

# The Tenterden Terrier



Number 10

Summer 1976



Journal of the Tenterden Railway Company Limited  
Proprietor of the Kent & East Sussex Railway

# The Tenterden Railway Company Limited

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

Registered Charity 262481

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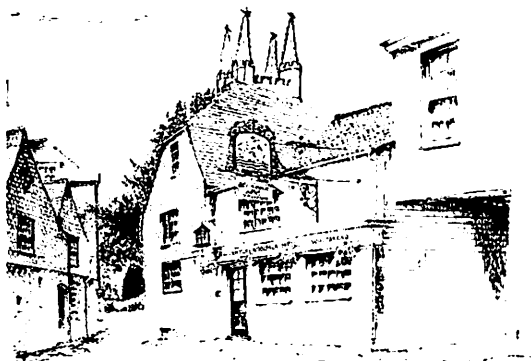
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**Contents**

- 3 Editorial
- 4-6 Operating Notes
- 7 The Poppy Appeal Special
- 8-11 Memories of Salford Terrace
- 12-13 The Wittersham Extension Project
- 14-15 The Reconstruction of Wittersham Road Station
- 17 From our Ticket Collection
- 18-19 One Year's Hard Labour
- 20-22 Personalities of Colonel Stephens' Railways
- 25-26 Letters to the Editor
- 26-27 On the Level
- 29 From the Railway Archives

**Editorial****AT HER MAJESTY'S PLEASURE**

It is good to know that the Railway has been able to take advantage of the Government's Job Creation Programme for the Wittersham project. The addition of 12 full-time staff to the labour force should ensure that the project is completed on time and also ease the strain on the existing, voluntary labour force, which has to maintain the running section throughout the year, working mainly at weekends. At the time of writing, passenger numbers are 18% up on the corresponding period of last year, but we still have the capacity to carry many more. Perhaps, in a few years time, we shall look back with nostalgia to the time when Saturday trains on the Kent & East Sussex Railway consisted of 2 coaches hauled by a Brighton "Terrier"?

\*\*\*\*\*

The Newmill Bridge Fund now appears to be within striking distance of its target of £7000. The sponsored walk, held on 25 April raised approximately £2000 and sizeable sums have been contributed from the proceeds of exhibitions organised by area groups. Needless to say, further donations would be most welcome.

**FRONT COVER**

*"Sutton Returns to Service"*

*The newly restored terrier locomotive No 10 "Sutton" hauling a 2 coach train from Tenterden Town Station on 2 November 1975.*

*[Photo Chris Mitchell]*

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The Tenterden Railway Company Limited

# Operating Notes

Compiled by Mark Yonge

## Locomotives

The 1976 season started with locomotives Nos 10 (Sutton), 19 (Norwegian) and 23 (Austerity) hauling the passenger trains. No. 22 (Maunsell) is expected to enter service shortly, when cylinder repairs, piston rod gland modifications and a hydraulic test have been completed. A brick arch is also being fitted to the locomotive in an attempt to improve its coal consumption and steaming capabilities. Other locomotives currently under repair are No. 3 (Bodiam), which is having its big ends re-metalled and machined and No. 26, formerly No. 56 (R S & H saddle tank), which is now awaiting repainting, prior to entering service. The major overhaul of No. 11 (Pride of Sussex) is progressing well; the cylinders have been rebored and the axleboxes are being re-metalled and machined. The wheels will be replaced shortly and a heavy motion overhaul will be put in hand. The Department is particularly short of general purpose wagon stock and news of the whereabouts of any would be most welcome.

Michael Hart

## Carriage and Wagon

The Department's new store premises have been erected at Tenterden, with the assistance of the Building Department. The work was completed in 10 weeks under the supervision of David Stubbs. Two tank wagon underframes, donated by the Anglo American Asphalte Company, were delivered in March (Nos 115 and 116) and have been in frequent use by the Permanent Way Department. The seats of B.S.O. No. 54 were re-upholstered by an outside contractor in May.

Alan Castle

## Permanent Way and Clearance

The re-sleeping programme to Newmill Bridge has been completed and passenger trains are now being propelled to this point. Work will commence shortly on raising the gradients on both sides of the bridge to accommodate the new structure. This will be done in conjunction with members of the Junior Leaders Regiment, Royal Engineers, who were also due to concrete the bridge abutments in June. The construction of a loop at Wittersham Road and track laying there will begin as soon as enough spoil has been consolidated on the site. As mentioned elsewhere in this journal, the shortage of suitable filling material is a major problem at the present time. 2000 concrete "pots" (ex-Peterborough) have been purchased for use on the Wittersham to Northiam section of the line and were delivered to Wittersham in May.

On the clearance side, unsightly vegetation has been removed from the operational section of the line, which should give passengers better views and a general impression of tidiness. At the end of April, the whole track bed was sprayed with weedkiller, including the section from Bodiam to Junction Road halt, which is to be lifted shortly.

Derek Dunlavy, John Miller

## Building

In addition to work done on erecting the C & W store, the Department has provided a drainage system for the catering pullman, carried out repairs to guttering and woodwork at Tenterden station and is planning to organise a working party in August to give the station a "face lift". Application for planning permission for the new station building at Wittersham Road was made in April and the response to the request in T.T. No. 9 for details of concrete platforms that might be used there was good. One possibility being investigated, is the platform at Great Chart, near Ashford, where a halt was planned by the Southern Railway, but never completed.

Clifford Mason



*Levelling at the site of Wittersham Road Station, August 1975 [Photo Chris Mitchell]*

## Signals and Telecommunications

Considerable progress has been made in recent weeks on the signalling of Tenterden. The down starting and draw ahead signals were the first to be completed and ready for use, together with the shunting disc (No. 11) which controls movements from the lower end of the loop. The remaining signals in stage 1 of the signalling project are all situated on the opposite side of the level crossing to the signal box. After some preparatory work, the

down advance starter and the up line to loop at the main shunting disc were connected for testing. All signals remain, of course, without arms. At the time of writing, the up home signals await completion. Due to the distance from the signal box and the curvature of the line, a "seargent" has been incorporated in the wire run of these 2 signals. This is a large weighted crank, arranged so that the weight falls as the signals return to danger, thus ensuring that the wires remain properly tensioned. This is particularly important, as the signals are used with point detectors. The next task is the connection of the lower loop point and catch point, in advance of No. 11 shunt. Providing that the approval of the Department of the Environment is received, the whole signalling installation (stage 1) should be commissioned in July.



*Erecting the platform starting signal at Tenterden, April 1976*

*[Photo Chris Mitchell]*

Work on the telephone system is being linked in with the signalling installation. Three new galvanised iron wires have been connected to the home signal and a fourth wire over Station Road to the advance starter. All these wires will be used for signal arm repeaters. In addition, a plastic twin wire has been connected to the home signal for a telephone to the signal box. Poles have been erected to serve new circuits to the Carriage and Wagon workshop and to the top points, where a

shunting bell and telephone have been put in. Frank Davies and helpers have been re-cabling the entire telephone system, to cater for the additional circuits needed for the new signalling. During the summer, it is anticipated that some poles will be replaced and a start will be made in extending the galvanised iron twin circuit from the limit of operation to Wittersham Road, including a short underground section at Newmill Bridge.

**Nicholas Patching, Christopher Lowry**

#### **General Acknowledgements**

It is sad to hear that Tom Waller is to leave Kent shortly and retire to Somerset. Visitors to Tenterden frequently comment on the attractiveness of the station garden and at this time of the year it is always massed with flowers. We wish him well in his retirement and hope that a successor will be found who can maintain the same high standards.

#### **News from Affiliated Groups**

**Maidstone Extension.** The film and slide shows held on the last Thursday in each month at the Maidstone Youth Centre, Brewer Street, Maidstone, have continued to attract audiences of between 40 and 50 people. In future, it is hoped to hire some commercial films to supplement members' contributions. The sponsored walk in aid of the Newmill Bridge Fund was a great success, attracting 204 walkers and raising £2000. Also in aid of the Bridge Fund, Marshall Vine organised a model railway exhibition at Maidstone on 27 March and raised nearly £400. The attractions included 9 working layouts and 2000 people passed through during the day. It is hoped to make this an annual event in future. John Liddell is continuing to organise "jungle bashing" parties to clear trees and scrub from the lineside and anybody wishing to join in is invited to contact him on Maidstone 37129.

**Jack Fox**

**London.** The group has been concentrating its main effort on earthworks at the Wittersham Road site. Soil from the old goods platform has been used to raise the level of the yard and ash has been brought from Northiam. A bulldozer, on loan from Mrs Catt, has proved to be very useful for levelling purposes.

**Anthony Pritchett**

**Surrey.** A good start has been made towards the group's target of raising £1000 for the Newmill Bridge Fund in 1976. The annual exhibition at Guildford attracted over 2000 people and raised nearly £400. Once again, many local clubs and

individuals gave up their time to help and provide exhibits and a printed programme, which contained details both of the exhibition and the Railway, was well patronised by local advertisers. The group has also attended events at Andover, Chelmsford, Surbiton, Greenwich, Bracknell, Petersfield, Mayford and Syon Park.

A future programme has been arranged as follows:  
3 July, Reading Model Railway Exhibition.  
24 and 25 July, Holt Pound Traction Engine Rally.  
14 and 15 August, Knowl Hill Traction Engine Rally.  
16 October, Norwood Model Railway Exhibition.  
23 October, Farnham Model Railway Exhibition.

**Richard Halton**

**Tunbridge Wells (T.W.A.G.).** The group has been concentrating its efforts at Wittersham Road. The timbers from the station building recovered from Borth, G.W.R., have been creosoted and frames etc are being stripped, prior to repainting. Repairs to the double doors of the building will probably be carried out at Tenterden. A skilled glazier is needed and anybody prepared to offer his services, would be most welcome. As a result of consultations with the Building Manager, the

group will be making certain modifications to the building. These will include the insertion of a new pair of double doors in the former back wall, which will then open into a walkway about 100 yards to the new platform. An internal wooden partition will be inserted to block off an 8' area for a booking office, in which a pigeon hole window will be inserted. Finally, a new single door will be inserted in the right hand wall to permit access to the booking office.

**Robert Searle**

*(The Editor would like to acquire or borrow a black and white photograph of Borth station in either B.R., G.W.R. or Cambrian days, for use in a future issue.)*

**Southern Mogul Preservation Society.** Steady progress is being made on the locomotive and some of the missing cab fittings and pipework are being replaced. Repainting is also being carried out according to the original Southern Railway livery. The next task to be undertaken is the overhaul of the pistons and valve gear and when this has been completed it will be possible to steam 1618 again, probably in the late summer.

**Rodney Packham**

## If you have enjoyed your visit...

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**\*Three free copies of the Tenterden Terrier each year    \*Special travel concessions**

**\*The right to work on the Railway and the chance to participate in operating steam trains**

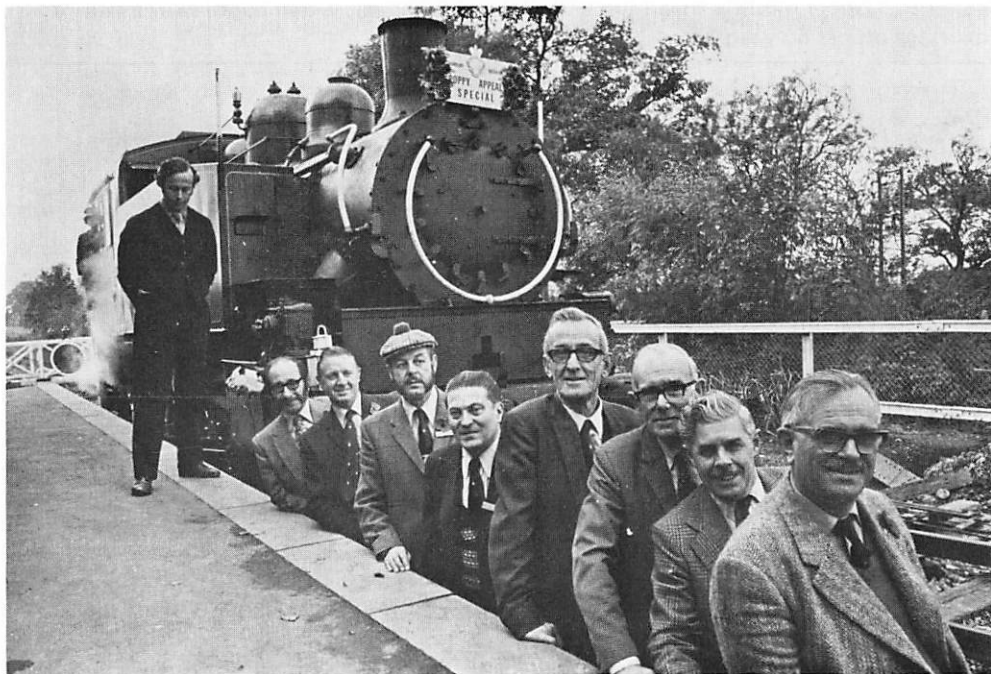
The annual subscription is £3 per year (£1.50 if you are under 18), reduced by half if you join after 1 July.

Further details and application forms are available at the Booking Office or by writing (SAE please) to:

The Membership Secretary  
Tenterden Railway Company Limited  
Tenterden Town Station  
TENTERDEN, Kent  
TN30 6HE



# The Poppy Appeal Special



[Photo Croydon Advertiser]



No. 179

## THIS IS TO CERTIFY THAT

*travelled on the Norbury Branch  
POPPY APPEAL SPECIAL  
train from Tenterden Station on  
the Kent and East Sussex Railway  
hailed by a Steam Locomotive  
with three Coaches and Pullman Car  
on Sunday, 2nd November 1975  
Departing at 12.15p.m.*



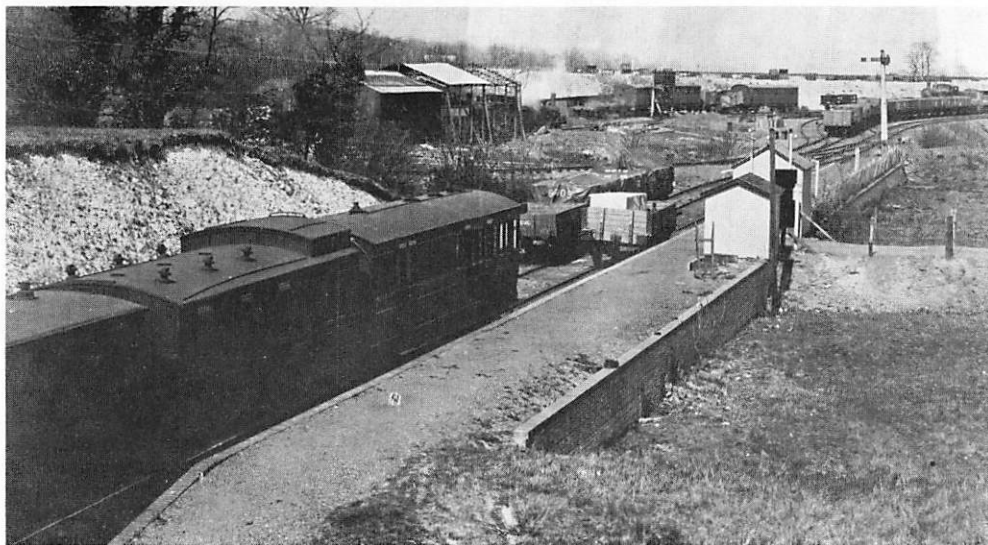
*R. E. Thorne*  
President

*J. C. Wimhurst*  
Vice-Chairman

To raise money during the Poppy Appeal period last year, the Royal British Legion, Norbury Branch, invaded the Kent & East Sussex Railway on Sunday, 2 November 1975. Aboard the "Poppy Appeal Special" were 134 Legion members and their families from Norbury and from various branches in the Kent area. The train, consisting of two coaches and a pullman car, was hauled by U.S.A. locomotive No. 22 "Maunsell". Light refreshments were served to passengers at their seats and the pullman bar was open for those who wanted something stronger. 350 special philatelic covers were printed to mark the British Legion Village Jubilee and hand stamped "carried on Poppy Appeal Special". Each passenger was presented with a signed certificate as proof of travel and the tickets were specially overprinted in red "Poppy Appeal Special". The event raised £51 for the Poppy Appeal Fund and a further £28 for the Earl Haig Fund, from the sale of the covers. The organiser, Mr J. Wimhurst, is arranging another trip on 24 October 1976, when the locomotive will carry a headboard, "Poppy Appeal Venturer".

# Memories of Salford Terrace

Charles F. Klapper recalls a friendship with Colonel Stephens, which began with a visit to his Tonbridge offices 50 years ago



*Shepherdswell Station, East Kent Railway, 1920's*

*[W.H. Austen Collection]*

I first encountered the stern, even fierce, face of Colonel Stephens in the pages of *The Railway Magazine*, where, in the May 1919 issue, it enlivened an article on the East Kent Light Railway. In the next decade I was able to see all the minor railways of England and Wales through the good offices of Ronald Shephard, founder of the Wimbledon Model Railway Club, who provided transport and was liable to fix rather arbitrary times of travel, having a penchant for night journeys.

There was plenty of talent on these expeditions — Fred Ashford, who became an industrial designer and was responsible for a range of diesel shunting locomotives at the designer stage; Andrew Earley, who after the Second World War left the London & North Eastern Railway, where he had been a traffic apprentice, to become ports director of East African Railways & Harbours, and Ronald Plummer, who even before the war had left the L.M.S. service to become an industrial traffic manager. Even such a brief list prompts the thought — how little the railways thought of conserving their flow of brilliant young men. The two northern railways were particularly improvident in this respect.

On one of these trips, Fred Ashford and I set off towards Canterbury by coach and, arriving late at night, were overtaken by a cleric in a motor car

who was seeking a remote house to convey to them a message about the death of a relative; as he had no map and we were amply provided with the one-inch ordnance survey we offered him our services in return for a lift. This resulted in being left somewhere along the East Kent line after 1 in the morning on a fine summer's night; we were far away from orthodox accommodation and so tired that we yielded to the temptation of sleeping rough on Ash station, where the shelter made some sort of protection from such wind as there was. The next day's easy walk landed us at Shepherdswell yard well in time for the afternoon train and we had a profitable conversation with the driver. He first invited us to wait outside Golgotha Hill tunnel and then to join him on the footplate and then told us of Colonel Stephens's visit to Shepherdswell the previous week. He had apparently taken exception to an engine photograph published by a railway enthusiast with the original lettering of "L.S.W.R." outlined in chalk and looking much more robust than the current lettering should have been. Actually the engine on our train when we boarded it had the insignia of the Kent & East Sussex Railway on its side tanks, for it was that company's 2-4-0 tank "Tenterden" which was on loan to the East Kent. It suffered pronounced big end knock only equalled by a bulleid 4-6-2 on a 25% cut-off.

The description of the Stephens' wrath over the photograph (bowler hat one way, stick the other and withering words all round) made the two of us resolve to make a call at 23 Salford Terrace, Tonbridge, the next week when we were visiting hop-farming friends near by and this we duly did. Very happily we found the Colonel in jovial mood, not at all averse from having two railway enthusiasts turn up uninvited on a Friday afternoon and before long he was recounting the origins of the numerous miniature samples of sanitary ware that decorated the mantelpiece of the main office; showing off his collection of first-class passes of pre-grouping railways and apropos the Great Northern one telling me of the company's one-time ambition to revive the Llanymynech and Porthdinllaen project across the mountains of North Wales. He became very animated when he told how some members of the Great Northern board room had entertained the idea of acquiring the Potteries, Shrewsbury & North Wales Railway and extending it to the port that is reputed to be nearest Ireland.



*23 Salford Terrace, Tonbridge*

This gave me a lasting interest in the near misses of the railway world, from the Beckenham, Lewes and Brighton to the Mistley, Thorpe & Walton; railways that were planned to the last detail, but failed to secure Parliamentary approval; others like the Potteries, Shrewsbury & North Wales, that received sanction from a Parliament that enforced

no overall planning and particularly of planning the finances of the railway system. This let down more than one of Stephens's own ventures such as the Maidstone and Headcorn Junction, that would have given a logical outlet northward to the Kent & East Sussex, even though it would have involved surmounting four miles of a 1 in 47 bank to get over the Ragstone Hills by Sutton Valence. This, of course, was the reason the Kent & East Sussex had added a powerful 0-8-0 tank engine to its locomotive stock. A more intimate case for Stephens was the Southern Heights Light Railway, for which £400,000 was promised in American money and £140,000 in Southern Railway electrification capital when the launching of the London Passenger Transport Board scheme made the future of the 15½ miles of electrified single line round Biggin Hill too uncertain for contemplation and it was quietly dropped from Southern compartment maps.

Colonel Stephens was one of the best conversationalists; one had no time to be bored, for he produced such a variety of interesting topics and a thought back to that afternoon at Salford Terrace shows what a great range of subjects he not only touched upon, but in some cases went into in great depth. The pros and cons of passenger service on the Snailbeach District Railways was one of these; he showed me a plan of how a connection would be made to Pontesbury station if the capital expenditure for such a service (perhaps for a few summer weeks only) were thought to be justified. Another subject on which he was eloquent was that one of his East Kent men was an ex-Black-and-tan and during the "troubles" had a shot-gun poked through his letter-box.

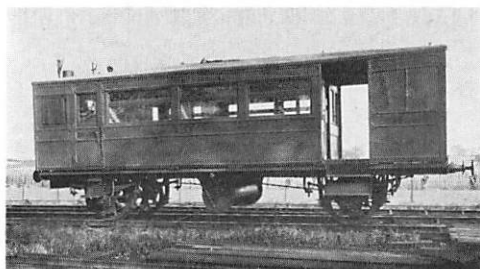
The friendship begun that afternoon lasted until Stephens's untimely death, enhanced by a number of meetings, usually at Euston, when he was on the way to North Wales; these were illuminated by pithy remarks on personalities at the Ministry of Transport and sometimes by rude remarks on Festiniog enginemen, such as the one who clouded a posed photograph with injector steam. In general, he had some admiration for the work done on the Festiniog in cramped conditions by the footplate crews. On these meetings at Euston, Stephens used to keep me posted with how the light railways connected with his organisation and the Southern Railway were progressing. It was evident that Sir Herbert Walker and Stephens, although operating in very different spheres, enjoyed more than a passing acquaintance and had a number of characteristics in common. Stephens, of course, was consultant to the Plymouth, Devonport &

South Western Junction Railway when they sought advice on the conversion of the less than standard gauge East Cornwall Minerals Railway into the standard-gauge Callington branch, connected with their main line at Bere Alston by the magnificent Calstock viaduct over the Tamar. The afternoon of our first meeting Stephens told me how the foundations of the viaduct are as far below the bed of the Tamar as the viaduct is high.

In this Stephens showed as not the man of little light railways, but as a man who could conceive and carry out majestic enterprises worthy to rank with the best of the Continental viaduct builders — ouvrages D'art. Admiration for this aspect of Stephens's character no doubt accounts for the considerable friendship that was generated between Walker and Stephens, even if it was of a somewhat intermittent type. One of the lines that was constructed as a result of this rather unlikely association eventually protected the northwest flank of the new Southern company, but, of course, was first thought of many years before 1923, in London & South Western days.

In the 1920's motor transport was beginning to establish itself on a firm basis and the bus and the lorry was beginning to feel its feet; this was a fault in Stephens; he quoted statistics about buses dating from the 1907 vintage of vehicle, blissfully unaware of the great advance in commercial vehicle design that had come about with the London B-type bus in 1910 and had been accelerated by the 1914-18 war, although he made use of motor vehicle chassis on rails. At this period the light railway business, although fundamentally weak, still appeared comparatively flourishing. The only thing wrong that Shephard and I found with Headcorn station about 1926 was that some fish had taken it into their heads to thrive in the engine water tower.

Most intriguing of the Kent & East Sussex rolling-stock was the Pickering railcar, which seemed to have had such great possibilities, but at that time was shown more or less perpetually "under repair". One wonders whether it would have had a better fate had it been equipped with a Sentinel boiler and power plant. For that matter I wondered what part Stephens himself took in its design, seeing how much out of the ordinary run of Pickering construction it was. As long before as 1895 he had designed a compression-ignition railcar for the Rye & Camber Tramway which in the 1920's went modern with a Lister petrol tractor. He was so early in the diesel field that he continued to refer to the patentee as Ackroyd-Stuart, with no thought of the German claims to pioneering in this field.



*The Pickering Steam Railcar at Rolvenden, K.&E.S.R., circa 1920*

*[W.H. Austen Collection]*

Plans for the East Kent, which had been urged bombastically by its first chairman, who threatened the South Eastern & Chatham Company back in 1911 with building a new line from the coalfield to London if suitable "facilities" were not granted to the East Kent company, rather like the row that developed between the original East Kent company and the South Eastern that resulted in the formation of the London, Chatham & Dover company.

The directors of the light railway company had a number of plans for development — a triangular junction at Eastry and an outlet to port facilities at Richborough; a new port on the Thames; new facilities at Dover Harbour, including a 1½-mile tunnel from the neighbourhood of Kearsney to avoid the shipment coal traversing the streets below the cliffs, were explored by the Southern Railway on behalf of other collieries even after Tilmanstone Colliery had determined upon reaching Dover Harbour by aerial ropeway to rebuff the East Kent board; just after the 1914-18 war when the Channel Tunnel seemed quite a likely eventuality an East Kent branch to Alkham, at that time a popular site for tunnel entrance and marshalling sidings, was planned.

In the upshot traffic from the coalfield proved far below the hopes entertained about 1910, when French syndicates were so interested in the possibilities of Kent. Optimism was a characteristic of Stephens; for example, until 1922 the Shropshire & Montgomeryshire Railway handled up to 20 wagons of freight daily into Shrewsbury from the Cambrian Railways. He saw no reason for such traffic to decline after the grouping of the railways, but decline it did, very sharply after 1 January 1923 because the Great Western Railway had its own route from Llanymynech and beyond into Shrewsbury and beyond without recourse to

routing traffic over the Shropshire & Montgomeryshire. As late as 1927 when I travelled the length of the S.&M. there still seemed to be a reasonable amount of freight presenting itself, although by then the popularity of road haulage was beginning to bite into railway traffics on railways great and small. Passenger traffic on the S.&M. was also beginning to diminish, discouraged by the comfortless railcars which Stephens had a year or two earlier deemed such an economical idea.

In these days of enthusiasts' railways a line like the Weston, Clevedon, & Portishead could have been exploited to the full, with the original locomotives and American-type passenger stock. It ended up with two Brighton Terriers which were overhauled at Swindon, but it had begun with a stock of 2-2-2 tank engines from the Furness Railway.

This imparted an archaic atmosphere to the railway which was not wholly deserved and not dispelled even by the passenger coaches, specially built for what was thought of at the opening as the Weston & Clevedon Steam Tramway. These vehicles had acetylene lighting (used also on the engine headlights) and tramcar-like longitudinal seating. In the spring of 1901 these Lancaster Railway Carriage & Wagon vehicles had the seats renewed, except in the leather-upholstered first-class compartment, after which they provided

wooden transverse seats for 50 in the second and 10 firsts. Stephens was persuaded to take charge in 1911.

Another Stephens line that I knew in my youth from days when family holidays were usually at Bognor was the one built without specific powers which enjoyed the lengthy official title of Hundred of Manhood & Selsey Tramways. Shortened usually to the Selsey Tramway, it prospered before the days of cars and buses in linking Chichester to Selsey and it gained fame by Stephens wringing an Order from the Ministry of Transport to cover it under the Railway Construction Facilities Act of 1864; to the confusion of many, almost simultaneously he obtained the West Sussex Light Railway Order for the Wittering branch. A last tribute by Sir Herbert Walker to his late friend Stephens was that before plans for the Portsmouth No. 2 electrification were crystallised the possibilities of reopening and electrifying the Selsey line were investigated. It was a matter of some regret at Waterloo that not only were the physical limitations of the line against its development for sophisticated outer-suburban branch service with multiple-unit stock, but the operation of a useful service to Selsey in conjunction with Bognor and Portsmouth facilities presented insuperable problems.

# Tenterden & District Museum

The townscape of Tenterden is explained with photographs and maps, and the story of the town as a limb of the Cinque Ports and former Borough is illustrated with historic items and domestic and agricultural by-gones given or lent by the Corporation and local people.

## COLONEL STEPHENS RAILWAY MUSEUM

A separate exhibition of material relating to the light railways of the late Lieut-Colonel H.F. Stephens, arranged by the Tenterden Railway Company Ltd.

The exhibitions are housed in a 19th century weatherboarded industrial building of a fast disappearing local type, at the rear of the Station Road Car Park.

✻ OPENING THIS SUMMER

Enquiries to the Town Clerk, Tenterden  
Tel: 2271 Mon. Tues. Thurs. Fri. 9 am - 1 pm

# The Wittersham Extension Project

**Project Manager, Michael Hart, describes how the Government is helping us to build a better railway. (Drawings by Clifford Mason)**

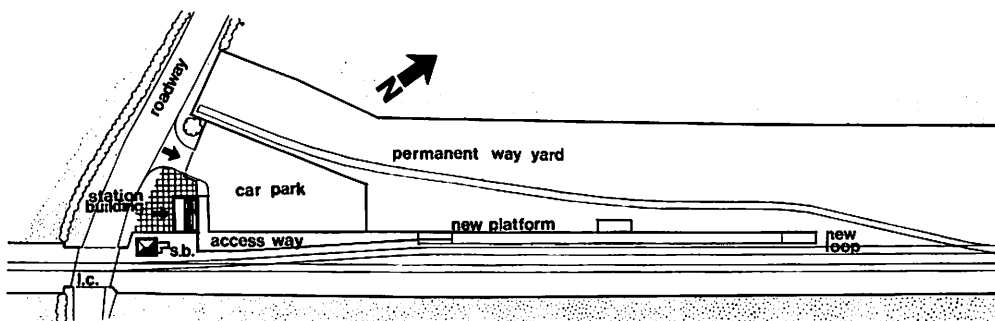
Good fortune has come to the Kent & East Sussex Railway over many years and in many shapes and forms, but the Grant recently awarded to the Railway under the Government's Job Creation Programme must rank as one of the most useful. The JCP is a scheme devised to enable voluntary organisations (or local authorities) to employ staff on a temporary basis on projects which are deemed to be socially beneficial and in the interest of the community; the cost of wages and a contribution towards materials being paid for by the Manpower Services Commission (part of the Department of Employment).

Last January, Company Secretary Simon Green made an initial approach to the MSC – without, it must be admitted, a great deal of confidence. Previous attempts to obtain grant-aid had foundered on the fact that South-East England is not a Development Area. As tens of thousands of pounds were poured into other worthy railway projects by regional tourist boards and county councils, K.&E.S.R. supporters had to console themselves with the knowledge that they were less likely to be unemployed. However in the depression of 1976, the Government's efforts to reduce unemployment coincided with the Railway's plans for expansion. Support came from many quarters, not least the Ashford Trades Council, who had been pressing for local action to cut unemployment. Rapid progress was made, helped by a notable lack of red tape, and on 9 April we heard the good news that a grant of up to £13,770 had been approved. This would enable us to employ twelve full time staff for twenty six weeks to assist in the extension of the Railway from the Newmill Bridge to Wittersham Road

Station in time for opening to passengers at Easter, 1977. The main activities of the project would consist of virtually completely resleeping the Railway between these two points (a mile, or 2,200 sleepers, apart), assisting in bridge construction and working side-by-side with the London and Tunbridge Wells Area Groups in the reconstruction of Wittersham Road Station. Without the assistance of such full time labour it had seemed unlikely that even a skeleton service could be operated on the target date. It is essential that the full time staff do not work as a separate entity but alongside the volunteers and closely backing up the volunteer activities of the Railway. In fact it is hoped that many members will now be able to spend some of their holiday working on the Railway with the JCP team with the knowledge that their extra help can be usefully employed towards an important goal.

With tenacity and determination from all quarters of the Railway (and after fifteen years of struggle, those qualities are well established on the K.&E.S.R.) we are confident that opening will take place on the planned date.

The agreement with the MSC naturally dictates that full time staff can only be recruited from the unemployment register and, having joined the ranks of the redundant, I was appointed Project Manager early in May. The next stage was to recruit other staff. Statistics had shown that over 100 youngsters under 18 and a further 150 under 20 were unemployed in the area. Guided by the MSC our aim was to concentrate mainly on the lower age group as the Government are particularly worried about school-leavers who





could be scarred for life by having a demoralising start in the dole queue. By 10 May, the official starting date, a Foreman, two eighteen year-olds, one seventeen year-old and four sixteen year-olds had joined me at Rolvenden Station, our regular rendezvous point. The grant has allowed for the purchase of a builders' van to take us to the work sites when access by Wickham Trolley is impracticable. A further three vacancies remain at the time of writing and no doubt some of the team will leave for permanent jobs in the next six months, so I would be interested to hear from any reader who may find him or herself in the unfortunate position of being unemployed and who is interested in joining the Railway's full-time staff. The extent of the grant given so far allows for the employment of staff for a period of six months, but if the scheme is a success an extension will be applied for.

The team's first job was to prepare the bridge abutments in time for the Junior Leader's Regiment to pour the concrete caps in early June.

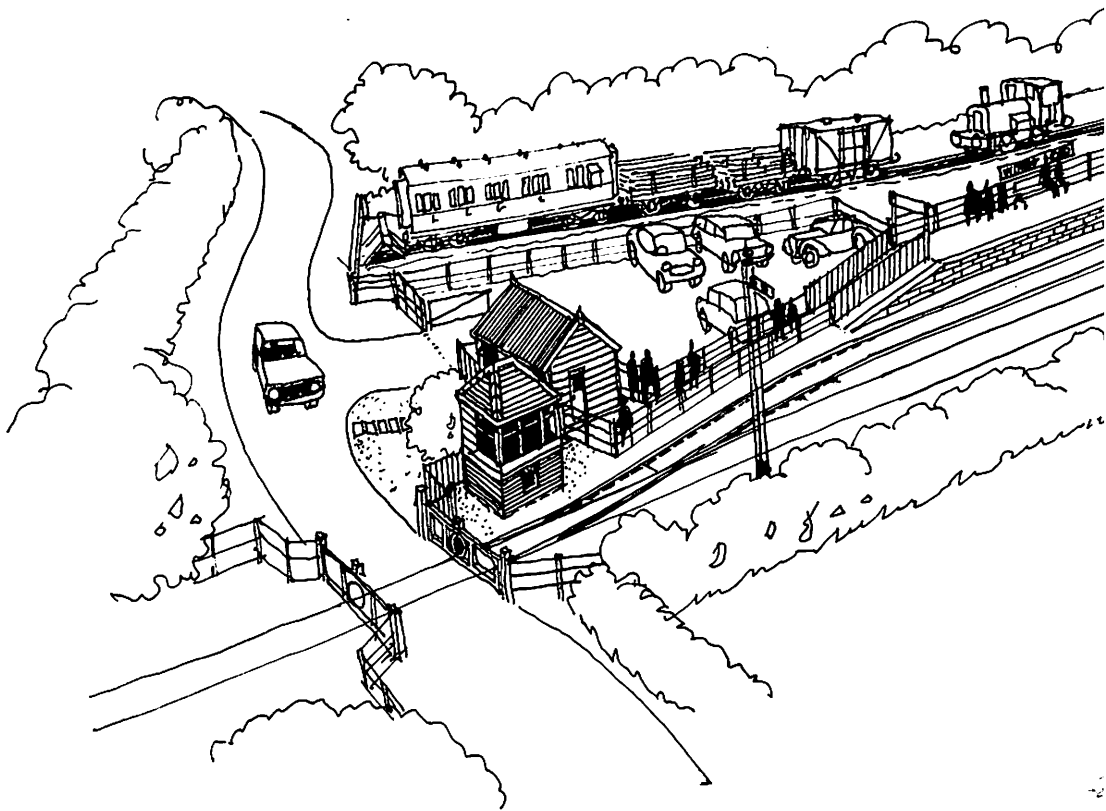
A site is being cleared at Rolvenden for trial assembly of one complete bridge truss module (a triangle 10 foot on each side) so that any problems can be tackled with the facilities there. The next task will be to start laying the steel sleepers stored at Wittersham Road. A series of works trains is planned to lift more steel sleepers from the Bodiam-Junction Road section of the line. Another major job is to transport fill to each side of the bridge to raise the track by nearly a metre. Large quantities of fill are needed both for this job and for the formation at Wittersham Road Station (we could accommodate at least 1000 lorry loads) and any reader who may be able to supply suitable material at little or no cost, delivered, is invited to contact me.

This is an exciting work programme and a satisfying one for both volunteers and paid staff. Anyone who wants to help in any way should write to The Wittersham Extension Project Manager, Tenterden Railway Co Ltd, Tenterden Town Station, Tenterden, Kent TN30 6HE.



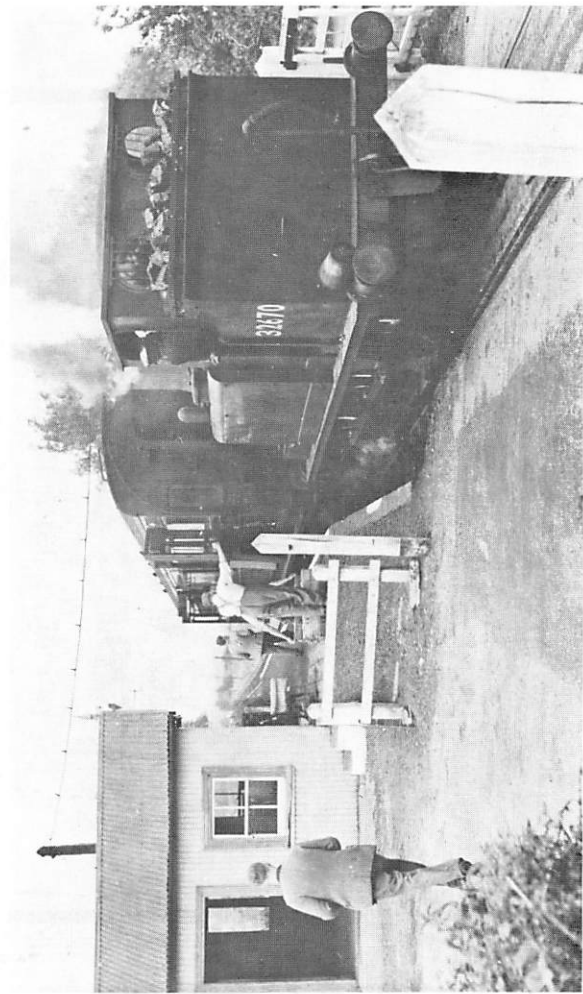
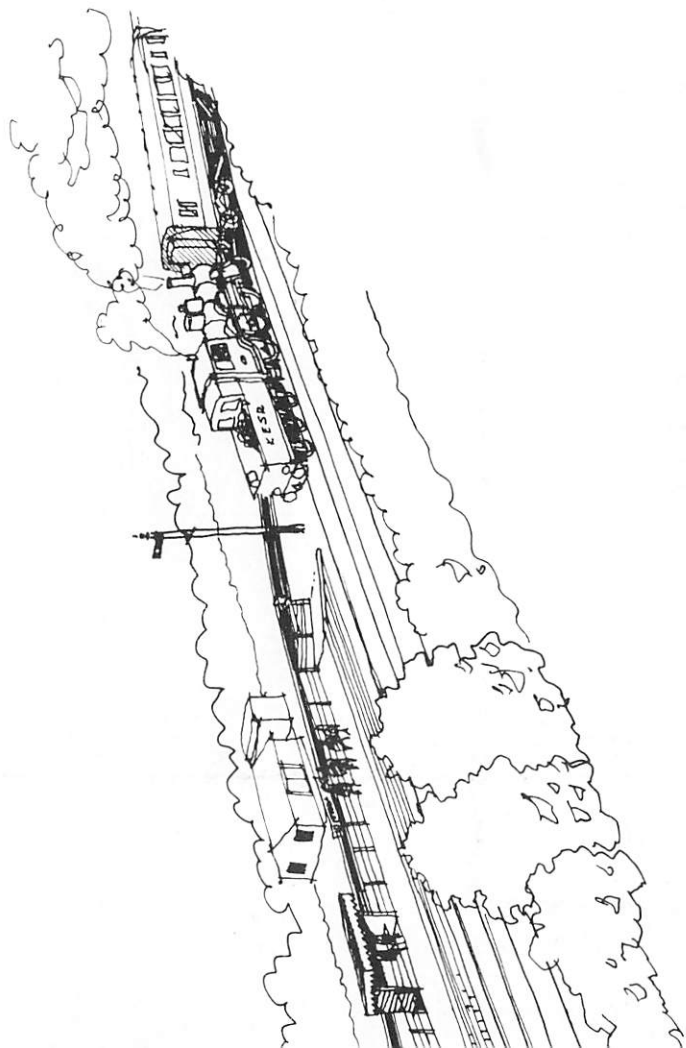
# The Reconstruction of Wittersham Road Station

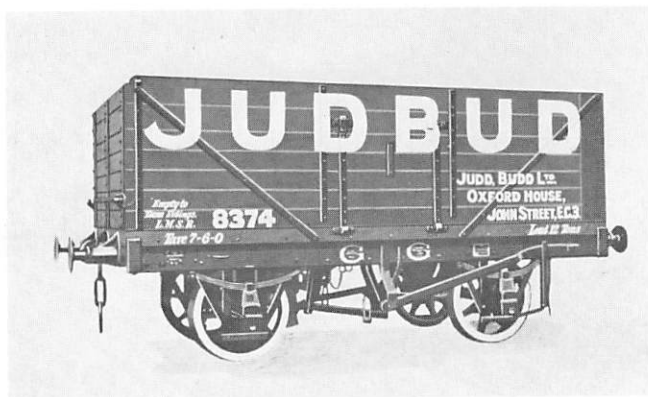
Wittersham Road station, opened in 1900, was built to serve the agricultural needs of the Rother Levels and the Isle of Oxney. The small, corrugated iron station building, without a canopy, was constructed at right angles to the platform and there were 2 sidings facing Rolvenden and facilities for unloading cattle. The station building and most of the platform were demolished by British Railways in the 1950's. Work has now commenced on a new station, together with a run round loop, in time for the extension of the operating section to this point in 1977. An artist's impression of the completed project is shown, together with a photograph of the old station taken on 24 June 1953.



*Drawing by Clifford Mason  
Photograph J.J. Davis*







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# From Our Ticket Collection

## The number one passenger

One of the marks of affluence affected by the Victorians was the ostentatious display across an often ample expanse of waistcoat of a gold or silver coin suspended from the invariable watch chain. Victorian (and Edwardian) railway company directors who were, and knew themselves to be, the doyen of the nouveaux riches of the industrial revolution, had a more distinctive mark of affluence on their watch chains — the legendary Free Pass.

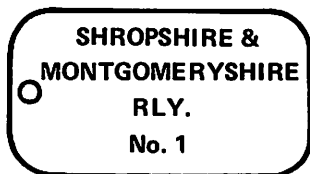
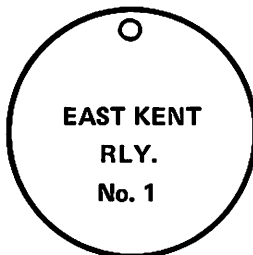
The really top people in the railway hierarchy were provided with metal tickets, often elaborate in design and beautifully produced, which entitled the holder whose name was engraved thereon, to free First Class travel on the lines of the issuing company. These handsome pieces were natural candidates for the watch chain, and Colonel Stephens was in a unique position to embellish his waistcoat in this way as he was Managing Director of at least five companies, the Passes of four of which form the subject of this issue's ticket article.

As befitted the autocratic Colonel, he sported Pass No. 1 from each of the four Companies

illustrated, although for some reason the Selsey Tramway did not provide one. He must, however, have been such a familiar figure to the staff of his own Companies that it is doubtful whether he was ever actually asked to produce them. Nevertheless, the artistic display of the four differently shaped Passes, executed in polished aluminium, must have been a considerable cause for awe on the part of any lesser mortals in possession of mere slips of pasteboard, who may, from time to time, have found themselves in the Colonel's compartment.

From the usage point of view, such metal passes were normally issued for life, so that no dating was necessary, but because of this, comparatively few were ever issued, and as prized and valuable personal possessions, they are seen but rarely by the general public. For this reason it is particularly pleasant that the Colonel's own passes should have survived to pass into the archives of his last remaining railway so that they may be seen and admired by a generation to which railway company directors are, alas, only a memory.

**Robin Doust**



# One Year's Hard Labour

John Weller describes how he spent 12 satisfying months restoring the permanent way



*Track repairs in progress at the lower end of the wet cutting, Tenterden Bank, April 1976.*

*The author is at the rear of the photograph, on the right.*

*[Photo Chris Mitchell]*

On the first Sunday in March last year I resolved to give a helping hand in lengthening the operational section of the railway which at that time extended to a point some two miles and twelve chains from Tenterden Town station.

A further one hundred and fifty yards of track had been the subject of sleeper renewal and the immediate aim was to make this length operational by the Spring Bank Holiday with the rest of the section to Pope's Cottage permanent way hut, some three hundred and fifty yards beyond.

Progress was steady but slow during the following weeks as the relaying gang, which varied between five and nine members, had to carry out the task of removal and replacement of chair screws by hand. Additionally a retaining work had to be completed in order that a small earth movement which was threatening to foul the loading gauge could be contained.

The job in hand was not simply a question of replacing each defective sleeper. We had to ensure that replacement sleepers were available when needed and as the section of line currently receiving attention had latterly been relaid with 91½lb. rail this necessitated each new sleeper being drilled six times in order to take the 91½lb. chairs. Then, each of the original six screw holes had to be plugged with lengths of dowel in order to prevent the ingress of water which would

inevitably result in the premature onset of rot.

These tasks were usually accomplished during the loading of the wagons at Tenterden Town station yard using a heavy duty electric hand drill, a template and a 5lb. hammer. When loaded the wagons were taken to Rolvenden after the last passenger train of the day and forwarded to the site for unloading early the next day.

Before the return trip to Tenterden the wagons were loaded with sleepers which had been removed. These sleepers were subsequently sold and provided a welcome source of income. The movements of sleepers to and from the site required careful planning in order to ensure that wagons, motive power and train crews were rostered in the right place at the right time.

Each movement into and out of Tenterden Town yard was complicated by the need to shunt stock which was the subject of current restoration by the Carriage and Wagon Department.

On 18 May the "Limit of Operation" was duly moved to Pope's Cottage, some 360 sleepers having been replaced at a rate of thirty each weekend. At this time the absence of a suitable supply of replacement sleepers resulted in a lull in resleepering so attention was concentrated on improvement of the newly opened section in order that the 10 m.p.h. speed restriction could be raised.

Following the receipt of a fresh supply of sleepers work recommenced on renewals. At this time the newly restored Matissa chair bolt screwing machine became available and its use brought about a substantial increase in the rate of replacement. Between July and September 760 sleepers were replaced at a rate of over seventy per weekend.

In September assistance was given with the removal of some 13 tons of rail from Bodiam to Wittersham Road where it is to be used in the construction of the new loop. Later the same month the track and decking of the Newmill Bridge were removed as the first stage of the replacement of the structure. Subsequently the bridge beams were exposed and the mass concrete abutments removed to the level of the lower edge of the beams. This work was accomplished mainly with the assistance of an air drill but also, perhaps rather surprisingly, by the use of a shovel to remove the dry lean mix concrete which had either never set or had subsequently been broken down by the action of weather and time.

From October, to February this year work was concentrated mainly on the renewal of defective sleepers and point timbers in the operating section. The point from the main line to the carriage siding at Tenterden proved to be particularly taxing as virtually all the timbers required renewal and in the three days needed to complete the task work continued into the winter evening by the light of "Tilley" lamps on two occasions and through a

snow storm on the third.

The track between Tenterden and Rolvenden was the subject of a detailed scrutiny to check for and correct minor fluctuations in alignment and levels of the rails. On non-operating days use was made on every journey to and from the work in hand, of a Wickham Trolley and flat wagon to collect wood for the lighting of engines and to otherwise carry out work necessary to tidy up station areas as well as alongside the running line.

Following substantial correction of the alignment of the curve at Pope's Cottage a satisfactory conclusion to the year's work was achieved on 29 February 1976 when a further length of track was opened for operational purposes, making a total of 52 chains for the year. This leaves some 2,300 sleepers to be replaced between the new "Limit of Operation" and Wittersham Road and at current rates amounts to roughly 33 weekends' work. The time period will, of course, be reduced by the efforts of the Job Creation Programme employees, but we still need a substantial increase in the number of volunteer helpers.

Meanwhile I look forward to a second year's hard labour, to meeting fresh and familiar faces and to the pleasure of the company of the Swans, Partridges, Rabbits, Hares and other fauna which abound in the sections of the line which cannot be currently appreciated by paying passengers.

When visiting the Railway, come and see:—

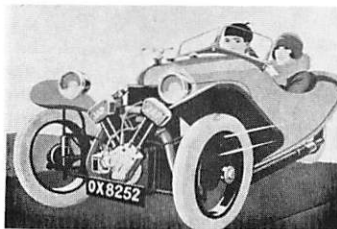
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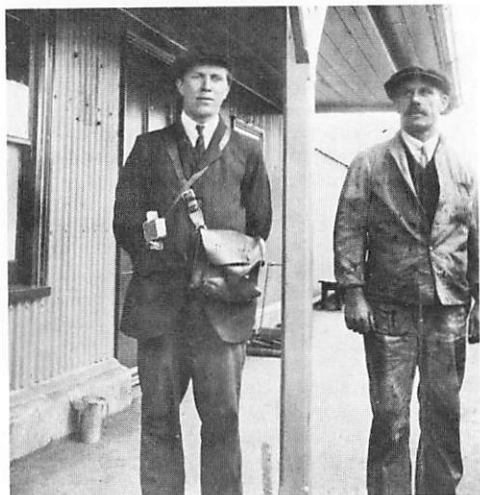


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# Personalities of Colonel Stephens' Railways

## Percy Sheppard of the Rye & Camber Tramway



*Percy Sheppard (left) and Edward "Jokey" Rhodes at Rye Station, circa 1920.*

The Rye & Camber Tramway, the second line engineered by Colonel Stephens, was opened in 1895. Percy Sheppard, now in his eighty first year, worked on the Camber Tram for many years. Now, in retirement, he spends most of his time gardening at his home on the outskirts of Rye. John Miller went to see Percy Sheppard last September.

J.M. Mr. Sheppard, when did you join the staff of the Camber Tram?

P.S. Well, my brother first worked for the Tram and when he left I applied for his job. I went to see the secretary to the Company, Mr. C.A. Gafford, who then had his office at Ellis Brothers, the ironmongers in the High Street, Rye. That was shortly before the Great War.

J.M. How many staff were there — and what were your duties?

P.S. At that time there were just three staff. I was usually the conductor, but we all did a little of everything. I had also to clean the coaches and polish the brass work on the engines. In between times I did general maintenance and also acted as relief driver. I had one day-off every fortnight — and it was sometimes difficult to get that — but there was no rush and life on the Tram was very leisurely.

J.M. Was the Tram well used at that time?

P.S. Yes, it was then still in its hey-day. Of course, there was nothing much at Camber, only sand and the golf-course, but people living at Rye Harbour on the opposite side of the Rother relied on the Tram. We ran a special late train at 8 p.m. on Saturdays for the Rye Harbour people to do their shopping. The fare was 5d. return and included the ferry over the river. But it was the golf-course that made the Tram pay in those days. On Sunday mornings there was a special train for the golfers. They stayed overnight in Rye and joined the 10 a.m. from Rye for the golf-course. The fare was 6d. return first-class! I remember many of the famous golfing figures who travelled on the Tram, such as Cyril Tolly and Henry Cotton. They were a good class of people — and they used to "tip" well.

J.M. What about holiday-makers?

P.S. In summer the Tram was sometimes packed, often with local families going to the sands for picnics. We had only two coaches and some trucks. Two trucks had been used in the Great War to carry ammunition and were nicely finished with leather padding, but they were normally used on the Tram to carry sand. If all the passengers couldn't get in the coaches, the padded trucks were added to the train for extra accommodation. There was always great excitement amongst the children when they had a chance of travelling in such fashion. When the holiday crowds were about we sometimes found, just as a prank mind you, that the points would be changed just as the Tram approached the station! Eventually we rigged up a sort of box over the levers so that they couldn't be interfered with.

J.M. What period are we talking about here?

P.S. Well, up to the early 1920's — it wasn't quite the same after that.

J.M. Did you spend all your working life on the Tram?

P.S. No, soon after the outbreak of war, I left to join the Army. I was sent to France and while there met up with "Jokey" Rhodes\* who had been a driver with the Tram. When peace returned "Jokey" went back to the Tram, but I tried several other jobs before finally re-joining the Camber Tram about 1920, and then I stayed until closure in 1939.

J.M. Did the line carry freight?

P.S. In the winter, there were hardly any passengers and we ran just the occasional train. When it was quiet we sometimes ran a couple of trucks down to Camber and brought them back to Rye filled with sand which was sold to local builders. They used to collect the sand from the Tram station by horse and cart. Sometimes we would pick up a few boxes of fish from Rye Harbour. The fish was then sold off on the platform at Rye to local fishmongers. I well remember buying a box of whiting, two stone and a half of it, for two shillings. That must have been early 1914. Also in the winter, we used to undertake the maintenance of stock. We might have the bogies out of one of the coaches and take the wheels to the foundry at E.P.S. Jones<sup>†</sup> or we would carry out maintenance on the permanent way. We had a "row-boat" gangers trolley at Rye, which was taken out for track work. Sometimes, if we were working at the Camber end, we would hitch the gangers trolley to the rear of the last train at 4.30 p.m. to save working back to Rye.

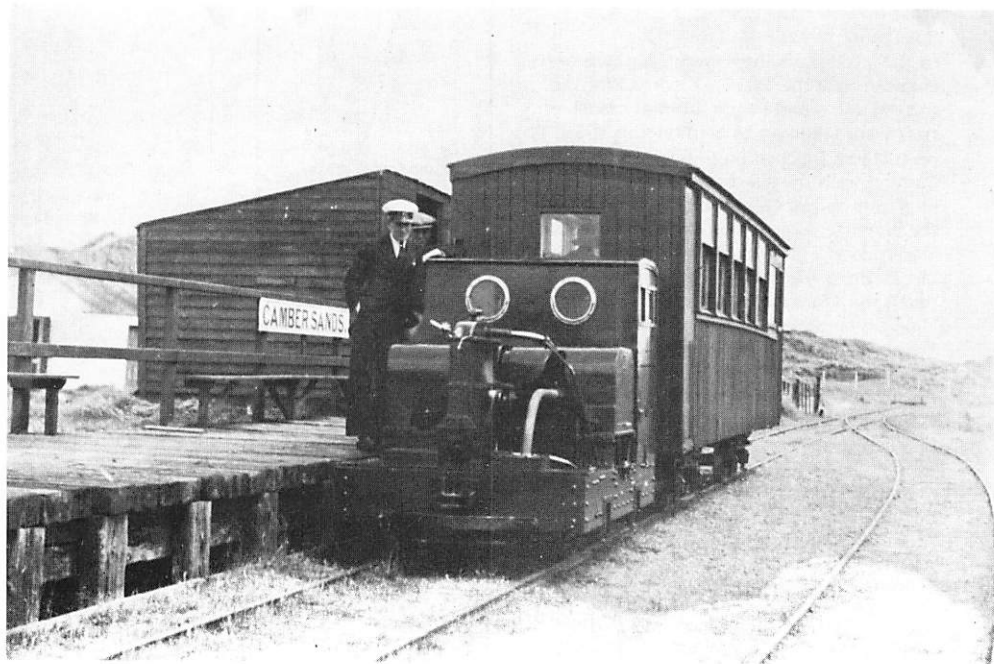
J.M. When you returned to the Tram in the

early 1920's had the decline in traffic started?

P.S. Yes, it was never the same after the Great War. I think the rot set in when Wright & Pankhurst started an omnibus service from Rye to Camber. The Tram then faced competition for the first time and soon it was the fashionable thing for the golfers to own a car. In the 1920's and 1930's the Tram only just kept going.

J.M. You enjoyed working on the Tram though?  
P.S. Yes, but we had to supply all our own

clothing! Well, the driver had a hat. And I had a hat when I was conductor. Apart from that we had no uniform. But yes, I enjoyed working on the Tram — and amongst the other staff there were some great characters. I remember a chap called Hambrook who came from the S.E.&C.R. but he didn't stay long. One day, between trains, he decided to have a bath in the engine shed. He drew some hot water off the engine and had a bath in a bucket. A couple of girls waiting for the train decided to have a look round and opened the engine shed doors. There was Hambrook in his birthday suit but he didn't care, he just carried on with his bath. The girls ran off



*Petrol locomotive at Camber Sands Station, 1930's. The driver, in yachting cap, is George Wratten.*



though. On Saturday afternoons, we had time to spare between trains, so we would cool off the engine and slip out to watch the Rye football team – but that's another story!

J.M. Were there any accidents on the Tram?

P.S. I don't remember any, except one Saturday evening the petrol engine was derailed on Broadwater Bridge when the rails closed up. We got replacement timbers from the shipyard and took a bit out of the rail with a hacksaw. The rail was very light, it was held down with little "dogs", and two of us could lift a length easily.

J.M. There were only the two steam engines?

P.S. That's right. "Victoria" was broken up when the petrol engine arrived in 1932, but "Camber" was kept as standby in case the petrol engine failed.

J.M. Looking at Golf Links Station today, I get the impression that a siding ran down to the jetty facing Rye Harbour.

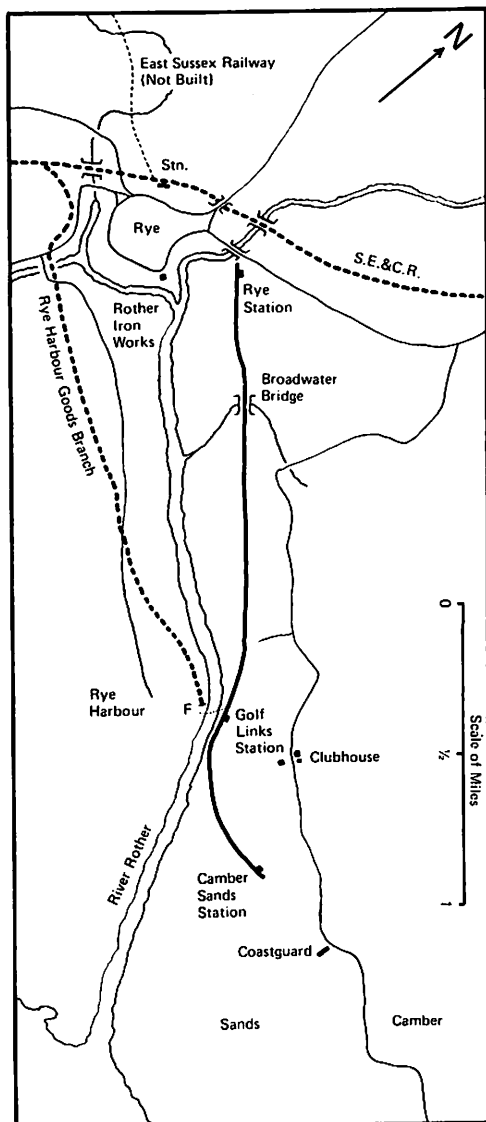
P.S. Yes, I have wondered at that. There was certainly no siding in my time but perhaps there was a temporary siding laid in while the line was under construction. I can't help you on that one I'm afraid.

J.M. What do you remember of the end of the Tram?

P.S. In the latter days there were only two of us employed on the Tram – George Wratten and myself – and in the summer casual staff were taken on to help out. In 1939, we had just finished building a deviation at Camber with the aid of some un-employed men, but before we could bring it into use, the War started and the tram service was closed down. Then the Navy took it over. Mr. Gafford was still the secretary in 1939. When the Tram closed he asked to see me, and said he was sorry but he had to give me my cards. I joined the Southern Railway, and you know, that was hard work after the Camber Tram. I remember when "Camber" was loaded on to a lorry to be taken away. She was an awkward thing though, and nearly over-turned the lorry – perhaps she didn't want to go. It's funny, but if the Rye and Camber Tram was running today, I think it would be making a fortune.

*end of the War he returned to the Tram, but left finally in the 1920's when an increase in wages which he had expected did not materialise.*

*t proprietors of Rother Iron Works who had built one of the Camber Tram coaches in 1896, and whose fitters carried out repairs and maintenance on the engines.*



*\* Edward "Jokey" Rhodes was employed on the construction of the Camber Tram and worked for the company from its opening in 1896 until 1916 when he joined the Royal Engineers. At the*

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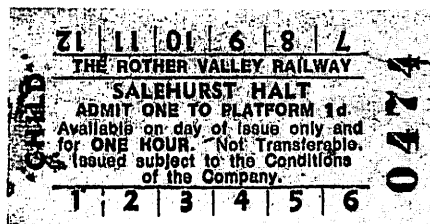
# Letters to the Editor

## Tickets at Salehurst

Sir — I have read with great interest the articles on the unusual tickets issued by the K.&E.S.R. I have in my possession one issued (but not used) by the Rother Valley Railway which is a platform ticket to admit a child to Salehurst Halt. The price was 1d. and it covered a period of one hour on the day of issue only. In you issue of the "Terrier" of Spring 1976 you state the platform at Salehurst was not installed until the mid-1920's, which was long after the Rother Valley Railway had become the K.&E.S.R.

It seems surprising in any event that anyone should pay 1d. (quite a sum in those days) to wait at Salehurst Halt to meet someone getting off a train when presumably they could have waited off the railway's non-existent platform. In any case from whom would they have bought the ticket since I imagine there was no staff at Salehurst Halt? Swanley, Kent R.I. Pritchard

*Note. Mr Pritchard's ticket is, alas, not a genuine one. A number of ticket issues were printed by the Kent & East Sussex Railway Association in the mid-1960's in anticipation of the early reopening of the whole Robertsbridge to Tenterden line. These were all marked "Rother Valley Railway" and some have found their way into collectors hands — Ed.*



## Timetable Headings

Sir — I recently had the opportunity of seeing issue No. 9 of "The Tenterden Terrier" and noticed with interest the reference to timetable headings.

I worked on the Shropshire & Montgomeryshire Railway for one year from January 1928 to March 1929 in Kinnerley locomotive shed. At that time the timetable heading on the Railway read — "Support the local line. Travel in safety across country away from the dusty and crowded roads, seeing beautiful scenery not visible from the highway. Using home-produced coal instead of imported oil".

The last sentence was added whilst I was there. It was not correct as the bulk of the passengers travelled in the Ford railcars (called the "Rattles") which naturally used petrol.

At the time my family lived near Kinnerley and I was sent to the shed, straight from school (aged 16½) to learn the first principles of engineering. Bristol J.W. Willans

*Note. The Editor has recently seen a Welsh Highland Railway timetable for June 1930, which displays the following slogan — "Travel across country away from the dusty and crowded roads, seeing beautiful scenery not visible from the highways on home-made steel, instead of on imported rubber, by home-produced coal instead of by imported oil, and support the local line".*

## Bridges

Sir — With regard to Mr Reader's letter about Salehurst Halt (T.T. No. 9), my mother spent her childhood at Salhurst and remembers the halt being built.

I have been told that the K.&E.S.R. was responsible for the upkeep of the "Cattle bridge", but cannot understand how this came about. There were still traces of this bridge until a few years ago. The present footbridge is a replacement of one which ran alongside the cattle bridge.

And now to another bridge! Doubtless many readers are aware that the bridge near Junction Road Halt, known as Austen's Bridge, was built alongside the original "Five Span" bridge and the track slewed over. Do any photographs exist of the site prior to rebuilding and if so could you publish one please?

Bexhill-on-Sea

P. Carey

## Liveries

Sir — I question the Board's fairly rigid policy regarding the standardization of loco and coaching stock colour schemes. It seems to me that a certain amount of diversification, especially among the locomotives, would be an extremely desirable development, and one that would be greatly appreciated by people who visit the line frequently. While I can see the practical advantages of standardization, I feel our fleet of locomotives would be all the more interesting for a little variation from what has become the norm.

For example, I think the "P" class would cause

considerably greater interest when it returns to service if it were turned out as Southern 1556, in which form this locomotive was loaned to the K.&E.S.R. in the war years and again later, when the Company found itself without serviceable locomotives. Furthermore, one or two of the smaller locomotives, such as "Arthur", or possibly one day "Hastings", could well be painted in Colonel Stephens's original lined blue livery.

As far as coaches are concerned, I suggest that the Maunsells might look better in the green livery in which these coaches could have run on the line in the last years before closure; to suggest that they should be painted in colours more readily known as those of the G.W.R. because early K.&E.S.R. vehicles, very unlike the Maunsells, were so

painted seems a slightly strained piece of adherence to historical accuracy.  
Southampton, Hants

T. Lewis

### **Airborne at Northiam**

Sir — In 1951, when I was on holiday at Northiam with my parents I can remember seeing a white horse either being loaded or unloaded from a horsebox at the station. I think this was "Airborne", the 1946 Derby winner. Can any reader supply information about this?  
London SE20

Victor Brown

## **On the Level**

### **Stephen Garrett tells of the satisfactory outcome to an unfortunate incident at Biddenden Station in 1916**

When Colonel Stephens extended the Kent & East Sussex to Headcorn he continued the pattern established on the original Rother Valley section of crossing roads on the level. Level crossings were cheaper than bridges both to build and to maintain but had the disadvantage of adding yet another cause of delay to the already slow journey. It was therefore a great source of satisfaction for the Colonel that he was able to obtain permission to build the level crossings on the Headcorn extension without gates. Trains were to cross at 10 m.p.h. and to give warning of their approach by whistling. The Railway erected warning notices for the information of road users and laid cattle grids to protect the line and its lush verges from four-footed invasion.

The cattle grids seem to have been successful as the Kent & East Sussex has few of the tales of fatal encounters between train and beast which are so often told of light railways. In fact at High Halden and Frittenden the whole arrangement seems to have been highly successful but at Biddenden there was a different story. Biddenden always seems to have been an unlucky station — one of its station masters was fatally injured in a shunting accident and another had to be dismissed for embezzlement but its level crossing seems to have been its main source of woe. Among the incidents that occurred here was a miraculous

escape in 1921 when a woman pushing her baby in a pram was run over by a train without either her or her baby sustaining any more serious injury than scratches and shock. In 1925 the Kent & East Sussex and the brewers Jude Hanbury were held jointly liable for £2147 damages for injuries sustained by railway passengers whose train was in collision with the brewers' lorry.

However, one of the accidents at Biddenden led to such a judicial success for the Kent & East Sussex that Colonel Stephens had a transcript of the judge's summing-up printed and distributed it to every railway company in the land. The case was *Matson v Kent & East Sussex Light Railway Company* and it was heard before Mr Justice Darling at the Kent Summer Assizes in 1916. Mr Matson had been driving happily along in his van at a speed estimated to be between 20 and 30 m.p.h. when a train suddenly emerged onto the highway and struck his vehicle. Mr Matson sued the Railway for a new suit and £20 medical fees on the grounds, amongst others, that the Railway had been negligent in failing to erect gates at the level crossing or to give proper warning of the likely presence of trains.

The Judge's summing-up dealt at some length with the question of warning and it is clear that he was satisfied that the Railway had fully discharged its

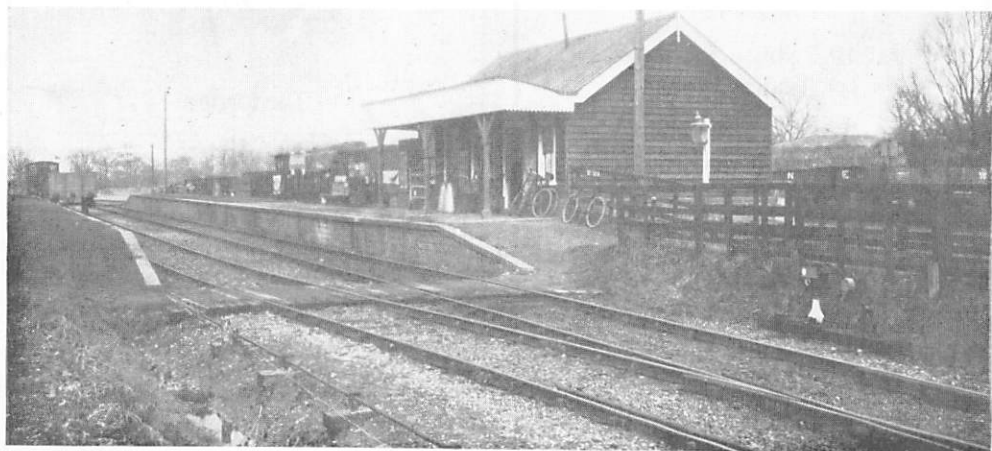
obligations in this respect. On the question of gates the Judge's words make such satisfying reading for the railway enthusiast that they deserve a further appearance in print —

"Now Gentlemen, the real question is whether the Defendants are proved to be guilty of negligence. It is said it was negligence on the part of the defendants in not having gates. Well, the Defendants' answer to that appears very well worthy of your consideration. It is that this thing is constructed according to a pattern that is passed by the Board of Trade. You could not make the railway at all without the authority of Parliament: you would have no right to carry the railway across the highways except Parliament authorised it; and these people have been authorised, for the convenience of the public and the people living about there to make these light railways. They are not malefactors who have chosen to run a railway trespassing across other neighbours' lands, they are people empowered by Parliament to make these railways; and they tell them how they are to do it, and they send down competent people to say how it should be done. Railways cost money. When you consider whether there must be a gate, just think what the roads are in these days of motor traction. Do not things go along the main roads and come out of turnings faster than any of these light railways come? What about the motors and motor-cars that go down the main roads, and go past crossings? Does anybody say: 'You must have gates put across at each intersection of the road so that nobody can come across when the gates are shut?' With regard to these light railways, where gates are necessary the Government says: 'You must put them.' There

are other places where they say: 'You can put gates if you like; we do not think it is necessary for them to be put, but if you like to put them, you may'. Of course, if they knew cattle would frequently get on the line, and there would be any trouble by their having to impound people's cattle, the Railway Company might say: 'There is no danger to passengers on the road; but to keep the cattle off the line we will put gates'; and the Legislature say: 'If you think it is necessary to do that, you can do it; but on this Biddenden level crossing we do not think there is any need for you to put them'. . . . Here the Board of Trade has taken this matter in hand; but the Plaintiff says: 'It is negligence if you do not put gates, and you must put them'. Suppose they are put. If they are put at every crossing, it might very well be that the line could not pay at all; and then what is the use of it to the people who construct it? People will not run these trains as philanthropists. If you make the line so expensive that it will not pay, the line will become derelict, and the farmer will not be able to get his goods to the market; and all those services which the line performs will not be performed."

One suspects that Justice Darling was not a motorist and certainly the Railway's defence which found such favour with him did not protect the Railway from liability in subsequent cases. However, the motor-car was in its infancy in 1916, the Kent & East Sussex was still making profits and it is easy to understand the Colonel's optimism in putting the Judge's words into print.

*(The eccentric punctuation in the Judge's summing up is authentic.)*



Biddenden Station, 1920's.

[W.H. Austen Collection]

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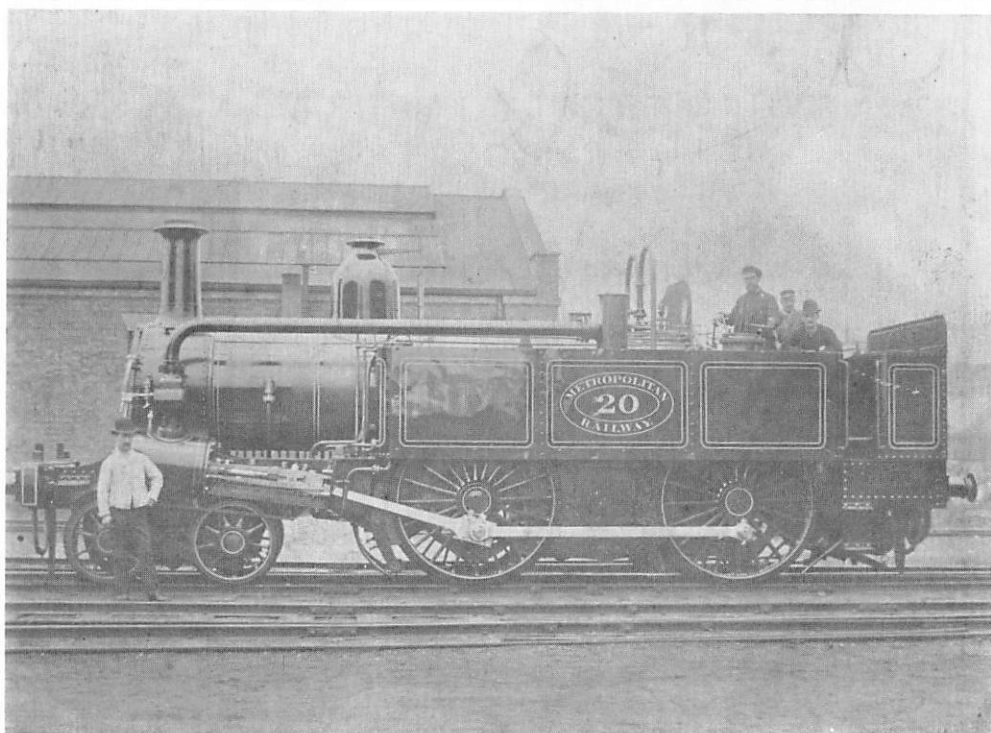
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# From the Railway Archives

## The young apprentice



[Photo W.H. Austen Collection]

Holman Fred Stephens spent 2½ years as an apprentice in the Locomotive Department of the Metropolitan Railway, Neasden, between 1888 and 1890, where he gained experience of firing locomotives and was also in charge of the Company's testing room. In this, the earliest known photograph of him in a railway setting, Stephens, with characteristic bowler hat can be seen on the footplate. The locomotive is one of the 44 "A" class Beyer Peacock 4-4-0's of which the first 18 only, carried nameplates for a few months after entering service in 1864. Known as Jupiter, Mars, *Juno*, Mercury, Apollo, Medusa, Orion, Pluto, Minerva, Berus, Latona, Cyclops, *Daphne*, *Dido*, Aurora, Achilles, Ixion and Hercules, they were the only steam locomotives owned by the Metropolitan ever to be named. Why the plates were removed from the locomotives after so short a period remains a mystery to this day, but Stephens would presumably have learnt of their pedigree whilst he was at Neasden and this could have

provided him with the inspiration for the naming of his own locomotives in the following years. In addition to *Juno*, *Daphne* and *Dido*, Stephens chose Hecate, Pyramus, Hesperus, Thisbe and Morous, although the last named has never been traced by the writer in the annals of classical mythology. So much for a possible explanation of why the young engineer should have decided to name so many of his locomotives after goddesses; but could it just be that Stephens, with an eye to economy and to the future, purchased three of the redundant nameplates from the Metropolitan cheaply and then felt obliged to carry on naming his locomotives in the same tradition?

P.D.S.

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