



The Tenterden Terrier



Number 21

Spring 1980



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

The Tenterden Railway Company Limited

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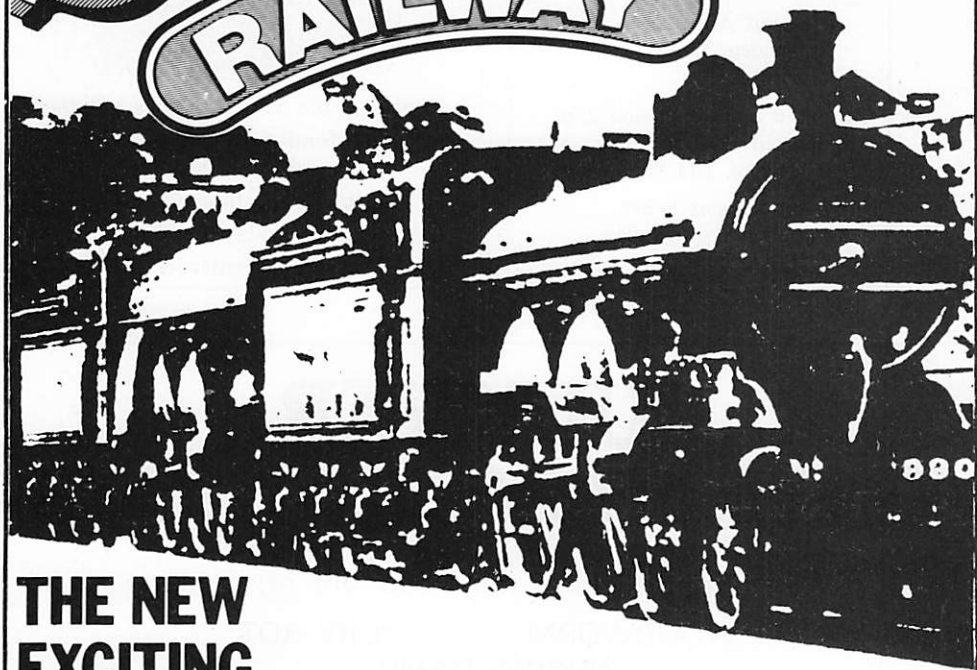
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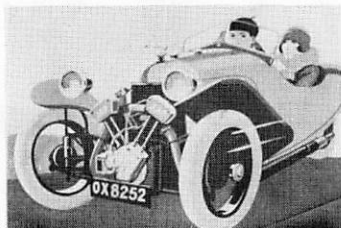


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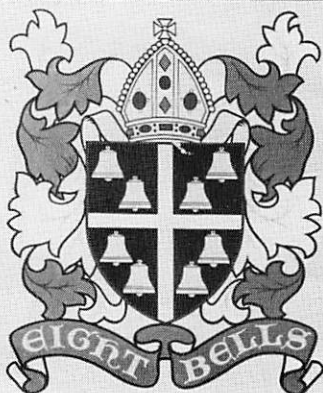


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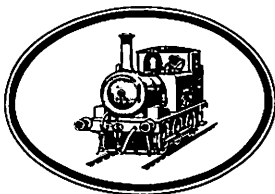
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The Tenterden Terrier



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Editorial

Things don’t change, do they?

As the years go by, more and more locomotives and rolling stock continue to arrive at Rolvenden, the rusty sidings full with silent relics hopefully waiting their turn in the restoration queue. The scene is now reminiscent of the late 1930’s, when the railway was similarly fated, the yard being finally cleared in the wake of the wartime drive for scrap. Owning a locomotive has a magnetic attraction for the average volunteer, but making it work seems to be of secondary importance after the initial enthusiasm has faded. Surely the time has now come to call a halt – indeed maybe numbers should already be reduced to more manageable proportions before we become engulfed in a work programme that we cannot possibly complete, with the effort spread so thinly that nothing works at all.

* * * * *

Readers are reminded that contributions are welcome from both members and non-members. Present day articles should be confined to subjects associated with the running of the Kent & East Sussex Railway, but historical material may relate to subjects connected with any Colonel Stephens line.

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1980

FRONT COVER

WINTER SUNSET

*Photographed at Tenterden on 2nd December
1976 by Martin Humby*

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Lineside News

Compiled by Paul Sutton

Working on any Railway during the Winter months is often not a pleasant task, with outbreaks of bad weather and the lack of schedule services to give an added attraction, although some would say that works trains can be interesting in their own right. It is therefore very pleasing to record in these notes the high turnout of members reporting for duty on the Permanent Way during the heavy work programme which began in November.

Locomotives

No. 10 Sutton, after helping with the services on the last day of the season on January 1st was then withdrawn; complete renewal of the firebox stays will be required before it can enter service again. No. 12, Marcia the little 0-4-0 Peckett is in full working order again and should be attending some exhibitions and other events later in the year.

New steel has now been acquired for the smokebox repairs to No. 19 and it is hoped a start can be made on this shortly. It is good to be able to report that Bob Jones has been able to arrange for the bodywork repairs on the Railcar to be undertaken by the West Ham College; the work will be done by first year

body building apprentices from the Eastern Region of British Rail who attend the college for 'off the job' training. They are also going to put the remaining Wittersham Road platform lamps in order.

No. 23, Holman F. Stephens, was due for a steam test at the beginning of March and should see a return to service later in the Spring. No. 24, William H. Austen is also due for its annual visual inspection and steam test. No. 29, the renumbered R.S.&H. tank is another candidate for an annual visual and also requires some rebeading of tubes. Baglan still requires some work on the central valves.

The 0-4-0 Fowler Diesel, No. 43, recently acquired from Shell has performed very satisfactorily so far. During one weekend of work on the wet cutting, all three diesels were in action on separate trains. The proposed gantry in Rolvenden yard in front of the shed has now been reluctantly abandoned on grounds of cost. Another 20' bay will be put on the end of the shed and will form the new workshop.

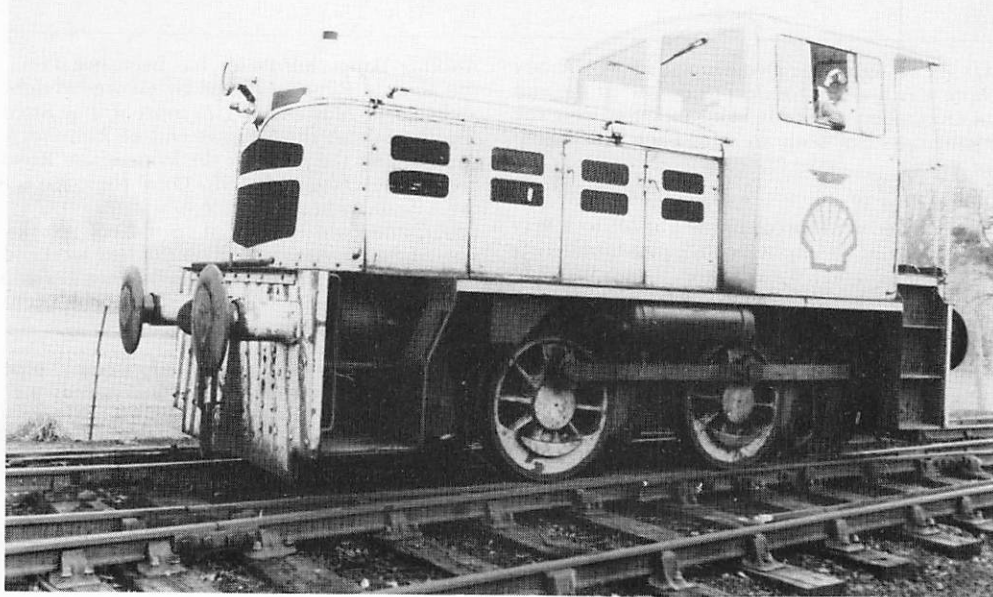
Carriage & Wagon

In recent months, work has been concentrated



The new Fowler diesel at Rolvenden, 27th January 1980

[Paul Sutton]



*R.U. number E 1955, leaving Tonbridge east yard for Rolvenden, 22nd November 1979
[John Liddell]*

on B.S.O. No. 53. A major setback to completion was the discovery, during the painting of the brake compartment, of some rotten roof framing in the corner where the side, end and roof all meet. Now that this has been attended to, there remains some french polishing to do in the end bay and certain amount of top coat painting in the brake compartment and a few exterior panels.

An unusual acquisition, by two members of the department, is a G.E.R. 12 wheel brake 3rd Pullman carriage. Some initial research has revealed that it was built in 1920 by Claytons of Lincoln as a kitchen car No. 119 and named Cambria, for use on the Harwich Boat Trains. It was rebuilt as a Parlour Car in June 1924 and ran in the Leeds-Newcastle Expresses. Further modifications were carried out by the Pullman Car Co. at their workshops at Preston Park, Brighton, in 1934 and it was withdrawn from passenger service in 1938. The body is mounted on a wooden underframe and the bogies are an unusual construction of timber and steel.

The gangways and lighting gear have been removed. Although restoration is a long term project, as a brake end vehicle it will make a very useful addition to the Wine & Dine trains of the future. It is hoped it will be arriving on the railway from a location in the Midlands during the Spring.

Building

The main activity through recent weeks has been giving assistance to the Permanent Way Department, mainly in the wet cutting; where, as well as helping with trackwork generally, drains were put in and manholes built. When the better weather arrives in the Spring the department's normal activities will resume.

Signals

Work at Wittersham continues with the rodding run to the loop point at the Rolvenden end nearly complete. Progress is being maintained on the Signal Box and a start should be made soon on re-slatting the roof. Wickham Trolley No. 5 has been completely stripped down and a reconditioned power unit will be installed. Any rotten woodwork will be replaced and a complete repaint given. When finished it will be used by the S&T and Permanent Way Departments.

Clearance

Working parties are active every three weeks until the end of April. The boundary fence at the bottom end of the field behind the Carriage & Wagon Department has been cleared and generally tidied up. Since the completion of this, work is being concentrated on the area between Wittersham Road and the end of the

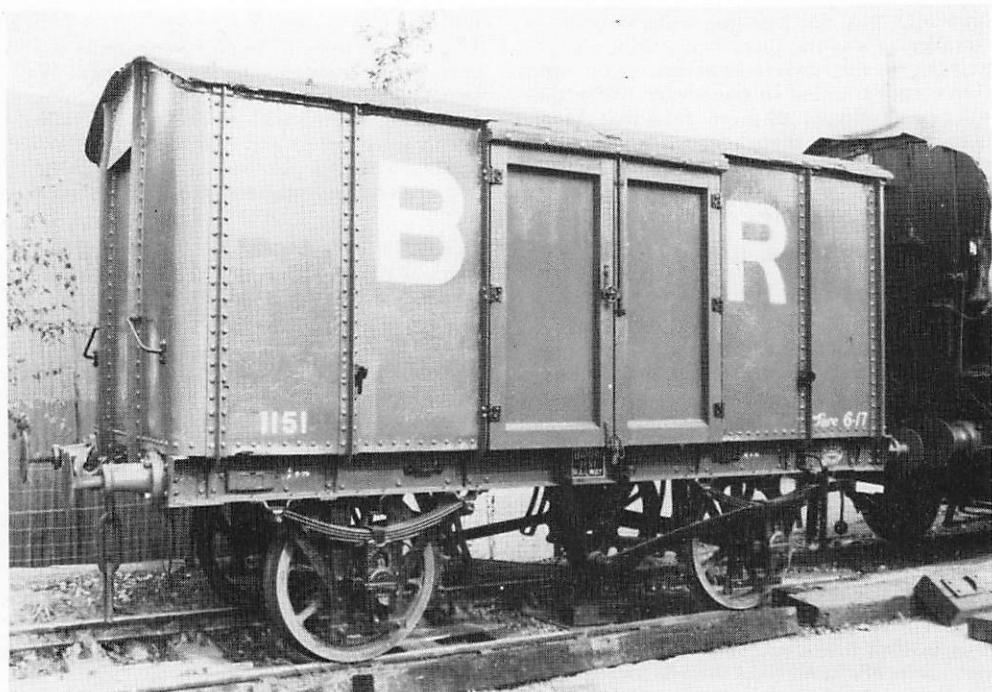
Oxney Straight. The Department's P.M.V. body store was flooded to a depth of 2'6" at the end of December. The only items to suffer were the chain saws but both are now back in working order.

Permanent Way

The Winter work programme got off to a very good start in November, with gangs numbering between 12 and 20 each time. Two jobs were undertaken and completed. The first was the lifting, realigning and reballasting with new granite stone of the section of track just below Cranbrook Road level crossing. Completion of this work will result in the removal of the speed restriction at this point. The second stretch of line to receive attention was Morghews curve (Willows curve). Difficulty had been experienced there for some time in maintaining levels due to the poor quality of ballast used previously. All the old stone was removed and new material put down, realigning was carried out and the cants reinstated – resulting in the speed restriction being eased considerably by the opening weekend at Easter.

Another flange lubricator has been installed, this time at Pope's Cottage by George Wright and Charlie Masterson. Two more will be fitted shortly; one at the Willows end of Rolvenden straight and the other at the Wittersham Road end of the Oxney Straight. Once these have been dealt with, the flange lubricator programme will have been completed. Work started on the wet cutting on the first weekend in January. The response from the membership for working parties was tremendous with up to 30 people attending at a time.

Dave Levett and Paul Hatcher laid a new 9" pipe drain in beach on the Cranbrook side of the cutting, together with inspection pits built every 60'. This project occupied Dave and Paul all through January and February. After the drainage had been completed, 180' run of track was removed. About this time our Case bulldozer failed on site and a Hymac Excavator was hired, being taken up from Rolvenden on the Flatrol wagon. During its two days there it graded the cutting sides and removed all the clay from the trackbed. All spoil will be



*Former Barry Railway 8 ton van No 1151 after restoration at Tenterden, 30th September 1979
[Paul Sutton]*

removed to Wittersham Road. 48 tonnes of sand were then laid on the old trackbed as a blanket to a depth of 6". Of the 230 concrete sleepers delivered so far, half were used to make up 15' long panels of track which were taken to site and laid on the sand, thus enabling the 140 tonnes of gypsum waste to be put down to a depth of 12". Concrete drain troughing has been installed on the Rolvenden side of the cutting and was connected up with the French drains which had been dug during December.

All water is now taken down the new drainage system and into the culvert next to Orpins Curve. It has been calculated that during the recent (February) spell of wet weather between 150 and 200 gallons of water a minute were passing through the new 9" pipework! The new trackbed was completely dry. A start has been made on raising both approaches to the new work. If the current rate of progress is maintained, the rail should have been relaid by the end of February. When the job is completed the track level will have been raised by 2'.

AREA GROUP NEWS

Ashford. The group has a full programme of monthly open meetings for 1980, which are held on the third Wednesday of every month at the Centrepiece, Bank Street, Ashford. A list of these appears in the current issue of the *Rooter*. A number of outside events will be attended by the group during the year, including The Ashford Extravaganza, The Sellenge Steam Rally and the Kent County Show.

Maidstone. The total profit for the year on the waste paper collection was £1650. A photo of the Iron Mink van which serves as the Group's paper store appears elsewhere in these notes. Work has already started on the refurbishing of Pullman Car "Theodora's" kitchen. The annual model railway exhibition will take place on Saturday 22nd March at the Methodist Youth Centre, Brewer Street, Maidstone.

Medway. As with the Ashford & Maidstone Groups, a list of the open meetings is included in the current edition of the *Rooter*. Outside tours planned are:- a visit to the Severn Valley Railway on Saturday 5th April and three weeks later, on the 26th, there is a chance to join the North Eastern Explorer which will allow people to visit the Beamish Open Air Museum or the new Tyne & Wear Metro System. Those interested in joining either of the above should contact Graham Pound on Medway 34765 in the evenings. On 13th April the Group is arranging a Motor Rally - details from Mike

Todd. May 10th sees the Group's first Model Railway Exhibition at Chatham Town Hall. Further information from Tony Loveridge on Medway 575982. On May 11th there is a chance to join the P.S. Waverley which will leave from Gillingham and go across to Southend and then up the Essex coast. General information on Group activities can be obtained from Mike Todd at 136 Lonsdale Drive, Rainham, Kent.

Thameside. The amount of money raised by last year's pump trolley marathon exceeds £700.00. There are still some postal sponsors who have not yet paid - so if you are one of them, please settle with Neil Sime at the address below. When the final amount is realised, it will be distributed between the Mechanical, Permanent Way and Carriage & Wagon Departments with a small sum retained for the Group funds. The Company would like to give its grateful thanks to all those who helped organise the event and of course to the intrepid pumpers!

The current Group activity - the building of a canopy on Rolvenden platform, is well advanced and should be completed before Easter. When finished it will enhance the station area at Rolvenden considerably, as well as providing shelter. Many thanks to Robert Gilbert who has planned and co-ordinated the whole exercise and also to John, the Foreman at Rother Valley Timber who helped enormously with the timber preparation. The next project will be undertaken off the Railway, and is the restoration of a G.E.R. 6 wheel centre brake coach which is stored in London. It is expected that this undertaking will take 3/4 years to complete. This year's event on August Bank Holiday Sunday and Monday will be "Steam at Bodiam". The station area will be open to the public and it is hoped to have Marcia in steam, with some wagons. Other attractions should include a superbly restored District Railway Coach and a one-third scale Traction Engine. An attempt will be made on the World Pump Trolley speed record, which is held by the U.S.A. at the moment, also a sponsored pump trolley marathon open to all members. How about other Area Groups entering teams? - 4 people per trolley. Details of this from Kevin Jarvis, 70 Selsey Crescent, Welling, Kent., s.a.e. please. Details of the Bodiam weekend generally (other than pump trolley events) from Mark Stutchbury, 15 Cloudesley Road, Slade Green, Kent, s.a.e. again please. Information on Group activities and any outstanding monies owing on the last pump trolley event from the Secretary: Neil Sime, 30 Edison Road, Welling, Kent.

Kent & East Sussex Motive Power at 28th February 1980, After Re-numbering

Type	Total Mileage, 1979	K.&E.S.R. Number	Name	Built	Builder (Works Number)
0-6-0T		3	Bodiam	1872	L.B.&S.C.R., Brighton
0-6-0T	1125	10	Sutton	1876	L.B.&S.C.R., Brighton
0-6-0T		11	Pride of Sussex	1909	S.E.&C.R., Ashford
0-4-0T		12	Marcia	1923	Peckett (1631)
0-6-0ST		17	Arthur	1903	Manning Wardle (1601)
2-6-0		19		1919	Nydquist & Holm
BO+BO		20	Railcar	1940	G.W.R. and A.E.C.
0-6-0T		21	Wainwright	1943	Vulcan (4433)
0-6-0T		22	Maunsell	1943	Vulcan (4441)
0-6-0ST		23	Holman F. Stephens	1952	Hunslet (3791)
0-6-0ST	2076	24	William H. Austen	1953	Hunslet (3800)
0-6-0ST		25	Sapper	1953	Hunslet (3797)
0-6-0ST		26	Linda	1952	Hunslet (3781)
0-6-0ST		27		1943	R.S.&H. (7086)
0-6-0ST	2780	29		1950	R.S.&H. (7667)
BO+BO		40		1932	B.T.H.
0-4-0	197	41	Baglan	1962	R.S.&H.
0-6-0	391	42		1948	Hunslet (4208)
0-4-0		43		1964	Fowler (4220031)

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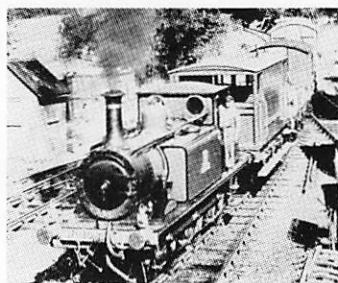
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Passengers Numbers 1979

1978						1979				
	Adult	Child	Total	No. of days	Av. per day	Adult	Child	Total	No. of days	Av. per day
March	2102	1021	3123	6	521	—	—	—	—	—
April	1624	881	2505	10	251	2935	1283	4218	12	351
May	3300	1593	4893	12	408	2939	1701	4640	12	387
June	2214	2622	4836	13	372	2113	2368	4481	13	345
July	4090	3503	7593	15	506	3268	2534	5802	15	387
Aug	8039	4629	12668	31	409	6917	3805	10722	31	346
Sept	2949	1279	4228	10	423	2864	1202	4066	10	406
Oct	1172	511	1683	9	187	992	407	1399	8	175
Nov	230	121	351	4	88	144	63	207	4	51
Dec	33	11	44	11*	464*	130	59	189	11*	493*
	<u>25753</u>	<u>16171</u>	<u>41924</u>			<u>22302</u>	<u>13422</u>	<u>35724</u>		
Excess from Tenterden			—					563		
Wittersham Road			441†					1333†		
Privileges			684					682		
Promotional & passes			163					182		
Santa Specials			<u>5060</u>					<u>5233</u>		
			48272	<u>121</u>	<u>399</u>			43717	<u>116</u>	<u>377</u>
Wealden Pullman			<u>1876</u>	<u>29</u>	<u>65</u>			<u>1677</u>	<u>28</u>	<u>60</u>
			<u>50148</u>					<u>45394</u>		

†1978: Adult 247, child 154, privilege 40. 1979: Adult 553, child 328, excess 424, privilege 28.

*Including Santa Specials.

Note: Special charter trains have been excluded from the statistics.

Following the all-time record in 1978, passenger numbers fell by 9% to 45,394 in 1979. Part of the drop can be accounted for by the fact that there were five fewer operating days during the year, as the railway did not open during the month of March, but the average daily total over the year was still down by some 6%. One factor which reduced the number of child tickets was the raising of the minimum age from 3 to 5 at the beginning of the year and the high summer season generally was badly hit by petrol shortages. Wittersham Road was better patronised, but despite the excellent parking facilities and better road signs in the area, this station still only attracts a fraction of our total passengers. The drop in the number of "Wealden Pullman" tickets was due to the decision to restrict numbers to around 60 on each train in order to provide a better service to

diners. Advance bookings remain embarrassingly high for 1980 and it is inevitable that many customers will be disappointed. Santa Specials did very well and numbers were up on 1978, most trains being fully booked.

Colin Deverell

Services will be expanded in 1980 and there will be an extra week's full time running in July. This will give a total of 121 operating days (116) and 510 trains (478).

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Progress at the Buffer Stop Shop

Since 1974, the shop takings have risen by five times. Tony Hocking explains how and why.



A corner of the Buffer Stop Shop before the most recent alterations [Tenterden Railway Co.]

It is perhaps hard to believe that the Buffer Stop Shop is the most profitable part of the railway company's operations. Since April 1979 the shop has been open every day of the year (except Christmas Day) and 1979 was the first year in which it traded as a separate enterprise. It is therefore appropriate to look back over the last 18 years when the preservation scheme was first mooted and review progress and changes that have taken place.

How did the shop start? Almost as soon as The Kent & East Sussex Railway Preservation Society was founded in 1961, well wishers were donating saleable items, mostly old magazines, and as the money was treated as a "donation" no thought was given to building up "stock" as

such. John Smith, the proprietor of Lens of Sutton the booksellers, was a tower of strength and supplied us with boxes of black and white photographs of the old K.&E.S.R. on a sale or return basis. Furthermore, I remember that he was not too worried about when we paid the bill! Lens still supply us with some lines and we estimate that to date, they have given to the shop or to our area groups some five tons of old magazines! The first product of our own in those early days were scale drawings of the old company locomotives, rolling stock and buildings produced by Les Derbyshire, followed by the Society badge. We supplied members with books (obtained from Lens) but the level of business was very small. Initially the bookstall was located at Tenterden, but on the arrival of

the pullman cars at Rolvenden it was transferred there in order to capture business from the quite considerable number of visitors who came to Rolvenden to look at the collection of locomotives that building up. A stockbook was produced quite early on and sold well, but other books on the line were published outside including "Rails to Tenterden" by John Smith, the history of the line by Union Publications and later the Oakwood Press history. The original history of the line by Lawson Finch had been published privately by the Author as early as 1948 and a copy of this book proved invaluable many years later, when we used it to brief the Charity Commissioners on our proposals to become the very first operating railway company to qualify as a charity.

Bookshop turnover in the mid-sixties was meagre to say the least; an average Saturday would produce £3, Sunday £5. In 1967, the joint bookshop managers, members Nick Blake and Alan Newble, managed to persuade the Treasurer to advance them £10 to buy stock. Was ever £10 more wisely invested? This was put into pens and pencils with "Kent & East Sussex Railway" stamped on the side, and gradually our own lines were introduced. At this time, the shop was also responsible for collecting car parking fees at Rolvenden and these often exceeded the shop's own takings! When the line reopened in 1974, the shop was reinstated at Tenterden in the booking hall and we also produced our first colour postcard – of Terrier Number 10 "Sutton". By the end of 1976, it was clear that we were not realising the maximum potential, by reason of the limited area in the booking hall. The decision was taken to remove the matchboard wall between the booking hall and the old parcels room to create a shop area three times the size. This was not done without a certain amount of heart searching, as the character of the building was inevitably affected. At about this time, I took over as Sales Manager and long term plans for the re-arrangement of the interior were made and these should be completed by the end of 1980. All the fitting out has been done in painted tongued and grooved matchboarding by member, Mike Gayton, and matches the original panelling. The trading name of "The Buffer Stop Shop" was adopted towards the end of 1977, partly after a pair of old buffers that used to be outside the shop doors (and which your Editor managed to collide with in his car) and partly after the nearby pair of buffer stops in the station yard.

During the latter part of 1978 the directors felt that there were advantages to be gained from running the shop as a separate enterprise – technically a franchise operation with myself as the holder. The advantages for the Company were that I would be on the premises all the time, there would be a release of capital from the book shop into the railway for other purposes, there would be greater profitability through operating 364 days a year and an expanded product range. Whilst it is too early to assess all the benefits, shop turnover increased by almost 100% in 1979 and the Company's share was as much as under the previous arrangements. In addition, I was able to spend some of my time on general enquiries and marketing at a time when the station would normally have been unmanned.

Turnover last year was split approximately as to 35% books, 30% souvenirs, 25% model railways and 10% old magazines and tickets. We now have established agencies with every publisher of significance in the railway field and the range of titles in stock has doubled in twelve months to over 300. In 1980 we aim to have in stock every railway title published by Oxford Publishing, Ian Allen, George Allan & Unwin, Bradford Barton, David & Charles, Oakwood Press and most of the minor houses. We are also developing trade in traction engine, canal, bus and tram books. We already have one of the best stocked railway bookshops in the South of England and such is our reputation that we supply the Kent County Library at Ashford with railway books.

The souvenir and gift counter has also seen a substantial change in recent years; the cheaper end of the range has been identified with the railway's publicity effort, the use of the "steam trains to Tenterden" slogan and the flying terrier and belt emblem being common to both. New items have been added to the product range and the earlier items re-vamped to fit the new image. The quality of the goods sold has been reviewed and changed where necessary; for example, the old (cheap) yellow ball-point pens have been replaced by more reliable "Bic" crystal pens and the plastic key rings dropped altogether. New products include "T" shirts, tea towels, enamel mugs and most successfully in 1979 the K.&E.S.R.'s own battery operated quartz clocks. These reproductions of old station clocks sell at £36.50 (large) and £31.50 (small) and as we are able to purchase direct from the manufacturer, represent good value to the purchaser and good profit to the railway.

Very few "general" railway souvenirs are now sold and the remaining items will be phased out in due course as we replace with products displaying our own identity. The model railway counter was an innovation in 1979, following a brief experiment in 1977. A preserved railway is an obvious place to sell models, yet few have tackled it whole-heartedly as the capital investment is considerable. With the separation of the shop from the Company this became feasible at Tenterden and we have invested heavily. We have chosen initially to stock Airfix, Mainline, Lima, Hornby and Peco "OO" scale products. This is the most popular scale and the brands are also well known. In 1980 we shall add "N" gauge models and white metal "OO" gauge kits to the range. One problem is to achieve a big enough turnover to qualify for the extra discounts that manufacturers give to large customers and hence offer a competitive price. We have decided that in order to establish ourselves as suppliers of model railways we will pitch our prices at some 10% below those

recommended by the manufacturers even if it does mean trimming back margins. Second-hand magazine sales have been expanded by introducing a backnumber service and we have a thriving postal ticket business based on monthly lists which we send out to a nucleus of established collectors. Business is therefore good, although we do have to keep substantial stocks, valued at mid-season in 1979 at £12,000 (retail prices). Our daily takings are usually measured in terms of hundreds of pounds and we look forward to exceeding the all-time record of £1,100 taken last September on the Sunday of the Steam & Country Fair.

Appendix

Shop takings 1974-1979

1974	£6,126
1975	£7,685
1976	£9,372
1977	£12,248
1978	£15,674
1979	£30,953

NEWS FROM THE BUFFER STOP SHOP

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Traffic Census 1979

Organiser, Dennis Murphy, summarises the results of the 1979 passenger opinion poll

In 1975 the Railway carried out its first census of passengers and the results were summarised in the Spring 1976 issue of *The Tenterden Terrier*. Last year it was decided to repeat the exercise, utilising a slightly more detailed questionnaire and taking into account a sample of 2901 passengers, compared with 2200 in 1975. Another difference compared with 1975 was that the census was based on information from 596 party bookings spread throughout the season rather than from passengers who came over the August bank holiday week. Nevertheless, it has been possible to make fairly direct comparisons between the two surveys and the information is summarised in the tables below.

It is notable that despite the Railway having been open for some six years the proportion of "revisiting" passengers is still only 26%, having been 15% in 1975 when the line had been open for barely two years. The majority of visitors continue to come from Kent and Sussex and we make little impact on the Greater London populace generally. Nevertheless a steady 22% have come to see us as a result of personal recommendation. The message seems to be that many of our customers feel that we do not have sufficient to offer in order to merit more than an occasional visit, despite the fact that the operating section is now twice as long as in 1975. Over 90% of the visitors in 1979 arrived by car, a similar percentage to that of 1975.

A detailed examination of the 1979 survey revealed some quite interesting information; parties from Kent totalled 269 – nearly one half of the total. Sussex came next, but with a surprisingly low figure of 53, followed by

London with 43, Essex with 38 and Surrey 34. Only two other counties reached double figures – Hampshire 11 and Middlesex 10. As many as 93% thought their visit was a pleasure or worthwhile and less than 1% were disappointed – it will be interesting to see how many "revisiting" passengers we get when we decide to do the next survey!

There were one or two complaints, in particular concerning the quality of tea in the buffet and the punctuality of departing trains. There were various suggestions about improving the line although it was clear that many contributors had little idea of the costs and labour requirements of running a railway. Not unexpectedly, many suggestions involved extending the line and a number of people thought that either a commentary on the journey or a route map would be useful. Many wanted to have time to view stock at Rolvenden and some thought an extra charge to visit the shed and yard would be reasonable. Seats on trains for all passengers, ash trays in smoking compartments and clean windows were constructive suggestions which seem worthy of consideration. A separate entrance and exit at Tenterden was suggested in order to relieve congestion and a more precise indication of services which are not steam hauled.

The survey has once again told us quite a great deal about ourselves; we have to look very carefully at our media advertising to make it more cost effective. At present, most of our effective advertising comes for free but in view of the decline in passengers carried in 1979 we have no room for complacency. I hope that we shall repeat the census in 1980.

Home base of passengers

	1975	1979
Kent & Sussex	60.3%	54.0%
Greater London & Home Counties	19.6%	22.8%
Rest of Great Britain	18.1%	16.7%
Overseas	2.0%	6.5%

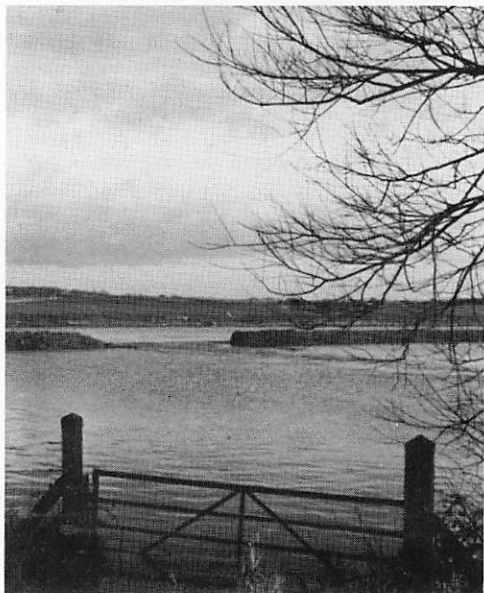
Sources of information

	1975	1979
Re-visit	15.0%	25.8%
Posters & pamphlets	11.6%	15.6%
Recommendation	22.4%	22.8%
Media	5.5%	8.4%
Found by accident	10.3%	9.2%
Magazines & Guides	24.4%	11.4%
Tourist sources	0.8%	3.2%
Other sources	10.0%	3.6%

The Great

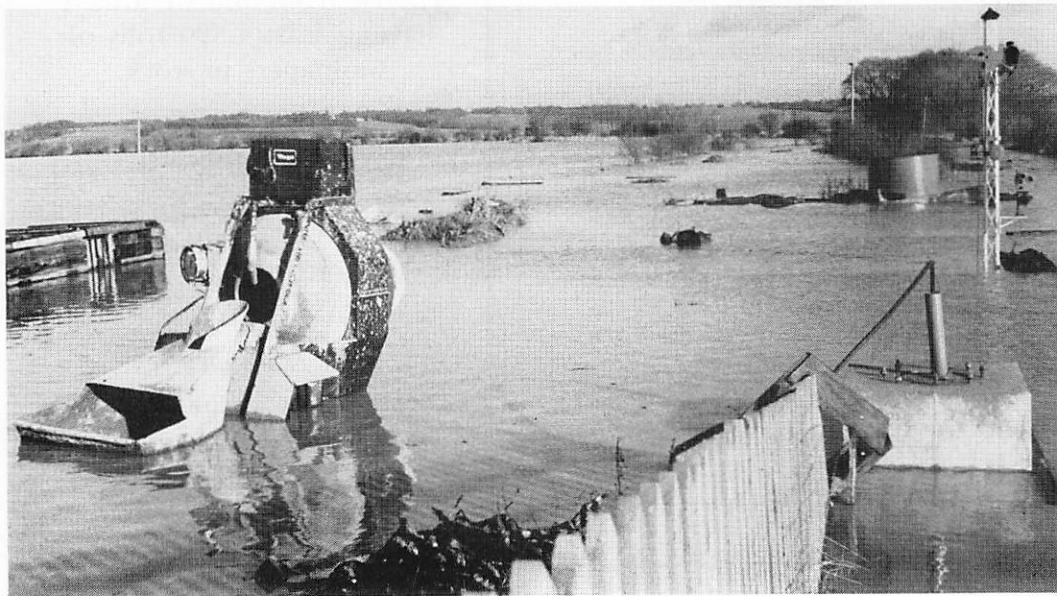
Photographed by John Liddell and

Almost 48 hours of continuous rain over December 26th and 27th made many wonder where all the water would go during the following few days. Several millions of gallons found their way through a breach in the flood wall of the Newmill Channel into the fields around Wittersham Road station. As the gap deepened and widened the waters rose, creating a vast lake covering many thousands of acres, bisected by our line and broken by a few clumps of trees. At first the train service on Sunday 30th seemed doomed, but some rapid reorganisation enabled the diesel railcar to maintain services as far as the accommodation crossing at the end of the Oxney straight. By the early morning of New Year's Day the waters had receded sufficiently for the scheduled steam service to operate. Luckily for us the rise and fall of the floods was slow enough not to have caused any apparent damage to the permanent way, although time will tell. We were able to assist the Southern Water Authority by transporting a load of sandbags out to the Oxney Straight to make a temporary repair to the breach in the flood wall.



Flood-1979

Paul Sutton on 29th December 1979



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Delivering the Goods

Goods traffic has always been a neglected aspect of the history of the Kent & East Sussex – and of most other railways it seems. Few photographs survive showing purely goods trains at work on the line and none seem ever to have been taken of the line's own goods wagons and cattletrucks actually in use. Apart from mentioning that most of the trains ran mixed, i.e. with goods wagons and vans attached to the rear of passenger trains, most histories of the line have been content to leave the subject of goods traffic well alone. Yet in most years of the line's history receipts from goods traffic exceeded receipts from passenger train working handsomely.

The records of goods traffic contained in the K.&E.S.R. Annual Reports are therefore of unique importance and the accompanying tables contain abstracts of some of their details. Unfortunately the Reports prior to 1913 only gave details of receipts and not of tonnages whilst, as with the passenger figures covered in

the last *Tenterden Terrier*, all freight details for the two wartime periods were omitted and only certain details were given for post-war periods. Nevertheless a fairly clear picture emerges of what goods were carried on the line and of the variations that occurred with the passage of time.

Table A gives the respective tonnages of general merchandise, coal and minerals and the number of heads of livestock carried. These figures are given as totals with sub-totals for the quantities originating along the line itself. Merchandise can be seen to have declined steadily and the high figures for the years immediately following the two wars emphasise the connection between this decline and road competition for it was during the wars and immediately afterwards that road transport was least available. Coal traffic on the other hand remained remarkably buoyant throughout the line's history with the exception of 1926 when

Table A

Freight Traffic 1913-1947

Date	Merchandise		Coal & Fuels		Minerals		Livestock	
	Total	Orig	Total	Orig	Total	Orig	Total	Orig
1913	15126	5051	8946	—	7293	—	4819	4819
1914-18	x	x	x	x	x	x	x	x
1919	x	11151	x	86	x	208	x	2866
1920	x	10815	x	106	x	283	x	6759
1921	x	7661	x	30	x	227	x	4318
1922	15189	7996	11001	112	9515	1910	9628	7421
1923	17032	7005	10756	35	7704	1898	6540	5671
1924	17235	6344	12808	24	13639	2284	15746	13903
1925	15674	5580	12264	41	11705	1645	10270	8576
1926	12774	4289	7420	28	11933	2930	7880	6914
1927	13620	4981	12822	9	11797	1286	8605	7647
1928	14486	4896	11501	—	11116	487	10577	8363
1929	12213	3840	11285	—	19323	314	4986	4165
1930	10719	3471	12009	—	10164	217	8635	7165
1931	11202	3108	12161	—	8697	—	6443	5116
1932	10518	3406	12511	—	7684	214	7894	5043
1933	8350	2454	11075	—	6565	18	8007	6349
1934	8268	1977	12120	31	11416	44	8319	7088
1935	7398	1719	12240	—	6758	75	8880	8117
1936	6532	1835	13001	16	11872	173	6566	4954
1937	5401	1378	13577	45	10275	80	5767	4719
1938	4047	1002	14095	14	12573	71	5944	4640
1939-45	x	x	x	x	x	x	x	x
1946	x	4580	x	137	x	283	x	2116
1947	x	3897	x	62	x	167	x	1813

x Omitted by Authority of the Board of Trade

Table B

Tonnage of Principal Classes of Merchandise 1920-34

	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934
Bricks	—	26	5	—	—	9	7	5	—	—	—	—	—	—	—
Iron and Steel	170	208	20	59	63	33	—	89	101	158	188	4	5	—	58
Limestone	—	—	—	6	—	—	4	—	—	—	—	—	—	—	—
Roadstone	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—
Gravel and Sand	32	163	32	103	46	4	6	30	—	—	—	—	—	—	—
Manure	20	12	38	58	20	67	20	—	—	—	—	—	—	—	—
Grain	648	773	379	231	78	47	45	34	117	81	86	48	33	36	36
Hay	1943	1739	2524	1811	1945	1008	240	280	—	—	—	—	—	—	—
Potatoes	56	63	25	118	—	—	—	—	—	—	—	—	—	—	—
Seeds	—	—	—	12	6	7	7	—	—	—	—	—	—	—	—
Vegetables	—	—	—	—	25	48	15	20	—	6	5	—	21	—	—
Hops	—	—	597	493	800	630	548	386	—	—	—	—	—	—	—
Oilcake	—	—	—	—	—	—	—	—	5	—	15	—	—	—	—
Flour	178	77	76	20	62	24	15	26	—	—	—	—	—	—	—
Timber	1970	1074	450	301	344	605	565	1100	817	235	365	722	338	220	36
Wool	—	—	—	50	57	56	1	—	—	38	25	28	28	3	—
Empties	—	—	—	—	58	113	23	—	—	—	—	—	—	—	—

Table C

Livestock Originating on the Line

Date	Horses	Cattle	Calves	Sheep	Pigs	Misc.
1913	—	955	239	3558	67	—
1914-18	x	x	x	x	x	x
1919	8	337	111	2294	116	—
1920	24	496	166	5391	682	—
1921	30	636	136	2952	564	—
1922	2	1035	180	5522	682	—
1923	—	1147	69	3998	457	—
1924	13	917	130	12063	780	—
1925	20	1138	106	6727	585	—
1926	6	834	52	5930	92	—
1927	—	933	27	6643	44	—
1928	6	866	93	1386	12	—
1929	—	497	32	3623	13	—
1930	2	1537	121	5460	16	—
1931	2	847	25	4242	—	—
1932	1	612	115	4311	4	—
1933	4	894	117	5292	41	1
1934	—	1145	107	5379	457	—
1935	—	1251	70	5623	1173	—
1936	—	732	83	2875	1264	—
1937	4	272	66	4281	96	—
1938	—	614	155	3871	—	—
1939-45	x	x	x	x	x	x
1946	—	281	7	1828	—	—
1947	—	186	31	1596	—	—

x Omitted by Authority of the Board of Trade

the coalminers' strike severely limited supplies. Most of the coal carried was presumably for household use which would account for the seeming immunity of this traffic from the industrial depression of the early 1930's. What cannot be satisfactorily explained is the repeated inclusion of small quantities of coal traffic originating on the line. Was this some hitherto undisclosed offshoot of the Kent coalfield?

Whereas merchandise declined and coal prospered both minerals and livestock were apparently subject to great fluctuations in fortune. Variations in livestock figures may be accounted for by lean years and fat years and the varying impact of foreign competition but it is far from clear what minerals were carried on the Kent & East Sussex in such variable quantities or why such startling variations as occurred in 1929 or 1934 should have happened.

It might be thought that some assistance with this problem might be gained from Table B which gives the tonnages of the principal classes of merchandise and minerals carried between 1920 and 1934. Unfortunately only figures for goods originating on the line are recorded in this way so this cannot hope to be a comprehensive survey. Prior to 1920 the only information recorded is that in 1913 there were 426 tons of hops carried and 290 tons of round timber. Subsequent to 1934 the records of individual classes of goods tend to peter out though a regular traffic continued in scrap iron and a unique quantity of 263 tons of roadstone were carried in 1937. Otherwise there are only sporadic entries for small quantities of bricks, grain, manure, timber, and vegetables.

The loads given in Table B are really more

illustrative than informative since all loads of less than 2 tons or originating on other railways are omitted. However, it is a fascinating picture that emerges. Brick making and flour milling seem to have been the only manufacturing activities regularly served as all the other products listed seem to have connections either with agriculture or the extraction of natural resources. It is interesting to see how hay declined from a major item of freight in 1920 to disappear altogether after 1927. Similarly, the hops with which the line has always been popularly associated seem to have provided less traffic than the pickers who descended on Bodiam every September. A final question arises from Table B – what were the empties recorded in such quantities from 1924 to 1926?

Table C again only records details of livestock originating on the line but since the majority of livestock carried did originate on the line it is more reliably informative than Table B. Clearly sheep and cattle were the dominant livestock of the area with horses rarely appearing in significant numbers and pigs varying most erratically. Certain years stand out from the others with sheep thriving tremendously in 1924 and a bumper year for cattle in 1930; was there an outbreak of swine fever or did the porkers take to the roads instead? The final question must, however, concern the identity of the miscellaneous beast recorded in 1933. Was it merely a humble goat or donkey or something more exotic . . . did the circus ever come to Tenterden by train?

As a parting thought it does seem a pity that a railway which has acquired the nickname of "The Farmer's Line" should be unable to produce a cattle truck when it runs a freight train – any offers?

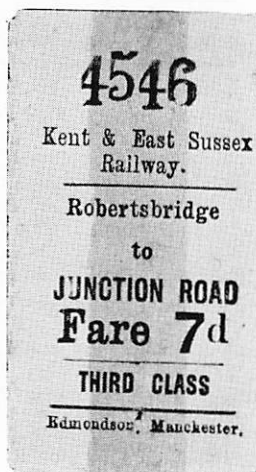
Stephen Garrett

From Our Ticket Collection

Footboard Frolics

In these days of corridor trains we tend to take travelling ticket inspectors for granted. Theirs seems to be a rather mundane existence enlivened only by the minor triumph of detecting the unfortunate second class commuter trying to sneak an unnoticed ride in the comfort of a first class compartment, or of the occasional battle with a warlike football crowd.

On the Kent & East Sussex, however, the travelling ticket inspector had a rather more exciting time. Arising from the fact that there were no K.&E.S.R. station staff at stations such as Robertsbridge, Salehurst, and Junction Road, the travelling inspector not only inspected, but also issued tickets to passengers boarding at unstaffed stations. These tickets were different from the Edmonson card



printings held in the staffed booking offices – they were of stiff paper, and were slightly larger than the normal card issues. They came in stapled and numbered blocks, and were carried in a portable rack similar to the old London tram conductor's Bell Punch ticket rack. Interestingly enough, one of the old racks, complete with its blocks of tickets, was presented to the Tenterden Museum some months ago, and may be seen on show in the museum building in Station Road.

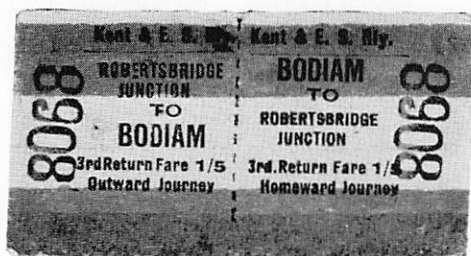
The paper tickets came from a different source to the K.&E.S.R.'s card tickets, as the typography is quite different. A few bear the Edmondson printer's imprint, but most are anonymous, and each printer seemed to have his own ideas on layout, as single tickets came printed either horizontally or vertically for no apparent reason, although returns invariably seem to be horizontal. Many of the tickets carry brightly coloured stripes in green or pink, again for no obvious reason, and a selection of these paper tickets is as bright to behold as a packet of confetti.

Few of those issued are dated – presumably the ticket inspector punched the ticket on issue, thus cancelling it and preventing fraudulent re-use, although some specimens exist with a rubber date stamp on the back.

When the K.&E.S.R. travelling inspector was working on the Ford and Shefflex railcars, or on the post-war ex-S.R. side corridor coaches, his job could not have been very different from that of his successor on B.R. today. However, it was a very different story in the days when the old

Great Eastern Railway and other non-corridor stock was in use. This is where the excitement really began. One is fairly safe from predatory inspectors on the remaining non-corridor suburban coaches on B.R. – but no so on the pre-war K.&E.S.R. One might be comfortably settled in a non-corridor compartment bowling along in the wilds of deepest Sussex – but woe betide if one's ticket were not in order, for the acrobatic K.&E.S.R. ticket inspectors continued to ply their trade by swinging from compartment to compartment outside the moving train by means of the handrails and footboard.

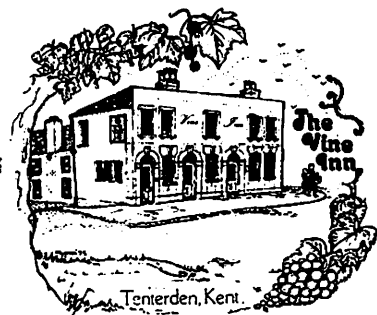
History does not record any fatalities suffered whilst this remarkable feat was being accomplished, and it seems to have been accepted as part of the day's work. Today, I am sure, the Unions would have B.R. at a standstill before allowing one of their members to work under such conditions, but they were bred tougher in those days, and no-one seemed to worry.



What the unsuspecting passenger thought on being rudely disturbed by the unexpected appearance at the window of a rather windblown ticket inspector is also not recorded, and I often wonder how he carried his stock of tickets and money. Perhaps he appeared with gleaming ticket clippers gripped between his teeth, terrifying short sighted old ladies as to his motives!

Did he also swing dangerously from coach to coach on the move, or did he only do one coach at a time? Did he ever lose his grip and disappear in a cloud of flying tickets into the long grass beside the Line? There must have been some nasty moments from time to time, but one thing is certain – we shall never see such death defying acts on today's safety conscious railways – and perhaps, after all, it is just as well!

Robin Doust



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"Sapper"

Its future now secure, this latest addition to the steam locomotive fleet should return to service before long . . .

Many members will recall that in September 1977 Army Department Austerity 0-6-OST "Sapper" arrived at Rolvenden and promptly retired to the back siding where it has remained until recently. Now that its future has been secured, some more details can be given of how the loco reached the Railway in the first place. Many months before the engine came to Kent, we had heard that it was lying out of use at the Command Ordnance Depot at Bicester, Oxon., and was shortly to be placed on the disposal list. Certain people felt that it deserved a more positive destiny and reminded themselves of the very good relations we enjoyed with the Junior Leaders Regiment R.E. based at Dover, and who had been until a short time before, engaged on several trade training programmes on the Railway. The outcome of some 'phone calls and meetings was that "Sapper" was taken off the disposal list and lent to the Junior Leaders. As the Regiment had no line of its own and nobody wanted to see it as a parade ground monument, it was agreed that it should be kept on the Kent & East Sussex Railway. For various reasons the young Sappers were unable to do

any work on the loco and we also found it impossible to devote any funds and little time to it either. In the middle of last year our friends at Dover decided that they were not really able to look after their loco any more and in October it was bought from the Ministry of Defence by a small group of our members.

Built by the Hunslet Engine Co. of Leeds in 1953 (works No. 3797) it is part of the same batch of 14 built for the then War Department in 1952/53 as are K.&E.S.R. Nos. 23 and 24. We are particularly fortunate in obtaining this loco as, having been a "one owner - low mileage model" it has had relatively little use, and has been generally well cared for over the years. Apart from some remetalling of the motion, retubing (tubes already ordered) and a repaint, few mechanical tasks will remain. It is already fitted with a combined vacuum ejector and steam brake and will be numbered 25 in the K.&E.S.R. fleet. It is hoped that it will be kept in army livery as a salute to Royal Engineer railway activity in the South East.

Paul Sutton



"Sapper" at Bicester Ordnance Depot prior to being loaded for Rolvenden, September 1977
[Paul Sutton]

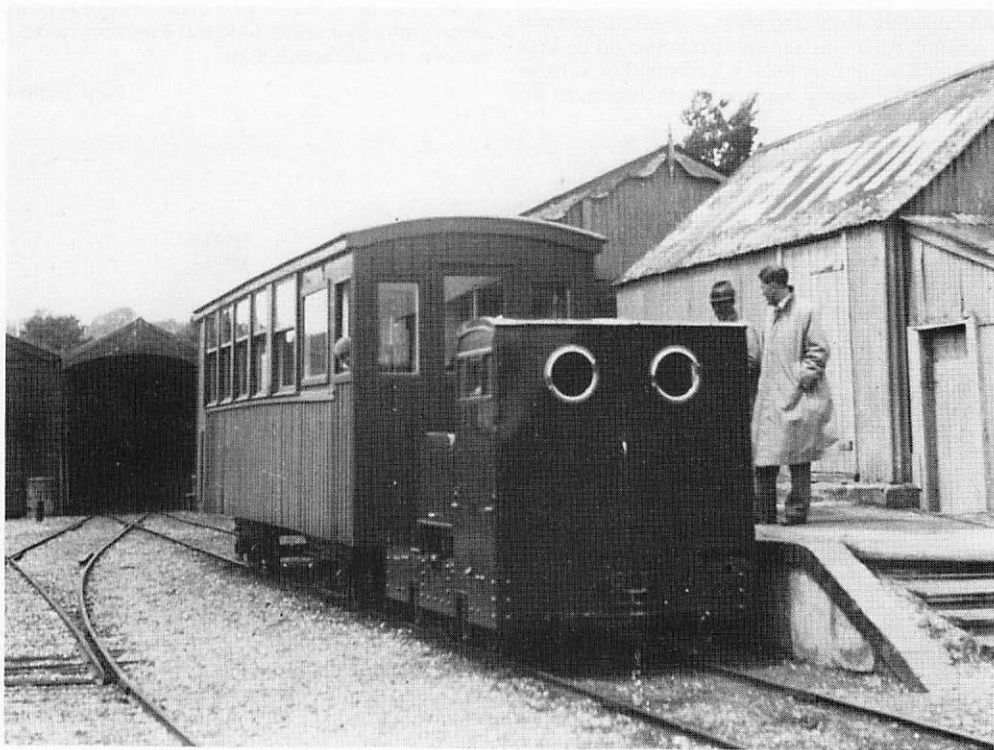
To Camber by Diesel

A lost cause in the annals of railway lore, researched by *Pyramus* and *Thisbe*

In 1895, Holman F. Stephens was employed by a group of local businessmen to design a short tramway to link the Sussex town of Rye with the local golf links at Camber, some 1½ miles away. The single track was of three foot gauge and two simple corrugated iron stations were provided in a style that was to become synonymous with Stephens' work in the years to come. The line opened in July 1895, having taken a mere three months to build and Stephens wrote to his father in August of that year – "we opened the Rye job some weeks since and they have been taking £20 a week ever since; the working expenses are under £8 a week and the capital is only £2000 or thereabouts."

For a scheme so modest in concept, the Rye & Camber Tramway had little claim to fame, but had certain of Stephens' ideas come to fruition, it might have become one of the most famous railways in the world. In March 1895, Stephens

wrote to the Board of Trade, setting out his proposals for the line, including a unique form of motive power – an "oil motor car". Fortunately, the text of the letter has survived, but tantalisingly there is no accompanying sketch of the vehicle itself. One can only speculate whether the reference in paragraph 2 to "an oil motor on a passenger bogie car" meant a motor backed on to a bogie car or a motor mounted on a bogie car. However, later on in the letter, Stephens refers to a "steam engine and car" and then an "oil motor car" which suggests that he may have had in mind an integrated oil motor/passenger carrying vehicle on one bogie underframe. A bogie car by definition means four axles and therefore in this context a vehicle of up to eight tons in weight. This is certainly too heavy for an oil motor and sounds excessive for the car, but could be about right for the combined weight of both. If this is the explanation, the question arises as to why



Petrol tractor and coach at Rye station, 1920's

[Tenterden Railway Co.]

Rye & Camber Tramway:-

The Asst. Secy.
Railway Department,
Board of Trade,
London S.W.

Cranbrook, Kent
March 28th 1895

Sir,

In compliance with your suggestion expressed at our interview on Monday 25th inst., I now beg to forward to you particulars and plan of Rye & Camber Tramway (proposed).

The following figures are those upon which the estimate was based:- The P. way will be laid with flat bottomed steel rails 24 lbs per yard and 3'0" gauge, fished points, spiked to sleepers 2'9" centre to centre. There will be a gradient of 1 in 100 for about 10 chains in the centre, and a curve of 20 chs. radius at the Harbour end for about 10 chains in length. The rest of the line will follow the surface of the land (which is a marsh) and be practically straight. There will be no cuttings more than 3'0" deep and no banks more than 3'6" high.

The power will be an oil motor on a passenger-bogie car, with a load of not more than 1 ton per wheel or 2 tons per axle, with a wheel base of 20'0" feet.

The stations will be small corrugated iron shelters and the platforms 2'0" above rail level and 6'0" wide, and slightly longer than twice the length of the car.

There will be but *one* motor on the line, and speed restricted to 10 miles per hour, or 4 miles per hour thro' points.

It is the wish of the Company not to *fence the line*. No Public roads or footpaths are crossed.

The Company are anxious to run temporarily a small steam engine and car whilst the oil motor car is being constructed; or should the oil car not prove a success, then to work the line by steam.

There will be 3 small culverts of 15'-20' span, built with concrete walls and steel joists as rail bearers.

I should add that the funds are practically subscribed and the Company are anxious to proceed with the construction forthwith as it will enable work to be found for many men who are at present unemployed.

I submit that the method of fastening the rails altho' not in accordance with the Railway requirements of the Board will be sufficient in the case of this tramway, when the weights are so small and the speed so slow.

I should be glad to furnish any further particulars you may desire or to call upon you and explain anything not herein made clear and I trust you may see your way to approve of the above proposals.

I am, Sir,
Your obedient Servant,
H. F. Stephens

Stephens should have proposed a mechanically powered rail car with a bogie underframe, rather than a simpler four-wheeled railcar on the lines of the Pickering steam powered unit, built for the Kent & East Sussex Railway in 1905. The answer may be that the vehicle was designed specifically to take into account the curves he proposed for the line. In any event, Stephens must have been fairly sure of his ability to produce the oil motor very quickly, bearing in mind that the proposals were made on 28th March and the line was due to open some three months later, although the directors of the tramway company appear to not entirely have shared his optimism!

Little else is recorded about the rail motor, but in the late 1920's, Stephens referred to the matter in conversation with the late Charles F. Klapper, the railway historian. In his article "Memories of Salford Terrace" ("The Tenterden Terrier", Summer 1976) Klapper recalled that "he (Stephens) had designed a compression-ignition railcar for the Rye & Camber Tramway . . . he was so early in the diesel field that he continued to refer to the

patentee as Akroyd-Stewart, with no thought of the German claims to pioneering in this field."

Needless to say, there is no trace that the vehicle was ever built and the Rye & Camber Tramway was operated with traditional steam locomotives until the 1920's, when a Simplex-type petrol tractor was purchased on grounds of economy and continued to run until the closure of the line in 1940. In fact, Stephens may have even been instrumental on its purchase as he continued to advise the tramway on technical matters throughout the twenties, without being involved with the general running of the line.

As for the design itself, Stephens seems to have lost interest in it at an early stage as his railbuses on other lines were all based on petrol motors of the most basic type. However, it is interesting to speculate that had the railcar or locomotive been built, the golfers from Rye would almost certainly have become the very first railway travellers in the world to be conveyed by diesel – fame indeed in the light of developments in the succeeding century.

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Letters to the Editor

The Commercial View

Sir – I read Donald Wilson's article (*The Tenterden Terrier*, Winter 1979) with mixed feelings. Basically I agree with his two ideas, namely the running of a shuttle service to Hexden Bridge, and that of a "Land Cruise". However, I cannot help feeling that the motive power suggested should be reversed.

In connection with the first proposal, he mentions the doubling of operating staff, locomotives in steam and of direct operating costs. Surely all three could be kept to a minimum by using our G.W.R. railcar after, of course, the attention to the body rot has been carried out. The very idea of this service would bring several awkward, but not insurmountable, operating problems and the use of this vehicle would go a long way to easing these.

Secondly, with regard to the Land Cruise, there are two other very good reasons, apart from that of economy, for the running of these trains on other preserved railways. Both the lines mentioned are of considerable length and pass through countryside of outstanding natural beauty, one being almost entirely in a national park. Whilst not wishing to disparage our railway, I am sure that most people would agree that we could not compare on these two points and it is my view that it is just these two points that make the running of a land cruise a successful proposition.

As for economy and "the ever increasing price of coal", oil is not exactly cheap, nor is its availability guaranteed. The not inconsiderable sum of money required for the purchase of the diesel multiple unit(s) could be put to far better use in reinstating our Terriers and birdcages for use on these trains. As Donald himself says about first impressions counting, "A smartly turned-out locomotive sitting at the head of its train" would certainly not apply to a D.M.U.

I believe the vast majority of our customers come to see steam and this can be summed up in the words of a small boy, overheard recently on a land cruise train on another preserved line, "Daddy, where is the steam train you told me about? This one is just like the one we came here on."

Erith, Kent

George Wright

The Vicar of Criggion

Sir – Whilst reading some back numbers of your journal I came across correspondence

concerning the Rev. R. Brock, Vicar of Criggion (*The Tenterden Terrier*, Spring 1978) who complained about the state of the level crossing at Criggion and having to ride on the footplate of "Gazelle" from Kinnerley. This prompted me to find out more about the Reverend Gentleman. The Rev. Robert Brock was a South African, ordained priest in 1882, he would have been at least 53 at the time he made his complaints. He ministered in the Cape Colony until 1891 and then came to England as curate of Wimbourne St. Giles, Dorset. Verwood would have been his station there and a modest service of trains on the L.&S.W.R. Salisbury to Wimbourne line. He later served at Horsington, Somerset, near to Templecombe, and so with L.&S.W.R. and S.&D.J.R. services he would have had no complaints. Before going to Criggion as Vicar in 1899 he was at Arley, a station on the Severn Valley line.

I wonder how many members of the clergy would protest today if they had the opportunity of riding on the footplate of "Gazelle"?
Bristol

J. F. Burrell

From Our Ticket Collection

Sir – I would like to make a brief comment on Mr. Garrett's puzzlement regarding the continuance of the sale of first class tickets in the 'thirties. Some would have been bought by collectors of railway tickets, who may not have actually travelled. There may have been other "ghost" passengers; if my memory is correct the Oxford University Railway Club had to pay 16 return first class fares in 1936 to ensure the presence of the first class saloon in the train, but I do not think there were as many as 16 persons present.

Tarrant Hinton, Dorset

R. W. Kidner

The Wreck of another "Hesperus"

Sir – He who sets out to correct faults in other people should first be very sure that his own facts are right, and I am afraid I am guilty of neglecting to do this in my article "The Wreck of another 'Hesperus'" (*The Tenterden Terrier*, Winter 1979). I now believe that the W.C.&P.R. "Hesperus" was built in 1876 as Colonel Stephens stated in his letter to *The Locomotive* magazine in 1911, and this is confirmed by the R.C.T.S. volume *Locomotives of the Great Western Railway*. He was, however, at fault with the other dimensions which I referred to, and the same source shows that my suggestion that the

cylinders might have been enlarged when the G.W.R. rebuilt No. 1384 in 1899 does not hold water.

Perhaps I could also take this opportunity of pointing out that the illustrations to my piece should have been credited to Mr. Michael Farr and the Weston-super-Mare Public Library? Croydon, Surrey Christopher Redwood

Signalling at Wittersham

Sir – I was interested to read the article “Why Signals at Wittersham Road” (*The Tenterden Terrier*, Winter 1979) which attempted to explain the massive installation at that site. Accepting the need to pass trains at this point some signalling was required but the number of individual signals could have been limited. In particular shunt signals would only be used for running round trains terminating there, very unusual when the Northiam extension is open. As I understand it, shunt signals are used to permit trains to pass main signals which are on – in other words they save time but that does not mean the permission to pass signals could not be given by flag or verbally. Elimination of shunt signals (which are, of course, a different type to the Great Northern Railway [Ireland] not the CIE Great Northern line, please!) would have made a much tidier site and a more consistent appearance.

Can we now debate the situation at Bodiam and Northiam before secret decisions are made without consideration of the wider views of the membership? Firstly, would it be generally agreed that no signalling whatever is needed at Bodiam which is a terminal station of very limited complexity and operational activity?

Northiam is more complicated as passing facilities will be needed combined with access to sidings and in addition this could become the

major point of origin for passengers. Having said that we must avoid destroying the character of the site by building a high signal box and posts which dominate the area as they do at Wittersham Road. There are only limited locations for the lever frame at Northiam and they are very sensitively sited. As has been said before a ground frame would be sufficient and could be housed in a low, single storey structure similar to Robertsbridge “A”. The number of starting signals should be minimised by avoiding assumptions that trains must be able to leave either platform in either direction. Provision can always be made for later conversion if this proves essential. By the same decision it will be necessary to have only one home signal from each direction as trains will always arrive in the same platform. NB: The installation would not be commissioned whilst Northiam was a terminus and so the problem of departing from a platform having no starter for Tenterden would be avoided.

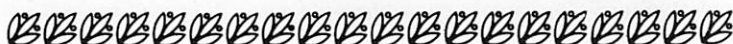
So far as shunting is concerned, I see no reason why this should require ground signals for the reasons given in the first paragraph. Indeed, consideration might be given to devising a system whereby the Bodiam end of the yard could be operated independently of the signal box when the latter is unmanned when no passenger trains are running.

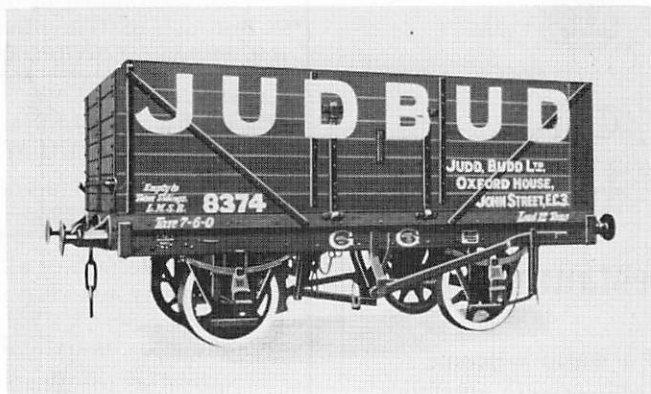
Those of us who advocate a low-key approach to signalling a light railway do not pretend such an approach does not need careful planning and discussion with the DTp. However, the result of such forethought could not only produce a much better result but also reduce the amount of installation work to a minimum. Let us avoid using another sledgehammer to crack a small nut as has been done at Wittersham Road. Maidstone, Kent Simon Green



GUESS WHO?

The first correct reply received at the Editorial Office, 17 Chartfield Square, London SW15 6DR will qualify for a prize of £5.





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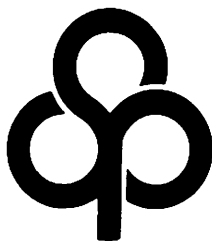
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