

# The Tenterden Terrier



Number 15

Spring 1978



*We fixed it for Jim*

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

# The Tenterden Railway Company Limited

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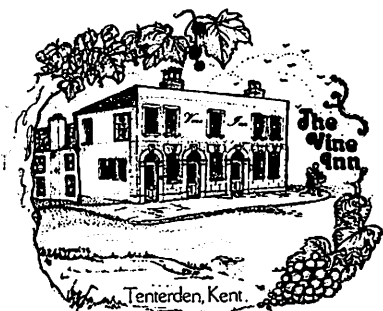
The townscape of Tenterden is explained with photographs and maps, and the story of the town as a limb of the Cinque Ports and former Borough is illustrated with historic items and domestic and agricultural by-gones given or lent by the Corporation and local people.

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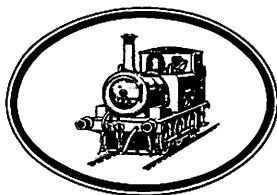


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The Tenterden Railway Company Limited

## FRONT COVER

### WHATEVER HAPPENED TO HELEN GIBBONS?

*All is revealed on page 13.  
[Kentish Express]*

## Editorial

### PLUSES & MINUSES

Membership up by 14% — passengers down 6% and profits . . . ? The full picture has still to emerge but it is clear that 1977 has been a year of contrasts. Special attractions, including "Wine & Dine" trains, "Santa Specials", and the September "Steam Up" attracted a greater measure of support than in 1976, but the general service trains were rather less well patronised. The track was extended from Newmill to Wittersham Road at the beginning of March, but it did not prove possible to reopen the station as had originally been hoped. Three "mark 1" coaches arrived to supplement the Maunsells and two more Austerities and a small diesel joined the ever growing queue at Rolvenden. Finally, the sales department at Tenterden station approximately doubled in size and expanded into the general office (definitely plus). In consequence, the Board of Directors were assigned to a small wooden building in the station yard for their meetings . . . . . minus or plus?

\*\*\*\*\*

From time to time requests are received from libraries for back numbers of "The Tenterden Terrier" to complete their files. Unfortunately, issues 1 to 4 have long been out of print and any reader who no longer wishes to retain these is invited to return them to the Editor.

# Mark Yonge's Notebook

As I write these notes, it is mid-winter; the 1977 season is over; platforms are devoid of people, leafless trees motionless in the still of early evening and rails no longer polished by the clatter of summer trains. Closer examination reveals much activity, although one must walk to see it unless fortunate to hitch a lift on a wickham trolley driven by **Boris Perkins**. When I visited the railway in early January, I joined the clearance gang, headed by **John Miller**, for several hours and witnessed no less than 27 volunteers engaged on the task of completely clearing the "avenue" of rotting willow trees on **Morghew's curve**, south of **Rolvenden**. These historic trees, planted by the "Colonel" himself in the 1920's, were planned to prevent the trackbed from moving out of alignment. Unfortunately, willows, being shallow rooting, have caused alarming undulations in the track formation in recent years, so they must go; but conservationists please note, a number of young oak trees have been allowed to remain and no unsightly stumps will be left to mar the lineside view.

Further down the line at **Newmill Bridge**, **Philip Rimmer** was hard at work with his team in an attempt to bring the line up to standard so that

speed restrictions can be avoided in 1978. What a difference! Sections of suspect track have been ballasted, raised and attractively banked on the curves in readiness for the Spring opening. To ensure completion of this major task, volunteers have been seconded from every department including Company Chairman **Stephen Bennett** who was seen wielding a sledge hammer at **Morghew's curve**.

The Job Creation Personnel under **Mike James** have doggedly continued to lay track panels between **Wittersham Road** and **Northiam**, the latter point now less than a mile away.

Back to **Rolvenden** at about 6.00pm and lines of gaunt locomotives, devoid of life are casting long shadows from the lights inside. **Bob Forsyth**, who is head of the Loco Department, can be seen there at most weekends. When I met him he was working on the newly-arrived diesel shunter, "**Baglan**". "We need to get **Baglan** back to normal service as soon as possible", he retorted. "The cylinder has been replaced but we are suffering some slight problems with cooling. In the long term we must re-profile the wheel flanges to give them more substance and



*Laying track panels between Wittersham Road and Northiam*

*[John Liddell]*

we intend carrying out this work when our next diesel arrives."\* (More news in the summer issue.) I asked Bob which engines he would be using this season. "Well, we intend to run No. 23 until mid-June when it will be taken out of service for a boiler inspection. Numbers 24 and 26 are fine, the latter suffering only minor problems with crank pins. A naming ceremony is planned for No. 24 in May when it will be christened "William H. Austen". We hope that No. 10 will run this year, but prior to this it will have to be inspected by our insurers."



*Cleaning out the smoke box [Chris Mitchell]*

Cheerful as usual and fresh from his television appearance was **Colin Edwards**. Not only did he strike an Arab a mortal blow during the filming, but also his own wristwatch. Colin has some interesting statistics on the locomotive mileage for 1977. These are as follows:

No.	Hours in Steam	Mileage
10 (Sutton)	491	1216
19 (Norwegian)	115	275
23 (Holman F. Stephens)	531	1960
24 (Austerity)	353	1193
26 (R.S.&H. saddletank)	89	153

Next, back to Tenterden for a chat with **Nick Patching** on the Signals & Telecommunications Department plans. "We will completely remove the pole route from the station to the home signals and all the circuits will go into a multi-core cable between the two points. We shall use the redundant poles further down the line towards Wittersham. At Cranbrook Road a track circuit will be installed on the Rolvenden side of the crossing to indicate to the signalman at Tenterden that a train is approaching. Formerly the gatekeeper was required to press the warning bell plunger, but on occasions this was forgotten, which led to heavily laden trains being stopped on the severe gradient at the Tenterden home signal!" And progress at Wittersham? "We have reached the provisional diagram stage and the engineer's siding at Wittersham will be worked as intermediate siding in the block section between Wittersham and Rolvenden. We have received some ex-G.N.R. (Ireland) signalling equipment from C.I.E. and there will be enough of this to supply all the running signals. We can provide the shunt signals from stock. We are also ready to start construction of the signal box, but let's wait until the weather improves."

Wittersham Road is now beginning to take shape, and on the following day, in a biting east wind, I met **Paul Sutton** making plans on the site. Considerable improvements have taken place, including the levelling of the enormous spoil heap and infilling behind the concrete platform face. Boots were the order of the day for the casual visitor, but when the site has dried out a little, car parking areas will be graded for drainage and trees (provided by an organisation known as "Men Of The Trees") will be planted on the boundaries. It is planned to reopen the station to passengers in early March, with an official opening to follow in May.

**Paul Ramsden** has sent me a most detailed report on the activities of the Carriage & Wagon Department. The new T.S.O. coach No. 64 has now been overhauled and the profusion of leaks from its tanks and lavatory system have been repaired. The seats, well worn by endless commuters on British Rail, will be replaced by rescuing seating from a condemned coach in time for the Spring reopening. **John Liddell** and his

energetic daughters are hard at work in T.S.O. coach No. 65, stripping the panelling of varnish, repainting the interior and recovering the tables. The roof of B.S.O. No. 53 is being recanvased and the seating stripped ready for new upholstery. Our much valued freight stock has been extensively overhauled and open wagons Nos 110 and 111 have received work on their wooden underframes. For the benefit of those with plenty of muscle, these wagons have both been rebuilt to three planks high and an end door fitted to enable ballast to be unloaded directly on to the track. Ken Duke has undertaken the arduous task of restoring the six-wheeled S.E.C.R. brake van No. 102; considerable damage was caused to it last year near Bodiam, whilst on freight duties, as a result of overhanging trees. One side has been completely reboarded and the roof repaired and recanvased. Last year a mark 1 coach (BSK S 34626) was

delivered and then promptly beheaded, leaving the gangways and sub-frame intact. At around the same time the G.N.R. teak bodied clerestory brake coach, minus sub-frame and wheels, arrived from a field in Huntingdon. These two items are compatible and when matched together will form a very fine period coach for the Railway. Paul Ramsden tells me that his department is establishing a relics shop at Tenterden, the proceeds from which will be put towards the departmental budget. He would be grateful for any unwanted items of railway or transport interest that have a saleable value.

\*Hunslett 0-6-0 diesel mechanical of 1948 arrived at Rolvenden from West Thurrock in late January. Congratulations to Paul Sutton for arranging both the acquisition of this and other items of rolling stock from Tunnel Cement Ltd.

## News from Area Groups.

**Ashford.** The Group held a model railway exhibition in Ashford on 28th January and despite appalling weather conditions, 1100 people attended and a profit of some £200 was realised for the Railway. Meetings are held on the third Wednesday in each month at Centrepiece, Bank Street, Ashford, at 7.30pm and it is hoped that all Company members in the area will eventually join the Group and participate in its activities.

Eric Graves

**Maidstone Extension.** The film and slide shows held on the last Thursday in each month at the Methodist Youth Centre, Brewer Street, Maidstone, continue to attract very good audiences and a record 64 people attended the November meeting. The window displays were in the Halifax Building Society in Chatham for November/December, including a "Santa Special" over the Christmas period and also in Barclays Bank, Maidstone, in November. The second display moved to Rootes in Maidstone during December. An article on "Publicity & Fund Raising" has been accepted by "The Railway Magazine" and is expected to be published soon. The Group is actively involved in track maintenance on the Railway and volunteers will be very welcome on any Saturday or Sunday at Rolvenden from about 10.00am onwards. The annual model railway exhibition will be held at the Methodist Youth Centre, Brewer Street,

Maidstone, on 18th March and enthusiasts will once again be offered interesting layouts and film shows.

Jack Fox

**Surrey.** The Group raised £950 for the Railway in 1977 -- a very creditable achievement. Meetings planned so far for 1978 are: the model railway exhibition at Trinity Halls, Guildford, on 11th March, YMCA Chelmsford 3rd/4th March, Greystott village hall on 8th April.

Richard Halton

**Tunbridge Wells (T.W.A.G.).** Robert Searle, the Group's secretary, resigned recently in order to pursue another hobby. His three years of service have been much appreciated. A wide range of activities were carried out in 1977, including a sponsored walk along the Railway in October and culminating in the model railway exhibition at Tunbridge Wells, which was attended by 1100 people and resulted in gross takings of £460. The evening meetings have also been well attended and the future programme includes: Tonbridge Steam Model Railway by Jack Mercer (14th March), The Great Little Trains of Wales by Marshall Vine (11th April). Meanwhile, work continues on the station building at Wittersham Road and the internal fittings, which are being made off site, will be installed soon.

John Wilber



# Passenger Statistics - 1977

	1976					1977				
	Adult	Child	Total	No. of days	Av. per day	Adult	Child	Total	No. of days	Av. per day
March	674	273	947	4	237	587	257	844	5	169
April	3105	1673	4778	9	530	2349	1112	3461	11	315
May	2952	1487	4439	11	404	1126	499	1625	9	181
June	2202	3344	5546	14	396	2941	2846	5787	15	386
July	2711	2122	4833	13	372	2957	2439	5396	14	386
Aug	5780	2955	8735	19	460	5222	2908	8130	23	354
Sept	2826	1350	4176	9	464	2439	1038	3477	8	435
Oct	1189	447	1636	9	182	1256	553	1809	9	201
Nov	111	37	148	4	37	127	41	168	4	42
Dec	197	89	286	7	410*	202	66	268	8	423*
	<b>21747</b>	<b>13777</b>	<b>35524</b>	<b>99</b>	<b>385*</b>	<b>19206</b>	<b>11759</b>	<b>30965</b>	<b>107</b>	<b>322*</b>
Santa Specials			2584					3537		
Privileges			546					965		
Promotional and passes			73					753		
Awaydays			217					—		
Wine & Dine			820					1140		
			<b>39764</b>					<b>37360</b>		

\* includes Santa Specials

The number of passengers carried on the Railway in 1977 fell by 6% compared with the previous year. This is somewhat better than had been anticipated earlier in the season, following the almost disastrous months of March, April and May, but still a little disappointing in view of the eight additional operating days, which were introduced mainly to extend services over the peak holiday periods. In consequence, the average daily passenger total fell by 16% from 385 to 322. The extension of services from Newmill Bridge to Wittersham Road at the beginning of the season appeared to bring little or no extra traffic, except for members travelling on privilege tickets. Unfortunately, the station platform at Wittersham could not be completed during the year as had originally been intended and therefore passengers were unable to join or alight from trains at this point, which would have added considerably to the variety and interest of the journey. The inclement summer weather and a general preoccupation with the Jubilee may have been factors affecting the numbers carried, but the decline was fairly consistent until very late season when the Santa Specials got under way. These trains were a great success and

numbers carried were 37% up on 1976. The higher number of promotional and pass tickets was mainly accounted for by the issue of 595 "go places" tickets by arrangement with Cadbury's cakes and the Awayday scheme with British Rail was discontinued at the end of 1976 due to lack of support. The number of passengers coming to Tenterden by public transport since reopening has always been negligible. The Wine & Dine's continued to flourish with the number of diners up no less than 39% — a great credit to all those who help with these trains..

1977, then, did not come up to our best expectations; but the economy remained depressed and many leisure industries, including private railways, suffered from the lower levels of consumer discretionary spending power. This year should see the platform at Wittersham Road complete and the attractiveness of the journey considerably enhanced; with personal incomes likely to rise in real terms in 1978 as North Sea oil gathers pace, we shall look forward to a more prosperous season for both our customers and for ourselves.

Colin Deverell

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# All About the Membership

A REVIEW OF THE FIRST SEVEN YEARS, COMPILED BY NEW MEMBERS SECRETARY,  
00190-10-05

From April 1971, the date of the incorporation of The Tenterden Railway Company Ltd, until late in 1977 the membership records were kept at Tenterden station and administered by a single membership secretary. For simplicity in subscription administration there are only three main categories of membership — full, associate and honorary. All members enjoy equal rights and privileges, with the exception that associate members are not entitled to vote at Company meetings. All members have to renew their subscriptions annually at the end of the calendar year and until recently this system worked well. However, the increase in numbers over the last year resulted in this task becoming virtually a full time occupation over every weekend for several months at renewal time and it was decided to transfer the records to a computer based system and spread the workload amongst several people. The number of paid up members at the end of each calendar year, of which approximately 10% were female, was as follows:

Paid up Members			
31st Dec.	Associate	Full	Total
1971	112	689	801
1972	242	1020	1262
1973	197	952	1149
1974	239	1104	1343
1975	230	1188	1418
1976	200	1161	1361
1977	218	1322	1540

Investigations indicated that the membership records could be more conveniently carried out by three people, each of whom would deal with specific tasks and be responsible to the Company Secretary. The New Members Secretary would look after applications from prospective members, a task which continues throughout the year. The two Renewals Secretaries would deal with renewals on an alphabetical basis, a task which is concentrated mainly in the November to April period. The occupants of these two posts would be able to deal with most of their responsibilities at home, without the need to go to the station regularly — an advantage during the short days of adverse wintry weather.

The conversion of the records to the new computer based addressing system has enabled a study to be made of past changes in membership and the tables below show the number of paid up members at each year end, analysed according to the year of admission and changes in membership year by year.

These tables show that the proportion of members failing to renew on the first occasion is high — 30% in 1977, although somewhat better than the 40% fall out in 1975 and 1976. Of the 3005 people who joined the company in its seven years of existence, only 1540 or 51% remained as members at the end of 1977. Whilst it must be recognised that a proportion of applicants will not renew under any circumstances due to loss of interest, movement away from the area, deaths, etc., we

Paid up Membership as at 31st December								Proportion of original annual membership remaining at 31st December 1977
Year of Admission	1971	1972	1973	1974	1975	1976	1977	
1971	801	704	572	506	454	391	383	48%
1972		558	352	294	249	194	191	34%
1973			225	140	103	65	62	28%
1974				403	241	176	153	38%
1975					371	230	194	52%
1976						305	215	70%
1977							342	100%
	801	1262	1149	1343	1418	1361	1540	

Changes in Membership Year by Year							
	1971	1972	1973	1974	1975	1976	1977
1971	+801	-97	-132	-66	-52	-63	-8
1972		+558	-206	-58	-45	-55	-3
1973			+225	-85	-37	-38	-3
1974				+403	-162	-65	-23
1975					+371	-141	-36
1976						+305	-90
1977							+342
Net change	+801	+461	-113	+194	+75	-57	+179

feel that it should be possible to retain a higher number of members who presently fail to renew. The situation can be helped in one important way by remembering to notify the Membership Secretaries of any change of address.

The rate at which new applications for membership have been made has depended upon a range of factors. In the period up to the end of 1972, the initial response to the formation of the Company predominated. In 1973 the first flood of applications was over. In 1974 the reopening of the first part of the Railway to public services resulted in renewed interest. The decision to increase the subscription from the original £2 to £3 in 1976 seems to have dulled the enthusiasm for both renewals and new applications. Since 1974, the number of new applications in each year has been constantly at or above 300 per year and it is therefore of some concern that the membership total has risen by only 391 in that period.

As far as administration is concerned, the addressing system used until 1977 had a disadvantage in that the plates, which were prepared on an ordinary typewriter, required recutting at fairly frequent intervals in order to maintain a reasonable standard of legibility. With the computer system the print out is done by an outside bureau and at a fairly negligible cost. The immediate result of the change can be seen in the "sticky" address label. The first of the three groups of reference numbers which are contained on the new address label is the addressee's membership number, the second the category of membership and the third is a geographical sorting code. The three categories of membership mentioned in the Company's articles, namely full, associate and honorary are identified by the first digit of the second group of numbers and are 1, 2 and 3 respectively. The second digit indicates a sub-division of one of the categories, of which there are nine in total. The categories and sub-divisions thereof are as follows:

	<i>Number of Members at 31 Dec. 1977</i>	<i>Membership Category</i>
<b>Full members</b>		
Ordinary	1144	10
Job Creation Programme members	31	13
Former K.&E.S.R. Association life members	103	12
Bodies corporate, etc.	5	11
<b>Associate members</b>		
Ordinary	200	20
Job Creation Programme members	18	21
<b>Honorary members</b>		
Life	5	30
Fixed period, in consideration for gift		31
Fixed period, in consideration for loan	34	32
	<b>1540</b>	



The last pair of digits represent a sorting code to enable the identification of members by place of residence. There are 17 codes, numbered 01 to 17, which are based on postal codes within the immediate catchment area of the Railway (e.g. 01 is Tenterden/Rolvenden, postal codes TN30 and part TN17). These move geographically away from Tenterden and the final two codes (16 and 17) are reserved for overseas members. The geographical distribution of the membership can be readily seen from the following table; only 5% live within 3 miles of Tenterden and the majority of these are Job Creation Programme employees, who are required to join the Company as a condition of their employment.

<i>Miles from Tenterden</i>	<i>Number of Members (%)</i>
Up to 3	82 (5)
3 to 12	189 (13)
12 to 30	558 (36)
30 to 75	545 (35)
Over 75	166 (11)
<b>Total</b>	<b>1540 (100)</b>

It is expected that the sorting code will assist in the circulation of information about local exhibitions, group meetings and other events. This should help to increase the number of renewals of existing members and also enable publicity to be issued to encourage fresh applications for membership. As a result of these

and other measures it is anticipated that a 10% increase in membership will result in 1978. If the target is achieved then membership will reach 1700 by the end of the year and at the time of writing we are on target with 50 new applications received.

# This Railway Needs You .....



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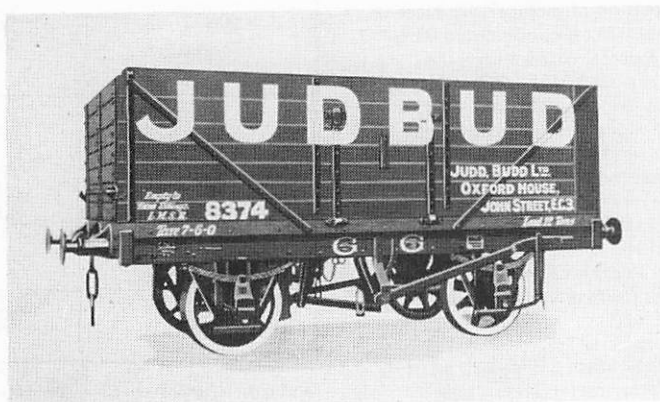
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- \* Free travel facilities and admission to the Tenterden Museum.

The subscription for 1978 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  
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# Whatever happened to Helen Gibbons?



Young and innocent, Helen Gibbons was taking a lineside stroll, when a villain did appear. Seizing Helen, who struggled hard to resist his advances, he dragged the poor girl to the rails, tied her down, and then departed. Minutes later, a train, en route for Wittersham Road, approached at speed and just as all seemed lost an Arab appeared, untied the lass and pulled her away from certain death. His intentions, however, were also far from honourable; what could she do? Meantime the engine driver pulled up his train and dismounted with hammer in hand. The Arab fell, Helen was freed . . . and they were happy ever after.

The full horror of this dreadful deed can be seen on "Jim'll Fix It", BBC Television, in early March, but readers of this magazine are fortunate to have a preview on pages 14, 15 and 16.

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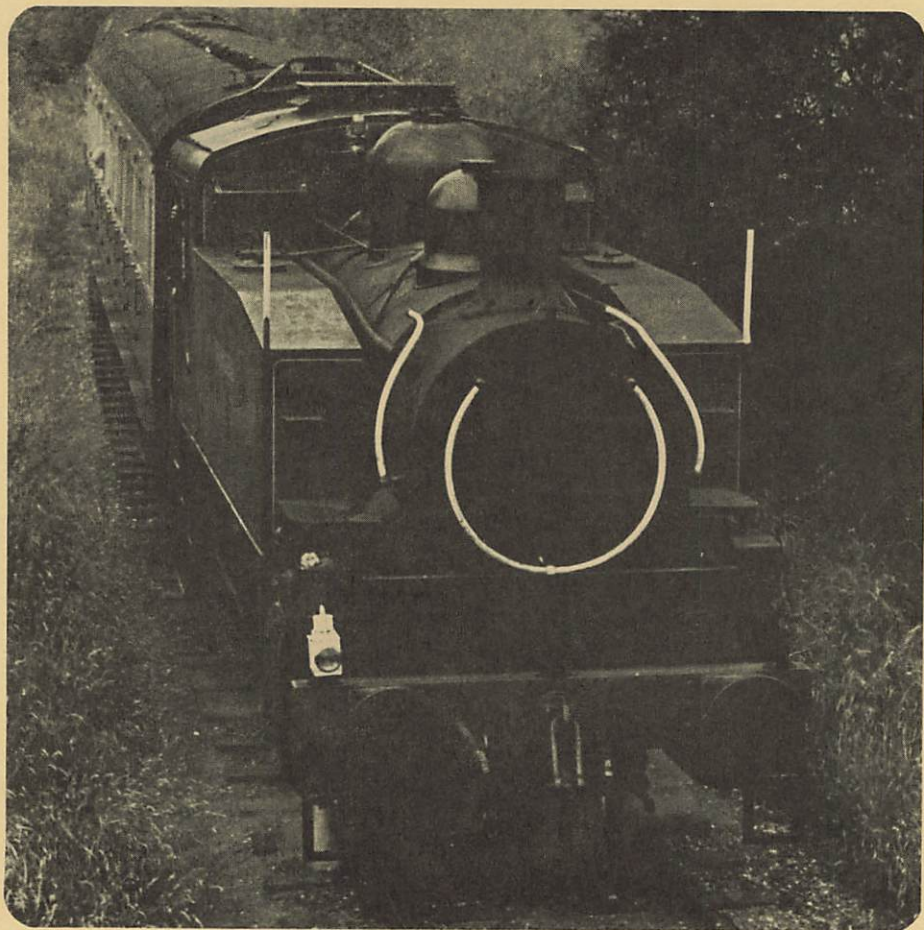




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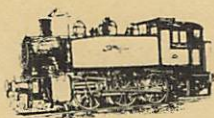
# AMERICAN STEAM IN BRITAIN

★ ★ ★ ★ ★ ★ ★



An Invitation from the Kent & East Sussex Locomotive Trust





## INTRODUCTION

Early in World War II it became apparent to the western allies that there would be an acute shortage of locomotives in Europe following the invasion as many would be destroyed or taken eastward by the German Forces. This led to the development of several "Austerity" types of locomotives in England and in 1941 the United States Army Corps of Engineers called for the construction of a large eight-coupled freight engine and a small "switching" class for shunting duties at army depots, docks, etc. Both classes were designed by Major (later Colonel) Howard G. Hill in late 1941 and proved very successful. Many remained in railway service throughout Europe until the late 1960s.

Four hundred and fifty 0-6-0 tank engines were built in 1942 and 1943 and were shipped to Britain, the majority moving on to France and elsewhere on the continent. However, a number were to remain at the War Department store on Newbury Racecourse and 14 of these were purchased by the Southern Railway in December 1946, being dubbed the "USA" class. These represented manufacturers H.K. Porter & Company of Wilkes Barre and Vulcan Ironworks of Pittsburgh. The Southern Railway carried out a number of modifications to cab and bunker, both to increase the coal capacity and to facilitate mechanical coaling at Southampton Docks Shed, where the entire class was based for dock shunting duties until displaced by new diesels in the early 1960's. Two Vulcan locomotives (works numbers 4433 and 4441) were transferred to British Rail's Ashford works in 1964 where they worked as yard shunters until 1967 when all steam operation on British Railways ceased. For a year they remained in Ashford but in June 1968 they were sold to Woodham Brothers whose scrapyard at Barry, South Wales, was later to become famous as the source of many steam engines for restoration. However the two "USA's" were not to reach the scrapyard. Only six miles from Ashford hot axle boxes developed and the two engines were temporarily stored at Tonbridge Running Shed. At this point the Kent & East Sussex Locomotive Trust stepped in and purchased both engines which were transferred by road to the Kent & East Sussex Railway's depot at Rolvenden Station. Number 22 "Maunsell" (works number 4441) was restored to working order and operated many of the passenger trains in 1974 and 1975 running nearly 1500 miles. During 1976, however, it was necessary to

withdraw the locomotive for repairs and it has subsequently been decided to regard the work as a major overhaul.

## DESCRIPTION OF THE "USA" CLASS

Although small by American standards, the class exhibits many classical features. The construction utilises bar-frames, the standard American practice but unknown in British designs this century, and combines with a high boiler and tank level to give a distinctly American appearance. The wheels, six-coupled and driven by outside cylinders acting on the rear axle, are very close together to negotiate tight curves. The eye-catching appearance is enhanced by three domes on the boiler, two containing sand for added adhesion in addition to the more familiar steam dome. The firebox combines the luxury (to English eyes) of a divided rocking grate with the austerity implied by an absence of dampers — this latter point making the steaming difficult to control satisfactorily. The inner and outer fireboxes are separated by sophisticated flexible stays and these have proved problematical from the earliest days. The Southern Railway replaced them with rigid stays on most locomotives but the original ones remain on No. 22 and it was the excessive corrosion of these that led to withdrawal from service in 1976. With a tractive effort of 21 600 lb the USA class is ideally suited to hauling five coach trains on the 1-in-50 Tenterden Bank which forms an exciting feature of any journey on the K.&E.S.R. Number 22 is fitted with vacuum brake and steam heating gear and, since arrival on the K.&E.S.R., mechanical axle-box lubrication has been installed.

## THE KENT & EAST SUSSEX RAILWAY AND LOCOMOTIVE TRUST

The Railway was built between 1896 and 1905 to link the three small towns of Robertsbridge (East Sussex), Tenterden and Headcorn (both in Kent). Construction and operation was supervised by Mr. Holman F. Stephens who was well known as a pioneer of light railways in Britain. The K.&E.S.R., although of standard gauge, was the first line built under the Light Railways Act and incorporates very sharp curves, steep gradients and minimal station facilities. Independent until 1948, the railway was closed in stages between 1954 and 1961 but 10 miles were taken over by enthusiasts and services resumed in 1974. The railway is operated by a registered charity, The Tenterden Railway Company Limited, and relies entirely upon voluntary labour. Some 4 miles are now in use after massive restoration including the construction of a new 60 foot bridge and replacement of every single sleeper on the section. Restoration of the remaining six miles continues.



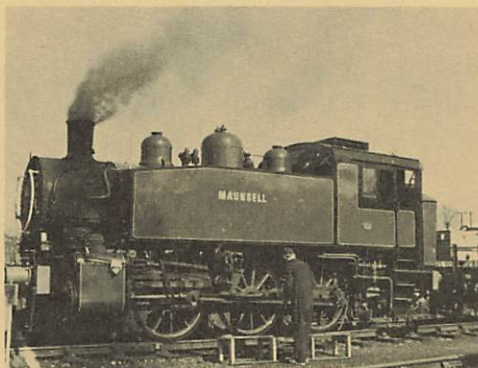
The Kent & East Sussex Locomotive Trust, although an independent organisation, works closely with the Company. It was formed to purchase locomotives and other rolling stock for use on the railway and, apart from the two USA locomotives, owns an excellent selection of passenger coaches, wagons and brake vans. Some of these are in service and others are being restored. The operation and maintenance of the locomotives is undertaken by the Company under a long-term agreement with the Trust. The Trust is a non-profit making body and its membership is largely drawn from regular volunteer workers on the Railway.

## THE WORK TO BE UNDERTAKEN

The Trust ultimately aims to return both locomotives to full working order but in the immediate future efforts will be concentrated on No. 22. Apart from replacement of the flexible stays mentioned earlier, new boiler tubes will be necessary and it is planned to fit dampers to introduce more control of the fire and improve fuel economy. Much of the body platework is badly corroded and needs to be replaced. The present asbestos lagging will be removed and replaced with fibre-glass and the locomotive requires complete repainting. Prior to entry into service in 1974 the valve gear was completely overhauled and subsequently new piston rings were fitted following cylinder reboring. The majority of the planned work will be carried out by skilled volunteers but some tasks such as the removal of the lagging and riveting of the stays will be contracted out to specialists. The work required on No. 21 includes re-tubing, mechanical overhaul, replating and repainting.

## THE "AMERICAN STEAM IN BRITAIN" APPEAL

The Trust has recently agreed with the Company that it will raise all the funds necessary for the restoration of No. 22 and has set a target of £5000 to cover the costs detailed on the facing page. Donations from members have already started to come in and the Ashford, Maidstone and Surrey area groups which support the line have adopted the appeal with the joint aim of raising £2000 — a sum well within their previous level of achievement. The Trust is also seeking assistance, not only from other supporters of the railway, but also from any other sympathisers including British and American-engineering companies and private individuals. In order that work may go ahead on the locomotive a closing date of 31st March 1979 has been set. Although the initial target is £5000 it is hoped that a larger sum will be raised so that restoration may proceed on No. 21, the cost of which is likely to be in the same order as that for No. 22.



### Restoration — the costs involved

Professional removal of asbestos lagging and purchase of glass-fibre replacement	£250
Approximately 200 new boiler stays	£1000
Set of new boiler tubes	£2000
Professional boilermith's fees	£250
New steel for cladding, platework, dampers, etc.	£500
Other sundry materials and fees	£500
Contingencies and inflation	£500
<b>TARGET</b>	<b><u>£5000</u></b>

The above costs are estimates and depend, of course, on the prices which can be negotiated with suppliers at the time of purchase.

## HOW YOU CAN HELP

The Trust invites donations of whatever size you can afford. £5 will pay for one boiler stay; £10 will cover the cost of a tube. Larger and smaller donations will be just as welcome. Donations in kind are also equally acceptable. Apart from materials needed for this particular project, any supplies donated for other aspects of Railway operation will save money which may be put to use on locomotive restoration. Further copies of this leaflet are available from the address overleaf if you know someone, a friend or your company maybe, who you think may be able to help. The Trust will also send information to anyone who you feel would be interested.

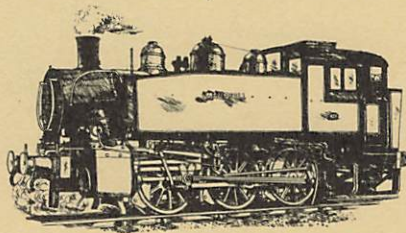
## COVENANTS

The Tenterden Railway Company Limited, which operates the Railway, is a registered charity and can therefore benefit from covenants. Arrangements may be made for lump-sum covenants which allow the company to benefit immediately from cash donations whilst tax repayments are made over a seven-year period. Such lump-sum covenants may be made for the aims of this particular appeal.



THE KENT & EAST SUSSEX LOCOMOTIVE TRUST

# AMERICAN STEAM IN BRITAIN APPEAL



Please return this form to Mr. Simon Green, 3 Upper Crisbrook Cottages, Hayle Mill Road, Maidstone, Kent ME15 6DU, England. Cheques and P.O.s should be made payable to "The Kent & East Sussex Locomotive Trust".

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ADDRESS .....

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POSTCODE ..... TELEPHONE .....

I enclose herewith a donation for £ .....

I would like to become a member of the Kent & East Sussex Locomotive Trust (delete if inapplicable)

..... (Signature)

NOTE: To become a member of the Trust a minimum donation of £10 is required and to remain a member at least £1 per year (or such sum as may be subsequently decided by the Trust) must be donated. All persons donating £5 or more will automatically be kept informed of progress of this appeal. To avoid unnecessary costs, small donations will not normally be acknowledged unless a receipt is requested. Please do not think this results from ingratitude: we wish to ensure that your donation is fully employed on restoration work.

I am also interested in becoming a member of the Tenterden Railway Company Limited:

Please send me further details ..... (tick)

Please send me details of \*normal/lump-sum covenants ... (tick)

*\*Delete as appropriate.*

NB: Covenants may only be made by those over 18 years of age paying income tax at the standard rate or over.

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PHOTOGRAPHS: *Cover – No. 22 approaching Tenterden with a passenger train in July 1975 – Chris Mitchell*

*Inside – No. 22 undergoing a steam test at Rolvenden Locomotive Depot in April 1971 – John B.B. Wood.*

DRAWING: *Roy Chambers*





**The hero strikes**



**is well  
and all ....**

# Eric Thompson Remembers.....

Eric A. Thompson, who was employed on the Kent & East Sussex Railway between 1942 and 1954, recalls to John Miller his work and some of the many characters that he met at Rolvenden during the crucial wartime years.



*Eric Thompson (Right) and Bob Blair, 1952*

*[J. G. Glick]*

J.M. Eric, can you tell me when and how you came to join the staff of the Kent & East Sussex?

E.T. Yes, it was on the 13th February 1942 when I was 17 years of age. I wanted to join the Army but I wasn't old enough, and although railway work came under the Essential Works Order, the National Service Officer said that if I worked on the Kent & East Sussex meanwhile, I could leave when I was 18. So I reported to Rolvenden where I was seen by Sam Austen, the fitter. However, when the time came, Mr. William Austen, the Managing Director, would not release me. I remember him saying "Eric, you have a bee in your bonnet about going into the Army". But I was determined, so I went to Salford Terrace

to put my case, but he refused to see me. Eventually we both had to attend a tribunal in Tunbridge Wells and he won the day — and I stayed on the Kent & East Sussex.

J.M. How well do you remember William Austen?

E.T. Very clearly, though we did not see much of Billy Austen after nationalisation — we used to call him that behind his back! He used to wear a long black coat and a black Homburg hat, and with his silver moustache he had a distinguished look about him. He had a slightly disdainful look, and he always seemed to me to be a big man. He somehow commanded respect — and I liked him.

J.M. What about your first day at Rolvenden?

E.T. Well, No. 3 was stripped down and No. 4

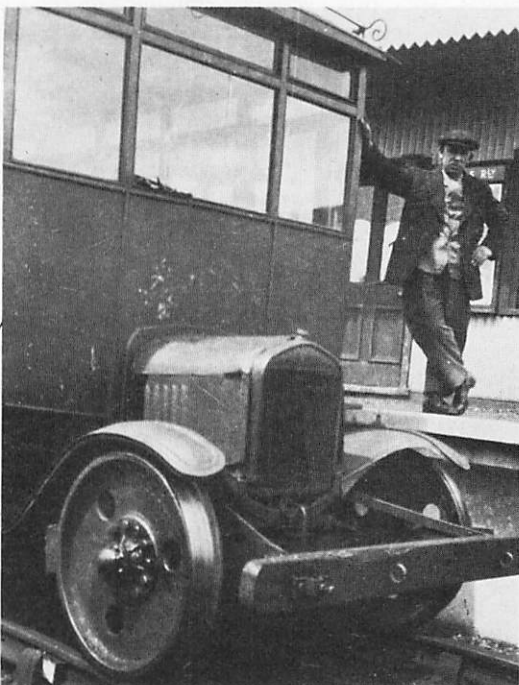
was in service, and they were all that was left of the original K.&E.S.R. locos. Also in service was Southern No. 3440 (and incidentally I remember that her injectors were down on the floor and we used to kick them on). In the yard there were bits of junk everywhere and weeds growing all over the place. The pits were full of dank oily water and my first job was to clean them out. It was a filthy job. There was a massive old rail crane and Nelson Wood told me later that the chain had to be annealed each year. There was an old Cochrane Annan vertical boilered stationary engine which had to be lit up, and the lathes were driven with belts from this machine — and it was used to pump water from Newmill Channel to fill up the water tower. The present water tower was built later. Tom Gilbert, the carpenter, had a workshop where he renovated the coaches though a sign-writer from Tenterden was called in to do the lettering. Tom later went to work at Ashford carriage works.

J.M. You mentioned Nelson Wood — tell me about him.

E.T. Now, Nelson Wood was an exceptional man. He really knew everything there was to know about his job, and he gave me a very thorough training. Nelson was a Cornishman, born in Callington, and first worked for Colonel Stephens on the Bere Alston line, and he always spoke of the Colonel with great affection. He was persuaded to come to Rolvenden by Stephens and stayed for more than thirty years. Nelson told me that he had intended to return to Cornwall but the Colonel paid him well to stay where he was. Nelson was a fine man — a real “steam man”. He really understood engines. He could get a heavy load up Tenterden Bank that would have defeated anyone else. He was a tremendous character — I can see him now with his black bushy eyebrows. Nelson used to live opposite the post-office in Tenterden and as he couldn’t ride a bicycle he used to walk to work. I was upset when we parted because he took such an interest in my career. Jimmy Webb was a fine driver also. He had a very different temperament but he could nurse an engine along.

J.M. Were you living in Rolvenden when you started on the Kent & East Sussex?

E.T. No, at that time I was living in Benenden. I used to cycle from there to be at Rolvenden



*Jimmy Webb*

*[H. V. Wood]*

to light and oil the engine at 4am. I remember when I opened the shed doors how the smoke used to billow out. There were only small vents at the top of the roof — not sufficient to get rid of all the smoke that accumulated overnight.

The early shift was from 4am to 1.30pm but if no one turned up to relieve you, because of sickness for example, then you might find yourself working on to 8pm.

There were only two passed drivers in the earlier years. Sammy Austen the fitter, usually took the first train of the day. This avoided too long a working day for the drivers and gave Sammy a chance to see how the engine was working — as well as a little extra interest. To avoid running round the train at Tenterden, the first train was propelled up the bank from Rolvenden, straight into the platform, ready for the run to Robertsbridge. British Railways didn’t like this practice and, of course, stopped it when they took over the line. They also stopped Sammy driving trains

which was a great disappointment to him. Later, when John Hoad and I passed out as drivers, things were easier.

J.M. How was the line operated?

E.T. It was divided into section with a key staff to each section. I think I am right in saying they were: Headcorn to Biddenden; Biddenden to Tenterden; Tenterden to Rolvenden; Rolvenden to Northiam; Northiam to Bodiam; Bodiam to Robertsbridge.

I used to feel sorry for the passengers because the journey from Robertsbridge to Tenterden could take two hours with all the shunting at each stop. There was no watering point between Robertsbridge and Rolvenden so if we spent a lot of time shunting, particularly with a "Terrier", there would hardly be any water left in the tanks by the time we reached Rolvenden.

In Kent & East Sussex days the last wagon in a freight train carried a red disc so that we could check at each stop that we had not "lost" a wagon since the last stop, but after nationalisation we used to have a brakevan on freight trains. At Bodiam we

used to "fly shunt" using a hawser, and during the hop picking season I can remember trains of 14 or 15 wagons, each loaded with hop pockets.

The railway also did quite a good trade carrying flowers. Chancellors nursery in Rolvenden Layne used to send carnations from Wittersham Road, and we might pick up bunches of primroses from any of the stations. Flowers were usually carried on the last train of the day. When we reached Robertsbridge we would run into the mainline down platform and meet the London train. We could then transfer the flowers direct from our train to the London train and the flowers would be in Covent Garden early the next morning.

J.M. Did the Kent & East Sussex possess any road vehicles in your time?

E.T. Yes, Doug Vidler used to drive a light lorry with a tarpaulin cover over the back, and this was kept in a garage at Rolvenden, to the right of the present timber merchant's yard.

*(to be continued)*



*The K.&E.S.R. lorry*



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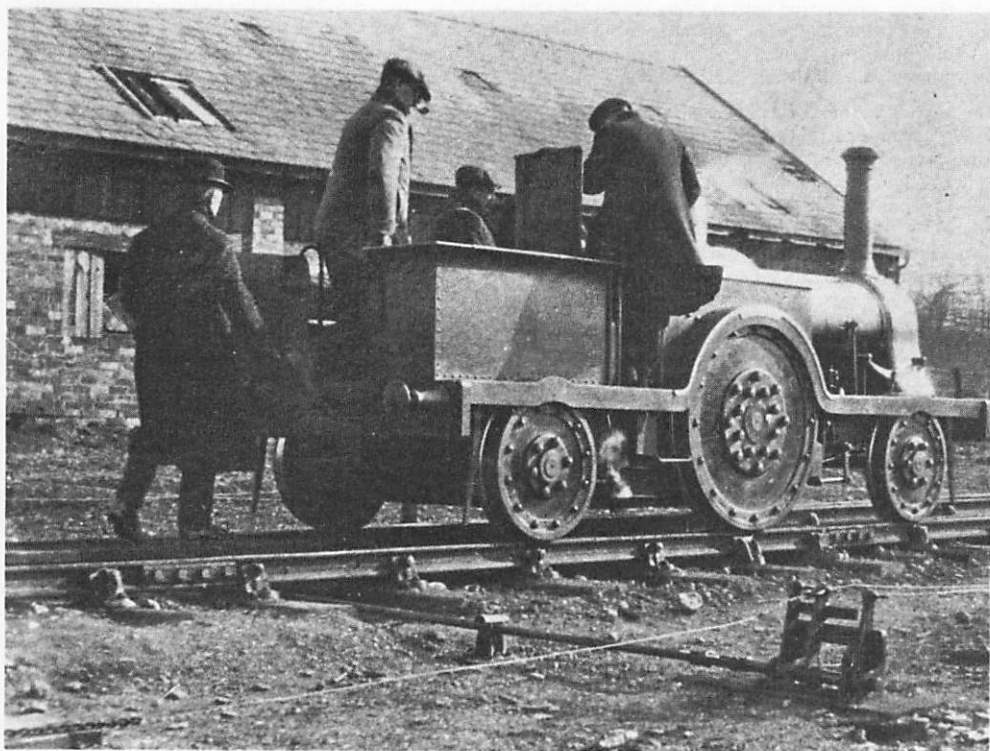
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# From the Railway Archives

Trouble with the Ministry



*"Gazelle" at Kinnerley Junction, circa 1911. Note "Wind Screen" [W. H. Austen Collection]*



*On the Criggon branch*

*[W. H. Austen Collection]*

One of the delights which await the student of the railways of the late Lt-Colonel H. F. Stephens is the discovery of the unexpected; a photograph of a hitherto unrecorded item of rolling stock perhaps, or a reference to a proposed light railway which the Colonel hoped to build, but which failed at the eleventh hour due to lack of finance. Quite recently, the writer came across a file of correspondence which referred, amongst other things, to a most unusual method of working on the Criggion branch of the Shropshire & Montgomeryshire Railway in its opening year, 1912.

The history of the "Potts" is well documented; Stephens obtained the backing of landowners and local authorities in order to apply for a light railway order and reconstruct the line between Shrewsbury and Llanymynech, including the branch to Criggion, after it had lain derelict for 30 years. The owners of the railway, the Shropshire Railways Company, entered into an agreement to lease the land and effects to the new Company in 1909, in return for a proportion of the net receipts and thus retained a continuing interest in the profitability of the enterprise as a working railway. Although the Shropshire Railways Company were keen to see the 18 miles of main line reopened, they were less enthusiastic about the 5 mile section between Kinnerley and Criggion and it was stated at the Public Enquiry into the scheme on 9th July 1907 that they did not think it would ever be a paying proposition.

The branch also required considerable capital works, in particular, the rebuilding of a viaduct over the River Severn at Melverley, which had collapsed during the period of dereliction. Nevertheless, Stephens, with his usual tenacity, decided to restore both the main line and branch, the former being reopened to traffic on 13th April 1911. The Melverley viaduct was rebuilt using surplus second-hand girders from elsewhere on the line and on 11th June 1912, Major E. Druitt, R.E., carried out his final inspection of the Criggion branch and recommended to the Board of Trade that it should be sanctioned for passenger traffic, although on the question of the viaduct he stated that "the girders have sufficient theoretical strength for engines and rolling stock with a maximum load not exceeding 10 tons".

Whilst the reconstruction work was in hand, Stephens incurred the wrath of the Vicar of Criggion, the Reverend R. Brock, who, having failed to obtain satisfaction from the local railway officials with regard to his complaints concerning the state of a level crossing at Criggion, decided to refer the matter to the Board of Trade, and wrote:

Criggion Vicarage  
Shrewsbury

13th December 1911

To the Board of Trade

Dear Sir,

The branch of the Montgomeryshire Railway is now about to be opened. There is a crossing which I have to pass to and from my church sometimes. In laying the rails there, many have lowered therein to form a hollow which fills up with mud and water after rain.

I am complaining and demanding that the rails shall be raised to the general level of the roadway and that the space between the rails be planked. A heavy crossing should be provided for foot passengers in all weathers.

This is a matter of urgency and if not done at the beginning of the winter it will never be usable. I shall be grateful if you will make an order for this matter to be dealt with.

I am your obedient servant, sir,

R. Brock, Vicar

The Department took up the matter with Stephens a few days later, who was wholly unrepentant and replied as follows:

The Assistant Secretary  
Railway Department  
The Board of Trade  
7, Whitehall Gardens, S.W.

Tonbridge, Kent  
22nd December 1911

Sir,

Criggion Branch – Rev. R. Brock's complaint

---

Adverting to your letter of 19th inst I beg to inform you that this branch line has been deserted for many years and is now in the process of reconstruction. The crossing in question was effected by means of a shallow sunk approach.

During the time the line was abandoned this approach had been filled up locally and the rails buried about 2'6" below the level of the road as raised. All that has occurred is that we have now removed this unauthorised filling and restored the road to its original level. It is quite possible that during reconstruction a certain amount of mud may have accumulated, but when the line is reopened for traffic and submitted for inspection by the Board of Trade this will be put in order.

The Rev. R. Brock has no real reason for complaint, he is only experiencing what inevitably happens during the construction or reconstruction of a new line.

I am sir, your obedient servant

H. F. Stephens

Nothing appears to have been done to the offending level crossing and no further correspondence was exchanged with the reverend gentleman until one year later, when he decided to take a trip on the Railway, with somewhat unfortunate consequences. Enraged by the experience, he wrote to the Board of Trade:

Criggon Vicarage  
Shrewsbury  
23rd November 1912

Sir,

I booked today my fare by the 3.57 train from Abbey Gate station to Criggon on Shropshire & Montgomery Rly. I rode to Kinnerley Junction by a properly equipped train. Proceeding to the branch to Criggon, I was put with another man and two women into the back part of an engine with only a screen between us and the fire – no roof and the sparks and smuts falling over us – one spark nearly got into my eye – with danger of being blinded – my clothes too injured by the same. I wish to know whether passengers can be thus treated and deceived – for the last time I came about a fortnight ago I was conveyed in a carriage as I have hitherto been. I have had occasion to use the Rly for my wife and daughter and friends from London and of course I cannot subject them to such risk and barbarous treatment.

If they cannot or will not serve proper accommodations through the journey, they should not be allowed to advertise it – there were carriages at the station (Kinnerley) and as an engine ran – a carriage could and should have been on the back.

Another matter of which I have complained and which the Supt has promised to have remedied is the hollow appropriately termed a ditch by one of the officials, formed by sinking the rails, or not making proper approaches to the crossing to my church – Trusting that these matters may be inquired into and remedied

I am your obedient servant,

R. Brock, Vicar of Criggon

The Department communicated with Stephens immediately, who replied:

The Assistant Secretary  
(Railway Department)  
Board of Trade  
7, Whitehall Gardens, S.W.

Tonbridge, Kent  
3rd December 1912

Sir,

Rev. R. Brock's complaint

I reply to your communication of 30th November and find that it is usual, owing to the slight traffic on the branch in question, to utilise the services of the inspection engine for the afternoon train as the occasion arises; wind screens are provided and in view of the smallness of the traffic it is considered that the action is justifiable.

In reference to the complaint re approach to the church at Criggion – you will remember that this matter has been before the Board of Trade on more than one occasion and has for long been a source of great dissatisfaction to the complainant.

This approach was inspected by the Inspecting Officer, Lt-Col Druitt, R.E., on the occasion of his inspection of the Criggion branch and we are not aware that any serious objection was then taken to it or could be taken to it at the present time.

I may say that, unless ordered by the Board of Trade, the Company do not propose to incur further expenditure on the approach in question.

I enclose a small print showing the inspection engine in question with its accommodation. Obviously the speed is very limited.

I am your obedient servant,

H. F. Stephens

The "Inspection Engine" in question was, of course, the diminutive "Gazelle" which Stephens purchased in 1911 from T. W. Ward Ltd. Built to a 2-2-2 wheel arrangement by Alfred Dodman of Kings Lynn in 1893, for a Mr. Burkitt for his private use, "Gazelle" was well suited to the Criggion line with its fragile viaduct as it weighed only 5 tons 6 hundredweight; when delivered new, it was equipped with Mansell wheels with polished teak segments and had seats for several people at the rear of the cab. Stephens sent "Gazelle" to W. G. Bagnall Ltd. for conversion to a 0-4-2 arrangement with solid cast iron wheels in June 1911 and when returned to Kinnerley, it was obviously used from time to time on the Criggion passenger service as the sole vehicle of transportation. The Board of Trade were obviously unhappy about this particular economy involving the carriage of passengers and wrote to Stephens a mild letter of rebuke:

The Managing Director  
Shropshire & Montgomeryshire Light Railway Company  
Salford Terrace  
Tonbridge, Kent

7, Whitehall Gardens  
London, S.W.  
11th December 1912

Sir,

Adverting to your communication of 3rd December respecting the complaint made by the Rev. R. Brock of Criggion Vicarage, Shrewsbury, in regard to the passenger accommodation provided on a certain train running on the Criggion branch of your Company's railway, I am to state for the information of your directors that it is considered that a proper carriage for the conveyance of passengers should be run on the train in question.

I am your obedient servant,

W. F. Marwood

At this point the correspondence ceased; Stephens returned "Gazelle" to Bagnall's for the cab and rear seating accommodation to be covered in and for a step to be fitted. He also purchased an ex-L.C.C. horse tramcar for use with the locomotive and thus equipped the "train" served the residents of Criggion for many years. Nothing further was heard of the Reverend Brock, but at least he had the satisfaction of knowing that one of his complaints had been investigated and remedied. In future, his friends from London could be assured of a reasonably comfortable journey on the branch from Kinnerley Junction, that is assuming, of course, that it was not combined with a visit to Criggion church on a stormy day in the middle of winter!

Philip Shaw

*The locomotive "Gazelle" is now preserved at the National Railway Museum, York.*

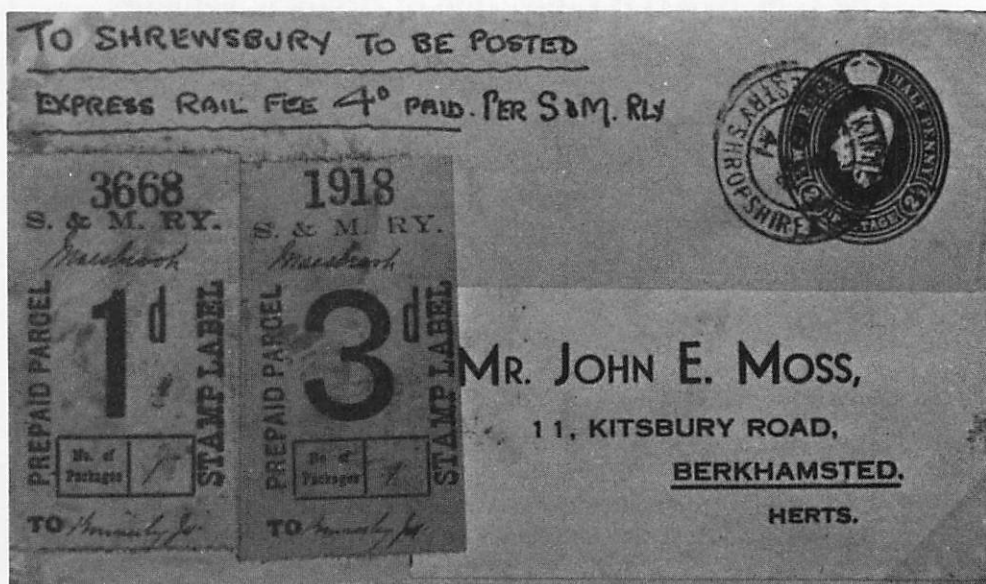
# The Philately of Colonel Stephens' Railways - Part 2



Since I wrote on this subject in the Spring 1976 issue of "The Tenterden Terrier" a little more information has come to light. Three items of interest from the collection of Roger de Lacy-Spencer are the subject of this article, to whom I am grateful for the loan.

The first item is the Shropshire & Montgomeryshire Railway newspaper parcel stamp that I mentioned previously. Although this is a used example it is not cancelled and cannot be dated.

More interesting is the cover posted at Maesbrook (on the S.&M.) on 19th April 1941 and franked with two of the stamps of the type shown in my previous article. This is the first dated item that I have seen and suggests that these stamps date from the late 1930's. The use of parcel stamps when letter stamps were not available was officially authorised by the Post Office in 1920, but had been the general practice from much earlier. I have a cover posted on the S.E.C.R. at Broadstairs on 6th October 1916 and franked with a 2d. parcel stamp. The Maesbrook cover shows that it was the practice to insert the name of the station of issue in manuscript at the top of the low value parcel stamps when they were used. The final thing of note is that although the letter is addressed to be posted at Shrewsbury, the S.&M. were only prepared to carry it to Kinnerley Junction (spelt Kinnerly by the S.&M. employee). In this they anticipated the present attitude of British Rail that the service is intended as an express service and that letters should be transferred to the normal postal system as soon as this is likely to result in a quicker delivery. This is done to the annoyance of philatelists usually very much sooner than directed on the cover!

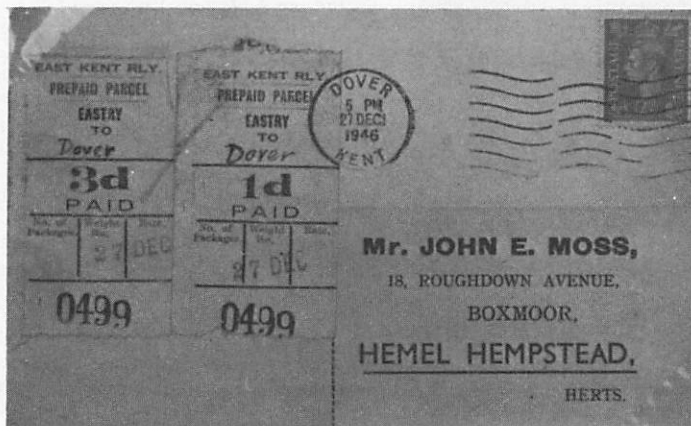




The third item is a cover posted on the East Kent at Eastry on 27th December 1946. This is the first East Kent material that I have seen and, although the stamps are of the coil type like the others, their design is much closer to the contemporary

parcel stamps of the Southern Railway. The East Kent does not appear in any of the published lists of Railways authorised to operate this service!

Dr. Paul E. Waters



*Robin Doust's ticket articles will be resumed in our next issue.*

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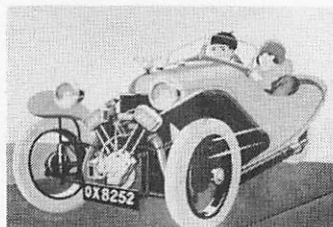
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# Letters to the Editor

## Signalling the restored railway

Sir — The S&T notes in the Winter 1977 issue raise a number of points of principle which demand wider discussion of our objectives than internal debate within the S&T department or even the Operating Division. Two items reported upon serve to illustrate what I believe to be an entirely wrong approach to signalling a light railway:

The new bracket home signal is not only of massive dimensions but it is in my view entirely unnecessary. The "temporary" signal erected in 1976 was quite adequate and was in fact in character featuring two home signals (platform and loop) one above the other on the same post. The new bracket even includes a fixed distant signal which I am told indicates that Tenterden is a terminal station: surely any driver who is unaware of this fact is unfit to be in charge of a train!

It is said that the point run to the up loop points at Wittersham is "lengthy". In fact the distance is some 600 feet and if the rodding followed the eastern side of the old main line it would be absolutely straight. Properly constructed (and our S&T department has been widely praised for its high standard of installation) this would require little effort to operate. An electric point motor is entirely out of place in a tiny, rustic station in the middle of a light railway and the suggestion that one should be used is symptomatic of the attempts to run our railway as though it was British Railways twenty years ago. The much abused raucous loudspeaker system at Tenterden was an early manifestation of this attitude. Quite apart from this "philosophical" objection, electrical controls require power supplies — in the form of an unfortunate pointsman to wind them if the electrical source fails.

Other ideas surface from time to time. A second phase of signalling is mooted for Tenterden to cover the splay of points at the Headcorn end. I am sure most other enginemen and guards would agree that this would certainly waste time in shunting, even with the faster and more alert signalmen who are sadly in the minority, and as track curvature makes these points invisible from the signalbox, additional safety hazards would be introduced with no apparent benefit.

There is a feeling in some quarters that these developments reflect a desire for gimmickry; in itself undesirable and in effect diverting scarce labour resources from jobs which are less popular such as manning, maintaining and even painting crossing gates. (It is notable that the majority of

those splendid people who man the gates at Cranbrook Road are not signalmen!)  
Maidstone, Kent

Simon B. Green

.....

*Stephen J. Whiteman, Manager of the Signals and Telecommunications Department, writes:*

*The bracket signal was on the plans passed by the Board which were then submitted to the Railway Inspectorate for approval. The signal was not ready for installation when the signalling was commissioned, so permission was obtained to put the temporary signal up. The bracket signals were commissioned on 29th January this year and the system now complies with the plans lodged at the D.O.E. The distant signal does not denote to the driver that he is approaching a terminal station and an amendment to the rule book explaining the reason will be issued shortly.*

*The points at Wittersham Road are to be operated by motors as they are on the fringe of the distance from the signal box which may be worked by rodding. Points at this distance are greatly affected by changes in temperature, even when compensators are installed in the run.*

*The signalling at the eastern end of Tenterden was cancelled some time ago, although some levers in the signal box were allocated to work that end of the station. The remarks about the loudspeaker system I do agree with; the speakers were installed for the opening ceremony of the Railway and left so that special announcements could be made, rather than to give a history of the Railway and of the train before it departs. The crossing gates at Cranbrook Road are mostly manned by members who wish to help the Railway but are unable to do other work.*

*Finally, I would like to say that our equipment is bought at a very nominal rate, which I am sure Colonel Stephens would have approved of and would have used wherever it was wanted, "in character" or not.*

## Locomotives

Sir — Almost every edition of your magazine gives details of an addition to the Company's locomotives. I am aware that the majority of engines are privately owned and thus not the Railway's direct responsibility, but I have heard that the line-up of moribund locomotives at Rolvenden\* almost rivals that at Barry and this is very bad for our image. It appears that the time has



come to review the Railway's present and future motive power requirements and possibly this could be done under three headings, viz:

1. Engines of historical or sentimental value, e.g. Nos 3, 10 and 11.
2. Engines of particular interest or use, e.g. Nos 12, 19 and ex-Ford diesel.
3. "Bread and butter" engines, e.g. several Hunslet Austerities, the better U.S.A. and any other powerful industrials which will not require heavy repair or modification in the near future. Diesel engines for shunting and departmental use.

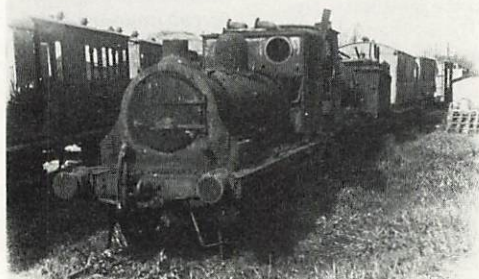
I consider that all other locomotives should be removed from the line either for storage elsewhere

or scrap. The G.W.R. railcar would perhaps be more at home on the Severn Valley Railway with its sister where doubtless maintenance would be easier. The magazine has frequently reported that engines which have worked for the present administration are now "shopped" pending repair and this after running a very low mileage. This appears to indicate that the limited repair facilities and labour available is being spread between too many machines.

East Grinstead, Sussex

D. G. Ware

*\*shades of the 'thirties? — Ed.*

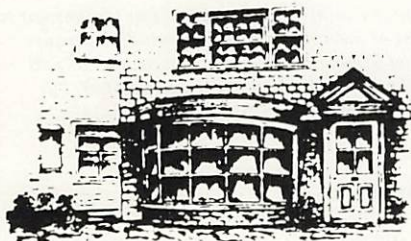


*Rolvenden Yard, 1937*

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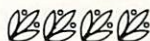
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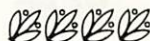
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