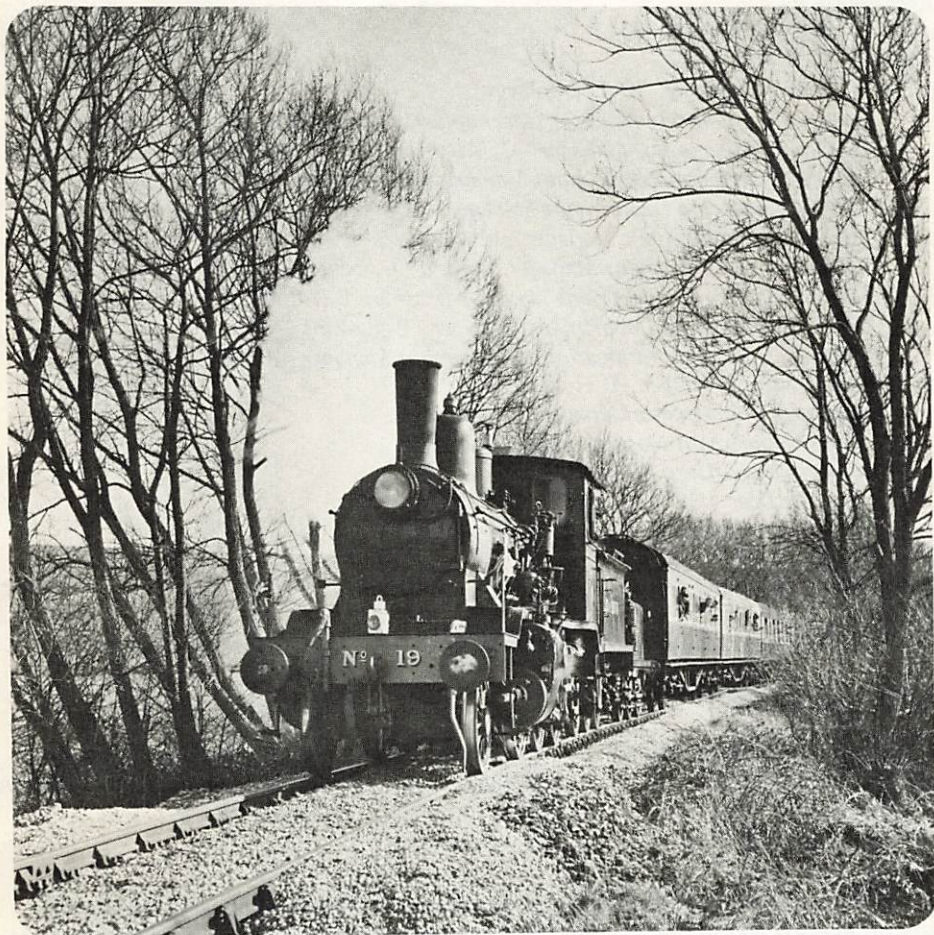


The Tenterden Terrier



Number 13

Summer 1977



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

DIRECTORS

K.P. Barrett	D.J. Felton	M.C. Simmons
S.G.N. Bennett	R.R. Husband	P.C. Sutton
D.T. Dunlavy	J.T. Liddell	D.H. Wilson
R.H. Edmondson	A.L. Newble	

SECRETARY & REGISTERED OFFICE

N. S. Rose, Tenterden Town Station, Tenterden, Kent TN30 6HE.

Membership Secretary A.M. Dunstan

MANAGEMENT

Chairman S.G.N. Bennett

Treasurer D.J. Felton

Operating Division Manager D.T. Dunlavy

Assistant Operating Manager (Mechanical) J.T. Liddell

Building Department Manager C. Mason

Carriage & Wagon Department Manager P. Ramsden

Civil Engineering Department Manager M.C. Simmons

Clearance Department Manager J. Miller

Mechanical Department Manager (Acting) C. Edwards

Permanent Way Department Manager (Acting) P. Rimmer

Plant Maintenance Department Manager B. Perkins

Signals & Telecommunications Department Manager S.J. Whiteman

Commercial Division Manager D.H. Wilson

Catering Department Manager I. Mounter

Sales Department Manager A. S. Hocking

Purchasing Officer D.H. Wilson

Press Officer G. Sandeman

Chief Booking Clerk C.R.E. Deverell

Archivist P.D. Shaw

Job Creation Programme Manager D. Jones

ADDRESS FOR GENERAL CORRESPONDENCE

Tenterden Town Station,
Tenterden, Kent TN30 6HE.
Tenterden (05806) 2943.

TELEPHONE NUMBER

Editor of "The Tenterden Terrier"
and editorial office

Assistant editors

Advertising Manager

P.D. Shaw, 10 Daska House, 234 Kings Road,
Chelsea, London SW3 5UA. Telephone 01-352 8841
S.R. Garrett, M.U. Yonge
H. Benbow

The Tenterden Terrier is published by the Tenterden Railway Company Ltd three times yearly on the first day of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449

Skintex

MEDICINAL

Cream for the hands and feet

NON-GREASY, MEDICATED,
SOOTHING natural ingredients
help your skin to keep normal
and healthy.

Manufactured in conjunction
with the Owners and Suppliers
of the Original Brushless
Shaving Cream LLOYD'S
EUXESIS. Established 1810.
Even after 167 years "Still the
Greatest Shave" - World Wide

Ask your Chemist, or direct from
AIMEE LLOYD & CO. LTD.
TENTERDEN · KENT
Telephone Tenterden 4244

L. & J. JONES

62 High Street, Tenterden

TENTERDEN'S STATION
FOR

Clarks
SHOES

FOR WALKING ALONG
THE RIGHT LINES

MENS · WOMENS · CHILDRENS

ALSO STOCKISTS OF
BREVITT · MORLANDS
VAN-DAL

The Spinning Wheel Restaurant

A.D. 1480

17 High Street, Tenterden
Tel: Tenterden 3348

For a relaxing meal
with good food visit
this interesting Restaurant

MORNING COFFEE
LUNCHEONS
AFTERNOON TEAS
SUPPERS & DINNERS

Open on Sundays

FULLY LICENSED

The Fashion Loft

Tenterden

Come and browse at
your leisure in this
fashion shop for
ladies of all ages

17 High St. Tenterden
Telephone Tenterden 4200

Huxford & Co.

(F.S. Corke)

for all solid fuels



Approved Coal Merchants



*Regular and Prompt
Deliveries in this area*

The Station, Northiam, Rye, Sussex

Phone: Northiam 2117/Tenterden 3718

Webb's

**AGRICULTURAL &
DOMESTIC
IRONMONGERS**

Authorised Stockists:

**Miele, Electrolux Dishwashing
Machines · Deep Freezers
Refrigerators · Motor Mowers
Crittall, Eden & Gurnsey
All-Metal Greenhouses**

Come and see them at:

Webb's 45 & 51 High Street
Tenterden 2132 (4 lines)

Banks

OPEN 7 DAYS A WEEK

6a.m.-6p.m.

**FOR
DAILY & SUNDAY
NEWSPAPERS
SWEETS & CARDS
TOYS & GIFTS
ICE CREAM
CIGARETTES**

**AT
13-15 HIGH STREET
TENTERDEN · KENT**

The Flower House



**92 High Street
Tenterden
Tel: Tenterden 3764**



**Cut Flowers. Pot Plants.
Presentation Bouquets.
Wreaths, Sprays and
all other Floral Tributes**

**Brides and Bridesmaids
Wedding Bouquets**

The Tenterden Terrier



Number 13

Summer 1977

Contents

- 3 Editorial
- 4-6 Operating Notes
- 7 Frank Davis
- 9 People & Nameplates
- 10-12 The Last Day, Part 1
- 13 First Train to Wittersham
- 14-15 Across Newmill Bridge
- 16-17 Letters to the Editor
- 19-21 Shropshire & Montgomeryshire Musings
- 23 From Our Ticket Collection
- 25-28 From Headcorn to Maidstone Part 2

©1977

The Tenterden Railway Company Limited

FRONT COVER

BACK FROM WITTERSHAM

Members' special returning from Wittersham Road on 5th March 1977, behind locomotives Nos 19 and 10, approaching Rolvenden.

[Photo Brian Stephenson]

Editorial

ON THE ROAD TO WITTERSHAM

On 5th March 1977, the first train destined for Wittersham Road since 2nd January 1954, left Tenterden Town. 76 years and eleven months earlier, the inaugural train left Rolvenden (then named Tenterden) for the same destination and prompted the following report in the *Kent Examiner & Ashford Chronicle*:—

"The first station we arrive at is Wittersham which is about one and a half miles from Rolvenden and about the same distance from Wittersham. Both the Tenterden and Wittersham stations are actually in Rolvenden parish and some of the inhabitants of the latter parish consider they have a grievance having two stations in the parish with other names." No doubt the grievances of the Rolvenden parishioners were overcome with the renaming of Tenterden station in 1903; as for the citizens of Wittersham, they have always remained betwixt and between, but perhaps some of them may find the Railway useful again, in an area where the motor car presently rules supreme.

The Editor is working jointly on a biography of the late Lieutenant-Colonel H.F. Stephens, due for completion in early 1978. If any reader has unpublished information on any aspect of the Colonel's life or career, he would be pleased to hear from him.

Operating Notes

Compiled by Mark Yonge

These notes were current at 31st May 1977



Commercial Manager Donald Wilson (left) receives "Baglan" from W. Arnot, Works Services Manager, B.P. Chemicals Ltd, on 29 March 1977 [Photo B.P. Chemicals Ltd]

Locomotives

Locomotives Nos 23 (Holman F. Stephens) and 10 (Sutton) have been handling most of the traffic recently. No. 19 (Norwegian) has minor boiler defects and is out of service pending an examination. No. 3 (Bodiam) is available as a spare engine, but extensive repairs are necessary, including replacement of the smokebox. No. 24 (Austerity) has had vacuum brakes fitted and will enter service when coupling rod problems have been overcome. The big-end eccentric straps on No. 26 (R.S.&H. saddle tank) have been retapped and the locomotive will be serviceable when machining of the big ends is complete. Work has also commenced on the long task of restoring No. 16 (Ford Diesel) with a specialist group of 3 members who are skilled electrical engineers. There have been 2 new arrivals on the Railway recently; these are No. 27 (Baglan) an 'O-4-0 diesel hydraulic 262 h.p.

locomotive, built in 1962, from the B.P. chemical works in South Wales and Hunslet Austerity "Linda", from the N.C.B. at Maesteg, which will be numbered 25 in place of Errol Lonsdale. "Baglan" will be extremely useful for works trains, although its wheel flanges are worn and will have to be replaced at an early date. "Linda" is being stripped down for examination and preliminary indications are that the smoke box will have to be replaced.

Colin Edwards

Carriage and Wagon

B.S.O. coach No. 54 re-entered service at Easter, mainly for use on the Wine & Dine trains. This vehicle has been beautifully restored, including complete re-upholstering, and this is a great credit to the members of the Department. Work has started on Pullman car "Barbara", which needs extensive repainting and bodywork repairs. The platform side of the exterior has already been repainted and lettered so that it can continue to be used on the Wine & Dine trains and the other side will be finished in June. Efforts are being made to obtain Pullman crest transfers for the body panels. Work has also started on "birdcage" No. 61 and is planned for completion by the end of August. Much needed new coaching stock will arrive shortly, to complement our historic Maunsells. We have successfully bid for 4 B.R. Mark 1 coaches of mid-1950's vintage, 3 being open and 1 of compartment type, with a total seating capacity of 256. 2 of these will come from the Southern Region, 1 from the Midland and 1 from the Eastern. They will travel by rail to Tonbridge and thence by road to Tenterden. 3 wagons will arrive on the Railway by mid-June; a L.N.E.R. 20 ton brake van, a G.W.R. 10 ton iron mink "A" van and a L.M.S. 20 ton well wagon. These will add greatly to the historical interest of our goods rolling stock.

Paul Ramsden

Permanent Way

Job Creation Programme. The most recent work completed before the reopening of the line to Wittersham Road on 5th March, included the building of an approach embankment on the Wittersham side of Newmill Bridge and the laying of 90 metal and 200 wooden sleepers over the bridge and approach embankments. In order to avoid a rail joint on the bridge itself, a 75 ft rail section was used there. The loop at Wittersham Road is now complete and work has started on the foundations for the new platform. This will consist of a mass concrete wall, filled with about 500 cubic yards of clay. As it is a completely new structure, the wall must have a 12" overhang for the safety of passengers. The lifting of the 91½ lb rail between Hexden Bridge and Northiam is nearly complete and about 120 lengths of track and some 4000 chairs have been sent away. The clearance gang has been felling trees that were fouling telephone wires and the loading gauge, so that the 75lb track panels, currently stored at Tenterden, can be craned into position to replace

the lifted track. Finally, J.C.P. personnel have improved the car park surface at Tenterden and greased the fish plates between Tenterden and Wittersham.

Maintenance. Drains have been installed in the new carriage siding at Tenterden and several hundred tons of ballast have been laid on the section of the line showing signs of subsidence. This task was originally started by hand shovelling from one of our goods wagons, but was made considerably easier following the arrival of a hopper wagon from Tunnel Cement Ltd. Although the cost of the ballast, at £1200, was high, it will considerably improve the running quality of the track when tamping has taken place. At present, about 1 mile of track is subject to a speed restriction of between 10 and 15 m.p.h. due to poor condition, but packing and spot re-sleepering is planned so that full speed running can be re-introduced throughout the whole journey. **Anthony Devitt, Philip Rimmer**

Clearance

Now that a high standard of landscaping has been achieved on the operating section, efforts are being concentrated on the area between Wittersham Road and Hexden Bridge. The most difficult part, Wittersham Bank, is already well in hand and it is expected that the Group will meet up with the J.C.P. team who are clearing the Hexden to Northiam section in readiness for track relaying. More volunteers would be welcome in this department to tackle the enormous amount of work that still needs to be done. Track spraying took place a little earlier than normal this year and was completed on 18th and 19th April. The main problem was the section of lifted track between Hexden and Northiam, which necessitated the movement of the Wickham and flat trolley by road to enable the Northiam-Bodiam section to be sprayed. Further spraying is planned in July to control unwanted scrub and bramble growth on the trackside. **John Miller**

Signals & Telecommunications

The Department has suffered a great loss by the sudden death of Frank Davis and a full tribute to him appears elsewhere in this issue.

The ground frame at Wittersham Road has now been commissioned and, until the signalling is completed, the levers are interlocked with the single line staff in order to prove and lock the points for the arrival of "down" trains. Deal Junction signal box has been transported to Tenterden and will undergo restoration work before being moved to Wittersham Road for

reconstruction next to the new level crossing gates. The box was built for the South Eastern & Chatham Railway in 1882 and is believed to be of a type unique to preserved railways. One of our members, Mr H. Colyer, has kindly donated a suitable lever frame which is also of S.E.&C.R. origin, with travel locking. Lower quadrant signals of Great Northern Railway (Ireland) origin are being obtained from C.I.E. for installation at Wittersham Road. On the telecommunications side, work has continued on the line wires from Hexden Bridge to Northiam. In addition, galvanised wire has been erected as far as Hexden Bridge from Wittersham and trees have removed to clear the pole route as far as the Rother Bridge. The Department needs people for positions as signalmen, crossing keepers, etc., and training will be given. Anybody who would like to help is invited to telephone Nick Patching on Maidstone 55929. **Nicholas Patching**

Commercial

Passenger numbers up to mid-June were nearly 20% down on the corresponding period of last year. Easter was particularly poor, due, it is thought, to the cold weather. Many preserved railways seem to be experiencing falls of this magnitude, although this does not make the news any less depressing. More encouraging, is the news that Wine & Dine services are doing extremely well, with 6 trains for the summer already fully booked and others filling fast. The biggest Wine & Dine ever booked ran in the Spring with 150 diners from the S.E. England Tourist Board. On Thursday 19th May, a special lunch-time diner was run for 40 American tourists. School parties continue to be a useful source of revenue and for 5 weeks commencing 15th June extra trains will run on Wednesdays at 11.00 am and 12.15 pm for school children.

Donald Wilson

Colonel Stephens Museum

Since the Museum's somewhat hasty opening early this year, some improvements in the presentation of exhibits have been made. Alan Tebboth has completed the arduous task of framing and mounting the 15 foot long enamel sign "Tenterden Town" which stood at the station from its opening in 1903 until 1954, kindly loaned by Doug Lindsay. As mentioned elsewhere in this journal, the Museum has been very pleased to accept on loan from the National Railway Museum, the nameplate from No. 5 "Rolvenden" which will join nameplate No. 3 "Bodiam", also on loan from the museum. John Miller has reorganised the 2 main display cases by mounting exhibits on raised platforms in order to enhance

their visibility; the unique collection of Colonel Stephens' passes, totalling some 70 items, is particularly impressive. Dr Paul Waters has kindly lent a mounted collection of Railway parcel stamps, which are also on display. Philip Shaw and John Miller, who are on the Tenterden & District Museum Committee, would like further items to render the existing displays more representative and also a further display case. A particular need is tickets from the Selsey, W.C.&P. and S.&M. lines, as these are not well represented.

John Miller

Appointments & Acknowledgements

The Directors would like to welcome the following people to their new appointments:

Colin Edwards — Mechanical Department Manager (Acting)

John Liddell — Assistant Operating Manager (Mechanical)

Ian Mounter — Catering Manager

Philip Rimmer — Permanent Way Department Manager (Acting)

and to thank the following for their contributions to the Railway:

D. Lumsden Ltd for recent deliveries of rolling stock at advantageous prices

John Talbot of Selectokil, Maidstone, for spraying the Railway in April at a very fair price.

News from Affiliated Groups

Ashford. The formation of this Group, under the Chairmanship of Eric Graves, is particularly welcome. Meetings are held at Centrepiece, Bank Street, Ashford, Kent, on the third Wednesday in each month at 7.30 pm and currently attract about 30 members. The Group has already presented the Railway with a sales stand at the Ashford Extravaganza and will be at the British Rail Works Open Day on 20th July. Details of future meetings are contained in both the national railway journals or may be obtained from Eric Graves on Ashford 23687.

Eric Graves

Maidstone Extension. The model railway exhibition at Maidstone on 26th March was once again a great success and the profit of £250 realised will be used to purchase and erect the Shrewsbury Abbey water column at Wittersham Road (see *The Tenterden Terrier* No. 12). Chiesemans of Maidstone agreed to provide space for the window display and a stand was manned inside the store on Saturdays, 5th and 12th March. The window display was sited in the Arndale Shopping Centre in Dartford during late April and returned to Maidstone in mid-May to advertise the reopening

of Wittersham Road station. The monthly meetings at the Methodist Youth Centre, Brewer Street, Maidstone, continue to attract an increasing audience and are held on the last Thursday in each month. Finally, thanks to the student engineers at the Skill Centre, Gillingham, the pump trolley is now mechanically sound and will be returned to Tenterden when covered accommodation is available.

Jack Fox

Surrey. The model railway exhibition at Guildford on 12th March was attended by 1600 people and realised a profit of £300. Chiesemans of Kingston requested literature for a railway sales week in the spring and it is hoped that this will bring valuable publicity to the Railway. The following events will be attended by the Group this summer: Traction engine rallies at Farnham (6th and 7th August) and at Knowle Hill, Maidenhead (13th and 14th August); Veteran Car Rally, Horsham (29th August); Model Railway Exhibition, Cranleigh (15th to 17th September); Model Railway Exhibition, Dorking (23rd to 25th September).

Richard Halton

Tunbridge Wells (T.W.A.G.). A jumble sale at Tunbridge Wells in February raised a record £145 and the Group's Publicity Officer, Erica Williamson, has done valuable work in gaining publicity for the Railway in local newspapers and magazines. The monthly meetings have been well attended and the Group has also been active at model railway exhibitions at Surbiton and Braintree: The Borth station building at Wittersham Road has, in the last few months, seen the addition of a corrugated roof (our founder would have approved!), finials, barge boards, weatherboarding and matchboarding and electrical wiring. Painting, etc., will be held back until work on the station site is reasonably advanced.

Robert Searle

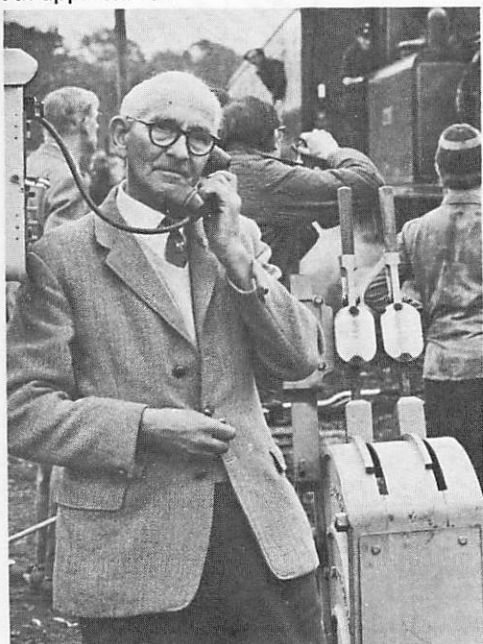
Southern Mogul Preservation Society. The locomotive was moved to the Bluebell Railway at the end of May, where it is hoped that it will be able to run again. Whilst some members may be sad to see the Mogul leave the Kent & East Sussex, weight restrictions meant that it would only ever be a static exhibit and therefore largely wasted in its former location. The movement was made at very short notice in order to take advantage of a very competitive quotation.

Rodney Packham

(As the Mogul will have no further involvement with the Railway, its progress will not be further monitored in these columns, although we wish it well at its new home — Ed.)

Frank Davis

An appreciation



All those who have been actively involved in the preservation of the Kent & East Sussex Railway, will be saddened to hear of the

sudden death of Frank Davis on 13th April 1977, in his 79th year. Frank had been in charge of the Telecommunications Department at Tenterden for a number of years, his interest in the scheme having been kindled as far back as 1965. On his retirement as a telephone engineer with Telephone Rentals Ltd in 1967, Frank Davis devoted virtually every weekend to the restoration of the Railway telephones, which, with the exception of the poles, had been removed by B.R. when the line closed in 1961. He designed and wired up the present system, which includes 2 through lines and no less than 43 instruments, from virtually scrap materials, at little or no cost to the Railway. In memory of a much loved and respected colleague, a small plaque has been affixed to the signal box at Tenterden and in due course a seat, suitably inscribed, will be placed on the newly-constructed platform at Wittersham Road. However, Frank's true memorial will be the telephone system itself, which he created and without which, the Railway could not run today.

P.D.S.



*Holman F. Stephens
Engineer and Managing Director
Kent & East Sussex Light
Railway Company
1900-1931*

Join The Tenterden Railway Company and help reopen the whole remaining 10 miles of this historic "Colonel Stephens" railway, through to Bodiam. Benefits of membership include:—

- * Free copies of "The Tenterden Terrier" and the Company's newsletter "The Rooter", which is exclusive to members.
- * The opportunity to work on the Railway and to participate in the running of steam trains.
- * Free travel facilities and admission to the Tenterden Museum.

The subscription for 1977 is £3 (£1.50 if you are under 18) reduced by one half if you join after 1st July.

For further details apply to the booking office or write

(S.A.E. please) to
The Membership Secretary
The Tenterden Railway Company Ltd.
Tenterden Town Station
Tenterden, Kent TN30 6HE.

The Tollgate

67 High Street
Tenterden
(Opposite Station Road)

Morning Coffee
Luncheons
Afternoon Tea
China & Glass

Closed Wednesday & Sunday

Adin Coates

Telephones: TENTERDEN 3371
UCKFIELD 3816

Handbags · Scarves
Lingerie · Corsetry
Fashions · Knitwear
Hosiery · Gloves

TENTERDEN and UCKFIELD

THE CHILDRENS SHOP

66 HIGH STREET TENTERDEN 2398
WELCOMES THE RAILWAY TRAVELLER

THE CHILDRENS SHOP

66 HIGH STREET TENTERDEN 2398
OFFERS 10% OFF

HORNBY LIMA MAINLINE
AND GRAFAR MODEL RAILWAYS
THROUGHOUT 1977

People and Nameplates



On 14th May 1977, The Tenterden Railway Company were hosts to the Association of Railway Preservation Societies, in connection with their bi-annual meeting at Tenterden. Dr John Coiley, Keeper of the National Railway Museum and Mr Peter Semmens, Assistant Keeper, attended as guests of the Company and during the morning, Dr Coiley unveiled the nameplates for "Austerity" locomotive No. 23, "Holman F. Stephens". Dr Coiley also presented to the Company, on indefinite loan from the National Collection, a nameplate from former K.&E.S.R. "Terrier" locomotive No. 5 "Rolvenden", which will be put on display in the Colonel Stephens Railway Museum. After the ceremony, the delegates were taken by train to Wittersham Road and served with luncheon during the journey. On return to Tenterden, the party visited the museum in Station Road, prior to the commencement of the A.R.P.S. General Meeting at the Town Hall in the afternoon

(above) Dr John Coiley (left) and Company Chairman, Stephen Bennett

(left) Dr John Coiley, Stephen Bennett, Peter Semmens, Philip Shaw (Archivist)

[Donald H. Wilson]

The Last Day

Some personal reminiscences of the events leading up to the closure of the Railway to passenger traffic in 1954 . . .

It began the same way as my previous visits to the Kent & East Sussex Railway — at Charing Cross on a Friday evening; but this time it was New Year's Day, 1954, and the next day was to be the line's last. Therefore, it was with some sadness that I secured a seat in the first coach of the 4.20 pm semi-fast to Hastings, before strolling forward to inspect the engine, a preliminary to any journey in those days. Of course, it was a "Schools", quite nicely turned out in the current lined black and the train in red and cream, including a S.E.C.R. "matchboard" coach in addition to the obligatory Maunsell restriction O stock. The matchboards occasionally appeared in Hastings trains, where the public often mistook them for Pullman cars, to the advantage of the initiated, who invariably enjoyed a less crowded journey.

After a leisurely start, perhaps in deference to the greasy rails of the terminus, we rumbled across the Thames and paused briefly at Waterloo and London Bridge before gathering speed through the dark suburbs. At Tonbridge, we swung on to

the switchback of the Hastings branch and that splendid three cylinder chatter became more readily audible as the "Schools" capably tackled the sharp gradients. Eventually, we rushed into Robertsbridge at a more than prudent speed, coming to rest after some fairly dramatic braking with the engine all but over the level crossing. As I alighted from the train, the 5.50 pm for Tenterden stood quietly in the bay — as friendly a sight as any train could be. There was "Terrier" No. 32655, the ubiquitous L.S.W.R. brake third, familiar faces on the footplate and the courteous guard, Bert Sharp, anxiously looking at his watch. I joined the twenty or so other passengers in the dimly lit coach, and we were off into the darkness of the Rother Valley. The unlit platforms at Salehurst and Junction Road slid past and the clatter of the train was punctuated by the shrieking whistle of the Terrier as we coasted over the ungated crossings. Conversation in the compartment turned to the closure, but somehow it seemed that no one took it very seriously, as if there might be a last minute reprieve. Arrival at Northiam, my



Operating staff prior to closure: left to right: Douglas Vidler (Guard), Jim Burroughs (Driver), Jack Hoad (Driver), Arthur Harris (Porter), Cyril Packham (Guard), Nelson Wood (Driver), Fred Hazel (Driver), Peter Vidler (Fireman), Bob Blair (Fireman).



Bill Rann at Northiam Station, 2 January 1954 [Photo Quentin Lloyd]

destination, was greeted by the bright platform lights, installed by the old Company just after the War and by the sturdy figure of Stationmaster, Bill Rann, with lamp in his hand. After he had waved away the train and called goodnight to the handfull of passengers I joined him in his tiny booking office to enquire about the plans for the next day. It had been rumoured that the line was to be publicly executed in spectacular fashion.

"It's going to be a busy day tomorrow", said Bill, "the timetable is bound to go all to pieces and the Southern Region has also laid on a special excursion to honour the occasion". He offered me a handbill, crudely duplicated, setting out the time of the excursion, with the appropriate fares. It was issued from Orpington, which was presumably the office of the Area Passenger Manager in those days. This was surely one of the earliest

exploitations of nostalgia by B.R. and showed commendable enterprise at that time, although closures were then fairly infrequent and excited much comment in both the local and national press. Indeed, the Kent & East Sussex closure was reported by "Peterborough" in the *Daily Telegraph* and even featured a photograph of Terrier 32678 outside Rolvenden shed. It was at this time that the press coined the phrase "The Farmer's Line" and one local paper even referred to the line as the "Tenterden Bumper" — a hangover, perhaps, from the days of the rough-riding back to back railbuses. I resolved to travel on the special if possible and left Bill to lock up the station, whilst I went off to stay the night with friends who lived nearby. The next day dawned cold and foggy, but by the time I had left for the station, the sun had broken through and the wispy Rother Valley mist was dispersing fast. The 10.02 am train from Tenterden arrived, headed by 32655 with driver, Nelson Wood and for the first time I saw more than one coach on a Kent & East Sussex train, as the L.S.W.R. brake had been strengthened by a "Birdcage" brake, normally berthed at Rolvenden as a spare. As soon as the train stopped, all the doors opened and a hoard of excited, camera clutching, raincoated enthusiasts leapt out and made for various vantage points to capture the scene for posterity. Bill Rann eventually persuaded everyone back on to the train and it moved off towards Bodiam, flanges protesting loudly on the sharp curve. My thoughts turned to the subject of organising my own last trip, but only then I realised that it was impossible to reach Headcorn before the special left at 3.40 pm. However, Bill Rann advised that it might be possible to intercept that train at Biddenden, where it appeared that it must pass the 3.20 pm Headcorn train. Anyway, I booked to Tenterden and caught the returning 12.30 pm from Robertsbridge, which was now so crowded that I had to squeeze into the birdcage brake compartment. The look-out roof lights had collected a dose of priming paint at some time and were almost blacked out, but luckily some enterprising passenger chatted up the driver for a wad of cotton waste and had the train delayed whilst he cleaned off the grime. We headed off across the marsh under a blue sky with bright sunshine, pausing momentarily at Wittersham Road and then onwards through the avenues of willows to Rolvenden. There was a garden party atmosphere at Rolvenden; crowds were milling around the yard and track and the staff had become heroes for the day. Outside the shed Terriers 32678 and 32670 stood in steam, the latter still in green livery. The crews were giving

enthusiasts footplate rides up and down the locomotive road, but not wishing to lose my place in the birdcage I remained in the train, whilst the fireman made up the fire for the ascent up Tenterden Bank and Nelson Wood chatted with some onlookers. Soon we were away, through the crossing gates and into Tenterden Bank in fine style, crossing Cranbrook Road at unabated speed, to the consternation of a solitary motorist who almost drove into the train. Such was the interest, that a photograph of our train, taken just below Tenterden level crossing, appeared in *The Times* for Monday, 4th January 1954. At Tenterden, we were directed into the left hand platform, again a first as far as I was concerned, for the main platform was occupied by 01 class 31065, which had just arrived from Headcorn with the other 2 L.S.W.R. coaches. After the driver had collected the staff, the 01 made off towards Rolvenden, whilst the Terrier quickly ran round its empty stock and followed behind. Presumably this movement was authorised by the issue of a single line ticket! Tenterden station was buzzing with activity and the booking office was doing brisk business in K.&E.S.R. labels, waybills and other literature. They were not actually being sold, but released against donations to the K.&E.S.R. Benevolent Fund, for which there was actually a suitably marked collecting box! I decided to catch the 3.35 pm to Headcorn, with the intention of connecting with the special at Biddenden, as I was advised that the 2 trains had to pass there and as the special was unlikely to fit into the loop, we would have to run in first in any case. The 01 duly re-appeared with its 2 coaches, still crowded to capacity and we set off up the remainder of the bank. In those days Tenterden Town was only half way up Tenterden Bank, the summit level being beyond St Michaels Tunnel. St Michaels and High Halden offered no custom, but the gathering crowds of local people were an indication that the special was likely to be well supported. We ran into the little-used "up" side platform at Biddenden, where I quickly booked a single ticket to Northiam. (I had already purchased a Northiam-Robertsbridge excursion ticket earlier in the day for the advertised price of 1/9d.) The special arrived, on time, at 3.57 pm behind a breathless 01 class 31064, the 6 red and cream restriction 1 Maunsells already well filled. I managed to find a corner seat and settled down to savour my last journey on the line; it turned out to be a most curious experience . . .

Peter Davis

(To be continued)

First Train to Wittersham

At 11.30 am on Saturday 5th March 1977, the first passenger train since January 1954 left Tenterden Town Station for Wittersham Road. Aboard were approximately 100 invited guests, including Guest of Honour, Councillor Tucker, Chairman of the Amenities & Countryside Committee of the Kent County Council. The train paused at the newly-rebuilt Newmill bridge for Councillor Tucker to perform a brief reopening ceremony; in introducing Councillor Tucker, Company Chairman, Stephen Bennett, said that this was a very historic occasion for the Railway, as the extension of services had not only involved rebuilding the bridge, but also adding over 1 mile to the operating length of the line. The work could not have been carried out without the help of both the Kent County Council, who had donated the bridge and also the Manpower Services Commission, who had been responsible for the grant under the Job Creation Programme. He had much pleasure in calling on Councillor Tucker to perform the opening ceremony.

Councillor Tucker said that the Amenities & Countryside Committee had been particularly anxious to assist voluntary organisations in the County and that the Railway was a prime example of this. He therefore had much pleasure in declaring the bridge and extension open.

The train then moved across the bridge and proceeded to Wittersham Road. There, Project Director, Simon Green, explained how tight the deadline had been to get the project finished by March 1977. In December 1975, the Company heard from the County Surveyors Department, Kent County Council, that the bridge structure was to be donated to the Company. In May 1976 the first 12 employees taken on under the Job Creation Programme arrived and the bridge parts started arriving in August. Rapid progress was made on the re-assembly, which also involved substantial modifications to the structure. In addition, a mile of track was relaid in the record time of one month. Three weeks ago, the first crossing of the bridge had been made by a small Wickham trolley, and last Tuesday the works were inspected by Major Rose of The Railway Inspectorate, who declared himself satisfied that trains could run. However, much work remained to be done, including the reconstruction of the station itself, fencing, car parking and landscaping. Furthermore, another 6 miles of railway still had to be rebuilt. Thanks were extended to all of those who had helped with the project, many of whom were on the train.

Morous



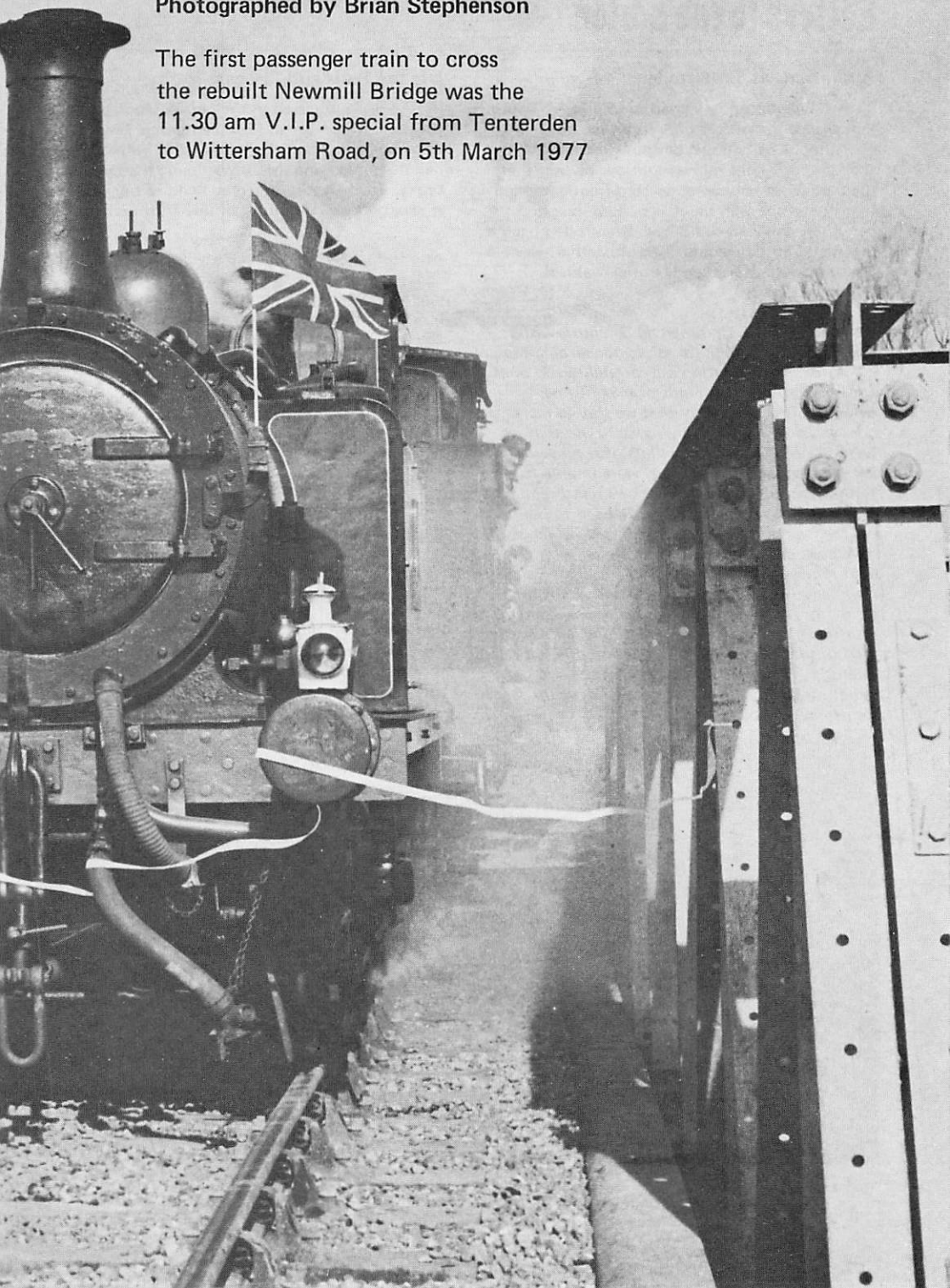
*The 11.30 am V.I.P. special from Tenterden arrives at Wittersham Road on 5 March 1977
[Mike Esau]*

Across Newmill Bridge



Photographed by Brian Stephenson

The first passenger train to cross
the rebuilt Newmill Bridge was the
11.30 am V.I.P. special from Tenterden
to Wittersham Road, on 5th March 1977



Letters to the Editor

Alterations at Tenterteden

Sir — Having recently visited the Railway, I noticed that one of the offices now forms part of the bookshop. The building has now lost part of its character as a light railway station. I admit that the old layout became congested frequently and that I have not seen the new system in action, but surely the wall could have been rolled back a few feet, without remodelling altogether. Has our financial state overtaken historical values?

Rayleigh, Essex

M. Humby

Donald H Wilson, Commercial Director, writes: The points that you have raised concerning the alterations to the station are certainly valid ones and have crossed the minds of many of us. However, it was essential that we should increase our sales area substantially as we found that we were suffering considerable loss of revenue due to the fact that many customers were unable to get to the counter at times of peak demand. The only alternative plan would have been to build another sales area in the station yard, which would have been even more out of character with our light railway atmosphere. The Tenterden Railway Company is a registered charity and is not run primarily for profit. However, fares alone are quite insufficient to sustain our operations and for this reason it is essential that we develop our full sales potential. However, the alterations are not structural and could be reversed at a future date if we deemed it desirable.

Off the Rails and "Hecate"

Sir — I was interested in the photographs of the accident at Tenterden (*The Tenterden Terrier* Spring 1977). The G.E.R. brake 3rd has no door handles, indicating that it was being used as a full brake. Furthermore, the grab handles suggest that it was, perhaps, used for rail side fruit pick-up?

As regards the 0-4-2ST "Hecate", I believe it is now thought that it started life as a tender engine on the St Helens Railway. It was purchased via the L.&N.W.R. by the Bristol Port Railway, becoming their No. 1 and remained there until 1890, being a 0-4-2 side tank at that time. It is certainly surprising to see Lady Portsmouth named "Hecate". However, every item on it, including the wheels, seem to have been replaced by Manning Wardle.

Blandford Forum, Dorset

R.W. Kidner

A Railway on a Budget

Sir — Following the publication of an article on the construction of the North Devon & Cornwall Junction Light Railway (*The Tenterden Terrier* Winter 1976) I thought that you might like to see a photograph of the Hele Bridge site as it is today, now that the line has been demolished south of Meeth.

Orpington, Kent

Dr P.G. Waters





Water column at Haven Street [Wight Locomotive Society]

Water Columns

Sir — I was very intrigued by the article (*The Tenderden Terrier* Spring 1977) concerning the water column at Shrewsbury Abbey, as the photographs struck a chord in my memory. Several hours researching brought to light a picture of Newport station in I.O.W. Central days, showing clearly what appears to be an identical column at the north end of the station. Known as a "balloon" column, it was still there in 1966, as a contemporary photograph in *Railway World* for December of that year confirms. The January 1975 issue of the *Railway Magazine* has a very clear picture of a balloon column at Haven Street, which I believe to be the Newport one re-erected there by the Wight Locomotive Society. It would appear, therefore, that this type of column was more widespread than you had thought.

Chislehurst, Kent

Dave White

The Wight Locomotive Society confirms that their column at Haven Street came from Newport. More intriguing, is a reference in an article on the Shropshire & Montgomeryshire Railway by T.R. Perkins in the Railway Magazine for September 1911, to Mr. H.F. Stephens . . . "he is now assisting Mr H. Willmott during the reorganisation of the Isle of Wight Central

Railway". Did Stephens acquire some cheap water columns from the Island? — Ed.

Signalling at Wittersham

Sir — A signal box is to be built at Wittersham Road and the station signalled for the first time since it was originally opened. However, it is not the first occasion that such a plan has been mooted. In March 1909, Colonel Stephens wrote to the Board of Trade saying that he wished to make Wittersham Road an intermediate staff station and hence sections of Northiam-Wittersham and Wittersham-Rolvenden, rather than Northiam-Rolvenden. The Wittersham-Rolvenden staff would unlock the points into the station siding.

The Board of Trade required a home signal in each direction and also a distant signal unless the former could be seen for a quarter of a mile. Colonel Stephens replied . . . "We have already a double arm signal at this station, close to the level crossing, which is worked by hand levers by the station agent to indicate to the driver when it is required to stop and pick up passengers". This was clearly inadequate for the Board of Trade. A second semaphore post was required at the Tenderden end, to protect a train standing in the station and points and signal had to be interlocked. This was too much for the Colonel and the matter was dropped — until 1977!

Wadhurst, Sussex

Neil Rose

Before or After

Your visit to the Kent & East Sussex Railway
call at
No. 60 High Street (Estd. 1790) opposite the White Lion

PERFUMES & COSMETICS

TOILET REQUISITES

FILMS

DIARIES

BABY CORNER

GREETING CARDS



Wide selection of books on:

*ARTS & ANTIQUES
CLASSICS*

TRAVEL & GUIDE BOOKS

*PENGUINS & OTHER
PAPER BACKS*

BOOK TOKENS

*CALENDARS & PERSONAL
STATIONERY*

Suppliers of First Aid Equipment to the K.&E.S.R.

PAYDENS Ltd

60 HIGH STREET · TENTERDEN · KENT · TELEPHONE: 2730

GULLIVER TIMBER TREATMENTS LTD.

Specialists in the treatment of:

* WOODWORM

* FREE INSPECTIONS

* DRY ROT

* 20 YEAR GUARANTEE

* RISING DAMP

Members of the British Wood Preserving Association

10 The Old Walk, Otford, Sevenoaks, Kent TN14 5PP
38 Cheriton Road, Folkestone, Kent
11 Brighton Road, Redhill, Surrey RH1 6PP

Otford 3151
Folkestone 55834
Redhill 62378

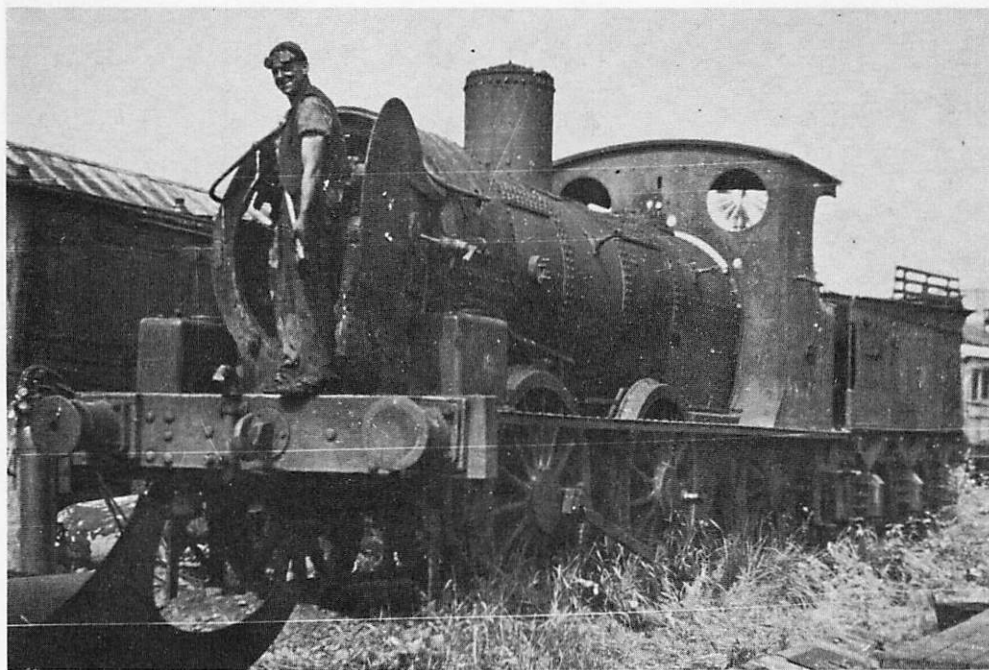
Associated Companies in Worcester, Birmingham & Stoke-on-Trent

Shropshire & Montgomeryshire Musings

The five railways commonly associated with the term "Colonel Stephens Railways" were well known to some of pioneer railway photographers of the 1920's and 1930's who, fortunately for us, captured something of their charm in their photographs; but they were not much visited by enthusiasts as a whole. My introduction was R.W. Kidner's booklet of 1936 and I suspect many others date their interest from the same source. These little books of Kidner's were simple and unpretentious but they certainly made one feel the urge to go and see for oneself.

For me the opportunity came in 1937. A motor cyclist friend and I spent the Whitsun weekend

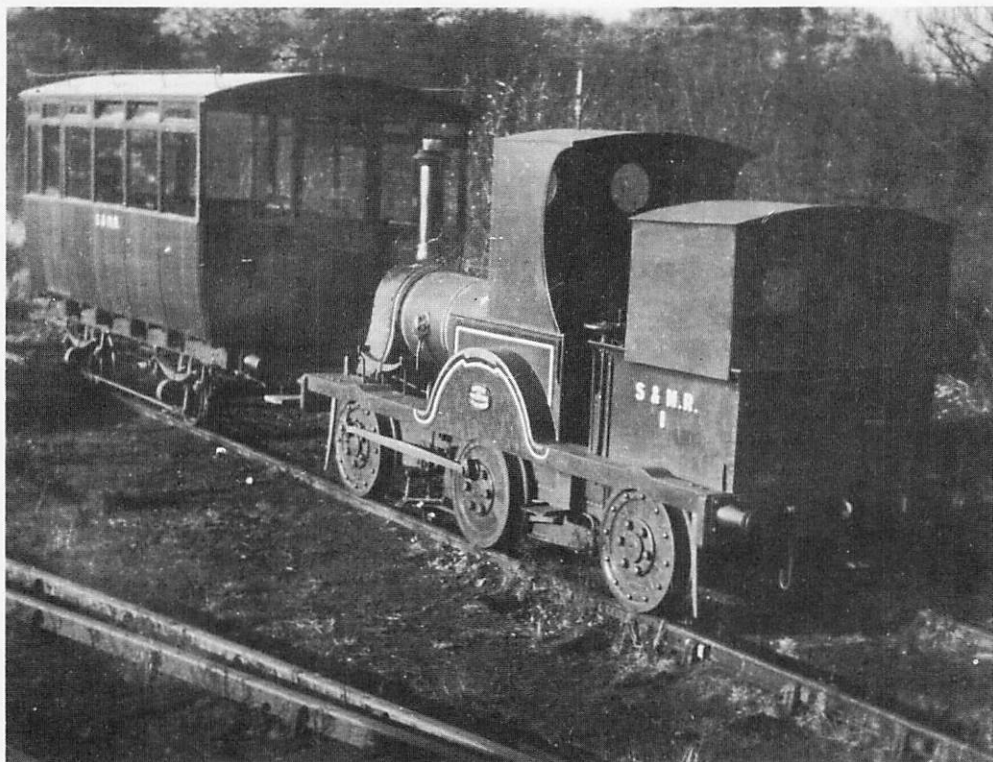
"sizzling" after their morning's labours. Traffic had ceased for the day and everything seemed to be slumbering in the bright Spring sunshine; but in fact it proved to be an extremely timely visit. The shed contained, in addition to the two locomotives mentioned, 8236 under repair and 8108 apparently being cannibalized for spares; a round-topped corrugated iron shed housed the "Terrier" DAPHNE, unused for years but still complete. Down the yard, a gaunt THISBE was being cut up by a round-faced scrapman, armed with oxy-acetylene equipment and coarser tools like sledgehammers. Lying on the ground were the nameplates, one of which came my way for the modest sum of half a crown. How I wish I



The end of "Thisbe" – Kinnerley Yard 18 May 1937 [Author]

birdwatching on the Morfa between Talybont and Harlech (not many birds there now, I fancy!) and on the return journey we rode into the yard at Kinnerley about midday on Tuesday May 18th; it was my first sample of a working light railway and it is not easy to describe the emotion of mild elation that filled me as we stumbled over the grassy tracks down to the shed, where two locomotives, HESPERUS and 8182, were

had purchased one of the "Shropshire & Montgomeryshire Railway Company" cabside plates, too! The fact that these plates were still attached to locomotives that had been out of use for years is itself witness to the rarity of visitors, for a large number would certainly include some light-fingered gentry. The real surprise, though, was in the paint shop behind DAPHNE's shed; GAZELLE, which had been disintegrating slowly



*The newly-restored "Gazelle" and inspection carriage at Kinnerley, November 1937
[H.F.G. Dalston]*

ever since the cessation of the Criggon branch passenger service, was now restored to life and finishing touches were being applied to a bright new livery of green, black smokebox, red buffer beams and connecting rods, grey buffers and couplings, polished safety valve and nameplates. One of the railcar bodies was also being painted as a companion piece.

This last Phoenix-like revival gave me the idea of a special trip over the line, which came about through the auspices of the Birmingham Locomotive Club in April 1939. To the best of my knowledge, this was the first special Light Railway tour organised by a railway society, and we were a bit hesitant as to its possible success; to attract the main line enthusiasts, we threw in a visit to Shrewsbury shed, but we need not have worried, as we had to run a duplicate trip the following week. There are few, if any, trips, I have enjoyed better before or since.

Looking back on these days, some regrets are inevitable; the first being the obvious one that such scenes and events are quite unrepeatable; the preservation societies do wonders in reviving the equipment of these bygone lines but even they cannot turn the clock back to recapture the unselfconscious charm of a moribund railway. More serious, is the regret for lost opportunities; if only I had known then of the questions I would like answered now! There were probably employees who could have resolved the mystery of HECATE (Manning Wardle 50) referred to by Stephen Garrett in the Spring 1977 issue of *The Tenterden Terrier*. The locomotive is not accounted for in the official annual locomotive "returns", but these are not quoted for the vital years in World War I which is the only time this locomotive could have been at Kinnerley. Then there is the other HECATE, alias SEVERN, doubts on the origin of which have now been cast by a suggestion that she came, not from Griff

Colliery, but from South Wales; the late George Alliez records her as having come from Barry, and a photograph of a 0-4-2T at Abergorki Colliery is thought to be of SEVERN. Someone at Kinnerley might then have been able to say where she originated — but it is not likely we shall find out now.

Then there is the tangled skein of the back-to-back railbuses; in 1937 they had only been laid off a few years. It is easy to see in retrospect that I should have asked a lot more questions — but like most young enthusiasts I was then more interested in what was around than what had passed before. I did ask about the origin of the curious name MOROUS, and received no satisfactory reply, but some correspondence recently with Douglas Cartmel has produced the likely answer. Huw Morus (1622-1709) was a Welsh poet of some renown and was born at Ponty-y-Meibion in the Upper Ceiriog Valley, not so far away. It still doesn't explain why they changed the plates to MOROUS, of course, but then, we don't want to

solve *all* the mysteries, do we?

Finally, those who don't mind a muddy walk, might do worse than make their way to the bridge over the line west of Hanwood Road, between Edgebold and Cruckton stations. The old wooden centre section was rebuilt by the Shropshire Railways in brick, but funds ran out before the job was completed, and the parapet was mostly lacking. A photograph appears in the S.&M.R. booklet, showing the bridge as it was left, with the rough cutting walls each side. The cutting today is heavily timbered and the bridge almost impossible to photograph, but it is in just the same condition as when the Shropshire Railways left it. Neither the S.&M.R. nor the W.D. did anything of consequence to it in half a century and more.

The Shropshire & Montgomeryshire still has a lot of attractions in queries for the historian and relics for the archaeologist.

Eric Tonks

When visiting the Railway, come and see:—

The C.M. BOOTH Collection of Historic Vehicles

and other items of transport interest at

FALSTAFF ANTIQUES

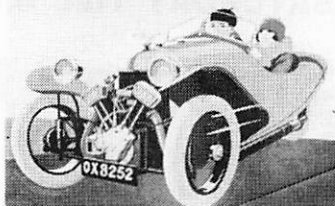
63 High Street, Rolvenden, Kent (3 miles from Tenterden, A28 Hastings Road)

Open 10am - 6pm

Admission 20p

Accompanied

Children 10p



Open Daily, but

only some

Sundays.

Phone 234

A main feature is the unique collection of Morgan 3-wheel cars dating from 1913, plus the only known Humber Tri-car of 1904, a 1929 Morris van, Motorcycles, Bicycles etc.

BIG NEWS

For Do-It-Yourselfers

**Full range of D.I.Y. materials
now in stock**

TIMBER

Softwood & Hardwood
Planed or Sawn
Tongued & Grooved

PLYWOOD

All Thicknesses from 4mm to
25mm, Interior/Exterior

DOORS

Garage Doors, Georgian Doors
French Doors
Interior/Exterior

WINDOWS

Most Wooden Types in Stock
Side & Top Hung
Picture Windows

LADDERS

Aluminium Steps, Trestles
Loft, Extending Ladders

SAND/CEMENT

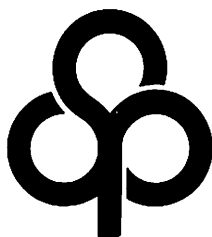
All Types Bricks, Blocks
Plaster
Large or Small Quantities
Supplied

ALSO

CHIPBOARD • HARDBOARD • BLOCKBOARD
PLASTERBOARD • FIBREGLASS INSULATION
PLASTIC PLUMBING • ETC. ETC.

FREE PARKING • FREE DELIVERY
OPEN SATURDAY TILL 4.00pm

Sandell Smythe + Drayson



Timber and Builders Merchants

Forstal Rd., Aylesford, Kent (Maidstone 7011)
Jenkins Dale, Chatham (Medway 43696)
Springfield Valley Rd., Hastings (Hastings 424300)

From Our Ticket Collection

A Joint Effort



Much has been written over the years about how the old railway companies competed with each other for traffic on rival routes, often with disastrous financial consequences to themselves, but far less is heard about the many fields in which they co-operated with each other to secure traffic to their mutual advantage.

Our ticket this month is an example of just such co-operation. Although Colonel Stephens was adamant in resisting any suggestion that his empire of light railways should ever be taken over by the much bigger companies through whose territories they ran, he was quite willing to join with the main line companies in traffic promotional exercises, particularly with the South Eastern & Chatham Railways' Managing Committee. Thus, in the days when the cheap excursion ticket was the passport to a day's happiness for the underprivileged masses (who probably appreciated it all the more in consequence!), the K.&E.S.R. joined the S.E.&C.R. in offering excursions to a number of destinations, mostly by the sea, to places such as Hastings, Dover and Margate.

These "joint" tickets usually carried the titles of both the participating companies, as in our current specimen, and because they were usually subject to special restrictions as to which trains could be used, they were almost always printed in distinctive colours. The ticket illustrated is a buff coloured Edmonson card, bearing a vertical red stripe down the length of the ticket, and further horizontal stripes across the centre of the outward and return halves. Full fare tickets at this

time were green in colour, so the excursion tickets would have been obvious to the ticket examiners, who doubtless gave them special attention to ensure that no infringement of the regulations was being committed.

The ticket was actually printed by the S.E.&C.R., who were so punctiliously accurate with the wording that the portion originating at Tenterden has the K.&E.S.R. initials given first on the ticket, whilst the return half from Hastings gives the S.E.&C.R. heading first. On the other hand, Tenterden Town Station is not given its full title, only the name "Tenterden" appearing, in contrast to the K.&E.S.R.'s own tickets, which always give the full name.

The actual excursion fare was quite a bargain, at 2/6d for the return trip, especially when we find that the ordinary return fare from Robertsbridge to Tenterden alone was 2/4d at about the same period. Nevertheless, the period immediately prior to the First World War, to which this undated specimen probably belongs, was famous for the variety and cheapness of the many excursion tickets available. The old London Brighton & South Coast Railway was perhaps the most famous of all, and it was possible to have a day trip to Brighton from London for a fare of about 3/- for the 100-mile round trip, and contemporary photographs and cartoons portray trainloads of eager excursionists so packed that the elderly carriages kept especially for such trains are literally bulging at the seams. Buckets and spades wave gaily from the windows, and straw hats are whisked from heads protruding dangerously from overfull compartments, yet everyone who remembers those far-off palmy days before the evil smelling petrol juggernaut over-ran the countryside so fair, invariably looks back with nostalgia to a scene which, alas, is no more, except, perhaps, on the few surviving preserved steam railways of which the K.&E.S.R. is, happily, one.

Oddly enough, the K.&E.S.R.'s efforts to develop the excursion traffic do not seem to have met with much success, as surviving specimens of these tickets all bear very low numbers. Perhaps the rather sparse train service had something to do with it, but at any rate it shows that Colonel Stephens was fully alive to any possibility of drumming up some revenue in ways such as this, an early fore-runner of today's "Awayday" excursion tickets.

Robin Doust

Kent & East Sussex Railway Gift and Book Shop

AT TENTERDEN TOWN STATION

- * Wide selection of quality souvenirs
- * Gifts at modest prices
- * Reproduction Railwaymania
- * Historic steam railway slides for the enthusiast
- * Specialist Books — Branch Line, Light Railway, and Southern Railway subjects

Solve that birthday or Christmas gift problem with something different from our range.

Mail Order a pleasure — ask for our Price List.

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.

* OPEN DAILY — 2 pm to 5 pm FRIDAYS & SATURDAYS 10 am to 5 pm

From Headcorn to Maidstone

Part 2: The Headcorn & Maidstone Junction Light Railway 1904/6

"I suppose you know what we mean by a station, it has a corrugated roofing; it is not a CLAPHAM JUNCTION!"

(H.F. Stephens at the Public Enquiry into the H.&M.J.L.R., April 1905)

Part 1 of this article (*The Tenterden Terrier* Spring 1977) described the complexities of various nineteenth century schemes to build a railway connecting Headcorn and Maidstone. The earliest plans had been for lines solely to serve the local needs of the Loose Valley area with its numerous corn and paper mills. Later, the intended lines were part of a larger scheme to connect North Kent with a seaport to be built in the shingle of Dungeness. The South Eastern Railway later envisaged a Maidstone-Headcorn line as a shorter route to Ashford and the channel ports instead of the somewhat circuitous route via Paddock Wood; its building would enable the S.E.R. to compete with its rivals, the London, Chatham & Dover Railway. Notwithstanding all these schemes, there was still no railway through the Loose Valley by the century's end, although a short goods siding had been built across the River Medway to Tovil.

In November 1904 application was made to the Light Railway Commissioners of the Board of Trade for yet another line in the area. This was the Headcorn & Maidstone Junction Light Railway which was destined to come nearest to completion. At the time of application the Headcorn Extension of the Kent & East Sussex Railway was nearing completion, and the H.&M.J.L.R. was envisaged as a northwards continuation. The H.&M.J.L.R. was promoted as an independent concern, the promoters being Sir Robert Filmer, Jesse Ellis, James Wood and Holman F. Stephens, the latter to "represent the interests of the K.&E.S.R.". Sir Robert Filmer held land for 2½ miles along the route and Jesse Ellis owned an adjacent quarry.

The proposal was for a single-line 9½ miles long commencing on the upside of Headcorn Station by an end-on junction with the Tenterden and Headcorn line of K.&E.S.R.; it would have crossed over the South Eastern & Chatham Railway's main line by a 60-foot span bridge and continued first northwest and then northwards towards Sutton Valence. After crossing the main-line, a quarter-mile long spur on the down side of the S.E.C.R. line would have connected back into the goods sidings at Headcorn Station. 2½ miles from Headcorn the proposed route

crossed the Headcorn-Maidstone main road by level crossing and as it reached the steep scarp slope just to the east of Sutton Valence it swung sharply west, again crossing the main road by level crossing beside the village's gas works. At a gradient of 1-in-47 for nearly a mile, followed by 1-in-50 for a further half-mile, the proposed line struck diagonally up the scarp slope through Chart Sutton to reach a summit near Chart Corner, 5½ miles from Headcorn, representing a climb of some 244 feet in 2½ miles. The route was now downhill all the way to Tovil, dropping 300 feet in 4½ miles, at a gradient of 1-in-50. The line passed to the north of Brishing Court, past Boughton Quarries, through Loose — crossing Old Loose Hill on the level — and on through the Loose Valley, past Loose Court and Ivy Mill, then Bockingford Arms and Hayle Mill, to terminate by a junction with the S.E.C.R. at their Tovil Sidings. Trains would have been allowed to run into either the S.E.C.R.'s Tovil or Maidstone West Stations.

A feature of the line was the number of level crossings; 17 were proposed, all ungated, with only three roads carried under and two over the line by bridges. Subsequently, three of the crossings were required to have gates and bridges were substituted in four other places.

The line was estimated by the Engineer, H.F. Stephens, to cost £75,413, excluding rolling stock. A share capital of £78,000 was proposed by the promoters, with power to borrow a further £26,000 giving a total of £104,000 to build the line, thus working out at an average of £10,400 per mile.

Although the H.&M.J.L.R. was promoted as an independent concern, powers were sought for either the S.E.C.R. or K.&E.S.R. to construct and/or work it. The Light Railway Commissioners, in considering the scheme, thought it desirable for K.&E.S.R. to acquire this extension and absorb it as part of their system "so as to do away with the unnecessary and wasteful machinery of another company".

When the scheme was advertised, as required by the Commissioners, several objections were received, and a public enquiry was instituted.

Among those with an interest in the scheme was Herbert Green of Hayle Mill who had previously battled against a railway on his property. This time the proposed route passed in a cutting on the opposite side of the road to the Mill entrance; however, it cut across Hayle Mill Road on the level and cut off the end of the mill pond, before passing very close to a row of seven cottages occupied by mill workers. Furthermore, Herbert Green was concerned that blacks from the locomotives pounding up the 1-in-50 gradient from Tovil would damage the paper being produced at the Mill. H.F. Stephens offered to provide a siding for the Mill and undertook to purchase all the cottages; he also assured Herbert Green that there would be no damage from locomotive blacks, promising to use smokeless coal. Unlike previous occasions, Herbert Green did not intend to oppose the scheme at the hearing — it was an expensive business to brief counsel as he had previously found out — although he was prepared to give evidence as to the undesirability of several level crossings.

In opening the enquiry at the Star Hotel, Maidstone, on 17 March 1905, counsel for the promoters said that earlier schemes had failed because of the costs of construction, especially of the tunnelling. However, no tunnels were now proposed and the line was to be built to light railway standards. The K.&E.S.R. had agreed to work the line at 50% of the gross receipts.

H.F. Stephens, giving evidence, spoke of the benefits that the line would bring, especially traffic from the development of local stone quarries, then in a state of decay. Fruit and manure would also be important goods traffic. It was considered £20 a mile a week would be taken in receipts; the Cranbrook and Paddock Wood Railway, which did not have as much traffic, had taken an average of £22 per week in its first eighteen months. Admittedly population in surrounding villages had fallen but the advent of the railway would bring people back, making the places "suburbs of Maidstone". He was somewhat derogatory about the scenic beauty of the Loose Valley — "there being paper mills and a polluted stream running through it. What beauty there was has been spoiled long ago". It transpired that Sir Robert Filmer was also promoter of a motor omnibus company, already running between Maidstone and Headcorn — a question of not putting all your eggs in one basket. He was prepared to stake a large sum of money in the railway project and that was all important. Jesse Ellis, another promoter, was a

successful traction engine proprietor in the vicinity.

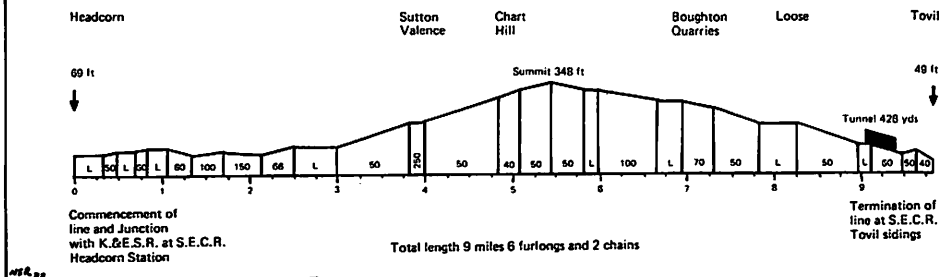
H.F. Stephens was asked where he proposed placing stations at Sutton Valence and Chart Sutton. In reply he suggested one at the top of the hill and another at the bottom, adding "I suppose you know what we mean by a station, it has a corrugated roofing; it is not a Clapham Junction".

Other witnesses came to give evidence as to the value of the line, concluding with a William Rigby, who considered the estimates for the construction reasonable and was prepared to undertake the contract, carrying out the work for £56,000. At the time he was within two months of finishing the construction of the Headcorn extension of the K.&E.S.R.

Then came the opposition. Level crossings at Old Loose Hill, Hayle Mill Road, and at Farleigh Hill, Tovil, came in for criticism. At the time of adjournment on the first day, various alternative ideas were being put forward. With the distinct possibility of a second level crossing being accepted at Cave Hill, Herbert Green now decided to oppose the scheme, instructing counsel to that effect. He suggested two alternative routes himself in the vicinity of his mill. The first, to avoid his workmen's cottages, involved the line following the side of the valley as far as Tea Saucer Hill crossing by a bridge under the road. The second was somewhat more ambitious. Instead of the line going into the valley by a bridge under Straw Mill Hill, close to Cave Hill (as planned), he suggested that it should go into a tunnel in the quarry close by, going diagonally under the road and continue for some 400-500 yards in tunnel, emerging into the Loose Valley some 250 yards south of Hayle Mill, thence rejoining the original line near to the Ivy Mill. A further proposal, of a Mr Middleton, to keep the line on the west side of the valley, thus passing through Herbert Green's own grounds, did not meet with his approval.

At the resumed enquiry, this time in London on 10 April, further opposing voices were heard. The subject of level crossings was well to the fore and it was eventually agreed that the crossing at East Farleigh Hill would be replaced by a bridge over the road. A consequence of this was a level crossing at Cave Hill — as Herbert Green had feared — although with gates and an increase in the gradient to 1-in-40 into Tovil. This amendment caused the Maidstone Corporation to immediately withdraw their opposition. Opposition came from several property owners,

GRADIENT DIAGRAM (as authorised)



The Light Railway Order, sanctioning the H.&M.J.L.R. Company, was signed by David Lloyd-George, President of the Board of Trade, on 6 May 1906. The named promoters were to be the first directors of the company. They had three years in which to effect the compulsory purchase of land and five years for the railway's completion. Clauses were written in, as usual, to protect the interests of various landowners. Under Provisions as to Workings, trains were not to exceed 25 mph and were permitted to work over the K.&E.S.R. to Tenterden Town Station. Tolls for the carriage of goods and minerals were to be 25% higher than the corresponding S.E.C.R. rates. The normal maximum passenger rates per mile — 3d, 2d, and 1d, for 1st, 2nd, and 3rd class respectively — were to be charged, although for a distance of less than three miles the company could charge as for that distance.

The authorised share capital was £96,000, not £78,000 as originally sought. Loan borrowing was increased to £32,000. The additional monies were intended to meet the costs of the tunnel. Both the S.E.C.R. and K.&E.S.R. were authorised to subscribe. Finally, in small print at the end of the Schedule, there appeared the now familiar clause "There shall be no obligation on the Company to provide shelter or conveniences at any station or stopping place".

The company proceeded to acquire much of the land along the intended route. In 1907 an amendment Order was sought, and obtained, to vary the borrowing structure.

However, in their Annual Report to 31 December 1913 the K.&E.S.R. reported "The Headcorn and Maidstone Railway has not yet been commenced,

but further powers are being asked for by the promoters, and it is understood that a large portion of the land has already been secured. As before reported, this should considerably increase the traffic on the Company's system." There is no record of further powers being obtained and the Great War intervened: the prospect of the line being built receded into obscurity. Purchase monies were refunded to landowners in 1917. Notwithstanding, the line continued to appear on Annual Report Maps of the K.&E.S.R. until the mid-1930s.

There remains one enigma about the "Maidstone Extension". Was K.&E.S.R. locomotive No. 4 HECATE really purchased to work this line? This eight-couple loco had been ordered from Hawthorn, Leslie & Co in February 1904, at a cost of £2,340, and was delivered in April 1905, a month before the opening of the Tenterden-Headcorn line. The H.&M.J.L.R. was not publicly announced until late 1904. It seems out of character for H.F. Stephens to have ordered a locomotive for a line until its necessity was proven, especially for a line as yet unauthorised and with no guarantee that the K.&E.S.R. would work it once built. Stephen Garrett, in his article "The 4 Hecates" (*The Tenterden Terrier* Spring 1977) suggests that the Maidstone line may have been a secondary motive for its purchase. Nec scire fas est omnia!

Neil Rose

Sources

Public Record Office, London
Kent County Archives, County Hall, Maidstone
Barcham Green & Company Limited, Hayle Mill, Maidstone.

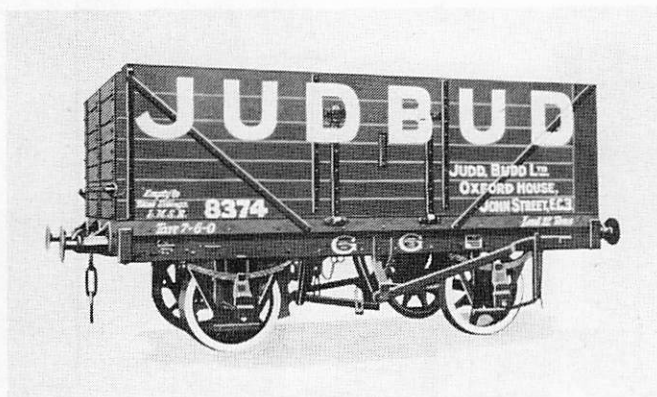
DINE OUT WITH A DIFFERENCE THIS SUMMER!

Join a Kent & East Sussex "Wine & Dine Special" from Tenterden Town Station at 19.45 on the following Saturday evenings:

July 23rd, 30th August 6th, 13th, 20th, 27th Sept. 3rd, 10th

Tickets, inclusive of a 4-course salad dinner and wine cost £5.50 and are available from the Commercial Manager

Limited accommodation — advance booking advisable
Pullman Bar



Suppliers of Coal for the Trains on the
Kent & East Sussex Railway
JUDD BUDD (SALES) LTD.

(ESTABLISHED 1879)

8 Dysart Street
London EC2A 2BY
Telephone 01-247 3411

ALSO SUPPLIERS OF SOLID FUELS, HEATING AND FUEL
OILS TO THE TRADE AND INDUSTRY THROUGHOUT THE
HOME COUNTIES



White Lion Hotel

Tenterden

A.A. ** R.A.C.

Old World Atmosphere

Two comfortable BARS with open log fire.

Modern bedrooms, many with own bathroom, some with four poster beds in oak and tapestry.

First Class a la carte menu from Monday to Saturday inclusive.

Table d'hote lunches every day, cold buffet table in BAR.

Residents lounge with colour television.

OPEN TO NON RESIDENTS.

Large tarmac car park at rear for forty cars.

Wedding receptions seating 70 or buffet for 150.

For — Business Lunches

Table Reservations

Birthday Parties

Wedding Receptions

Private Functions

Contact : The Manager, Tenterden 2921