they worked until 8th March 1938 – even though operational policy here had changed following Stephens' death in 1931, with greater use of mixed trains. The unit then joined the Ford

railmotor in the sidings at Rolvenden, and by September 1939 it was reduced to chassis only, which were sold for scrap on 8th August 1940.

Colonel Stephens was always enthusiastic about the development of these railmotors, although he always designated them 'experimental'. They were, however, regarded by the operating staff with some trepidation, as their mechanical shortcomings were a constant source of difficulty. In common with many other contemporary petrol vehicles, horse manure for plugging radiators was a vital part of the emergency equipment carried at all times. The terrific vibration caused them to leak a lot, and thus extra water was vital. The petrol can prominent in many photos was an old one used for carrying water, and was always kept in easy reach.

The railways, however, had good cause to be pleased with the railmotors in their early days. Capital costs were low; reliability and high daily mileages proved possible. Fuel and other costs were favourable: one crew member was saved, and with no engine preparation needed overtime was no doubt cut on the loco side. Economies could therefore be made, and the service

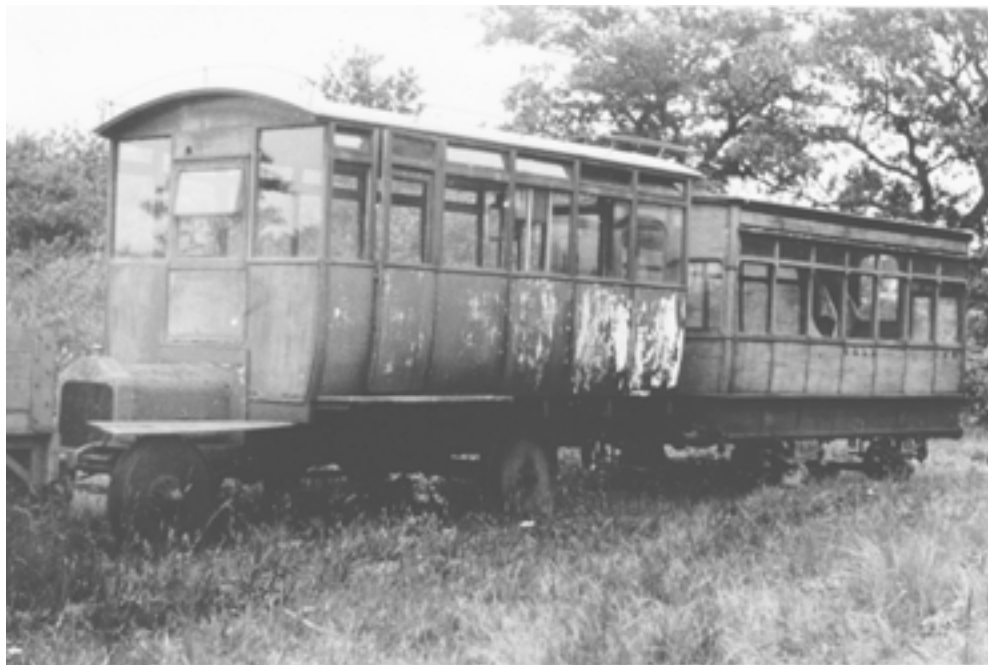
supplemented; and if comfort was reduced for the passengers, then they were certainly no worse off than when using the contemporary competing road bus services.

However, rapid road vehicle development soon dramatically changed this. Bus technology improved by leaps and bounds, leaving the Ford railmotors in particular technically obsolescent well before the 1920s were out.

As can be seen in the flesh from Colin Shutt's excellent replica, which is kept by the museum, to modern eyes the petrol railmotors introduced on the Kent & East Sussex, the Shropshire & Montgomeryshire and the Selsey Tramway look incredibly primitive. When new, however, they were the latest new inventions on the railway scene. Much credit should go to the railway for being one of the first to employ new railbus technology, particularly in view of the very limited resources at its disposal.

Source: Colonel Stephens and His Railmotors by Brian Janes & Ross Shimon, with drawings by Les Darbyshire, Lightmoor Press, 2018.

Reviewed in Tenterden Terrier no.140, Winter 2019.



The Wolseley-Siddeley railmotor out of use at Kinnerley, on the Shropshire & Montgomeryshire Light Railway. Its body is awaiting transfer to replace the one on the trailer behind.

(CSRM)

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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Geoff Crouch (*Deputy Chairman*);
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Andy Papworth, Philip Shaw,
Paul Vidler, Robin White

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(A wholly owned subsidiary)

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