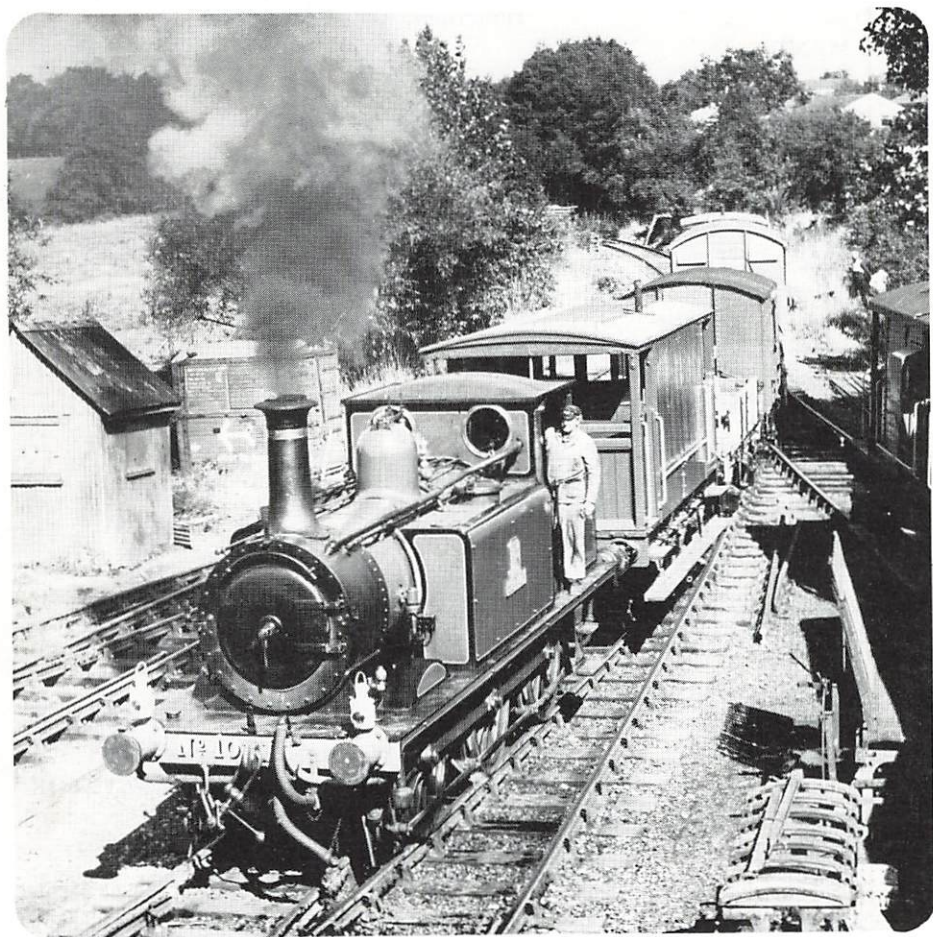


The Tenterden Terrier



Number 20

Winter 1979



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

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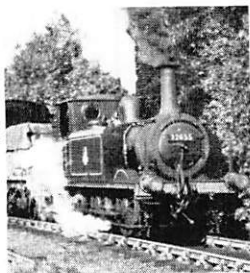
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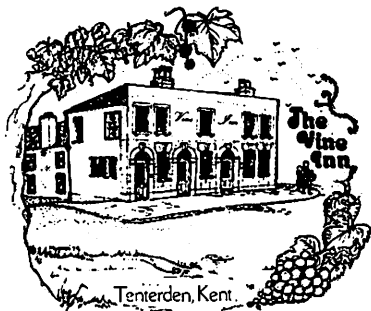
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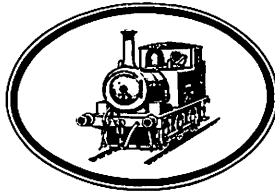
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The Tenterden Terrier



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Editorial

Into the next decade

Donald Wilson's enlightening article on the workings of the commercial division brings into focus the problems that we face as we move into the 1980's. With some 30 preserved railways operating around the country, we cannot hope to survive if we merely wait for passengers to arrive and then travel from A to B and back on a steam train. The "novelty" aspect of the seventies is giving way to a more competitive environment in the eighties. 1979 has shown that special events and attractions continue to attract unprecedented numbers of visitors and the rewards are high although the risks are correspondingly greater. Both marketing and financial planning will play an ever increasing role in deciding our future – particularly as the economy moves into recession. Then, problems will arise when hard economics have to be equated with our primary and original role of preserving a light railway. In this respect, we are fortunate in that we possess ten miles of line, one half of which still remains to be recussitated. This should give us the flexibility that we need to combine the objectives of the purist with the benefit of a healthy bank balance.

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FRONT COVER

AFTERNOON GOODS

The Saturday afternoon pick up goods train from Headcorn Junction arriving at Tenterden Town station on 16th September 1979.

[Brian Stephenson]

Lineside News

Compiled by Paul Sutton

Once again we are nearly at the end of another operating season, having run services with three locomotives and five coaches. We seem to take it for granted that the same people will turn out every weekend to keep the wheels rolling, the track maintained and the signal system operating. To them all – many thanks. Next year the daily running period is being extended to six weeks – so the pressure on the Operating Division will be even greater. Hopefully 1980 should see some old friends back in steam and coaching stock long overdue for attention, being renovated.

Locomotives

The Summer service and period of daily running has meant that priority was always given to ensuring that a loco was turned out for service every day. Also with department "regulars" being away from the railway at University or College, work on those engines being rebuilt has not progressed as fast as we could have hoped.

No.3 "Bodiam" has now been moved up to Tenterden having first been prepared for exhibition at Rolvenden. No.10 "Sutton", which was due for withdrawal at the end of July was given a respite until the end of the year. After being involved with some midweek trains in the Summer and various duties during the Steam & Country Fair weekend, it will see some further service in December in connection with Santa Specials. Estimates are being prepared to ascertain which of the two Terriers will be able to return to service first on a cost/time basis. No.11 "Pride of Sussex" had little further work done during the summer, but a start will be made again early next year; one of the first jobs being to line up the frame.

No.12 "Marcia" has been retubed by her owner, Dick Beckett, who has been back in this country again for several weeks.

All the wasted platerwork has now been removed from the Norwegian Mogul, No.19. It will be renewed during the winter, using a thicker section metal than before. The G.W.R. Railcar, No.20, which performed satisfactorily on Saturday mornings during the Summer and is also operating the November service, had some new belts fitted to the exhausters. Although it has run without trouble it is suffering from a severe attack of body rot. There is a scheme afoot for this to be put right – more news in the next issue.

U.S.A. Maunsell had its boiler replaced in the frame during August. It has been relagged and the cladding is being replaced. Prior to the latter operations, a small fire was lit in it and the pressure raised to about 80 lbs sq. in. without any sign of leaks. No.23 'Holman F. Stephens' has had the boiler cleaned and painted; at the same time the underneath of the saddle tank and the front of the cab, normally covered by the tank, were painted. In October it had an hydraulic test to comply with Insurance Company requirements and the Inspector passed it fit for another five years service. After reassembling, painting and tyre turning it should be in action again next year. Brother loco, No.24 'William H. Austen' has given a good account of itself this year. The right hand trailing spring has been replaced and the brake blocks will need renewing before next season.

No 25, Bob Forsyth's Austerity, which is stored awaiting its turn for renovation, had its motion removed in August, revealing that the cylinder valve ports and steam ports seem in good condition.

No 26, the other large service loco, has been dogged by leaky tubes which meant that some prompt attention had to be given and happily this now seems to be cured. It was also given a new injector steam valve.

No 27, 'Baglan' the 0-4-0 DH has had its final drive gearbox stripped out and is in the process of being repaired. Fingers are being kept firmly crossed for if this work proves unsuccessful, further remedial action is going to be very expensive indeed. The Hunslet diesel, No 28, now numbered and lettered, has performed very satisfactorily on many works trains.

Finally – a new arrival. R.S.H. Austerity (another one!) No 7086 of 1943 arrived on the line in September. It was purchased by a group of members of the Loco Department from an individual in Derbyshire. Prior to that it belonged to the N.C.B. and worked in the Doncaster area. It has been extensively rebuilt and was fitted by Hunslets with their own underfeed stoker and gas producer system which made the loco smokeless. This equipment has subsequently been removed, although the special chimney remains. Its career is being investigated and further details will be given in the next issue.



0-4-0D locomotive "Baglan" with a ballast train near Haystacks crossing, February 1978. The ballast has already been laid and the work of the clearance department in the area is also apparent.
[John Liddell]

Carriage and Wagon

Body and panel repairs to Maunsell BSO No 53 have now been completed and painting concentrated on the exterior while the good weather is still with us. Inside, the replacement of wood panelling has finished and a certain amount of French polishing already completed; much of the work was carried out by Peter Carey and Frank Burgess. As this coach will replace No.54 as the Wine & Dine brake vehicle it is very likely that it will be carpeted. Other work has included replacing step boards and repairing one of the gangway plungers and spring, defects discovered by Paul Ramsden and David Dine during a working week on the vehicle. The plunger was repaired at Rolvenden but its removal and replacement delayed some of the work planned for that week. Before entering service in 1980 it will need a new washbasin. Routine running maintenance on the service coaches has included a new set of brake blocks for T.S.O. No.65.

November should see the arrival of a new coach, B.R. Mk I R.U. (Restaurant unclassified) No.E 1955. Built in 1960 to lot No.30575. The finance for purchase is being provided by The Weald Area Group. Like No.65 the underframe was constructed at Ashford and the body at Swindon. It was believed to have been withdrawn condemned from service last year at York. It will be welcomed by all involved with

Wine and Dine trains as it has a large kitchen with modern equipment, a pantry, staff compartment and toilet. Armchair type seating is provided for 33 people and the windows in the dining area are double glazed. The work required to bring it into service will be a general clean and tidy up, repaint and replacement of the brake rods and gangways. The revised Wine & Dine rake will consist of B.S.O. No.53, R.U. No.69 and Pullman Car "Barbara", thus releasing T.S.O. No.64 for use in service trains, for which it was originally intended.

A summer arrival was ex LSWR 7 Ton Gunpowder van body complete with underframe which was recovered from Woking Yard in July. It was built at Eastleigh in 1912 as LSWR No.1401; subsequently became S.R. No.61206 and later transferred for use as a store for the C & W Department and given the internal No 080407. The body is similar in appearance to the Iron Mink and when restored will complement the Barry Railway vehicle very nicely. The SR and BR paint has now largely disappeared revealing a great deal of the LSWR lettering and numbering underneath.

Apart from some final painting and lettering the SER 6w brake is now complete. Some pupils from Redhill School have started work on the LNER hopper wagon in readiness for repainting.

Open wagon 110 had a light repair and its wheel sets changed during the Rolvenden Open Day weekend. The original wheels had badly corroded spokes, the replacement sets coming from wagon No.112 which was cut up over the same weekend, the underframe being badly distorted and corroded and quite beyond economic repair. Both 110 and 111 were repainted in grey. The Shell Tank wagon made a welcome return to the operational end of the line when it was retrieved from Bodiam in time for the Steam & Country Fair.

The Iron Mink has been restored and repainted, mainly by new member Chris Cheney. As the doors had been rebuilt while it was at Tunnel's the Buffer pads were the only items which needed replacement. The colour is as near to Barry Railway deep red as can be hoped for as information on the exact shade of that Company's rolling stock is very sketchy. A reproduction glass fibre number (Barry Railway 1151) and builders plates have been fitted and after its two outings during the Steam & Country Fair in the freight train it has resumed its role as the waste paper store on the end of No.2 carriage siding. The department would welcome the donation of tarpaulins as they are invaluable for covering stock awaiting restoration in the absence of the carriage shed, and also make useful "tents" for working under. Department manager, Paul Ramsden, would be pleased to hear from anyone wishing to help with acquiring further vintage coaching stock as there is a possibility of some becoming available soon.

Signal & Telegraph

The repainting of Tenterden signal box has now been completed. Installation of point rodding has commenced at Wittersham Road together with the erection of further signal posts and more work on the roof of the Box.

On the telephone side, the galvanised iron wire replacement programme has now reached Northiam. A second row of cross arms has been installed on the posts between Rolvenden and Wittersham Road in readiness for two Staff Instrument wires. The telephone system is gradually being changed over to automatic dialling, indeed some instruments are likely to be the modern numbered push button type. The change over will probably be complete at Tenterden and Rolvenden by the end of November.

As the Department is very short of crossing

keepers, would any volunteers please get in touch with Steve Whiteman. This is not an onerous job and would suit those who like an afternoon in the country with sufficient intervals between trains to read, garden, paint the keepers' hut or just sunbathe!

Clearance

Work on the section between Newmill Bridge and Oxney Straight was completed during the summer and it has been cleared and "landscaped" to the usual high standard which this department has set. The annual weedkilling was carried out between Tenterden and Northiam. The section between Northiam and Bodiam was abandoned until next year as the clearance was not done in time. However the Thameside Area Group has now dealt with the problem as their sponsored pump trolley marathon in September would not have been possible otherwise. Brushwood spraying was done on a separate occasion but some areas had to be missed as certain fields were planted with food crops. On the whole the operation was not as successful as last year so it is likely that a different brushwood killer chemical will be tried next year. The department now has a permanent home for tools and equipment at one end of the P.M.V. bodies at Wittersham Road. This has now been repainted green with black metalwork and generally smartened up.

Regrettably for the railway, John Miller has decided to relinquish Managership of the Department from the end of the year, due to demands on his time from other spheres of activity on the Railway. We are very grateful to John for all his efforts and dedication over the last few years which have transformed the 4 mile operating section of line from many years of neglect to a very attractive lineside. At the time of writing a successor had not been appointed.

Building

Now that the birds have finished nesting in the locomotive shed at Rolvenden, the gap between the top of the doors and the gable end cladding will be fitted with clear P.V.C. corrugated sheeting, thus making the building completely weatherproof at one end. Also at Rolvenden, the new drainage network was finally completed during the summer. The department undertook the installation of the temporary underground drainage system at Tenterden required for the mobile toilet block that was hired for the Steam and Country Fair and which was installed some weeks prior to the event.

In past winters frost damage to the Tenterden water tower supply pipe has caused inconvenience to loco crews and members of the department alike, despite copious quantities of lagging. The problem should not occur again as a drain tap and stop valve are being fitted before the start of this year's frosty season.

Civil Engineering/S.T.E.P.

Since the cessation of the S.T.E.P. scheme in July, we have decided to retain the services of David Levett and Paul Hatcher on the Company's payroll. Their activities on the civil engineering side have been the completion of all work at Hexden Bridge although of necessity the major part of this was carried out before S.T.E.P. finished. Since then, they have moved on to Northiam where a new site is being prepared for Mr. Corke the local coal merchant who at the moment occupies part of our property. The recently acquired Case bulldozer has proved invaluable in site preparation and the spreading and levelling of the chalk base and when this is completed in November the machine will transfer its attentions to the future permanent way site at Wittersham Road. David Levett also found time to install the fencing, gate and steps at Wittersham Station for the Picnic Area, as well as to erect a post box at Tenterden, just outside the main gate. This particular box was originally at Maytham Farm, Wittersham, and as no station should be without a letter box the Postmaster at Ashford kindly agreed to its relocation. Readers will recall that a similar box was recently put in at Wittersham Road Station. Finally, both David and Paul should be thanked for a large amount of work put in before, during and after the Steam and Country Fair.

Permanent Way

It is disappointing to report that the turn out of volunteers to assist with the routine maintenance work during the summer was nothing like the number that appeared so encouragingly last Winter to help with the reballasting programme. Although the work is not as interesting perhaps as being involved with ballast hopper trains, it nevertheless has to be done so it was left to the regular few to bear the brunt of it all. Notwithstanding the lack of numbers, a remarkable amount was achieved.

The riding qualities through the Pope's Cottage area have left much to be desired for some time and during June and July major re-aligning and repacking was carried out. The transition and cant were restored and as a result, all the

problems have been resolved. Whilst in the area, the opportunity was taken to level the stone and tidy up generally after the reballasting of last Winter.

Another area which received concentrated attention was in the vicinity of Morghew's occupation crossing where some slewing and packing was done. The trouble here is of long standing as the track bed in this region is mainly composed of shingle and ash. This location has been included in this Winter's ballasting programme, after which it should not require any further attention.

Spot re-sleepering, minor packing and aligning was carried out between Haystacks crossing and Rolvenden. Another stretch of track in the same area was that over the culvert at the Tenterden end of Orpin's curve where some re-alignment was carried out, together with the reinstatement of levels and cant. Further work was done on the first curve out of Tenterden towards Rolvenden; the ballast laid last winter was levelled off and the area tidied up. Between Tenterden level crossing gates and the home signal some fairly major maintenance was done to adjust the cant levels.

George Wright has reported that after adjustment the 3 flange lubricators are working perfectly. Everyone concerned is very pleased with the results. These pieces of equipment must be regarded as an investment because they prolong the life of the rail where they are installed. Although the wet cutting needed regular attention during the summer, the problems there will not be solved until the Winter works start when this area will form the major part of the programme. New drains will be installed, fresh stone laid down and the track raised by up to 12 in.

Commercial

Tickets issued to the end of September totalled 36,526, an 11% fall on last year which is disappointing but largely accounted for by commencing the service four weeks later than 1978 and by the petrol shortages in early summer. To cover the second rise in the price of coal this year, fares were increased 11% on 1st August and at the same time concessions were made on the child fare. Children under 5 are now carried free and those under 16 at half fare.

The "Wealden Pullman" services have again been heavily booked and many would-be customers disappointed. To cope with the

expected demand next year, consideration is being given to running these trains on Friday nights as well in June and July. Preparations are now well in hand for the "Santa Specials" which this year are running additionally on Christmas Eve. The final day of this season's trains will be New Year's Day and then no services will operate until Easter (April 4th).

Area Group News

Ashford. The Group had a sales stand at R.H.&D.R. Open days on 22nd and 23rd September. Fencing work has continued throughout the summer although on at least 3 occasions it was disheartening to turn up and unlock the tool store only to find that someone else with access to a key had 'borrowed' much of the equipment. The 'annual Model Railway Exhibition' will be held at the Centrepiece Ashford on Saturday March 1st 1980. A full programme of monthly meetings has been arranged for next year and a list of these will appear in the current issue of *The Rooter*.

Maidstone. The monthly open meetings have been well supported with some high calibre guest speakers appearing. Since August last year the waste paper which has been stored in the Iron Mink and removed at regular intervals has realised an excellent profit to the group of some £400. Many thanks to all who contribute – please keep it up. A road trailer to carry the pump trolley has been purchased and it has also been found very useful in transporting materials to the many exhibitions and fetes etc. which the group is being asked to attend: Marshall Vine's working 00 gauge layout of Wittersham Road has been much in demand. This Winter, the Group will be completing the foundations for the water tower at Wittersham Road which will be erected next spring in time for the 1980 service. It should prove an added benefit for next year's Steam & Country Fair as this year a shortage of water at Tenterden was a problem.

Medway. On 28th October the Group held a car rally as a fund raising exercise and hope to run another one next Spring. Further news and results of the first one can be found in the *Rooter*. There will be an Open Meeting on November 21st when there will be a film about the Severn Valley Railway and a showing of the ever popular "Oh! Mr. Porter". Three days later on the 24th there will be a Social Evening – Tickets £1.25. Both evenings at the White Horse Inn, Rainham at 20.00 hrs. December 15th will see a Vintage Double Deck bus running from the Medway Towns to Tenterden for the Santa

Special Service – there are still a few seats left on this. A further vintage bus tour is being arranged for January to the B.R.E.L. Works, Ashford.

Surrey. Work is proceeding well towards the Guildford exhibition on March 8th 1980. Richard Halton would like to hear from anybody with unwanted model railway equipment books and magazines, etc. Turn your unwanted junk into money and help the railway at the same time.

Thameside. The projected trip to the Mid-Hants Railway was cancelled due to lack of support. It is hoped that this can be rearranged for next Spring – more details in the March mailings. The sponsored pump trolley marathon held on 30th September was very successful with everybody completing the full 60 miles. The event should raise £600 if everybody pays up. A reminder to all those who agreed to sponsor the group by post, please send your remittances to Neil Sime as soon as possible, remembering that everybody completed the full 60 miles. The number of people attending Open Meetings continues to grow and new members are of course very welcome. The next meeting will be on December 3rd at 19.45 hrs at The Corner Pin, Slade Green Road, Slade Green. A new committee was elected recently with Charlie Masterson as Chairman. The Group has now been able to take on the care and maintenance of Rolvenden Station and work will be starting this Winter.

The Weald. The summer was a relatively quiet period for the group although the sales stand managed to visit a few venues including a successful weekend at the Bluebell Railway in September. Currently the Group is purchasing for the Company the R.U. Restaurant Car which will be used in next year's Wine and Dine trains. When the vehicle is delivered, the group will be assisting with the work to make it fit for traffic. To help raise the balance of funds required for purchase, the Group held a sponsored walk along the former railway line from Groombridge to Forest Row in October. Another model Railway Exhibition will be held in the King Charles Hall, Tunbridge Wells on Saturday 15th December.

Errata: In the last issue, we incorrectly referred to 'Sutton' passing No.2 Carriage Road on the front cover caption. This should read No.1 Carriage Road. Apologies also to Keith McDonald, for incorrectly spelling his name.

Why Signals at Wittersham Road?

One may wonder why a signal box and passing loop should be needed at Wittersham Road. In fact, it will be essential, if an hourly service is to be introduced between Tenterden and Bodiam, as trains will need to pass at about the halfway point which is Wittersham Road. Additionally, in the event of trains having to be terminated short of their destinations, facilities do have to be available for run-round movements. If we are to run an even more frequent service, passing loops will have to be put in at Rolvenden and Northiam in order to give greater flexibility to the service if trains get behind time. Why should we signal Wittersham Road before Rolvenden? The answer is that passing loops need to be 120 yards long to accommodate 5 coaches and our longest engine and there are difficulties in extending the Rolvenden loop to this length. In order to provide continuity of work, it was decided that work should commence at Wittersham Road and this is already well under way. The layout is shown in the numbered diagram.

Most of the running signal posts, which are of the standard Southern Railway type lattice, have been erected. The arms will be of the lower quadrant type and are from the Great Northern line of the C.I.E. One ground shunt signal will be of the G.N. pattern, this is No.14 and will be the "Loop to Up Starting" signal. Permission was given for a shunt signal to be used at this location owing to the limited clearance. Other shunt signals will be of the Southern Railway type.

It is hoped to start shortly installing the rod runs to Nos 6 & 16 points; this will take several weeks providing the weather holds, as Wittersham Road is not the ideal place to be in rain, wind and mud.

The signal box structure was originally built at Deal Junction, between Kearsney and Dover Priory and commissioned on 1st July 1882. It was closed on 8th August 1972 and removed to Tenterden later that year. When the box was dismantled, it was found that two of the main timbers required replacing and it was also decided that new cladding should be used as some of the original timbers were rotten.

Whilst the structure was at Tenterden, it was properly examined and some of the joints trimmed and new wood lapped in. The base is built of Pluckley bricks (a local product) in English Bond which seems to be the type used by British Railways. The frame will be of 22

levers, which may seem more than is necessary, but as can be seen from the diagram, the signalling has been designed to cover all movements in the event of a second platform being needed.

The level crossing gates will not be interlocked with the signalling as this would cause complications when the box is switched out of circuit. A yellow light will be installed over the 'stop' boards on each side of the crossing and will be illuminated when the box is open; this will denote to the driver that providing the gates are open to the Railway, he may proceed without stopping at the 'stop' boards.

The two 'Down' stop signals are mounted on the same post, as owing to the unstable ground around this area, it was not possible to install a half bracket. The top arm on this post will be a subsidiary arm until it is possible to run 'Down' passenger trains to the 'Down' line. The lower arm is for movements to the 'Loop' line. In the 'Up' direction, it will only be possible to run into the 'Loop' line as it was considered unnecessary for trains from the Northiam direction to run to the 'Main' line.

A 'Limit of Shunt' board will be used for shunt movements towards Rolvenden and a driver must not pass this board unless he is in possession of the Train Staff.

The Engineers siding will be controlled by a ground frame released by the Annetts key attached to the Train Staff. These points will be fitted with an Economical lock which moves and locks the points with one lever. This type of lock is usually called a 'Butterfly' owing to its similarity to a butterfly with its wings open.

The Block Instruments will be Tyers No.9 Electric Key Token, and will be installed at Tenterden and in this box.

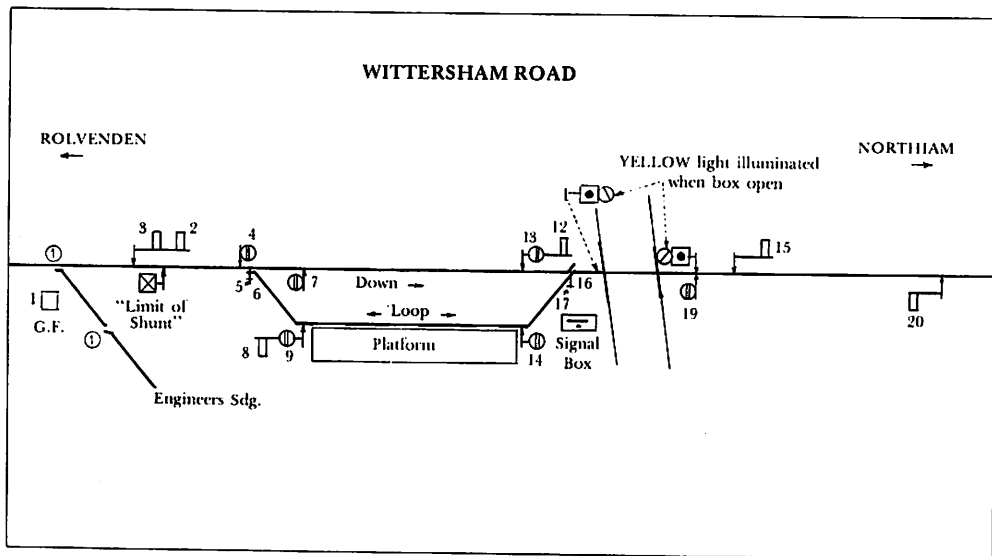
Electric locks will be put on Tenderden Down Advance Starting and on No.8 signals and interlocked with the instruments. The Loco siding points at Rolvenden will also be released by the Annetts key on the Train Staff.

The Engineers siding will not be worked from the signal box as this would involve the box being manned whenever the Engineer wished to use it, necessitating another four levers on the frame. An electrical lock released from the box could be installed, but again, this would mean the box being manned and a wasteful use of manpower.

'Train Waiting' or track circuits will be installed on the approach side of the 'Up' home signal (No.20) as this signal is some distance from the box and also another one between Nos.15 and 20 signals.

It is hoped to commission this box by July 1981 but in the meantime, work will start on some preliminary preparations for the signalling of Rolvenden.

Steve Whiteman



Key

(The numbers correspond to the lever arrangement in the signal box)

1	Ground frame	19	Shunt east at points 16
2	Down line home	20	Up Home
3	Down loop home	21 and 22	Spare
4	Shunt west at points 6		
5	Facing point lock on 6		
6	Loop points east		
7	From main line shunt east		
8	Loop up starting		
9	From loop shunt east		
10	Interlocking lever		
11	Closing lever		
12	Down line starting		
13	From down line shunt west		
14	From loop shunt west		
15	Down advance starting		
16	Down line points		
17	F.P.L. on 16		
18	Spare		

Numbers 10 and 11 are closing levers in the signal box designed to allow trains to run through the station platform without a signalman being present, by allowing signals to be cleared in both directions simultaneously.

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PASSENGERS 1905-1947

Year	First Class		Third Class		Total
	Total	Origin on line	Total	Origin on line	
1905	x	x	x	x	77914
1906	x	x	x	x	85819
1907-1908	—	—	—	—	—
1909	x	x	x	x	82006
1910	x	x	x	x	88847
1911	x	x	x	x	87081
1912	x	x	x	x	86319
1913	2612	0	103064	99715	105676
1914-1918	—	—	—	—	—
1919	—	3405	—	81721	—
1920	—	2453	—	72158	—
1921	—	1522	—	65816	—
1922	1183	1183	67493	66468	68676
1923	1084	1065	65290	62934	66374
1924	673	664	52449	50926	53122
1925	521	521	48293	45981	48814
1926	237	237	40093	36823	40330
1927	301	278	38239	33403	38540
1928	335	224	39774	33029	40109
1929	215	132	41973	34871	42188
1930	167	114	37722	31558	37889
1931	79	50	27735	23045	27814
1932	61	43	19109	15507	19170
1933	42	26	20317	16656	20359
1934	69	29	23290	19371	23359
1935	78	20	24783	19215	24861
1936	98	33	25581	19144	25679
1937	97	28	24188	18293	24285
1938	66	12	20569	14493	20635
1939-1945	—	—	—	—	—
1946	—	280	—	18938	—
1947	—	166	—	18893	—

SEASON TICKET PASSENGERS 1913-1947

Year	First	Class	Third	Class	Year	First	Class	Third	Class
	A	B	A	B		A	B	A	B
1913	25	9	0	0	1930	0	0	18	6
1914-1918	—	—	—	—	1931	0	0	15	1
1919	—	0	—	11	1932	0	0	12	0
1920	—	0	—	8	1933	0	0	16	0
1921	—	0	—	8	1934	0	0	19	0
1922	14	0	7	7	1935	0	0	6	0
1923	6	0	12	6	1936	0	0	4	0
1924	5	0	13	6	1937	0	0	4	0
1925	0	0	19	3	1938	0	0	4	0
1926	0	0	24	4	1939-1945	—	—	—	—
1927	0	0	28	4	1946	—	0	—	3
1928	0	0	16	4	1947	—	0	—	3
1929	0	0	11	6	N.B. 'A' = Total 'B' = Orig. on line				

Passengers in the Past

Stephen Garrett has been digging into the archives and has discovered some interesting statistics on the numbers of passengers carried prior to nationalisation in 1948.

The Railway is fortunate in possessing an almost complete set of the Annual Reports and Accounts of the Kent & East Sussex Light Railway Company from 1905 to 1947. These consist of a preparatory report by the Directors, a presentation of the accounts and a number of statistical returns. The reports submitted by the Directors each year, twice a year until 1913, tend to provide little detail of the working of the line and suffer from repetition – the following optimistic passage occurs with slight variations in every report from 1915 to 1921, “The crisis which the country is passing through has affected the progress of the undertaking but there are, as before reported, signs of satisfactory developments which may be expected when normal times return.”. This optimism had begun to evaporate when in 1922 and the two succeeding years we read, “The crisis through which the country has passed has affected the progress of the undertaking, but under all the circumstances the result of the workings, since relinquishment of Government control in August 1921, has not been unsatisfactory.”

The earlier years are the most informative with references to hop harvest failures, flooding, the fitting of heating and lighting to the Company's stock and, ominously, as early as 1911 there is a reference to Motor Car Competition preventing the expected development of first class traffic. However, it is not in the Reports themselves nor even in the Accounts that these Annual Reports hold such interest but in the statistical returns appended to them. Even here there are disappointments. The stock returns, for example, are of tantalisingly little use to those seeking to identify particular items of rolling stock.

Even more serious a blow is the omission, by permission of the Board of Trade, of most of the statistical returns for the years 1914-1921 and 1939-1945. Since rail traffic increased during both World Wars and many of the line's more debatable acquisitions and disposals took place in wartime this leaves a serious gap in our records. Nevertheless the statistical returns for other years are still sufficient to give us an abundance of details of miles run, land and property owned, ballast and materials used and passengers and freight carried.

Since passenger traffic figures are of some current concern to us it is hoped that a summary of past achievements might prove interesting. Prior to 1913 no detailed analysis of passengers was given and we do not hold complete records for 1907 or 1908. From 1913 passenger figures are given as a total with a sub-total of those who originated on the line. As explained earlier no figures were recorded for 1914-1918 and 1939-1945 and only limited figures were given for 1919-1921 and 1946-1947. For ease of presentation season ticket figures are presented separately here.

The most striking feature of the figures is the steady decline in passengers from 1913. It is certain that figures rose during the 1914-1918 War when other forms of transport were harder to come by but the overall picture from the end of the War onwards explains the increasingly worse state of the line's fortunes. The connections with the effect of road competition and of the Depressions are clear but can any other conclusions be drawn? Was the loss of 13,000 passengers in 1924 a consequence solely of external economic factors or a result, in part at least, of the increasing decrepitude of the line's carriages and the introduction of the notorious petrol railmotors? Conversely, what mysterious element induced even a handful of passengers to continue to buy first class tickets throughout the 1920s and 1930s when their chances of actually finding first class accommodation on any particular train were slim, to say the least? Season ticket holders were apparently quickly aware of the deficiencies of first class travel but their patronage of the third class remained relatively buoyant until virtual eclipse in 1935. Did season ticket rates rise alarmingly or did some other straw break this particular camel's back?

If there is sufficient interest it is hoped to publish details of freight figures in a future issue and we would be pleased to consider requests to publish any of the other details contained in the Reports. Should any member or reader have access to the Reports for the Half Years ending December 1907, June 1908 or December 1908 or to any Rother Valley Railway Company Reports we would dearly like the opportunity to make a copy of these to complete our records.



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THE FAIR WEEKEND

The Tenterden Steam & Country Fair is now a major event in the County's calendar and this year attracted more than twice the number of visitors than in 1978. Mistakes were made in the organisation of the 1978 fair and as a result our final profit was a mere few hundred pounds, despite glorious weather and satisfied customers and this did not justify the months of effort that were put into the preparations. Although we set out to give value for money, the primary objective of this, by far the largest event in the Railway's calendar, is to raise money for the restoration of the line. With a fairly disappointing season of weekend traffic behind us, it was all the more vital that this should be a financial success.

The organising committee was strengthened from 3 to 10 for 1979 and planning commenced as far back as last January. We took a decision right from the beginning to keep the fair in a traditional mould and to avoid, as far as possible the use of modern attractions. We were, for example, offered a modern fairground complete with dodgem cars and loud pop music, but we felt it alien both to the Railway and to the town of Tenterden and would not be attractive to the type of family visitor that we wished to come. All the attractions were to be either steam, vintage vehicle or livestock and country crafts – chosen with great care to ensure that they conveyed the rural flavour that we were seeking to promote. Having set the tone, the next phase was to obtain permission from the various landowners for both fair space and car parking, to arrange the printing of posters and leaflets and the drawing up of site plans. In the light of generally an inadequate number of volunteers to man the events in previous years, we decided to farm out as many amenities as possible to outsiders. This would also act as an 'insurance policy' in the event of bad weather and restrict our potential losses. Despite excellent weather in 1978, we did not achieve the takings at the gate that we had expected and

it was clear that a large number of people had entered without paying, due to an inadequate number of people issuing tickets on the gate. As ticket receipts represent an overwhelming proportion of our total takings we had to ensure that this was tightened up in the future.

We decided to raise the adult admission charge from 60p to £1 (£2.50 for a family ticket with unlimited children, otherwise 50p per child and the same for a pensioner) to take into account both the generally higher range of attractions on display this year and also the fact that V.A.T. had risen from 8% to 15%. We felt that some people could be deterred from coming due to high petrol prices (in the event this was not a problem) and arrangements were made for special buses to link Ashford station at hourly intervals with Tenterden. At about this time British Rail introduced a family railcard scheme which enabled one adult to travel at the normal second class fare, whilst the rest of the family were charged a mere 50p. British Rail were very co-operative and agreed to help by sharing the cost of poster advertising with us and allocating space on every South Eastern station.

Four days before the event, work commenced on the site – banging in several hundred stakes is an arduous job, particularly on clay soil. The weather was fine for nearly the whole week and we began to wonder how long it could last. In the event, the weekend of 16th/17th September turned out to be one of the most glorious of the whole summer. On the Saturday, 5,240 people visited the fair, the bulk of whom arrived after lunch and the car parks were just short of being full. A total of 1129 people travelled on the trains, including 26 from Wittersham Road, although there was little demand for the morning services on both Saturday and Sunday and it is likely that the first train of the day will be somewhat later next year. On Saturday night a party was held in the marquee for all the

helpers and exhibitors and now it is a tradition that the golden gallopers continue until midnight to give everybody a free ride.

Saturday proved, however, to be the lull before the storm and by 12.15 p.m. on Sunday the car parks were already full. Mr Edwards our neighbouring farmer, kindly made further land available, but by 2.30 p.m. this too was full. From then on traffic was directed back to the town centre and there is no doubt that we lost some business. There were a few small dramas – a broken ankle, a theft of (empty!) money bags and an alleged kidnapping – although the supposed victim turned up some 10 minutes after the incident had been reported to the police. By Sunday night all the helpers were exhausted, but pleased with the result; a total of 11,497 visitors had come and a new record of 1,518 passengers in a single day travelled on the trains including 76 from Wittersham Road. The total number of visitors for the weekend was therefore 16,739 and we could hardly have coped with any more. Our original plans had been to advertise the event on television, but this had to be abandoned in view of the strike,

and was proved to be unnecessary. Needless to say, a substantial profit has been made; total cash receipts were of the order of £15,000 (excluding, of course, those events franchised to outsiders) and the net profit to the railway is expected to be of the order of £6,000, excluding revenue from the running of the trains. During the course of the weekend a visitor survey was carried out and this produced some interesting observations. Two thirds of our visitors had come from a range of between 5 and 40 miles and 30% had heard about the event from our own posters; 77% came by car and 5% by the special bus. Finally, when asked what they particularly liked to see, the number one choice for both men and women was 'steam trains'!

Mark Yonge

Thanks to all those who participated in the arrangements for the Steam & Country Fair and in particular the organising committee – Derrick Bilsby, Colin Deverell, Max and Jo Dunstone, Tony Hocking, Dave Levett, John Miller, Alan Tebboth, Mike Todd and Ray Wheeler. It is hoped that the 1980 Steam & Country Fair will be held on the weekend of 20th/21st September.

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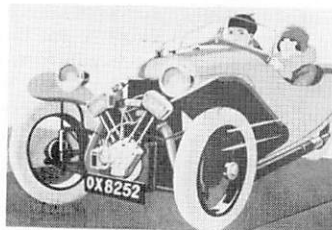
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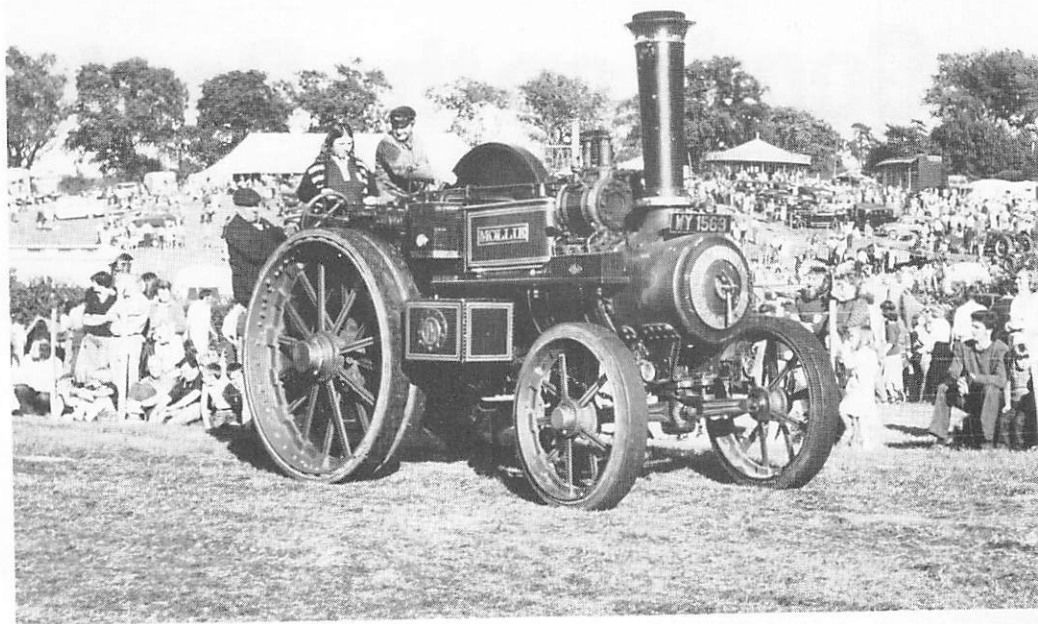
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*The ladies steering competition. Above: Burrell locomotive "Mollie" built 1921 as a 10 ton roller and converted by the previous owner in 1964. Now owned by Thomas Wood & Sons Ltd. of Swanley, Kent. Below: Clayton & Shuttleworth agricultural tractor "Peggy", built 1904 and spent all its working life in Sussex until 1950, when purchased and restored by the present owner, Mr. M.V. Pink of Sellinge, Kent.
[Brian Stephenson]*



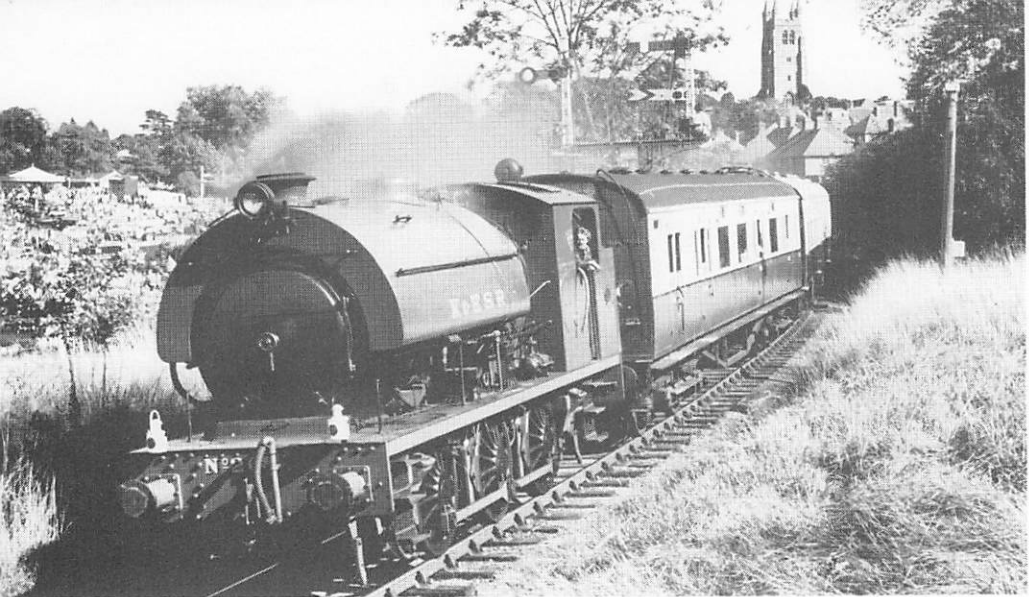
Goods on the Bank

*The 12.15pm Rolvenden to Tenterden goods train, headed by locomotive
No. 10 "Sutton", on Tenterden Bank, 16th September 1979.*

[Brian Stephenson]



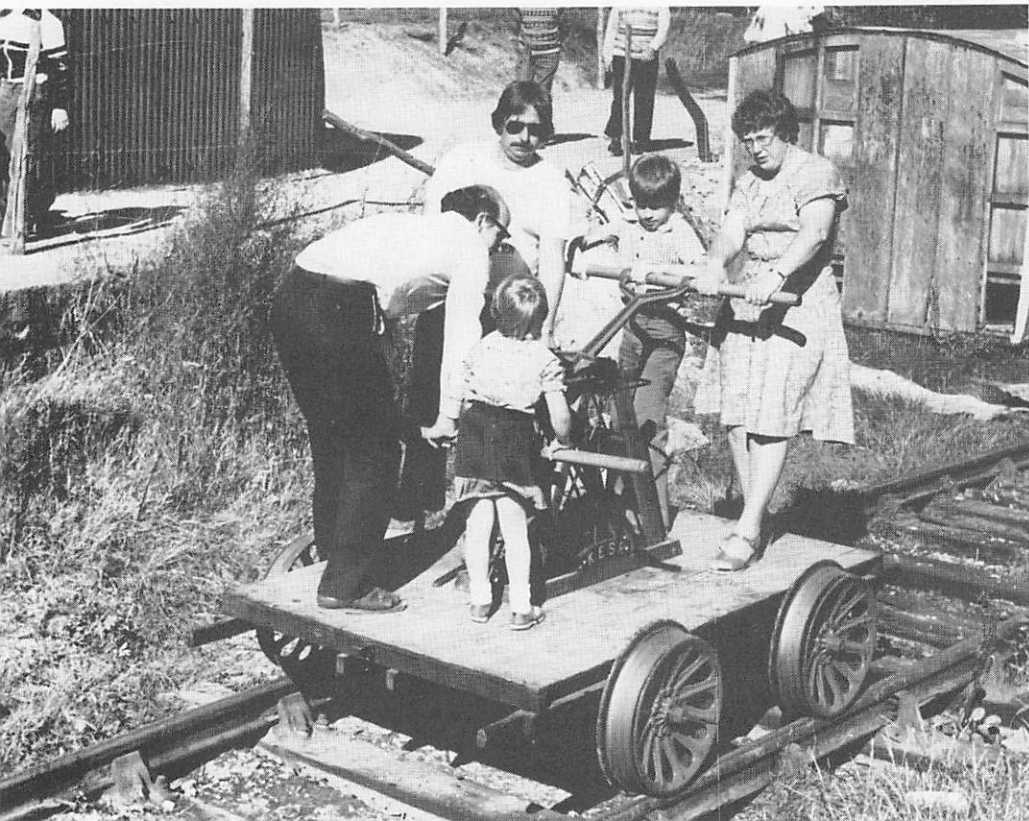




Above: The 12.30pm train headed by locomotive No. 26, leaving Tenterden on 16th September; the fair is in the two adjacent fields.

Below: Pump trolley rides at Tenterden.

[Brian Stephenson]



The Wreck of another "Hesperus"

The story of an unfortunate incident at Wick St Lawrence in 1934.

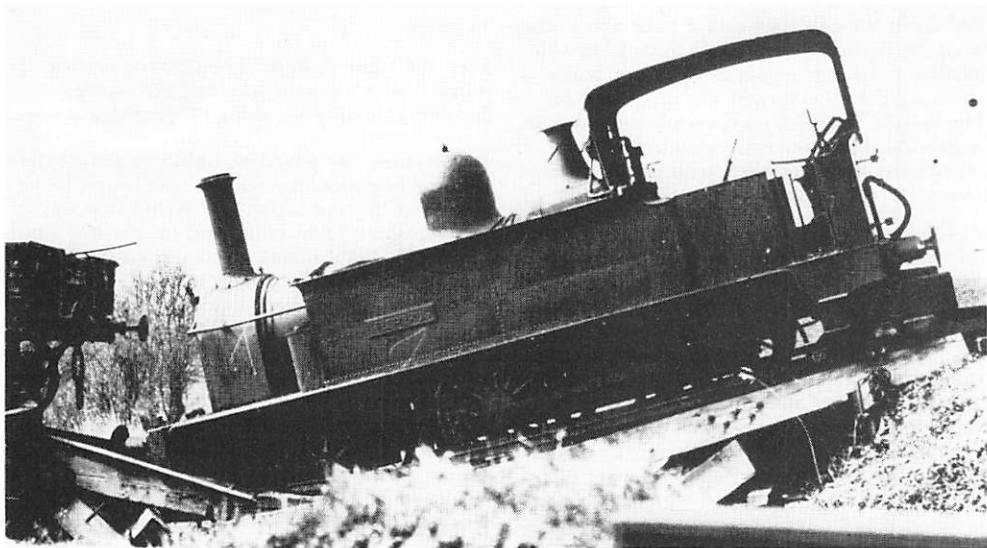
The Tenterden Terrier of Summer 1975 contained an illustrated article depicting the accident in 1916 between Bodiam and Northiam when the engine Hesperus was derailed in somewhat spectacular fashion. This was not, in fact, the only "Wreck of the Hesperus" to occur on a Colonel Stephens railway, for another such incident, albeit a less spectacular one, occurred in 1934 on the Weston, Clevedon and Portishead Railway. The engine was not, of course, the same one although, strangely enough, it too was an ex-GWR engine that had been acquired by that company from a line which it had absorbed.

The Hesperus in question was a 2-4-0 side-tank built in 1875 by Sharp, Stewart & Co., makers' number 2578. She was originally constructed for the Watlington and Princes Risborough Railway which was absorbed by the GWR in 1883, and was then numbered in the GWR's "miscellaneous" 13XX series for engines from absorbed lines, becoming no. 1384. In 1899 she was rebuilt at Swindon and took on a distinctive appearance characteristic of her new owners, with Belpaire firebox, brass safety-valve and large brass dome. She was certainly employed in Devon and ended her GWR days on the Wington Vale Light Railway in Somerset. It is fascinating to speculate that Colonel Stephens

may have spotted her there and taken a fancy to her, for the line was only a few miles away from Clevedon. At all events, the engine arrived there in 1911, still bearing the number 1384.

At this point it is interesting to break into the narrative to draw attention to a curious fact. In that year Col. Stephens sent a photograph of her to *The Locomotive* magazine together with principal dimensions, but many of the latter turn out to be incorrect. He gave the date of building as 1876, for which we may perhaps forgive him on the grounds that he was a practical railwayman and not an historian. On the other hand he was more seriously at variance with fact in describing the driving wheels as 4'6" in diameter when they were only 4'. He also gave the cylinder dimensions as 14" x 18"; when built they were 12" x 17", and whilst the GWR may have replaced them with a larger pair, this looks like another inaccuracy. In later years Colonel Stephens developed a distaste for the railway press, apparently because he felt that they reported his railways inaccurately, so it is interesting to find him guilty of the same fault.

For the sake of completeness, the remaining dimensions of Hesperus were as follows: leading wheels 2'9" diameter, surface area of

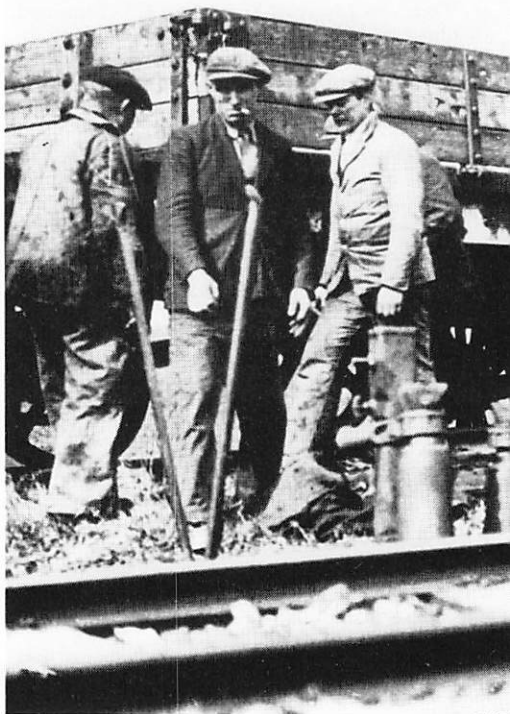


[Author's collection]

tubes 523 sq.ft. and of firebox 47 sq.ft. The boiler pressure when built was 140 lbs./sq.in., but given as 120 lbs./sq.in. on the WC & PR, thus reducing the tractive effort from 7,775 lbs to 6,664 lbs (assuming 12" cylinders). Most important of all for the purposes of this story, her weight in working order was 24 tons 7 cwt, which made her the heaviest engine on the line except for the "Terrier" Portishead. In the summer 1979 issue of *The Tenterden Terrier*, Stephen Garrett, in his interesting article on the 'Ilfracombe Goods' class pointed out that two of these engines could, under the terms of their purchase, have gone to the WC & PR or the EKR, and wonders whether this was ever seriously considered. In the case of the WC & PR the answer must surely be "no", for with a weight of nearly 36 tons they would have been much too heavy for the line. Even the 30-ton Walton Park proved too heavy and after five years was transferred to the S & MLR and then to the EKR. No tender engine ever did run on the WC & PR.

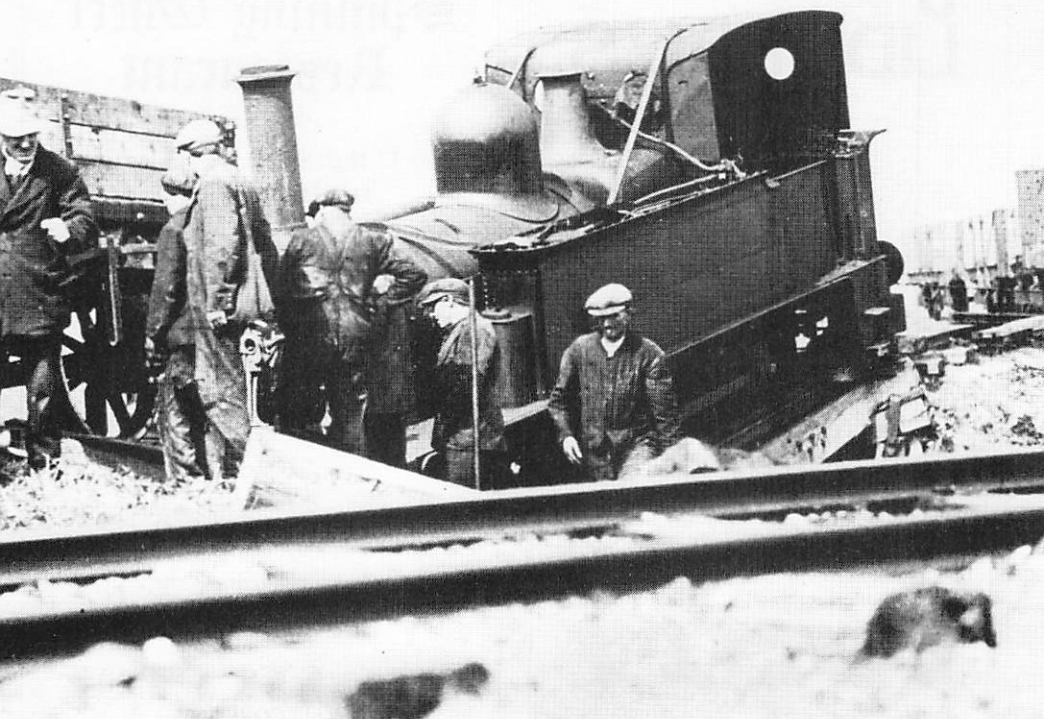
Photographic evidence shows that No.1384 ran carrying her GWR number for some while, and then for a time with no name or number, before the Colonel gave her one of his favoured classical names, *Hesperus*. She seems to have been used quite a lot in her early days, but as time went on her condition gradually deteriorated and photographs of the mid-nineteen twenties show her with a large hole in the smokebox (later patched), and with stays fitted from the cab roof and a yoke across the top of the firebox, presumably to stop the side-tanks from falling outwards. It is not really surprising that she earned the nickname of "The Wreck"; indeed, such a soubriquet was so predictable that one really wonders why Colonel Garrett persisted with the name for engines on the railways under his control.

In 1918 he persuaded the Excess Insurance Co. (who had bought out the other creditors and taken the WC & PR into receivership nine years before) to build a wharf at Wick St. Lawrence, midway between Clevedon and Weston-super-Mare, in order to import coal more cheaply from South Wales. Later a Fordson rail-tractor was purchased for shunting at the wharf, although no vehicle was allowed on the lightly-constructed jetty itself, trucks being propelled on and either drawn off by a steel hawser or by pinching-bar. The first rail-tractor only lasted for about a year; requiring servicing it was attached to the back of a passenger train for conveyance to Clevedon one morning. Soon



after the train started, however, the tractor jumped the rails and was dragged some considerable distance along the permanent way.

By the time the guard was able to attract the driver's attention the tractor was found to be damaged beyond repair. A second one was purchased and was employed on the line until closure in 1940. It was on its way to the Wharf that *Hesperus* came to grief; about a dozen wagons, some of them loaded with ash, were waiting at Weston-super-Mare on 5th April 1934 and early that morning *Hesperus* was steamed up and run down as a light engine from Clevedon depot. The trucks were attached and the train proceeded to Wick St. Lawrence, reaching it at about 8 am; here a set of facing points gave access to the short branch which led to the jetty, and on this branch was a small wooden bridge over a rhine (pronounced "rheen": it is the Somerset word for a ditch). This particular bridge had been under repair



[Author's collection]

only a few weeks previously and all the timbers had been replaced. When, however, the heavy Hesperus passed over it the construction collapsed completely and, as *The Clevedon Mercury* somewhat dramatically put it, "great baulks of splintered timber and broken sleepers were thrown into the ravine". Somewhat surprisingly the rails themselves did not break but only sagged alarmingly, and the engine remained on them.

Quite logically the WC & PR authorities approached the GWR with a request to loan a crane to pull Hesperus out. The only place where this could have been transferred to the light railway was at Portishead, the oft-planned connection near Weston-super-Mare never having been built. Had the crane come in this way it would have had to run down through Clevedon and across the Yeo bridge, just a short distance north of Wick St. Lawrence and at 240 ft. long the largest engineering work on the line.

This bridge was inspected annually by the GWR, for the simple reason that their trucks ran over it, and they therefore had enough knowledge of its condition to refuse to risk one of their cranes across it! The company's only alternative, therefore, was to "birdcage" up the locomotive by building a timber frame beneath it. The process took three weeks to complete and 300 sleepers were cut up for the purpose.

As it turned out, Hesperus was not severely damaged by the accident, but her general condition led to her being used very little afterwards. In 1937 W.H. Austen, who had succeeded Colonel Stephens as General Manager and Engineer, decided to replace her with another "Terrier" and she was sold for £40 to A. Britton & Sons, acting as agents for Messrs. Cox & Danks, scrap merchants of Bristol. Hesperus was cut up at Clevedon by three of the WC & PR employees.

Christopher Redwood

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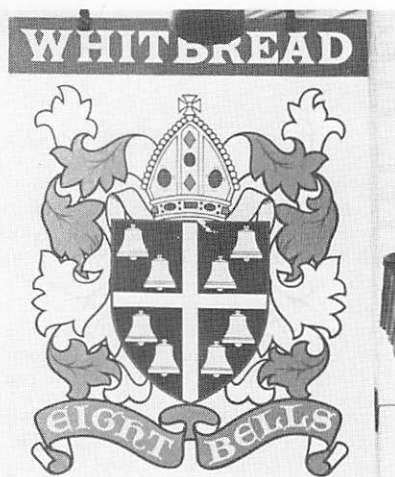
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The Commercial View

Manager, Donald Wilson, outlines the workings of the Commercial Division and presents some of his personal views for the future . . .

In the summer 1979 issue of *The Tenterden Terrier*, the Chairman outlined the obstacles facing the Company and the financial climate in which we are forced to operate. He also gave details of the major projects planned over the next three years whilst at the same time expressing the view that an extension of passenger services beyond Wittersham was unlikely before 1985. With this in mind, the Commercial Division's job must be to generate as much profitable business for the Railway as possible.

When the K&ESR was constructed 80 years ago, the pace of life was far slower than it is today and the little stations catered for only a few hundred passengers a year. 'Marketing' and 'Sales potential' as far as railways were concerned did not exist. Passengers used the railway to get from A to B, albeit rather slowly. Today the K&ESR is reborn with nearly 50,000 people visiting us, mostly at weekends, as part of their leisure activity. The public at large have been educated towards steam railways over the last decade, ever since steam trains ceased to be an everyday sight in Britain.

Today there are nearly 30 private railways on which one can take a steam hauled train, not to mention the 'steam centres' and private excursions on BR lines! So whether one likes it or not, we are part of the massive tourist industry, plying for trade like any other attraction, so we must 'sell' the Railway effectively in our main market area, which is roughly a 50 mile radius from Tenterden.

It is at the busiest time of the year – usually in July and August – that the Publicity Committee meets to discuss plans for the next season. Advertising, posters and leaflets form a large part of the expenditure and so it is always these items that come in for scrutiny. 'How effective was our advert in that paper?' 'Could we not have got a better free editorial mention?' are typical questions. The feed-back we receive through members and from the results achieved help in the preparation of the plan submitted for Board approval. Advertising is always the most criticised expenditure item as it is a bottomless pit and of course results cannot be guaranteed. In the late Autumn, the income budgets are submitted to the Board for all the Railway's commercial activities.

Our main source of income is from running the trains themselves. The object is to get as much revenue as possible from the minimum number of services, as running costs are the same whether the trains are empty, half full or overcrowded. In days of spiralling costs, we should always aim to increase our load factor and eliminate unprofitable services. Secondary to the trains, is the operation of the Buffer Stop Shop, where many passengers 'browse and buy'. The enthusiast market is now well catered for with a good selection of railway books and models as well as sale of rare tickets. The shop area has been enlarged and improved considerably in the last two years and has resulted in a very satisfactory increase in turnover.

The Catering Department cannot fully exploit the potential on the Railway due to the cramped access to and inside "Theodora" but our planned new building will, it is estimated, treble our present turnover and be a useful profit centre for the future. Meanwhile, our on-train refreshment trolley continues to trade briskly to our 'captive' market.

When the first 'Wine & Dine' train was run in 1974, no-one envisaged that six years later we would be running 60 seater trains every Saturday from April to October. Not only are these trains fully booked months in advance, but customers are booking a year ahead to be sure of a seat in high summer! With an income of around £500 per train, and demand unsatisfied, we could easily fill the train two or even three times a week. However to do so would involve the introduction of an outside caterer as well as overcoming the difficulty of obtaining footplate crews willing to work late midweek. This is a case where the potential for a substantial marketing exercise exists, but to attract more business could endanger our present scope of operations. However, it is possible that we will introduce Friday night charter trains in July and August 1980. To improve the quality of the on-train facilities, a Restaurant Kitchen Car has been bought from British Rail and it is hoped to have this in use for next season.

The Railway has received tremendous publicity from the success of the 'Steam & Country Fair' which is now an established annual event,

although not without considerable financial risk. The sun shone, as it has done for the last three fairs, and a good profit has been realised from this very worthwhile commercial activity.

Popularity with the public is again noted during the month of December when upwards of 5000 people descend on us for the 'Sania Specials'. A lot of organisation goes into the running of these services – buying the presents, code wrapping them in different colour papers, distributing them to the homes of the 'wrappers', arranging the Santas, ordering the mince pies and finally loading everything on to the trains and serving everyone within 50 minutes.

Having established the commercial framework and attracted custom, we must ensure that visitors enjoy themselves and tell their friends what a good afternoon they have had on the Kent & East Sussex Railway. First impressions count a lot and to see a smartly turned out locomotive sitting at the head of its train, with the crew enlightening enquirers on the technicalities of their stead, the guard and ticket inspector in smart uniforms, all piece together to give an air of authenticity and professionalism. At present, we have a major disappointment for visitors in that they are generally not able to inspect our locomotives. I would like to see some of our unservicable locomotives stored at Tenterden and some form of activity in which to interest our visitors in between trains.

The Board has decided wisely that consolidation is the order of the day and that any further extension of operating line does not feature in our immediate plans. However, it is worth a few lines to speculate on how the Railway could be developed without spoiling its character. The prospect of reaching Bodiam is a very exciting one as the K&ESR will become a very interesting line, linking two centres of considerable tourist interest. The line will become a major attraction to coach tour operators who are anxious to take the rush out of tourism and the idea of marketing one way journeys is a very viable proposition – provided not all groups want to travel in the same direction! However, how do we retain our 'light railway' atmosphere and at the same time cope with the crowds? The purist will remember the line as one with short, infrequent trains, hauled by diminutive tank engines, with small stations and delightful lower quadrant (of course) signals controlled by ground frames. To meet demand, today's trains

are longer, more frequent and are hauled mostly by big (by light railway standards) engines and standard upper quadrant signals controlled by signal boxes are in evidence. These features are in my view more in keeping with a SR branch line. With our remaining six miles we should investigate methods of train control more compatible with light railways – radio control, divisible train staffs etc. – and so give ourselves flexibility of operation without the need to build yet more signal boxes.

In the meantime, it would be an interesting development, as a prelude to opening the line to Northiam, to run a shuttle service between Wittersham and, say Hexden Bridge. Such a move would give added publicity and would enable us to give a practical test to recently laid concrete track panels. However, it should not be forgotten that if a second train is in operation, this means a doubling of operating staff, doubling of locomotives in steam, doubling direct operating costs but not necessarily doubling our passengers or indeed our profit! With the ever-increasing price of coal – now almost £1000 per lorry load – I believe it essential to our future success that we acquire at least one pair of diesel multiple units to operate 'land cruise' trains in off-peak times. Other preserved railways, such as the West Somerset and the North Yorkshire Moors operate these trains successfully and by running a similar operation ourselves, we would be carrying on the Stephens' tradition of economical motive power.

Looking to 1980, a determined effort is to be made to increase our revenue from filming and advertising contracts. Such work is obtained at very short notice but large contracts are very difficult to secure as we are unable to offer producers the full range of railway requirements.

On the marketing aspect, we are planning another preserved railway 'first' – advertising on television. Those of you in the Southern TV area should keep a look out during early April. On Easter Sunday, a special promotion will be mounted when all children travelling will receive a small Easter gift. The cost of this will be offset against the extra passengers generated by the press and local radio coverage. May 28th will be Children's Day on the K&ESR when all accompanied children will be carried free. June is busy on Wednesdays with school parties and in July, the K&ESR starts its longest period of continuous daily running since re-opening. I

am confident that those members who give up their holidays to work these trains will find their time well rewarded with an increasing number of holidaymakers filling these mid-week services. September sees the hectic activity of the Steam & Country Fair and between then and the "Santa Specials", it is hoped to be able to run a genuine K&ESR mixed train, probably in November, and hopefully with a 'Terrier'.

Whilst the running of our Railway gets more demanding each year it is gratifying to see the progress we have made in the last six years.

Looking into the next decade, and given the continuing prosperity of the country and continued availability of petrol, I can foresee an increasing amount of leisure time being available, with the probability of a four and a half, or even a four day working week by the end of the century. Such increase in leisure time can only benefit tourist outlets, so provided we all continue with our team effort – and remember each and every member is his own publicity agent for the K&ESR – the commercial prospects are good for a slow but steady growth in keeping with our resources.

Obituary

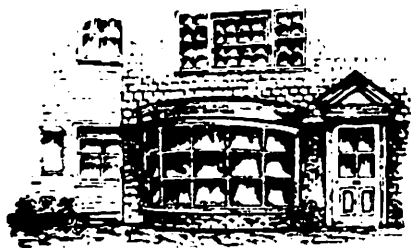
It is with much regret that we have to record the death of Arthur Harris on 14th June 1979, at the age of 77. Arthur Harris joined the Kent & East Sussex railway in 1919 at Tenterden Town Station, working under the stationmaster, Mr Taunt, and subsequently becoming

stationmaster at Rolvenden. He completed 35 years of service before his retirement and lived at Tenterden. He was present at the final reunion of staff of the old Company last year and we would like to convey our sympathy to his widow and two daughters.

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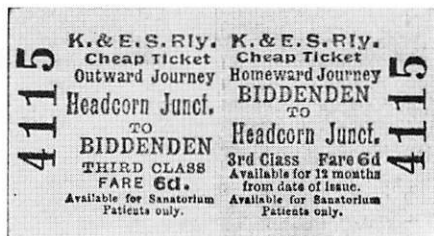
Bargains for shoppers and palliatives for chest patients



The Kent & East Sussex had a wide range of excursion tickets available to obvious places such as Hastings and Folkestone, but it is perhaps a little surprising to find that although the Line was only 21 miles long, it still managed to promote cheap tickets for journeys entirely within its own length. Indeed, surviving specimens often have quite high serial numbers, and seem to have been more popular than trips to the more obvious seaside destinations. Perhaps the reason for this lies in the very low pay which country people received in pre-war days – 2/6d for a trip to Hastings was a vast sum, to be expended only on the rarest occasions. On the other hand, the 6d return excursion from Junction Rd to Robertsbridge Junction for the market day (was it weekly or monthly?) might be afforded more often, especially if a resident of Junction Rd had, perhaps, a few eggs to sell, or was in need of a yard of material for a new dress – in which case the extravagance of the 6d excursion might turn out to be no extravagance at all, but a veritable investment for the future. The fare was, indeed, a bargain, since other surviving tickets show that the normal single fare for the journey was 6d, so the offer of a return trip for the price of a single was unusually generous for Col. Stephens. It is so generous, in fact, that I suspect the Robertsbridge Market was a monthly affair, so limiting the issue of the Cheap Market Ticket to one day a month. Even so, it conjures visions of trains packed full of country folk, no doubt accompanied by a few trussed fowls and heavily encumbered shopping baskets, all enjoying the thrill of a real live train journey – even if it did last only 15 minutes at a time! The actual ticket is yellow in colour with a red cross printed over each half, and is slightly larger than a normal Edmonson card, being printed on stiff paper and designed to be torn from a stapled pad by the travelling ticket inspector. Junction Rd, of

course, never had a booking office, and in common with Salehurst Halt and Robertsbridge Junction (which only had an S.R. booking office), its tickets were in pads, rather like the old Bell Punch tickets on the London trams.

The second bargain excursion comes from the other end of the Line, and has a number of unusual features. It was issued at a cheap rate to patients from the Benenden Sanatorium which at that time catered for tuberculosis and chest ailments. One wonders how the long suffering booking clerk at Biddenden was able to identify such passengers – did they stagger into the station coughing contagion over all and sundry, relying on sunken cheeks and sallow complexion to qualify them for their 6d cheap return to Headcorn Junction? Happily, the probable answer is that the Sanatorium issued some sort of identity document to obviate any abuse of the facility. As the ticket only covers the journey to Headcorn, I wonder whether a corresponding facility existed on the Southern for onward travel to more distant destinations, although I have never seen such a specimen. A unique feature of this particular Edmonson card is the period of validity of the return half, which was valid for a full year. This is the longest period of availability I have ever seen on a British ticket, and was obviously designed to enable the luckless inmates of the Sanatorium an adequate time to recuperate from their



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and in Time Books.

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only.

To be shown or given
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subject to conditions
shown in Public Notices
and in Time Books.

Available on day of issue
only.

illnesses. Unfortunately, treatment of chest diseases in those days was not very advanced, and one wonders how many purchasers of these special returns actually survived long enough to use the return half. A further curious feature lies in the fact that despite the specific 12 month availability printed on the front of the ticket, the conditions on the back state equally clearly "Available on day of issue only" – a strange anomaly resulting from the use of a standard printing block on the back of the ticket which, in this case, is at variance with the text on the other side. However, this was not an altogether unknown occurrence on the K.E.S.R., and spotting little oddities like this is one of the attractions of collecting the tickets of the minor railways.

For the record, the Sanatorium ticket is undated, and the outward half is light blue, while the return half is pink. It would be interesting to date this specimen, and I would be most interested to hear from any reader who may have a used specimen of this issue in their collection bearing a date stamp.

In my next article, I hope to feature some more of the paper tickets issued at the Robertsbridge end of the Line, and in the meantime would thoroughly recommend any members with an interest in Colonel Stephens tickets to visit the Museum in Station Road, Tenterden, where an interesting selection is on display.

Robin Doust

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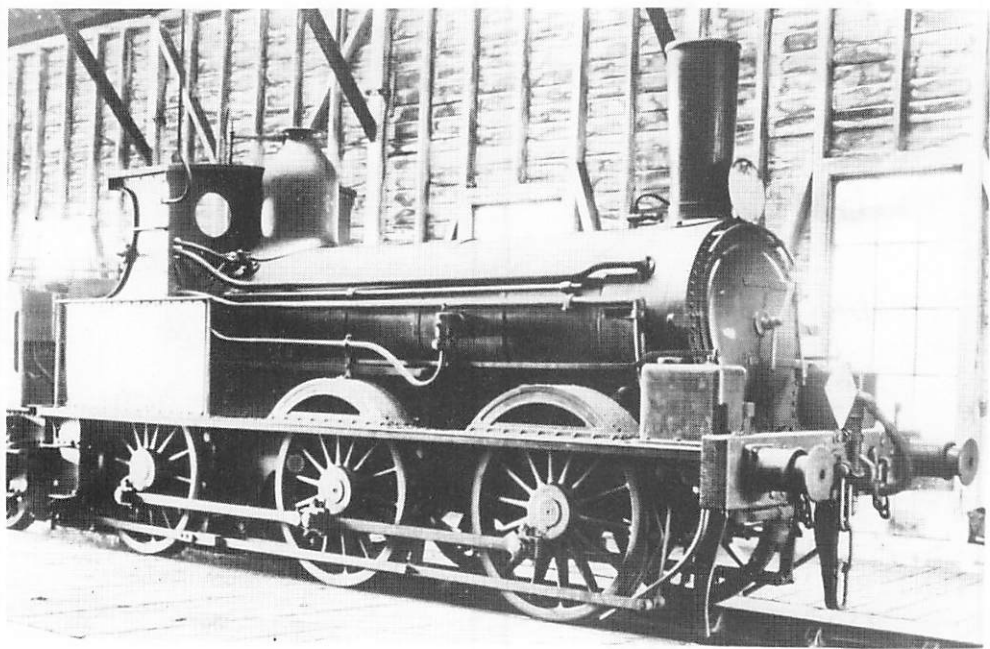
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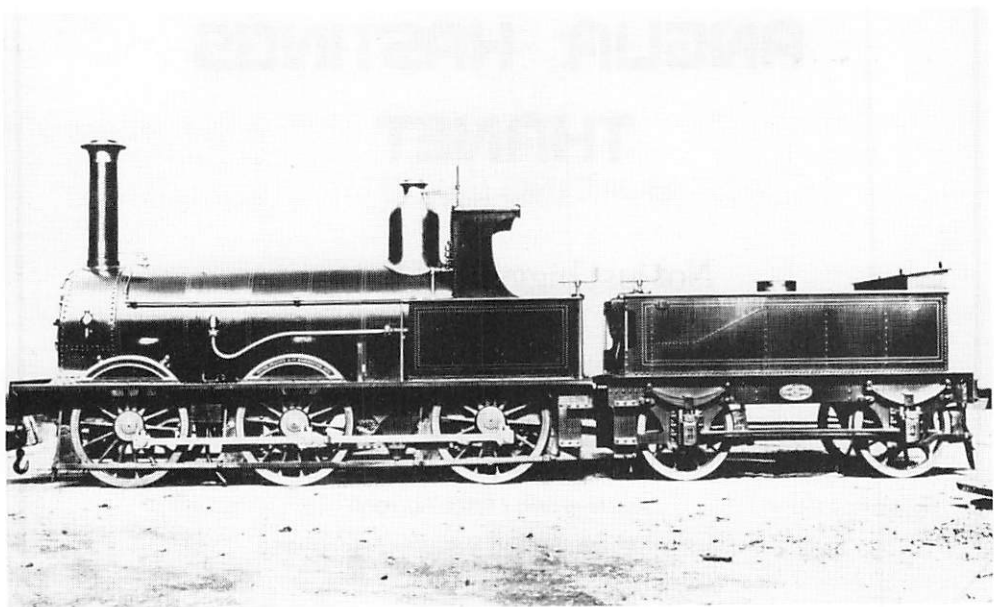


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Ilfracombe Goods





The request in the summer issue for photographs of the Ilfracombe Goods class in use on the Ilfracombe branch or on other locations away from the Stephens lines, has brought forth the three prints reproduced here. We are indebted to Messrs C.G. Maggs and D.L. Bradley for making them available.

Top left. Locomotive No. 394 (later East Kent Light Railway No. 3) at Barnstaple Junction, pre-1903.

[Collection J. Herd, courtesy C.G. Maggs]

Bottom left. Locomotive No. 394 at Barnstaple, 1907.

[Collection D.L. Bradley]

Above. Beyer Peacock official photograph of class. The number of the particular locomotive is not known.

[Collection D.L. Bradley]

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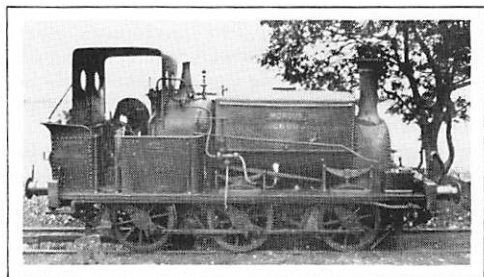
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“Morous” will be pleased to answer your questions concerning Colonel Stephens and his railways

I enclose a print which has long puzzled me. It is from a photograph sent me by Hawthorns probably in 1927 when I was making enquiries about light railways but I have never seen any record of the East Kent Railway owning a locomotive named “Gabrielle” or indeed any locomotive like it. Hawthorns supplied the additional information: Cylinders 16" x 24", Coupled wheels 3'10", Heating surface 860.7 sq.ft., Pressure 170 lb. p.s.i., Weight in working order 43 tons. I shall be interested to hear whether you can throw any light on this.

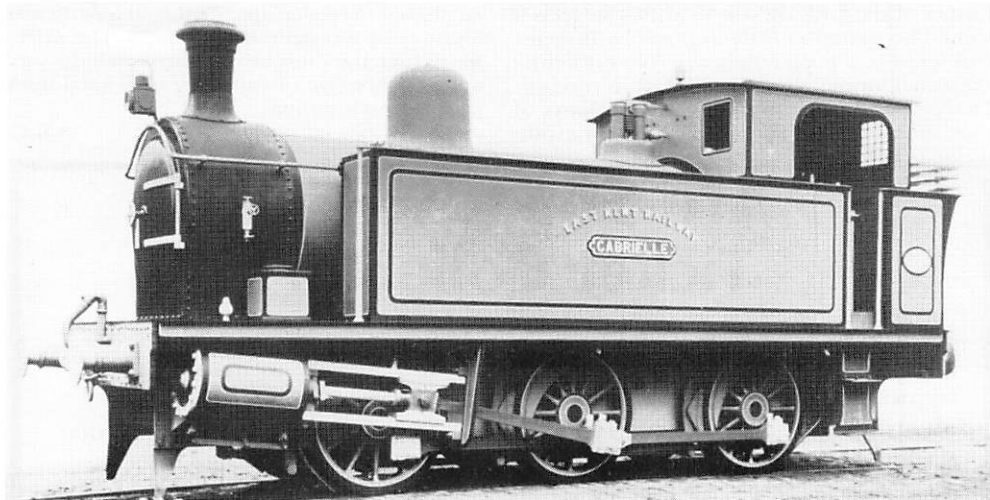
H.G.W. Household

In the absence of accurate information from Hawthorn Leslie or the records of the East Kent Light Railways, Morous can add little beyond the commonly accepted story that “Gabrielle” was built for the East Kent in or about 1914 and was subsequently diverted from its intended purchaser and pressed into government or military service instead. Nothing definite appears to be known either in respect of its relationship to the East

Kent or of its actual career and ultimate fate.

Had “Gabrielle” been delivered to the East Kent it would have differed considerably from usual practice on that line in several ways. It would have been the only locomotive to bear the line’s name rather than initials and the only locomotive to be named by the East Kent – “Walton Park” had of course acquired its name when on the Weston Clevedon & Portishead. The nameplates are, incidentally, of the same pattern as those borne by the Hawthorn Leslie twins, “Pyramus” and “Thisbe”, on the Shropshire & Montgomeryshire.

In appearance, “Gabrielle” is clearly a close relative of the Hawthorn Leslie tank locomotives on the Plymouth Devonport & South Western Junction Railway and “Hecate” on the Kent & East Sussex. The design of these locomotives has been attributed to Colonel Stephens but it is far from clear what actual part he played in their creation. If any reader can assist with information on this question or on the career of “Gabrielle” it would be most valuable.



Book Reviews

Richard Derry's Railway Diary. 1971-1974 by Richard Derry, published by Steam & Diesel Publications at £2.95. 116 pages of text and photographs.

This is a smartly printed account of its author's travels and encounters with railways in the early 1970s. Glimpses are given of many preservation centres and preserved lines together with accounts of railtours and visits to Barry scrapyard. Unfortunately the diary style of presentation rather overloads the narrative with incidental details of cameras, refreshments, car parking and weather at the expense of any really detailed description of the operation of the railways concerned. Diaries are something of an acquired taste but for those interested in a personalised account of a railway enthusiast's travels then this book offers extensive coverage of the country's tracks.

"0334"

A History of the South Eastern & Chatham Railway Volume I 1812-1845

52 pages including Illustrations and maps. £0.75.

A History of the South Eastern & Chatham Railway Volume II 1845-1855

92 pages including illustrations and maps. £1.00.

Compiled, printed and published by John Hilton, Hadlow, Tonbridge, Kent.

Any new history of a major railway undertaking poses considerable problems. What should be covered? Should topics covered well elsewhere be repeated? Where should it start?

In these first two volumes of John Hilton's history of the S.E.C.R. it is clear that he feels it should be started as early as possible. It seems that it will be a good number of volumes before the actual formation of the S.E.C.R. is reached. However, at least in respect of the railways of Kent this early starting point has enabled a wide

range of schemes and promotions to be covered. Unfortunately, the development of the lines outside Kent is less well covered, especially the Redhill to Reading line, and both volumes tend to concentrate rather heavily on plans and negotiations rather than on the actual construction or operation of the lines. To be fair Volume II contains a fascinating 'Chapter of Accidents'.

Certainly John Hilton has uncovered a great deal of valuable information concerning the origins of the S.E.C.R. and has compiled these facts in a readable text accompanied by contemporary maps and illustrations. An index and chronology of events in each volume would make the many separate developments easier to follow but the overall impression given by these first two volumes is favourable.

S.R.G.

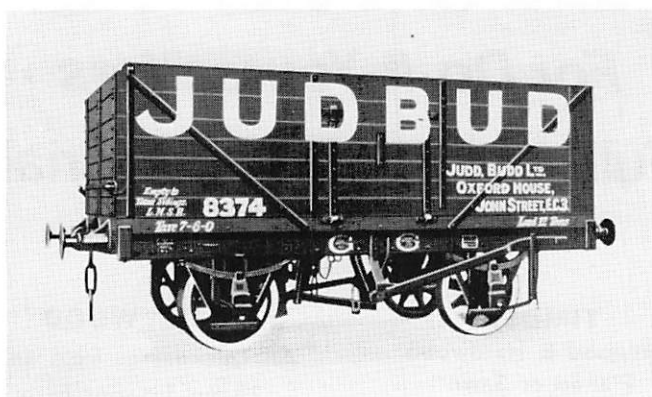
'B.R. Southern Region Suburban Track Map' and 'B.R. Southern Region Country Track Map'. Two sheets 23" x 17". Drawn by John Yonge and published by Quail Map Co., 38 High Street, Ide, Exeter EX2.9RW. Price 80p each or £1.50 the pair.

These two maps are clear and carefully drawn representations of the entire Southern Region network at the present time. The approximate track layout of every station, junction and goods branch is given and accompanied by more detailed enlargements of most important locations. To have accurately mapped an entire region in such detail on two conveniently sized sheets is a remarkable feat. These two maps can be confidently recommended for anyone with an interest in track plans whether at a particular location or throughout the region. The price seems high but must be compared with the very much higher cost of collecting individual track plans of each station.

S.R.G.

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