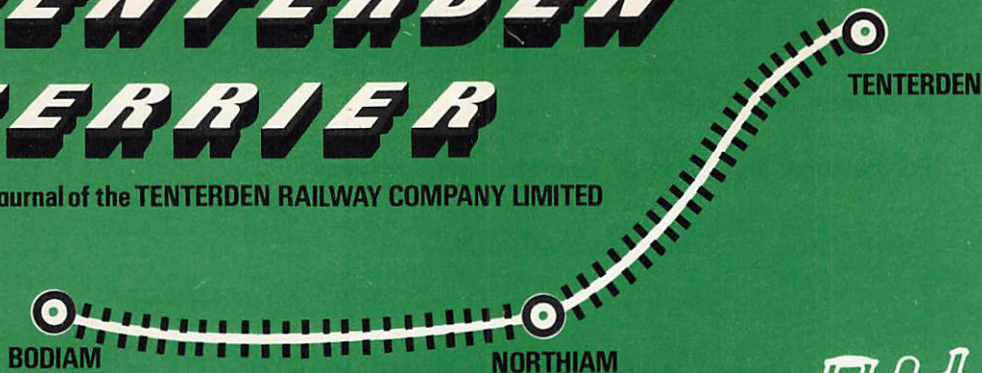


TENTERDEN TERRIER

The Journal of the TENTERDEN RAILWAY COMPANY LIMITED



Photo

'Met' with Rodley crane on Tenterden bank. March 1973

Donald Wilson

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EDITOR:

Alan Dixon,
Rails Farmhouse, East Hanningfield, Essex.

EDITORIAL

It is now exactly twelve years since three duplicated pages, headed 'The Farmers' Line Vol. 1 No. 1, announced the formation of a society with the aims of reopening the Kent & East Sussex Railway. At long last it seems almost certain that those aims will be achieved. With the last objections to the Light Railway Transfer Order withdrawn we can reasonably expect a sympathetic hearing from the Department of the Environment and with their blessing British Rail can proceed with the sale of the line to us.

After twelve years of waiting no member of the Company could be blamed for caution at this stage, but a trip to Rolvenden or Tenterden should convince even the most confirmed sceptic that the Railway is coming back to life. Hopefully one visit will lead to another and just to emphasize that it's your railway, you will want to make your mark on it by joining in the work that remains to be done.

It might not be possible to label every sleeper relaid or every sapling felled with the name of the volunteer responsible, but when you eventually travel in the carriage you've waterproofed behind the locomotive you've re-boilered over the track you've rescued from years of lying fallow, you're going to feel glad you made the effort. After all, twelve years is a long time to wait just to be able to buy a ticket!

Soon our energies are going to be divided between running the first section of the line and preparing the next, so your help will be more appreciated than ever. Remember: MANY HANDS MAKE LINE WORK!

PROGRESS REPORT

TOWARDS RE-OPENING

Frustrating month has followed frustrating month as 1973 has progressed to midsummer and beyond, with the line still closed for traffic. However, real progress, albeit slow due to circumstances beyond our control, has been the story since the first issue of Tenterden Terrier appeared, and now, at long last, we are within an ace of success.

Publication of the Company's application for the Light Railway Transfer order in March elicited but a handful of objections, but nevertheless each posed a possible stumbling block, and each had to be dealt with, with considerable care. In addition, the long standing problem of the Kent River Authority's concern over our bridges had still to be finally resolved, although negotiations on this particular subject were well advanced.

A critical situation thus developed during April, as the contractual time limit for completion of our purchase of the line approached. Fortunately, our Chairman Peter Davis managed to arrange with British Railways Board for an extension of one month, which due to the Board's generosity, was further extended to August 31st.

Legal director Peter Barrett and our Parliamentary Agents Messrs. Sharp Pritchard successfully burned the midnight oil in efforts to resolve the legal problems created, and all the objections have subsequently been withdrawn.

Now, as we go to press, the Department of the Environment is considering the Transfer Order application. Meanwhile, Major Rose of the DoE's Railway Inspectorate has paid the Railway a second informal visit, in order to give us the benefit of his valued advice and experience in the final stages of work towards his formal inspection which will be the essential prelude to our re-opening for the carriage of passengers.

CARRIAGE & WAGON DEPARTMENT

Steady progress continues to be made by the Department with the result that work on the Longmoor (ex-S.E.C.R.) 'birdcage' brake third at Northiam is now almost complete. At Rolvenden the Department has been busy stripping the roof of the ex-G.W.R. railcar down to the bare metal preparatory to applying two coats of silver bitumastic paint, and a "crash" programme of painting enabled the Woolwich coach to be completed for filming work late in May. Further work planned at Rolvenden includes completing the lettering on the Pullmans and possibly restoring their original names - 'Barbara' and 'Theodora'.

Volunteers, particularly those with appropriate skills though you don't need to have worked at Lancing, are still needed by the Department.

MOTIVE POWER DEPARTMENT

Letters in the railway press urging the preservation of this, that or the other locomotive often seem to suggest that locomotive preservation is simply a matter of buying, mending and painting - usually with the emphasis on buying and painting! However, just as important as acquisition and restoration is maintenance. With increased locomotive activity on the line people at Rolvenden are now committed to spending as ever-increasing amount of their time on keeping our 'runners' running. Nevertheless, as the following details show, the Department is still finding time to keep up the resurrection business alongside its maintenance responsibilities.

No. 3 'Bodiam' has had attention to the lubrication of axleboxes and motion and, although retubing will eventually be necessary, it is now considered fit for the first year of operation. No. 3 has already gone into revenue-earning service with a stint of filming at Tenterden Town along with the Woolwich coach and two goods wagons. Appropriately for a locomotive that keeps returning from the dead the subject of the film was vampires! The Company reserves the right to refuse admission to Rolvenden to anyone carrying

large wooden stakes, however.

The second Terrier, No. 10 'Sutton', has been receiving the benefits of 'main line' treatment at the hands of boiler maker Norman Payne, ex-B.R. Bricklayers Arms, and steam fitter Bob Forsythe, ex-B.R. Cricklewood. Work has included re-assembly following motion repairs, and repairs to the firebox.

No. 11 'Pride of Sussex', is in good decorative condition but effectively in retirement pending drastic overhaul, whilst work on the firebox of No. 12 continues.

Our first Manning Wardle, No. 14 'Charwelton' has been the subject of much debate over recent months, but on the advice of the Copper Development Association, the cracks in the firebox are to be repaired by copper welding, using the helium arc process. This is necessarily a professional job but must first await the removal of the boiler.

No. 19, the Norwegian Mogul, has been fitted with vacuum brake and air vacuum combination equipment. The loco has had a stationary steam test and now awaits a line test. Graham Paterson has been hard at work painting the boiler and cab in gloss black, whilst the tender underframes now sport an experimental marigold yellow. It is hoped to complete the work on No. 19 by the end of July.

The AEC railcar, No. 20, has run a further 200 miles since the last magazine. One of the cabs is being rebuilt internally.

Of the Hunslet Austerity saddletanks No. 25 has been running regularly and No. 23 is on the way to entering service. No. 23 has been used up till now as the official footplate exhibit for visitors to Rolvenden but has now abandoned this role. Steaming is planned shortly following a hydraulic boiler examination and the refitting of the vacuum brake removed by the W.D., whilst No. 24 still awaits attention.

At Tenterden 'Met' has been useful moving the crane while No. 56, the big Stephenson & Hawthorns saddletank from Stewarts & Lloyds, is in excellent condition having been

thoroughly overhauled prior to purchase. It is possible that No. 56 could run over the line, as recalculation of axle loadings shows that it is not as heavy as at first thought.

Away at Northiam, No. 16, the B.T.H. diesel has been receiving temporary repairs lest it should need to be moved again before it can receive attention to the axle box journals.

The crane sustained a number of injuries while wrestling with the water column at Tenterden and has had to retire for repairs and refurbishing for its insurance inspection.

Train spotters and photographers take note! Thanks to the efforts of Bob Gilbert the locomotive fleet is now sporting bright yellow bufferbeam running numbers to complement their cabside numberplates. Numbers 3, 10, 11 and 12 have been dealt with so far.

CIVIL ENGINEERING & PERMANENT WAY DEPARTMENTS

The two most noticeable achievements in recent months have been the completion of work on bridge 2330 at Rolvenden, and the re-surfacing of the Tenterden Station platform.

On No. 2330, with the girders in place and after a waiting period for the concrete to set, there remained the decking to be positioned, before track could be laid across, thus re-establishing the link between Rolvenden and Tenterden, which was broken over six years ago. Once complete, the track had to be slewed and aligned accurately, the whole of the works had to be inspected, and the new bridge's fitness for use had to be certified. The last stages were carried out in a mighty hurry, and great credit is due to all those concerned for a splendid effort, which enabled us to convey a train to Tenterden for the Dracula film contract on May 23rd, which earned the Company much needed revenue.

In fact, the fees earned from this day's filming combined with the profit from Surrey Group's Guildford show, have enabled two steel beams to be purchased second hand

for the re-construction of one of the bridges on the section of line between Rolvenden and Wittersham Road stations.

At Tenterden, some 20 tons of asphalt were used up in two weekends work, as a result of which, the platform now presents an even surface level with the new coping stones which were laid last summer. This work has also served to complete the new extension to the platform.

The dump truck presented to the company sometime ago by local builder Stan Smith, proved invaluable in moving the asphalt, demonstrating its full capabilities for the first time.

The beginning of Summer has also meant the weed growing season is with us again, and the "Hayter" trolley has completed its first cut of the season between 1029 bridge and Bodiam. This combination of a king size lawnmower and a flat trolley works wonders in keeping weeds in the track under control on this section of the line which hasn't yet been treated with weed killer.

Returning to Tenterden, a rail built fence is in the process of erection between the loop line and the car park on the site of the old "Tenterden Trading Company" coal bays and work has started in erecting a buffer stop on the end of the headshunt. Between Tenterden and Rolvenden the erection of stop boards and advanced warning boards is nearly complete. Fish plates have been greased in the entire section which has been de-keyed so that the rail can be loosened in the chairs for the latter to be derusted. This was necessary due to the potentially dangerous build up of rust inside the chairs which has caused breaking of the chair in some cases.

Now that the running of trains over this section is again a practical proposition due to the completion of the bridge at Rolvenden, packing of the track has started, which will become a never ending job until the track bed has stabilized again after many years without trains. The laying of a main sewer under the line has created a particularly bad spot, and

this has been nicknamed Harpers Bazaar after the contractor responsible!

Thus it will be seen that great progress has been made not only on the first section of the line for projected re-opening, but also in preparatory works in other sections. The only remaining item of major scale in the first phase of the project, is the completion of Rolvenden level crossing. The gates are already made, but the new metal posts need to be positioned.

Finally, a word about the labour situation - the work reported in preceeding paragraphs has been accomplished by a dozen or so people. If we had had a few more bodies most of the jobs which are under weigh, would have been completed by now, so how about it:- if you can lift a shovel, or better still if you can use one, come and join us at Tenterden Station on any Saturday, Sunday or Bank Holiday (Xmas day excluded), and we can promise you healthy exercise.

This comment would, of course, apply equally, in all our departments where an increase in man power would work wonders.

K.E.S.R. TELEPHONE SYSTEM

by Frank Davies

It is now some years since anything about our telephone system appeared in this journal. Since in the meantime much water has passed under the bridges on the Newmill Channel and many new faces have appeared in the active membership it seems right that a full account should appear. This will enable new members to become acquainted with the system and perhaps even the 'Old Timers' will learn something new.

Our telephone system is based on the 'Omnibus Line' principle commonly used by railways as being the most

economical way to provide a telephone service for a long and narrow strip of territory. Let it be understood that the term 'Omnibus' is here used in its original meaning of something serving or shared by all parties or places concerned and not a public transport vehicle.

A basic omnibus line comprises one telephone line stretching over the whole territory concerned, with all the telephones connected to this one line. All the telephones are permanently connected together and when a ringing signal is sent out from one instrument all the other telephones ring at the same time. A system of code ringing is used to indicate for whom the call is meant.

We did in fact start with a basic omnibus line a good many years ago covering a few points on the railway. This has now grown into a more comprehensive system comprising three separate omnibus lines, two of which have a partially selective ringing facility.

With a few exceptions our telephones work on the local battery system. Each telephone has its own battery which serves both speech and ringing circuits. This is more convenient for code ringing than other methods and is in the true railway tradition.

All our telephones have been converted from auto dial or press-button 'intercom' instruments recovered from private installations. The conversion involves thorough overhaul, mechanical conversion, re-wiring and very often a mixture of parts from various types. In all cases the speech and ringing circuits are made to conform to the electrical standards we have adopted for compatibility. We have a few of the original wood case railway type wall telephones. Some have been converted to our standards and have been in use for a considerable time but some are being held in reserve for Tenterden Signal Box in order to preserve the traditional set-up.

On our system we have to watch the relationship between line resistance, number of telephones connected and battery voltage. This has led us to divide the main line into

sections by inserting Relay Units at stations so that the ringing signals are relayed forward at each point with renewed energy.

Our three omnibus lines work as follows:-

LINE A: This has grown from the original basic line mentioned earlier and is now the 'General Service' line for all purposes other than traffic working. It serves all stations from Tenterden to Bodiam with additional plug-in points for portable telephones between stations. This line has the partially selective ringing feature so that at Tenterden calls can be made (i) to Tenterden local area only, (ii) to Rolvenden area only and (iii) to the rest of the line only. It is thus possible to ring from Tenterden to Northiam without disturbing other Tenterden instruments or any at Rolvenden. There is a similar arrangement at Rolvenden and it is planned to establish this feature at the other stations in due course.

LINE B: This is a separate omnibus line set aside exclusively for traffic working. At present it exists only between Tenterden and Rolvenden and only serves points concerned in traffic working. It is now being extended beyond Rolvenden to cover movements up to whatever point is established as the temporary southern terminus pending repairs to Bridge 2329. This line has the same partially selective ringing feature as Line A.

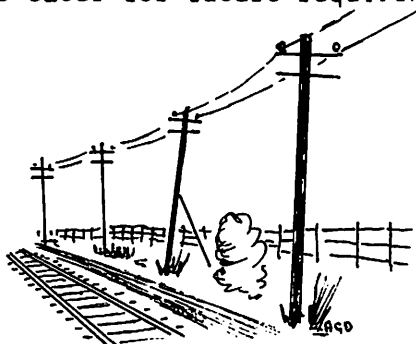
LINE C: This is a separate purely local line for the Tenterden area only and has grown out of a simple point to point line between the Office and Mess Coach. There is already a considerable amount of local telephone usage and with the transfer of Sales and Catering to Tenterden this is bound to increase. Line C leaves Line A free for longer distance calls.

Where more than one line serves a particular point and in as many single line locations as possible, incoming calls are distinguished by different signals. Line A has a rattler or muted bell, Line B has a clear bell and Line C has a buzzer.

Some words on operating procedure may be useful,

particularly for new members working on site. Firstly, everybody may use Lines A and C but Line B is for traffic personnel only. Secondly, as our lines are omnibus lines, remember that somebody else may be using the line just when you want to make a call so listen first before ringing and if the line is in use hang up and try again later. Never interrupt except on really urgent business. Thirdly, where two lines serve one point see that the instrument is switched to the correct line before attempting to listen and ring. Where line selection is by push button it is necessary to lift the handset first to enable the button to lock in when pressed. Fourthly, remember that the codes you ring have to be interpreted by other people at the receiving ends so you must ring clearly and concisely. Do not drag out your code rings as Charlie Kentsley's instrument at Rolvenden answers to a single continuous ring of five seconds so you may find your call answered by Charlie in addition to or instead of the party you want.

It only remains to deal with line wiring. We began with surplus army field telephone wire strung on the existing poles and a good deal of this still remains although many times repaired over the years. At one stage we used new copper wire but this was soon stolen. Later a short section of galvanised iron wire was erected at Bodiam which proved successful and we have since used considerable quantities of this wire around Tenterden and Rolvenden. At Rolvenden much of the wiring is now underground though a length of overhead suspension cable has been used at the road crossing. This provides a safer crossing in view of the number of overhead electric power lines along the road and provides a considerable number of spare conductors to cater for future requirements.



COUNT DRACULA COMES TO TENTERDEN

by Alan Dixon

Shooting on location at Rye early in May, brought the production company Latglen Ltd., into East Sussex for sequences in a new film about our long toothed friend, and having "discovered" the Kent & East Sussex at Northiam, they traced the line back to source. Once at Tenterden, they really "fell" for the railway, and asked if they could use Tenterden Station, plus train for a further location sequence in the same film.

This posed enormous problems, because the production schedule demanded a date but a couple of weeks on, and the Stock which was required was all in the yard at Rolvenden - on the wrong side of bridge 2330! Fortunately the track had just been re-instated across 2330, but as yet, it had not been aligned, the bridge works had not been passed fit for use and no permission existed for the necessary movements across it or the main road.

However, these were comparatively small problems for a railway that has thrived upon difficulties over the years, and by moving heaven and earth, Rick Edmundson and Company Secretary Steve Bennett achieved the impossible, with the bridge finished and clearance for movement from Rolvenden to Tenterden.

The Locomotive Department matched this effort, by getting No. 3 "Bodiam" into sparkling order once again and ready for service in time for the day's filming, together with the "Woolwich" coach which Rodney Packham's team had finished off in new livery, in record time.

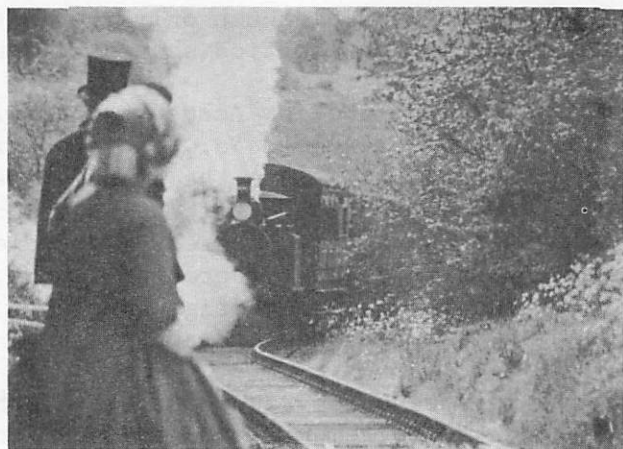
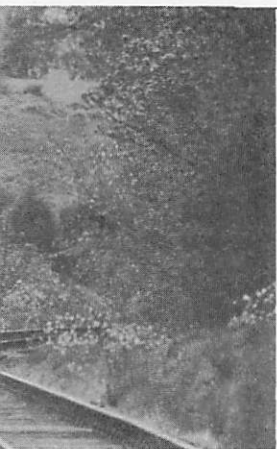
In fact, with such a tight schedule, Steve was not able to confirm to Latglen that all systems were "go" for the filming until midday on the previous day, but nevertheless everything went smoothly on Wednesday, 23rd May.

Having been lighted up by Alan Castle, No. 3, crewed by Jack Hoad and Don Woodland, was ready for service by

IN SEARCH OF V



2 EMPIRES



10-45 a.m. with a train consisting of the Woolwich coach plus two low sided wagons and the ex-S.E.C.R. 6 wheeled goods brake which were being taken to Tenterden for our own use. However, when the film people saw the train they asked for the make up to be left intact.

The film, produced and directed by Dan Curtis, is being made, primarily for the American television company C.B.S., and will probably be screened here in the cinema network at a later date. The stars are Jack Palance, Fiona Lewis, Simon Ward, Pamela Browne, Nigel Davenport and Penelope Horner, although only the last four named were featured in the location scenes at Tenterden.

These scenes, shot by Academy award winning cameraman Ossie Morris, required No. 3 to steam round the corner and up the hill into the flower-bedecked station, which was renamed "Whitby" for the occasion. There, the principle characters dressed in costume of the late nineteenth century, were greeted by others, similarly attired, and the whole entourage were then driven from the station yard in a horse drawn chaise.

Interior sequences required some of the partitioning in the coach to be removed, and the station waiting room to be cleared, whilst the production company used the general office as their temporary headquarters.

As a result of the various trial trips which No. 3 made in order to check camera angles, lighting and so on, a large crowd had collected during the lunchtime period, many of whom, including Terrence Mann, were recruited as extras, and suitably garbed. Our Chairman, however, declined the offer to fill the need for "elderly" gentlemen, and will alas, not be seen on celuloid on this occasion.

Upon completion of the sequences at Tenterden during which No. 3 had made several impressive ascents of the last few hundred yards to the station, with much smoke, steam and whistling, the location was shifted to Cranbrook Road, in order to obtain additional sequences in the train,

whilst in motion. With these successfully "in the can", the day's proceedings were brought to a close and No. 3 was released to return down the hill to Rolvenden, taking with it, the coach, whilst the production team, and their cast packed their bags for the move to Yugoslavia for further shooting.

The day had been extremely successful all round, simple operations had provided excellent practical experience for various of our trained staff, whilst Steve Bennett had handled liaison for the Company.

Now all that remains, is to await the film's appearance in the U.K., so on your toes all you horror film addicts and keep a careful watch at your local bioscope. For me, its Doris Day anyday, I can't stand vampires.

COLONEL STEPHENS

by Stephen Garrett

The Kent & East Sussex Railway has often been described in this magazine as a 'Colonel Stephens' Railway and from time to time histories of other 'Colonel Stephens' railways have also appeared. Who Colonel Stephens was and why his railways stood apart from others is the subject of this necessarily brief article.

Holman F. Stephens was born in 1869 and earned the title Colonel by his service with the Royal Engineers during the First World War. However, the bulk of the Colonel's career was concerned not with military matters but with the development of branch railways and it is with light railways in particular that his name is most closely associated. The Colonel's railway career began at the Neasden Works of the Metropolitan Railway where he served from 1889 to 1892 after completing his studies at University College, London. On leaving the Metropolitan Railway he made a name for himself as the Resident Engineer of the Cranbrook and Paddock Wood

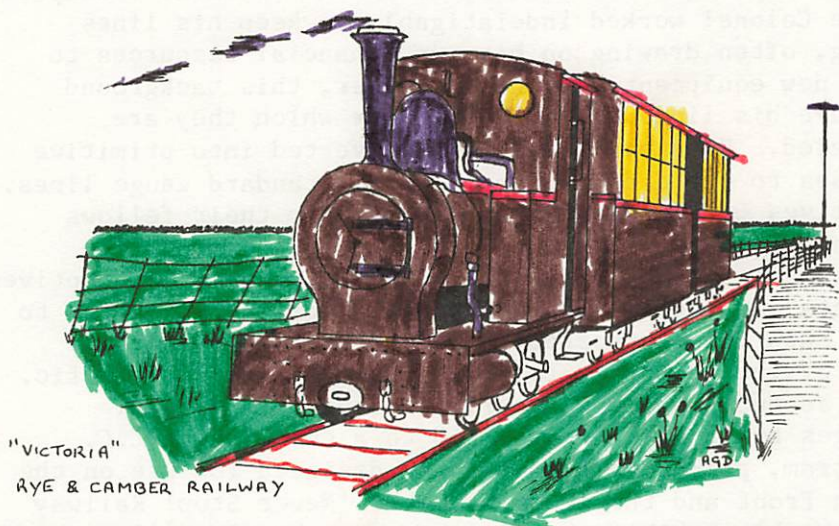
Railway. In 1896 the Light Railways Act was passed making it possible for branch lines to be built to much cheaper standards than had been hitherto possible so that rural areas might share the benefits of rail transport. It was this kind of railway that the Colonel made his main speciality.

The first specifically light railway that the Colonel built under the terms of the Act was in fact our own Rother Valley Railway between Robertsbridge and Rolvenden opened in 1900. The Colonel had, however, already built a very 'light' railway, the Hundred of Manhood and Selsey Tramway, between Chichester and Selsey (opened 1897) but since this ran entirely over private land, except at level crossings to which the local council did not object, this line had been built entirely without parliamentary sanction. Further light railways followed the Rother Valley and the Colonel was kept busy. Some of these lines were entirely new such as the East Kent Railway while others were standard gauge conversions of narrow gauge lines such as the Plymouth Devonport & South West Junction Railway's branch from Bere Alston to Callington opened in 1908 over the course of the 3'6" gauge East Cornwall Minerals Railway.

The Colonel's activities were not confined simply to building railways as he was frequently employed on the lines he had built as Engineer, Locomotive Superintendent, Manager and even made his way up to Managing Director in many cases. Even where the Colonel had not actually built a particular line his reputation was such that many small companies retained his services in some official capacity or other. So rapidly did the Colonel's responsibilities grow that he soon had to establish offices in Quarry Road, Tonbridge from which he could control his far-flung 'empire'. It should be noted that his diversity of interests did not please all the Colonel's clients - the Plymouth Devonport & South West Junction Railway dispensed with the Colonel's services in 1910 after it had spent five months trying to arrange a meeting with him!

The event which really determined which lines might be known as 'Colonel Stephens' Railways and which were simply railways with which Colonel Stephens had some connection

was the 'Grouping' of most of Britain's railways into four main companies by the Railways Act 1921. The Act ignored most of Britain's narrow gauge lines but also left a number of rural standard gauge lines to their own devices.



This left the Colonel in control of a remarkable assortment of narrow and standard gauge lines. The standard gauge lines were the Kent & East Sussex Railway, the East Kent Railway, the Hundred of Manhood & Selsey Tramway, the Weston, Clevedon & Portishead Railway and the Shropshire & Montgomeryshire Railway. To these was subsequently added the North Devon & Cornwall Junction Light Railway but this differed from the others in that though it was owned privately it was always operated by the Southern Railway rather than with its own stock. The Colonel only controlled two narrow gauge lines in 1921, the 3'6" Rye and Camber Railway and the 2'3½" Snailbeach District Railway, but these were soon supplemented by the construction of the 1'11½" Ashover Light Railway and Welsh Highland Railway with which the Colonel also obtained the management of the famous Festiniog Railway. It should be made clear that the Colonel did not actually own any of the lines described though he often held a substantial number of shares in each of them. On one line, the Weston Clevedon & Portishead Railway, the position was so confused that when the line closed down in 1940 it was found that all traces of the owning company had disappeared so that £2,750

paid for the Railway's land still waits in the vaults of the Bank of England for a claimant.

The inter-war years were the worst possible time to attempt to promote the railway as a form of rural transport but the Colonel worked indefatigably to keep his lines running, often drawing on his own financial resources to obtain new equipment. It was, however, this background that gave his lines the character for which they are remembered. Road omnibuses were converted into primitive railbuses to cut costs on most of his standard gauge lines. Locomotives were gradually gutted to keep their fellows going and any bits that remained were kept on one side just in case they might come in handy some day. Locomotives, carriages and wagons passed from line to line according to need. Each line supported a fleet of carriages far in excess of the requirements of declining passenger traffic. Mostly second hand these carriages ranged from Royal carriages built in 1844 and 1848 to a converted L.C.C. horse tram, primitive 'toastracks' designed for use on the Western Front and the stock from the 'Never Stop' Railway at the Wembley Exhibition. In this way there was always something to fall back on when stock broke down in service and there were no funds for replacements. Even staff found themselves moving from line to line!

Inevitably the depressed economy and road competition forced receipts ever lower until the Colonel found his title changing from Managing Director to Receiver line by line. Nevertheless, when the Colonel died in 1931 not one of his lines had closed. Several did not long survive the Colonel though his successor W. H. Austen achieved some remarkable recoveries, notably on the Kent & East Sussex itself. It is a tribute to both the Colonel and Mr. Austen that even today parts of the East Kent Railway and the North Devon & Cornwall Junction Light Railway survive for freight traffic while passenger trains still run to Gunnislake on the Plymouth Devonport & South West Junction and to Ddualt on the preserved Festiniog. Hopefully both our efforts and those of the Welsh Highland Light Railway Co. will restore two further 'Colonel Stephens' lines to life. The light railway may be dead as a serious means of rural transport

but I cannot feel that the Colonel would have disapproved of the present preservation movement.

A closing thought - many of the locomotives on the Colonel's lines bore names drawn from legend and history such as 'Juno', 'Hecate', 'Pyramus', 'Thisbe' and 'Hesperus'. Perhaps it would not be out of place to name one of our locomotives after Colonel Stephens, the source of many railway legends and the maker of much railway history.

NEWS FROM AREA GROUPS

SURREY GROUP

Publicity and sales teams from Surrey Group have represented the railway at a large number of events in the first half of 1973. Events attended up to the end of June include model railway exhibitions at Greenwich, Grayshott and Copthorne, a British Rail open day at Eastleigh, and traction engine rallies at Merton, Andover and Wisley. Our thanks are due to those members and non-members who have given help at these events.

One of the first events of Surrey Group's year was the Holy Trinity exhibition in Guildford, which this year took place on Saturday, 31st March. With the help of local clubs and individuals, including very many non-members from the Guildford area, a profit of approximately £240 was raised for the Railway, and a cheque for this amount has been passed to the Company Treasurer.

The objects of these activities are:- to publicise the railway, to recruit members and to raise funds to enable restoration work to proceed. This work is equally as important as the re-building of locomotives and rolling stock, maintaining permanentway or re-painting buildings, and it can also be just as rewarding. It has the advantage also, that publicity and fund raising can be carried out at any distance from the railway, without the necessity of commuting

to Rolvenden at weekends. If you don't want grease on your hands or paint in your hair, or if you live too far away to make regular visits to the railway, why not join up with one of the publicity teams or form your own team in a new area? Publicity and fund raising is hard work, but it is vital to the railway, and can be interesting and rewarding in terms of "job satisfaction". It presents an ideal opportunity for many more members to give real help where it is needed. Contact your nearest publicity group immediately and see what the answer is to "can I help with your stand at the next rally?"

TUNBRIDGE WELLS GROUP

In spite of an additional work load prior to examinations, the Tunbridge Wells group's new secretary Howard Strongitharm continues to produce a regular newsletter, and lead the group in its various activities in support of the Kent & East Sussex Railway.

As with the Surrey group, the Tunbridge Wells organization is concerned with fund raising and publicity on a regular basis throughout the year, and already in 1973 they have attended Penshurst Pageant, Medway Festival of Steam, Sellindge Steam Special, Vintage Transport '73 at Eastbourne, and other events at Hadlow Down, Caterham, Ardingly and Polegate, whilst plans for the Autumn include events at Horsham on 8th/9th September, Tonbridge on 29th/30th September, and Hadlow again on 7th October.

Being better placed geographically, Tunbridge Wells group are also able to devote a goodly proportion of their time to work on the Railway itself, with forestry and scrub clearance being their particular forte.

Plans for the remainder of the year include the Group's annual photographic competition which can cover any railway subject from models to full size. Unfortunately, the competition is only open to members of the Tunbridge Wells group, at an entry fee of 5p. This is perhaps a pity, since on a wider scale, with entry to all members of the Company, the competition could provide the group with another source

of revenue, with the possibility of an exhibition of the best pictures submitted. Food for thought perhaps.

For more details of Tunbridge Wells group's activities, please contact Howard Strongitharm at 2a, Calverley Gardens, Tunbridge Wells, Kent.

FLOODS ON THE LINE

by M.P.D. Stearns

I read with interest the paragraph in the introduction to the current edition of the K. & E.S.R. Stockbook concerning the floods on the Kent & East Sussex many years ago, and remembering that my Grandfather, who travelled quite regularly on the line from Robertsbridge to Rolvenden, had told me about the time when he had been caught in the floods, I asked him for the whole story, which I now relate in the hope that it might be of interest. Incidentally, as far as Grandfather can remember, the year was 1910.

"My two brothers and I were on our way by train to our home, which at that time was situated near Rolvenden, for the Christmas holidays, and having arrived at Robertsbridge, we changed from the South Eastern to the Kent & East Sussex train for Rolvenden, which was waiting in the bay.

During that year, the rains were extremely heavy and shortly after starting our journey, the River Rother burst its banks and flooded the surrounding flat, marshy countryside. By the time we had arrived at Bodiam the water was just overlapping the track. However, the driver decided to proceed to Northiam. So, we continued the journey while the flood waters kept rising. Finally, due to the great depth of water on the track we could not proceed any further: the water was above the axles of the engine. We were thus marooned with the waters rising higher all the time, and we wondered what the outcome would be.

Fortunately our plight had been noted at Bodiam, for, some time later, men in boats and punts rowed out to us and we transferred to these boats with our suit cases. We had had to leave our trunks in the train from which they were later salvaged.

The boats took us to a road above the floods, where transport was waiting. It was horse transport, as the wide scale use of motor buses was a development of the future.

We were eventually delivered to our house near Rolvenden safe and sound.

I always remember the days when the K. & E.S.R. was running regularly and wish it was now."

FOOTNOTE:

This interesting first hand account of the effects of flooding on the Kent & East Sussex might relate to the adventures of the Manning Wardle saddle tank No. 8 "Ringing Rock", which was derailed whilst on a train in deep flood water between Bodiam and Northiam, and once again the passengers had to be rescued by boat.

Thankfully, however, due to the efforts of the Kent River Authority whose responsibility is the whole watershed of the East Sussex Rother, through which our railway passes, flooding of the line is something with which we will not have to contend, as the river banks have all been raised.

On the debit side of this operation, is a certain loss of charm, and pleasure boats are no longer available for hire on the River as they used to be in Mr. Stearn's Grandfather's heyday.

EDITORIAL NOTES

- We must apologise to all our readers for the delay in publishing this the second edition of "Tenterden Terrier", which we have held up purposely in order to include bang up-to-date information on the Light Railway Transfer Order situation.
 - The editorial staff has now doubled in size, with the appointment of Stephen Garrett as Assistant Editor of Tenterden Terrier. Steve has long been an enthralled student of the Kent & East Sussex, and indeed, his Oakwood Press history of the line is a winner. We are extremely pleased to have his valuable assistance in the production of T.T., and his interesting articles on our light railway lore in No. 1 and in this edition will, we feel sure, have delighted the readers.
 - With the world shortage of timber growing more acute, the demands for waste paper for re-pulping are increasing, with a consequent increase in the price which one may obtain. It therefore seems worthwhile for us to resurrect the waste paper saving scheme which was so successfully run for several years by Colin Edwards. We must make it clear however, that this scheme is only viable if newspapers and magazines are separately and tightly bundled before delivery to Rolvenden. Unless this is done, they will not be accepted, and nothing other than clean newspapers, magazines and possibly old telephone directories, will be accepted in any case! We can raise useful sums of money with this scheme, but we must have your co-operation.
 - QUESTION - What do the following have in common?
 - A blowlamp
 - A carriage cleaning mop
 - A Black & Decker drill
 - Paint brushes
- ANSWER - Trading stamps

Very many thanks from your friendly neighbourhood Purchasing Officer to all those who responded to the last appeal for trading stamps, which made it possible to

obtain the above items for the Carriage and Wagon Department. Keep up the good work and send your stamps, if possible already stuck into a savings book because he is running out of lick, to Donald Wilson at Tenterden Town Station.

- Remember that our Pullman Bookstall can supply all your reading needs on railway and other transport subjects. Post your orders to Chris Hutson at 12, The Park, London, N.W.11. If it's not in stock, he will get you a copy, if it's not out of print, and the profit on the sale is a useful and reliable source of income for the railway.

Chris Hutson also proposes to operate a magazine subscription service, which would initially be restricted to Railway Magazine and Railway World in order to assess the viability of the project. Each month a bulk order would be delivered to him on publication, from which he would mail copies direct to the scheme's subscribers. Obvious advantages of such a scheme, are increased profitability for the Company, and earlier receipt of each monthly edition of the appropriate magazine by the subscriber. Also, as the Editor has frequently found in the past, there is a real danger of the bookstalls having sold out of the particular issue you want, and this risk is obviated by a direct subscription.

To include postage and packing, the price will be 25p per issue, which produces a subscription of £3 for a complete year. If you are interested, please contact Chris at the above address so that he can get the scheme under way for 1974.

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MEMORIES OF YESTERYEAR



Photo :

High Halden Road Station – September, 1953

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