

The Tenterden Terrier



Number 22

Summer 1980



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

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

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SECRETARY & REGISTERED OFFICE

P.C. Sutton, Tenterden Town Station, Tenterden, Kent TN30 6HE.

Membership Secretaries: New Members

J. Weller, 7 Rock Road,
Borough Green, Sevenoaks, Kent.

A-K Renewals

A. Piggins, 98 Warwick Avenue,
Thorpe Lea, Egham, Surrey.

L-Z Renewals

J. Head, 1 Limes Close, Appledore Road,
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ADDRESS FOR GENERAL CORRESPONDENCE

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

TELEPHONE NUMBER

Editor of "The Tenterden

Terrier" and editorial office

Assistant Editors

Magazine advertising

P.D. Shaw, 17 Chartfield Square, London SW15 6DR

Telephone: 01-788 6608

S.R. Garrett, P.C. Sutton

G.H. Benbow. Telephone: 05806-3477

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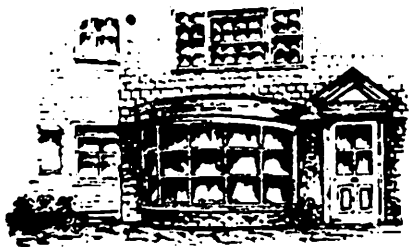
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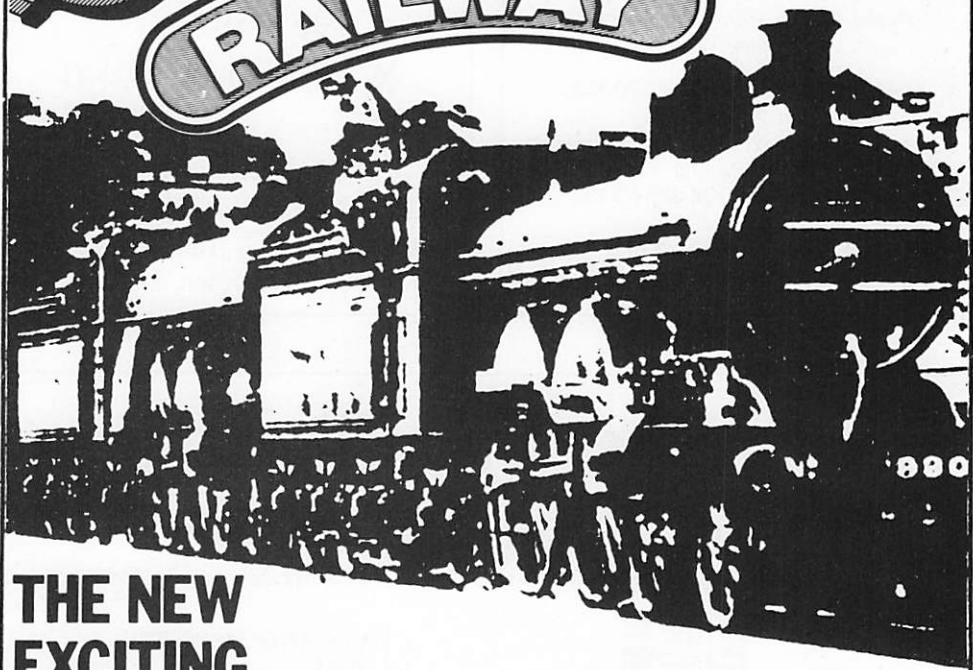


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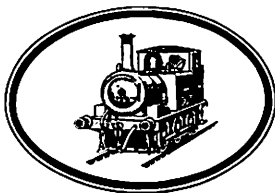
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The Tenterden Terrier



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1980

FRONT COVER

"Marcia" at Canterbury during the celebrations commemorating the 150th anniversary of the opening of the Canterbury & Whitstable Railway, 5th May 1980.
[Kentish Gazette]

Editorial

The next leap forward

The exciting new plans for extending the line from Wittersham to Northiam by 1982 should add impetus and enthusiasm to all who look forward to the day when trains will once again run through to Bodiam, for it is not until then that the traffic carrying potential of the line will be fully realised. Of course, there are those who will say that the time is not right and that we face the danger of stretching our resources to the point that the very existence of the Railway could be prejudiced. The crux of the matter is finance and as the economy lurches from one crisis to another, unfortunately there never is a good time for raising money. Very shortly, proposals will be announced for the raising of some £40,000 to finance the capital works. The scheme will be both novel and attractive to those who wish to participate in the success of the longer term aims of the Company. Let us hope that not only will members give this their whole-hearted support, but also the local populace which shares in the additional prosperity that the Railway has brought to Tenterden and will bring to the surrounding communities.

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Lineside News

Compiled by Paul Sutton

It has often been said in the past that we are fortunate in not having the responsibilities associated with road bridges, tunnels and large embankments, of which some preserved railways have more than their fair share. In these notes is a report on the replacement of the level crossing at Northiam, which should serve as a reminder of the responsibilities that come even with quite modest structures.

Locomotives

No.3 Bodiam, having been repainted earlier this year, ventured into fresh territory (albeit on the back of a low-loader) when, together with No.12 Marcia, it provided the railway with invaluable publicity by attending the Invicta 150 celebrations; both locomotives took part in processions through the streets of Whitstable and Canterbury on the May Day bank holiday. Prior to this No.12 gave demonstration runs in the yard during the open weekend of 19th/20th April, having previously been to Wittersham Road on a mid-week excursion where it took water from the newly-erected water tower.

The material for No.11's firebox stays has now arrived, but due to a shortage of time and manpower, no work has been carried out on this locomotive for some time. Work is however progressing on No.19, the Norwegian Mogul, where attention has now switched to the tender. Cleaning and de-scaling of the coal space and front plates revealed some bad wastage and replacement steel plates are being welded into place, following treatment with 'Trustan' rust killer and preventer. As track space in the workshop is at a premium the locomotive and tender were split apart so that the current work could be continued under cover.

The general overhaul of No.22 Maunsel has made some progress recently, with the cylinder castings having new cladding sheets fitted. The boiler mounting plates have been bolted into position and a new cab floor cut and fitted. No.23 Holman F. Stephens made a welcome return to service in May, repainted and relined after its overhaul and boiler inspection. Whilst



No. 23 in service at Tenterden, 26 May 1980, waiting to work the 14.00 hours train.
[Paul Sutton]

re-assembling the steam fittings the opportunity was taken to restore the original steam brake controls which, as well as making shunting easier, seem to be preferred in operation by footplate staff. No.24, together with No.29, provided the motive power for the start of this year's services. Both Austerities have again taken a dislike to the "Summer water" which appears to be the main cause of priming and results in the increased frequency of boiler wash-outs. R.S.&H. tank No.29 has been dogged by tube troubles for some time and after disgracing itself earlier in the season has now been temporarily withdrawn.

Work similar to that carried out on No.23 over the last 18 months has been started on No.25 Sapper. The department considered it necessary to start work on this locomotive despite other projects yet to be completed as it is felt that a minimum of 3 large engines need to be available for traffic, and with the recent experience on No.23 the work should be completed fairly quickly. The original chimney was damaged some while ago, possibly during transit to the railway and has now been removed and will be offered for sale. A replacement was obtained from Hunslet and will be fitted during the course of re-assembly. While obtaining tubes for No.25, sets were ordered also for No.26 Linda and No.27 in an attempt to beat inflation. Other than storage maintenance no work has been carried out on these locomotives. On completion of restoration to running order, No.27 will be named Rolvenden at a suitable ceremony.

News of progress on the Ford Diesel Electric No.40 (formerly No.16) was last reported a year ago in *The Tenterden Terrier*. Since then the metalwork at No.2 end, basically the cab area and roof, has virtually been completed. This task was at times most awkward as it involved jacking up and replacing sections of body support members, in addition to the renewal of platework. Painting is now proceeding at the same end inside and the cab and electrical control area. Four of the overhauled contactor panels have been refitted and new trunking, conduit and control wires are being installed. The voltage regulator and various generator control resistors will shortly be mounted on a new panel currently being made by the project team. Miscellaneous engine faults have come to light, resulting in the overhaul of the fuel priming pump and new fuel filters have been fitted. At the same time leaks in the fuel delivery lines were eliminated, and the oil lubrication



The water tower at Wittersham Road station obtained from Shrewsbury Abbey station, Shropshire & Montgomeryshire Railway.

[John Liddell]

system primed and air purged from it. The engine silencer is being repaired and will be refitted later on.

Signals and Telegraph

The rodding run at Wittersham Road has been completed but the box roof remains unslated as yet, as difficulty has been experienced in obtaining the right materials, although this problem should be solved shortly. Sites have been excavated on Wittersham bank for the Up Home and Advance Starter signals.

On the communication side, the phone network is being converted to selective ringing, which will act in a similar way to the G.P.O. system. At Tenterden the existing instruments will be used and ex G.P.O. equipment elsewhere, except Bodiam. However phones used solely by the signalling department will still be on the key ringing system. The conversion work has been made much easier by the generous donation from Plessey of three miniature telephone

exchanges. A tangible sign of the rearrangements has been the removal from Rolvenden platform of the equipment hut. This was accomplished fairly simply by loading it on to an empty wagon, transferring it fifty yards further down the track to a tractor shovel which then replanted it on the delegated spot in what was at one time the late Charlie Kentsley's garden. The equipment was restored to its rightful place and is now back in working order.

Carriage and Wagon

B.S.O. No.53 was completed ready for traffic in time for the first Wealden Pullman on April 26th. It is finished in the lighter shades of cream and brown and a black band at waist level now being used and is the fifth vehicle to be completed in the new livery. The interior is looking extremely luxurious, with all the woodwork French polished, fitted carpet on the floor and period maps and pictures on the partitions. Much work has been carried out on Pullman car 'Barbara' and details of this are covered in an article elsewhere in this issue.

Now that No.53 has been released for traffic, RU No.69 has been taken its place in the C & W workshop sidings. The interior has already been stripped out in readiness for repanelling, which will be done in plywood and left with a natural finish. Removal of the interior panels has given access to the body framework for inspection and maintenance where required. Externally, much work has been done on eliminating the areas of rust which are especially bad at the bottom corners of the sidelights. Corridor connections have now been acquired and some running gear fittings, although various items to complete are still outstanding at the time of writing. Recent trips to the closed stores at New Cross Gate have resulted in the acquisition of a large collection of carriage fittings and some of these have already been fitted to stock currently in traffic. A recent purchase has been a 12T L.M.S. van built at Lancing, in 1940 Int. No.082986. Its last duties were at Thornton Heath as a stores vehicle. On the Kent & East Sussex it will be used as a jack and packing vehicle, based at Rolvenden.

Permanent Way

Work on the wet cutting was successfully completed during the last weekend in March. Completion was only a week later than scheduled despite bad weather and plant breakdowns and the department is to be congratulated on this achievement.

The final job was lifting the approaches to the

cutting. Because of the condition of the cutting sides the whole area between them had to be filled with old ballast, temporarily retarding ballast work in other areas. It is hoped to bring in a tamping machine before the start of weekday operations in July to put a new top level on the track in the area through the wet cutting, and in others where deep ballasting has taken place.

Other work done on the operating section has included digging out three lengths of track by the Home Signal at Tenterden, making new ditches then raising the track on to a four inch bed of stone and finally adjusting the longitudinal and cross levels. Now that this work and the wet cutting have been completed, no further major P.W. work is anticipated between Tenterden and Rolvenden. Routine maintenance will continue through the Summer and it is of great importance that more volunteers come forward to help the small hard core of Department staff.

A report on the Northiam level crossing work is included with this department's notes, although it should be emphasized that those who took part came from all sections of the Railway.

It had been known for some time that the road surface around the level crossing at Northiam was starting to break up, and after representations from the bus company a meeting was held with East Sussex County Council Highways department in the Autumn of last year. As a result, a Road Closure Order for the A.28 was applied for at County Hall, Lewes, to be in force from 18.00 hrs. on Friday 25th April to 10.00 hrs. Sunday 27th April. After site inspections by our P.W. department and the Council, it was decided to renew all track materials under the road and to resurface an area measuring 7 m by 2 m, the section in the immediate vicinity of the rails being to a depth of 175 mm to meet the new specification for A class roads. The East Sussex Council required the track to be raised 50 mm on the Northiam side and 25 mm on the Newenden side of the crossing. The cant of 20 mm was deemed necessary as they felt that the track in its old horizontal position in the road which slopes quite steeply at that point, allied with the increase of heavy traffic using the A.28, had been a major factor in the break up of the surface.

After the details had been settled, track materials had to be obtained and the contract for resurfacing was awarded to Sturgeons of

Pembury. Materials ordered included: 20 tonnes Gypsum sub-base, 20 tonnes new granite track ballast, 22 rail check chairs from the North York Moors Railway and 22 Jarrah Point Timbers. These latter were preferred to ordinary sleepers as their wider section gives more support. The nearest source of supply was in the North West so the opportunity was taken to buy a complete load and put some into stock. In the end these did not arrive until the Thursday afternoon, Dave Levett and Paul Hatcher spending all Friday on drilling them ready for use.

Work started on time at 18.00 hrs on the Friday and continued throughout the night using floodlights, through Saturday and Sunday night with all trackwork being completed by 03.00 hrs on the Sunday morning. Resurfacing started at 08.00 and was finished and the road reopened to traffic by 14.30. Two separate diesel hauled works trains were used, one supplying the new materials and the other composed of empty wagons for taking away spoil and debris all of which was finally removed by local farmer John Cyster.

Very grateful thanks are given to the small number of regular volunteers who worked long hours in poor conditions; indeed had not some put in shifts of 36 and 48 hours each, the job would not have been finished on time. Mention should also be made of Philip Rimmer for obtaining materials at short notice, David Dine for producing the diversion signs, Nigel Sturgeon from the Contractors and David Wallis from the E.S.C.C. Highways Engineers Office at Bexhill for their valued advice and help and finally Mr. F. Corke of Northiam for measuring up the job and setting the new levels. The total cost of the whole operation was £2,814.

Clearance

As no one has yet come forward to manage the Department, Allan Tebboth and John Miller have been sharing the responsibilities and duties. The programme of working parties set up earlier in the year has been continuing every 3 weeks, with some variation over Bank Holiday weekends. Precise details of the location of work is always available from the Line Manager of the day at Tenterden. A list of all the dates for activities appears in the current issue of *The Rooter*.

The removal of self seeded Ash and rotting willows is continuing along the Oxney straight. This should be completed in the near future and

then attention will be given to the section beyond Pope's Cottage adjacent to Gazedown Wood, thus revealing to passengers the attractiveness of this area especially in the Spring when the Bluebells are out.

Another area at Tenterden to receive attention recently from a party organized by Chris Kislingbury has been around the headshunt and down the West Boundary fence to where the Woodchurch Coach was parked by Buffer store No.5. The track spraying between Tenterden and Hexden Bridge took place on Thursday 15th May with car park and sidings receiving treatment as well. The brushwood spray between Northiam and Tenterden will take place sometime in August. The track between Bodiam and Northiam will be used later in the year to evaluate the potentialities of some different treatments which are currently available to us.

Museum

Since the last report in *The Tenterden Terrier*. Summer 1978, it was decided not to move the railway collection upstairs because of problems with dampness and limited potential for wall display.

Since the official opening of the Museum in April 1977, there has been slow but steady improvements made to the display. The latest milestone has been the completion of a new display of archive photographs of the Stephens railways which has taken nearly two years to organize. The photographs have been supplemented by reproductions of letters from Stephens in which he comments on his railway activities. Each of the 15 railways with which Stephens was associated is represented in photographs which are arranged chronologically so as to tell the story of Stephens career. The display covers 33 ft. of wall length and is mounted on hessian covered panels constructed by Allan Tebboth.

Allan has also constructed a new glass fronted wall display case which will be mounted on a further 12 ft long display area. This will hold three dimensional objects from K.&E.S.R. alongside time tables from the various railways.

Work has also progressed on restoration and display of the signs. The old enamel Rother Valley "No Trespassers" sign from Bodiam has been expertly restored by Barrie Clarke, the artist who painted the High Halden picture, reproductions of which are now on sale in the Buffer Stop shop. Doug Lindsay has made frames for some of the other enamel signs and

these are now much more effectively displayed than before. In the near future, it is planned to mount the locomotive nameplates on the wall under the 'Tenterden Town' station name board.

Of the two large, glass showcases, one holds the collection of Colonel Stephens' free passes and some of his personal effects, and the other will, for the time being, house part of the ticket collection although this will eventually be replaced by a specially constructed display unit. There is now a good selection of tickets representative of the Weston, Clevedon & Portishead, East Kent, Kent & East Sussex and Welsh Highland lines, with a more limited selection from the Shropshire & Montgomeryshire, Festiniog and Ashover railways. There are late issues only for the Hawkhurst, North Devon & Cornwall, and Callington lines, while the Burry Port & Gwendraeth Valley, and Sheppey lines are unrepresented. Two tickets from the Selsey and one only from the Camber are all we have on show from these Tramways. The gift or long-term loan of tickets to improve the display will be appreciated.

Recent acquisitions include a signed photograph from the artist Sir Lawrence Alma-Tadema to Holman Stephens thanking him for the issue of a free pass. Future plans include a small display relating to Salford Terrace. Many of the photographs (in the original frames) which formerly hung on the walls of Stephens offices are in store and these will be mounted in a bay decorated to represent Stephens office in Tonbridge. The idea of models of the rolling stock from Stephens railways is being looked into and it is hoped to have something underway soon.

The offer of items for display with a Stephens connection will always be appreciated but regrettably nothing large can be accepted owing to shortage of display space.

There were 8,146 visitors in 1979 and there is evidence that the railway is a strong influence in attracting visitors to the Museum.

Opening times: June to October 2 to 5 pm every day (10 to 5 on Fridays and Saturdays)
from November 2 to 4 pm on Sundays, Fridays and Saturdays only

Admission: adults 30p children & O.A.P. 15p
free to members of the T.R.C.
on production of current membership card.

Area Group News

Ashford. The annual Model Railway Exhibition took place at the Centrepiece in Bank Street on Saturday 1st March. The event provided a record attendance and resulted in a profit of £497. This money will be put towards the restoration of the Norwegian Mogul – current progress on this engine is detailed in the Loco Notes. Despite wider publicity among members in the area, attendance at Group meetings and other functions remains disappointingly low.

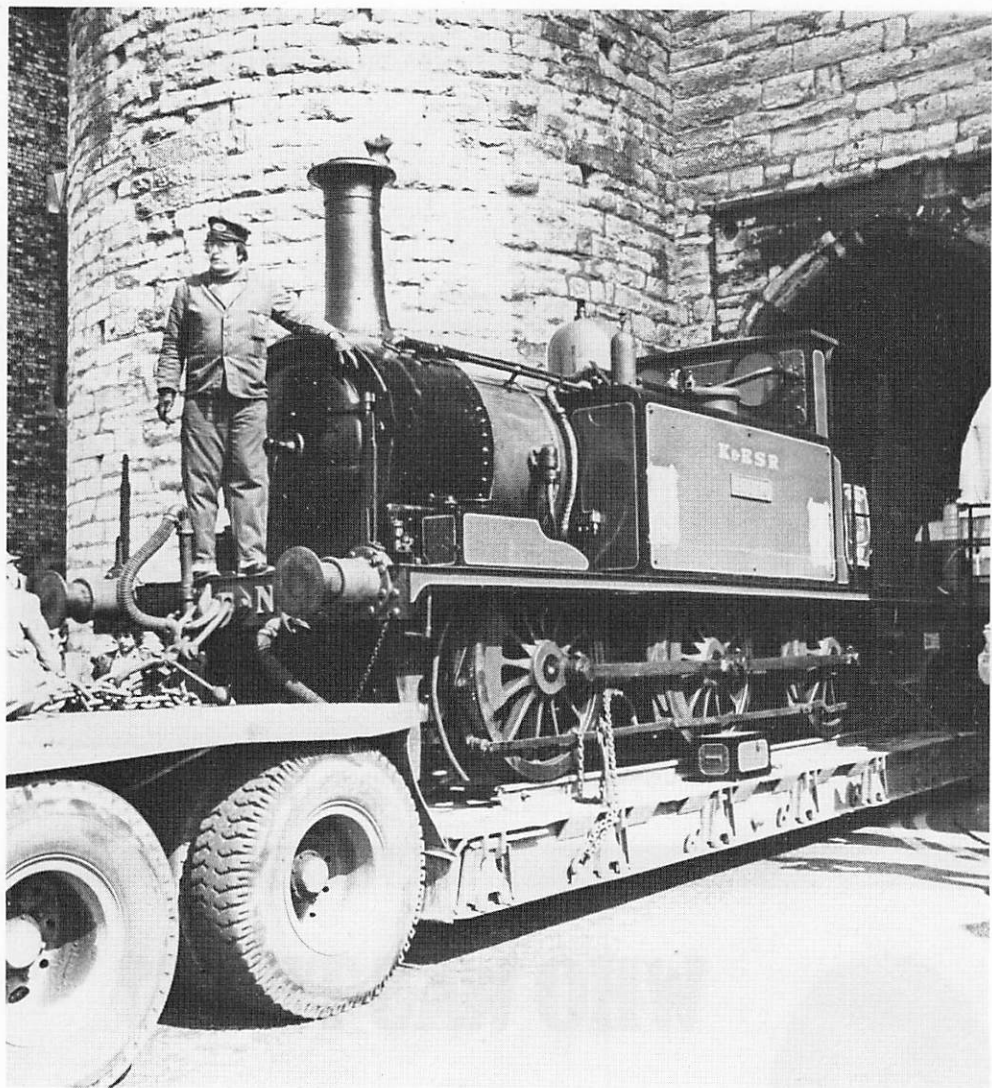
Maidstone. Since the Group's formation over five years ago it has donated £3,800 to projects associated with the railway, including £1,900 to the Newmill Bridge Fund and around £400/£500 each to the U.S.A. locomotive, Wittersham Water Tower and Catering Building Funds.

The group has always actively supported the railway's publicity and fund raising projects, the latest being the Invicta 150 celebrations in Whitstable and Canterbury during the week 3rd-11th May. Window displays have appeared in 14 Kentish towns and as a result of newspaper articles our monthly meetings at the Methodist Community Centre reached a record attendance last month and resulted in several new members. Our guest speaker on that occasion was Dr. P. Ransome-Wallis, the well known railway photographer and author. Southern Television has given the Railway good coverage at several events. Members of the group were involved in the interior re-decoration of Theodora and the Wittersham Road water tower should be fully operational shortly.

Thameside. The group's involvement in the rebuilding of Rolvenden Station continues. A general tidying up of the area has taken place resulting in many favourable comments from the ever increasing number of passengers using the station since it was officially opened at the beginning of the season. During July all outstanding work should be finished including the final painting of the waiting shelter.

The group's Annual General Meeting was held on the 14th April and it was agreed that the existing committee would continue in office until after the Steam at Bodiam event in August, when elections would be held.

Restoration work will commence shortly on the G.E.R. 6 w coach, the acquisition of which was mentioned in the last *Tenterden Terrier*. All those requiring further details should please contact Neil Sime. Some Pump Trolley moneys are



Bodiam about to go through the Westgate Towers, Canterbury, during the "Invicta 150" celebrations, 5 May 1980.
[Kentish Gazette]

STILL OUTSTANDING. Would defaulting sponsors please pay up immediately; until they do the figure of the amount raised cannot be given or the money distributed to the departments of the Railway to which it was promised.

A calendar of Group events appears in the current *Rooter*.

Weald. The main two events organized by this group this year have been the annual jumble sale held in Tunbridge Wells on 23rd February and a model railway exhibition in Sevenoaks on April 12th. The latter event broke completely new ground being the first such exhibition held in Sevenoaks for many years and the interest shown fully justified the experiment which will

be repeated. The total revenue from these two events and the Tunbridge Wells Model Railway Exhibition held last December amounted to approximately £900 most of which is to be

ploughed back into the railway in the form of the new restaurant car now to be seen at Tenterden Station under-going renovation.



Rolvenden station, rebuilt in Colonel Stephens' style, May 1980.

[John Miller]



WHO WAS THAT?

Six replies were received in response to the mystery photograph in our last issue. Five people guessed correctly that it was Holman F. Stephens (he was ten months old at the time, which dates the photograph at 1869). The remaining respondent thought it was Mrs Margaret Thatcher! The prize is awarded to Mr Michael Whitehouse, who delivered his reply, by hand, from Birmingham, within 24 hours of receipt.

Taking the Test

Simon Green faces the problems of becoming an engine driver

Saturday 3 November 1979; 7.30 am. A genuine November day, gentle mist occasionally turning to rain, rusty rails, a light fall of autumn leaves – this was the start of the most difficult examination I have undertaken, to be approved as a driver on the Kent & East Sussex Railway. It was to be the culmination of six years' training on the footplate. This long period surprises many visitors who wonder why we should examine drivers so thoroughly, after all one doesn't have to steer! A brief pause to consider the potential for disaster soon answers the question. A railway driver is responsible for the safety of all the passengers on this train and for people on the ground including road traffic on level crossing etc. He must make sure his fireman does his job properly (and in particular that he doesn't allow the boiler to blow up by neglecting his water levels), must run to time and be able to cope with the many day-to-day failures of the engine.

Training for footplate work starts as a cleaner which includes not only polishing paintwork

and brass but also removing ash from the pit, cleaning the chemical toilet at Rolvenden and operating the crossing gates there too. If the cleaner shows he is responsible and turns up when rostered he will get the chance to travel on the engines occasionally and fire one turn a day. If there is a vacancy and he can pass a rules exam and a firing test he may be promoted to fireman after two or three years. Many fireman have no ambition to become drivers but if they do then they will have to wait for a vacancy for trainee drivers and after firing for a couple of years and taking a medical exam they can then start learning to drive, always under the supervision of an experienced driver. This is a brief resume of the present system although the promotional ladder was easier when I started.

After three seasons, I felt I was ready to take the test but by no means sure if I could measure up to the required standard. During 1979 I was given plenty of opportunity to polish up my techniques, driving on 14 days and firing a



[Donald H. Wilson]

couple of Wednesdays. Two weeks before the test one of our experienced drivers Adrian Landi put me through a rigorous mock test which showed up various weaknesses, notably insufficient attention to water levels – a fault which would undoubtedly have lead to failure.

On 3 November I met with fireman Dick Dickson (also a trainee driver) and we started preparing the engine Austerity class No. 24 which is not only the locomotive I have worked on most this year but also happens to belong to me. The examiner had warned he would be a little late so for an hour and a half, life was fairly easy. We are fortunate to be able to call on the services of Jack Own, a Senior Driver on the Bluebell Railway to carry out our testing. Jack is not only a man of great experience but he also understands the special needs of preserved railways and the peculiarities of volunteer drivers. After all, in the days of steam on British Railways, it could take ten years full time to become a driver and even twenty five years was not uncommon. Volunteer drivers have far less experience and as a result the test itself is in some ways more demanding.

As I completed my preparation Jack accompanied me and asked various questions such as 'what's that strap that you're oiling?'. By 11.07 we were ready to go of shed and had an uneventful run to Tenterden. There we had quite a bit of shunting to do and as I eased out of the carriage siding with a rake of 5 coaches Jack told me to move right up the headshunt and stop as close to the buffer stops as I could with touching them. I had done this before with a light engine but stopping a five coach train with precision is far more difficult. After I drew to a halt Jack enquired how far off the stops I was, to which I replied 'about a foot'. Jack stepped down to check on the result and my relief must have been obvious when he reported the gap was indeed about a foot.

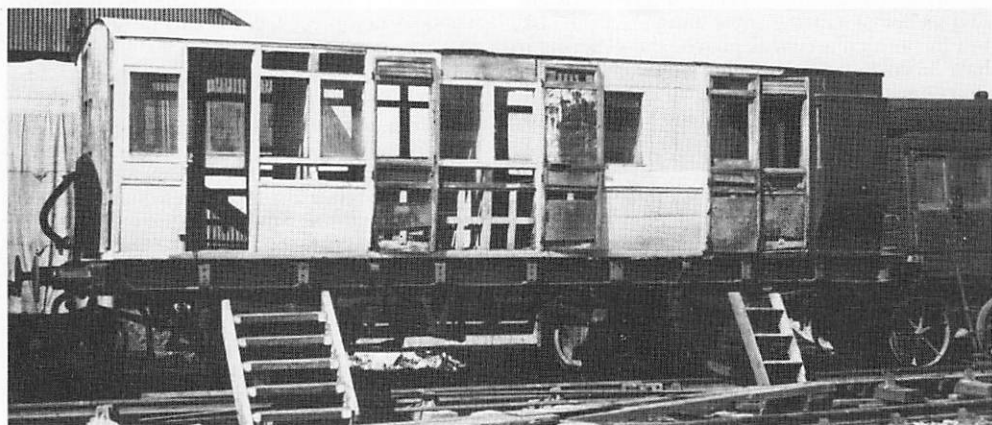
Shunting completed, we ran round the train, smooth progress interrupted briefly by the loop-to-main shunt signal dropping on just before I reached it. After drawing to a stand the signal cleared, I finished the manoeuvre at 12.07 pm, we left the station. A late departure was not of course to Jack's liking but he makes a point of making no comment at all until the end of the test. Problems really began to mount beyond Rolvenden, as my fireman, in an effort to keep steam pressure below 130 and above 100 psi (a special requirement for the test, 'Austerities' have a maximum pressure of 170 psi) underfired badly and I didn't prevent him

from doing so. Approaching Wittersham we were down to about 105 psi. I had a jack injector on because the steep gradient in Wittersham platform will cause the water to disappear from the gauge glasses if there is less than about 2/3 glass on the level. If I knocked the jack off I would definitely fail the test due to low water level so I had to take the unpleasant choice of running out of steam. At 100 psi, pressure was insufficient to hold the vacuum brakes off, so we stopped ignominiously just in sight of the station. It was five minutes before I was ready to move and on the return to Rolvenden there were other delays resulting in an arrival there at 13.10; we had been due at Tenterden at 12.50! Worse, the weather had now steadied to a fine drizzle and with four coaches the fearsome Tenterden bank would be very difficult. By the time we reached the cutting between Orpin's Crossing and Cranbrook Road, speed was down to about 1mph and I was struggling to maintain forward motion. The trick is to open the regulator just enough to get some traction, but not enough to cause wheel slip. In fact, continuous variation of regulator opening is necessary to try and balance adhesion and traction. Several times we slid to a halt and indeed with Loco brakes on we even slid back. Austerities are amongst the most sure footed locos but conditions at that moment were the worst I had ever experienced. However, we struggled on and I realized that actually this was a good opportunity to show I could handle an engine well at the same time controlling the water level and boiler pressure. (By now however there were five marks on the pressure gauge to show the number of times 130 psi had been exceeded!). Finally, No 24 slithered up to Cranbrook Road where we had to stop: surprise, surprise; no level crossing keeper. The fireman returned from opening the gates together with a bucket of sand and for most of the rest of the way to Tenterden he was in front of us sanding the track. This made a tremendous difference and the slight easing of the gradient beyond the crossing enabled me to pick up speed to, maybe, 2 miles per hour! Without the sand we would probably have failed to overcome the final curved, 1-in-36 section just below Tenterden Town, but at last we drew into the Station at 13.50, one hour late. Jack agreed to my suggestion that we detach one coach which effectively ruled out any chance of the 14.00 leaving on time. My struggles were only just starting ...

(to be continued)

Work Proceeds on the Woodchurch Coach

On 28th March 1980, the partially restored body of a former L.C.&D.R. coach, which had served as a chicken shed for 11 years, was lifted on to a new underframe. Philip Rimmer describes how the work has been progressing.



The Woodchurch Coach in Tenterden Carriage Sidings.

[John Miller]

The Winter 1976 issue of *The Tenterden Terrier* carried a short article on the former London, Chatham & Dover Railway coach, which had been recovered by a group of Company members from a farm at Woodchurch, near Ashford, with a view to eventual restoration to running condition. Since then, a great deal has been achieved and on 28th March 1980 the partially restored body was lifted on to a modified parcels van underframe.

Much of the initial work on the body consisted of clearing out the accumulations of chicken deposits which were not only 2 feet deep over the floors, but had also found their way between the inner and outer panelling. To thoroughly clean the coach, some of the panels had to be removed, thereby exposing the main framework. The soundness of the framework merely confirmed our original view that the coach was an ideal candidate for restoration.

Our attention was then turned to the laborious task of removing the many layers of paint and varnish from the internal woodwork. The volunteers' efforts in this process of burning and scraping and sanding down to bare wood, were amply rewarded by the finish obtained. This was due equally to the high quality of the original timbers, and the equally high standards of workmanship which were de rigueur in Victorian times. The simple form of construction befits a third class coach constructed by a company not renowned for its

sumptuous rolling stock and has also made our restoration work somewhat less complicated.

Our first task was to provide a completely waterproof roof and the corrugated iron nailed in place by the farmer was removed together with the remains of the original felt. This exposed a set of boards that were proven to be sound by the simple expedient of hitting each in turn with a large sledge hammer. Over two weekends in the summer of 1978, the roof was re-felted and has since been repainted with a reflective aluminium based paint to protect the felt from damage by sunlight. Much internal paintwork has since been completed, particularly in the guard's compartment. A start has been made on the external teak panelling which, perhaps surprisingly, responds well to rubbing down and a coat of aluminium primer.

Over the years, many of the missing parts and fittings we require have been collected from other abandoned coach bodies. For example, a recent trip to the New Forest produced a fine haul of hand-rails, step irons, ventilators and other useful items from a South Eastern & Chatham Railway luggage van. Less successful, however, were the doors from an apparently identical L.C.&D.R. coach at Ashford; we soon discovered that it was built at a slightly later date, and the doors were two inches too long!

The important task of fund-raising was initially given impetus by passing a piggy bank around the railway volunteers and at the end of 1978,

the group decided to assist the Permanent Way Department's maintenance programme by seeking sponsorship for replacing sleepers on the main line over a 24 hour period, just prior to the New Year. In the event, severe winds and two inches of drifting snow hampered the task, but the annual accounts proved the suffering to have been well worthwhile. However, most of the money has been raised by an annual jumble sale at the Tenterden Steam and Country Fair.

Having acquired a suitable underframe in the summer of 1979, at the very reasonable price of £1 plus VAT from our good friends Mike Hart and Rick Edmonson of Resco Railways Ltd., the group decided that it should press ahead as soon as possible with uniting underframe and body. It was argued that when this was done, our rate of progress would be increased by the ability to carry out a wider range of tasks in the knowledge that no further lifting would distort the body. Furthermore, ventilation to the underside of the body would be increased. A detailed measurement of body and underframe was made, in order to devise a means of bolting the two together and a 11-ton crane was ordered from Kent Plant Hire of Ashford, from

whom a discount was negotiated in return for mentioning their name in newspaper reports and articles. The body was duly lifted on to the underframe and a close inspection of the underside revealed a small amount of rotten wood. A new piece will have to be spliced in at an early stage.

In recent weeks much reglazing has been carried out in addition to further work on the teak panelling. Attention has been turned to the difficult task of restoring the doors as our efforts to find suitable replacements were unsuccessful. It is also planned to start replacing the floor boarding and to complete the internal partitions.

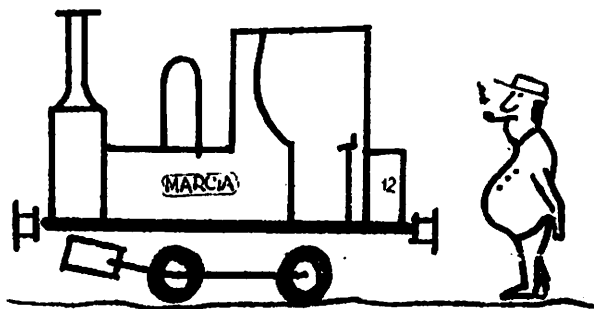
It now seems possible that in the reasonably foreseeable future, the Woodchurch Coach will be able to take its place in a rake of vintage vehicles along with the Woolwich Coach and the Great Eastern Railway coach now being restored by the Thameside Area Group. The sleepy rural light railway of bygone days will thus be represented in perpetuity on the K.&E.S.R. – in stark contrast to the Mark 1 coaches and Austerity locomotives that are the hallmark of our normal services.

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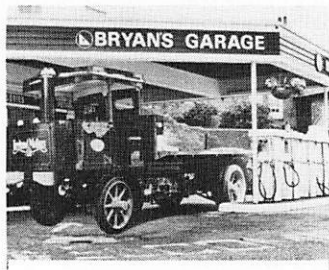
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Letters to the Editor

Things don't change, do they?

Sir – Your Editorial (*The Tenterden Terrier*, Spring 1980) was certain to cause controversy; perhaps that is why you wrote it. Whilst I must agree with your observations, I do disagree with the view that you have expressed to back them up.

We are in the business of preserving a part of the Nation's heritage, all too much of which has already been scrapped and lost forever. Whilst there is still time, we must accept all items that become available which are suitable for our needs. Let our 'rusty sidings' be a challenge to everyone, for who can say that the work will never be done. Some enthusiasts may despise Mark I coaches, but they will soon be collectors items and the more modern stock, with no vacuum brakes, will be of little use to us.

We have been described as being the Railway which is run by 'Austerity' locomotives, implying that these workhorses are of little interest to the steam enthusiast. Nevertheless, when others have fallen by the wayside, we shall still be running the Kent & East Sussex railway with steam locomotives; our J94's have many years of useful life and who can possibly afford to re-boiler a Black Five, Merchant Navy or a Casjle?

Let us be grateful that we have in our membership people who are prepared to purchase locomotives and rolling stock, confident and patient that one day they will be top of the restoration queue; surely this is better than having nothing to restore?

Bearsted, Kent John Liddell

Sir – Your editorial in No.21 Spring of this year is, I feel, one that I must personally react to. I refer of course to your reference – quote "Owning a locomotive has a magnetic attraction for the average volunteer but making it work seems to be a secondary importance after the initial enthusiasm has faded; surely the time has now come to call a halt." unquote. Last things first, the passage of time is all that is needed to effectively put a halt on steam locomotives for obvious reasons, unless there is a re-think due to the energy crises, and as many locomotives should be saved as possible while they are still there to be saved, whether we have the money to restore them or not. It would be useless in 10 years time to have the money and locomotives. While I agree that there are some owners who purchase a locomotive and then do no more than to check its progress or lack of progress in the workshops, and make no money

available for its restoration, surely this is better than no contribution whatsoever. It may be true to say that we have some locomotives that possibly never will be any use on the Railway other than as static exhibits at some of the more out-lying stations should the space be available and the owners agree.

Rolvenden Steam Enterprises Ltd. owns No.27, to be called "Rolvenden". It is hoped we will have an interest in No.26 "Linda", and also have a substantial share in No.25 "Sapper". Rolvenden Steam Enterprises Ltd. is self-financing and already has more than enough money to restore at least one of the locomotives, and by arrangement with the Tenterden Railway Co. boiler tubes will be made available for all three locomotives.

I firmly believe that it is the attraction of the steam locomotive itself that keeps the overwhelming majority of railways going, and I therefore feel they deserve more, or at least equal, attention as the passenger figures, past and present, the amount of hops carried in 1922, or what colour the third class ticket was in 1923. Whilst on the subject of records, I was most offended to see that No.27 "Rolvenden" – a name which our group felt would be a very popular name for the locomotive – did not appear in the motive power list.

Finally I feel it strange that despite the numerous requests for people to spend money on the railway, I often feel I am being discouraged from doing so. I am still as keen on steam locomotives, both on paper and in overalls, as I ever was, and certainly consider myself an active supporter of the Kent & East Sussex Railway and will continue to do so all the time that they run steam engines.

Staplehurst, Kent Richard J. Crumpling

Sir – Your Editorial hit the nail on the head; my recent visit to the line drove the nail in and the subsequent comments of my friends finally drove the nail right home. In short, I believe that the Railway is in danger of not knowing where it is going. Is it simply to be preservation of anything, no matter how small the workforce and how long the time span, or are there specific objectives? If the latter, do they now need reappraisal and public stating?

The impression I get is that we are playing at full size Hornby train sets accumulating whatever we can find to spend our pocket money on. I know that this is probably an unfair appraisal of our colleagues on the Railway and I admire their enthusiasm and

devotion, but are we overdoing this "Colonel Stephens would have bought it if it had been going" philosophy? Are we fulfilling our duties as an educational, historical Trust?

Hastings, Sussex

Keith Cook

Sir – "The steam trains at Tenterden are living history" – so runs the first sentence of the 1980 timetable leaflet. Would it not be a good thing, then, if visitors to the line in summer were able to see locomotives of some historical interest at the head of these trains? Although I appreciate the fact that the 'Austerities' are useful because of their tractive effort, they can hardly be described as interesting, being uninspiring in appearance and of relatively recent construction.

Few steam locomotive enthusiasts would be prepared to travel a long way to see an Austerity in action when they can be seen all over the country. If instead of buying two further examples of this type, the Company had invested in a pre-war engine of suitable weight and power for use on four and five coach trains, more people might have been encouraged to make the trip to the K.&E.S.R. to see it.

My suggestion would be a G.W.R. locomotive of one of these three classes: 45XX (2-6-2T) 57XX, 74XX (0-6-0-PT) However, various other types would fit the bill; the yards at Barry are not empty yet!

London, S.E.19

Alastair Forbes

Signalling at Wittersham

Sir – I would like to reply to some of *The Tenterden Terrier* points made by Simon Green in his letter in the Spring 1980 issue. First, the signalling at Wittersham is designed to permit flexibility of operation, which is essential in view of the nature of the site and the uncertainty currently surrounding the future pattern of train services. It should be obvious that the platform road has to be signalled for traffic in both directions, while both run-round and crossing movements will also have to be provided for, as well as facilities for switching-out the signalbox when circumstances permit. It would therefore, be very difficult to reduce the number of individual signals as suggested; giving shunting instructions by flag or verbally would be unproductive in terms of staff utilization and also very time-consuming, both factors which we will have to bear in mind when we are running a full service to Bodiam. Moreover, Mr Green appears to be labouring under a misapprehension in his understanding of the use of shunt signals. That said, however, I

certainly agree that the size of the as-yet uncompleted signalbox does rather spoil the character of the station and that especial care will have to be taken when selecting structures for Northiam and Bodiam.

As far as I know, no decisions have yet been made regarding the signalling of the latter two locations; when work at Wittersham is (eventually) finished the present intention is to move back and do Rolvenden, where aesthetic factors will not matter so much. When we do come to consider the Sussex end of the line the probable pattern of train service will of course be the main determining factor, although I hope that strenuous efforts will be made to preserve the "light railway" atmosphere at those as-yet unspoilt places. I must confess I do not fully understand Mr Green's proposals for Northiam, but they do seem to overlook the fact that a signalling strategy can only be decided in the light of the overall operating requirements of the Railway; he seems to err a little too much on the side of aesthetics as opposed to more practical considerations. That is not to say that I do not respect his views however – free and open debate is an essential and often very worthwhile feature of an organisation such as ours.

And finally, while on this subject may I endorse the implicit pleas in Mr Green's second paragraph for more openness wherever possible in decision-taking on the Railway; I am aware of at least one instance recently where unnecessary secrecy is in danger of leading to possible discontent among volunteers. After all, we are all in this – I hope – for our own enjoyment!

Loose, Maidstone, Kent

Simon Marsh

The Company Crest

Sir – Whatever has happened to the Company badge? Having rid ourselves of the 'flying Terrier' with its implied suggestion of speed – surely out of character for a line noted for the opposite – there now appears on your cover something that looks as though it was designed by a local model railway club. The shields seem to be a different scale to the garter, and as for the ridiculous 'ZZ' scale thing at the top ... Under a magnifying glass I see it is a locomotive with the cab roof sheared off and the smokebox separated from the boiler. The poor old garter seems to end in something between a knot and a smudge.

I know not who dreamed up this little bit of nonsense but please revert to the old 1906

designed badge. It is simple, it reproduces well, it is in keeping with the Light Railway image, and it is *authentic*.

Rye, Sussex

John Miller

To Camber by diesel

Sir – I was interested to read the article on Stephens' experiments with diesel traction for the Rye & Camber Tramway (*The Tenterden Terrier*, Spring 1980). Although Akroyd-Stuart was experimenting in 1886 with the principles of compression ignition engines, which culminated in his patent for the world's first such engine in 1890, much of the further development of the engine took place in Germany. Dr Rudolf Diesel produced his version of the engine in 1893, and further improved on the design when in 1897 he demonstrated for the first time a high compression engine which dispensed with an external heat source to start the engine. Holman Stephens no doubt followed these developments with keen interest. As a young man (he was 27 years of age when he engineered the Camber Tram), recently trained in engineering, and with a mind keen to exploit new ideas, independent of the railway "establishment", he was uniquely placed to investigate the use of the internal combustion engine for railway purposes. He had one other advantage – he spoke fluent German (he had received part of his education in Germany) and was able not only to follow developments in the German technical publications but also to maintain informal contacts with German engineers. In 1903, the North Eastern Railway experimented with a petrol-electric railbus, and the first petrol engined railway vehicle with mechanical drive was produced in America in 1905, but it was not until 1912 that the world's first diesel powered railway vehicle made its appearance – on a German railway. None of this explains how Holman Stephens came up with the idea of the "oil motor passenger bogie

car" in 1895 – and yet he seems so definite in his description that he must at least have reached a preliminary design stage "whilst the oil motor car is being constructed" "an oil motor on a passenger bogie car with a wheel base of 20' " all this sounds as if preliminary work had started on it. In a letter to the Board of Trade seeking approval to build the Tram, which would be read by railway experts, Stephens wasn't likely to introduce fanciful ideas about the motive power and risk not being taken seriously. If only we knew which firm he had been collaborating with over the design.

Stephens idea probably foundered on the difficulty of providing the drive to the bogie axles bearing in mind the limited technology available to him.

Rye, Sussex

John Miller

Sir – In your last issue *Pyramus and Thisbe* speculated as to the nature of the "oil motor on a passenger bogie car" which Col. Stephens proposed in 1895 for the Rye and Camber Tramway. I suspect that a clue is to be found in a report in *The Locomotive* of 15th September 1922 (P.255) of the arrival of the first Drewry railcar on the Weston Clevedon and Portishead Railway. It contains the sentence: "As long ago as 1890 (Col. Stephens) arranged an old Priestman Oil engine to drive a tramcar bogie, so that he can claim to be the pioneer of the internal combustion engine for traction purposes, and of the motor car, too, as there were certainly none on the road until after this date".

If the date given here is correct then it would appear that by 1895 the Colonel was well advanced with his oil traction experiments. On the other hand the report may be referring to the Rye and Camber plan itself; in either case it looks, as if the experiment was unsuccessful and abandoned in favour of the more traditional steam power.

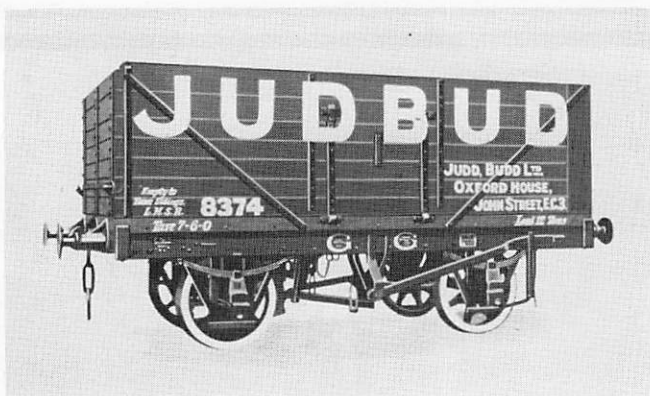
Croydon

Christopher Redwood

Percy Sheppard

We have recently learned that Percy Sheppard, formerly conductor on the Rye & Camber Tramway died on 25th June 1979 aged 82 years. He first worked on the Camber Tram in 1914 but left soon after the outbreak of War, rejoining the Tram in 1920 and staying until its

closure in 1939. He was the last surviving former employee of the Tram. Burial was at Playden church just outside Rye. An interview with him was carried in the Summer 1976 issue of *The Tenterden Terrier*.



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Work proceeding in the wet cutting, February 1980.

[John Liddell]



Pre-assembled track panels being laid, February 1980.

[Donald H. Wilson]

PROGRESS



The completed track looking towards Tenterden, May 1980.

[Paul Sutton]



Northiam level crossing under repair, April 1980.

[John Miller]



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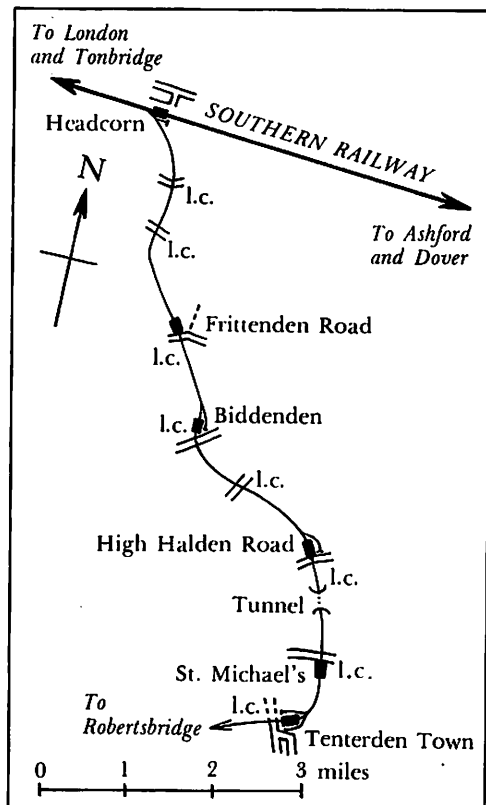


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The Headcorn Extension Revisited

Earlier this year, Paul Sutton and family walked almost the entire length of the trackbed of the upper section of the railway and found much of interest, despite the fact that it was closed to traffic over twenty five years ago. (Photographs Paul Sutton)



Some readers will remember that the part of the railway from Tenterden to Headcorn was closed to scheduled passenger & freight services on Monday, 4th January 1954 although the last trains ran on Saturday 2nd January. A quarter of a century later – 27th January 1980 to be precise, things looked a little different.

Starting from the bufferstops at the end of the Headshunt at Tenterden the cutting deepens quite considerably, our ownership of the trackbed finishing after 100 yards or so. The overgrowth is surprisingly little but blocked ditches and drains make the going somewhat soggy. By the time that the back of Turner's Avenue has been reached the geography has changed rapidly and the path now runs along

the top of an embankment. Since leaving the headshunt the only tangible remains discovered were a couple of old sleepers still lying in their correct positions. More up to date litter was revealed in the inevitable form of wrecked motor vehicles. For a short stretch the embankment formation is almost lost and, combined with tree growth, makes following the original course somewhat difficult. There is an immediate transformation when leaving the woods, the trackbed has been cleared as well as the embankment sides and it looks almost good enough to relay! This cleared area continues past the back of Homewood School and up through Henly Farm, giving some good views of St. Michaels Church where the line is crossed by a roadway going to an agricultural store. The Company owning the store apparently owns the trackbed from here to St. Michaels crossing and intends to use it as a roadway access from its premises to the road at St. Michaels. Consequently the trackbed and cutting sides have been cleared and the ditches cleaned and some surfaces put down which made the going very easy. Apart from a rail post which presumably supported a whistle board giving advance warning of the level crossing at St. Michaels, everything else has disappeared. There is no trace of the Halt, which, being built of timber, must have vanished very soon after closure.

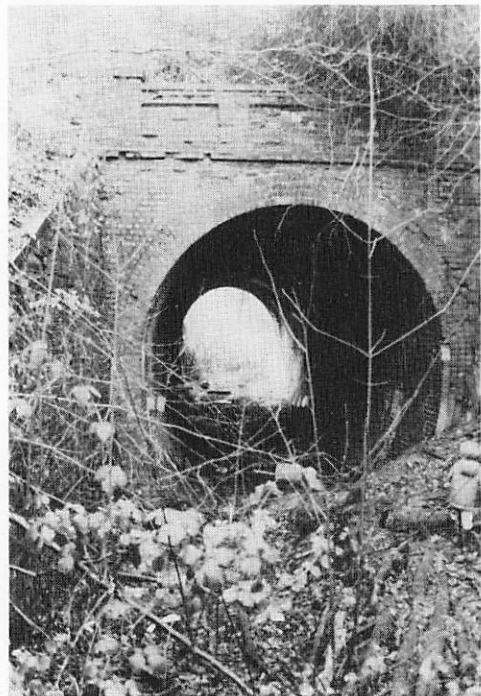
Crossing the road, and ignoring the temptation to call in for refreshment on a fellow member who lives in a cottage hard by, one is forced to continue along Orchard Drive as the original formation is now occupied by bungalows. A short walk up the road takes us past the Assistant Treasurer's house and on to the top of St. Michaels Tunnel, which was the major civil engineering feature of this end of the line. The structure itself seems in very reasonable condition, indeed it is inspected every year by B.R. Either side of the tunnel it is very wet and overgrown, but it was not difficult to imagine an 01 class 0-6-0 with a few wagons and a coach burst out from it and rattle on towards Headcorn. Between here and High Halden Road the going varied considerably with some parts being impossible to get through, necessitating a detour through the adjacent field.

The only relic found on this section was an L.B.&S.C.R. chair 1912 vintage which was lying by a fence. This was interesting as it was well known that this end of the line was laid with track using chairs from several of the old pre-grouping companies. The owner of the land who was on hand when the discovery was made readily agreed that we could have it and after cleaning and painting it will take its place in the museum. The last stretch before High Halden Road Station is straight and level and has been cleared for use as a farm access track as is so often the case with abandoned railway lines.

The present owners of the station building and yard gave a cool reception to our request to look round and would not allow us access on to the trackbed either. A detour was made up the main road and the line rejoined about mile further on. Although the railway was never more than $\frac{3}{4}$ mile from the A.274, it managed to blend into the countryside very well and I imagine must have given passengers some very rewarding views from the corner seats. Remaining relics seemed to be confined to



High Halden Road station.



St. Michaels Tunnel, looking towards Tenterden.

telegraph pole stay wire anchors and the original fencing – half round sleepers every 6ft. with intermediate angle iron uprights and four or five strands of iron wire. Perhaps the sheep were not so adventurous in those days! As we made a small detour round a jungly bit, and rejoined the route by scrambling up the embankment, I found a large piece of coal! Although slightly weathered it was still in one lump. Had it bounced off the tender of the 01 pulling the demolition train? Heading on towards Biddenden, we threaded our way along through the trees and around the thorn bushes. Crossing a minor road south of Biddenden, only remains being the concrete fence posts, the line ran through a very shallow cutting which has been cleared of the trees that grew in it and makes the course very easy to follow. Skirting round the back of the village, the formation was completely lost at one point where a farmer took the opportunity to remove the embankment and make two fields into one. On rejoining the trackbed, we discovered an old S.E.R. 2 bolt chair lying next to a tree – when cleaned up it will join the other one in the Museum. A gentle curve lined either side with mature trees on pasture either side took us up to the main road again with Biddenden Station lying immediately over the other side, but it was

by now getting dark and the next section would have to wait until another day.

Resuming our walk at Biddenden on the afternoon of 9th March, I introduced myself to the owner of the property and explained the purpose of our visit. We were made very welcome and allowed to look around everywhere, although the station building itself was occupied at the time (having been converted to a residence some years before) so we were unable to go inside. Biddenden was one of only 3 stations on the line to have a second platform and this was still intact, complete with ramp, railings and gate leading into a large field behind, which was the site of the annual sheep fair. On those occasions thousands of animals were transported from here and one wonders if the main purpose of the second platform was to facilitate the loading and unloading of sheep. Next to the southern boundary fence near the road, is a single storey building which was once the Station Master's residence. The first quarter of a mile on towards Headcorn is maintained as a private nature reserve and walking along the leaf covered trackbed was an easy introduction to the second leg of the expedition. The route was still well defined although the formation had slipped away at one point and on the whole was fairly level, what embankments and cuttings there were being short and shallow. The amount of plant growth that had taken place since the rails were lifted varied considerably,

but it was only occasionally that real difficulty in finding a way through was experienced.

After a mile we came out of a shallow overgrown cutting into an area bounded on the left side by a large orchard. On the other side we found a small corrugated steel hut, painted green outside and cream inside. Was it an old P.W. gangers' hut? Although now fitted with a wooden door it had the look of a railway building. After a diversion around a very muddy area, now used as a piggery, the noise of traffic warned us that we were about to approach Frittenden Station. The yard is now used by agricultural contractors. The station building, as will be seen from the photograph, is in a very poor state with the platform canopy in imminent danger of collapse. It was surprising to see the canopy support posts still exhibiting their banded green and white colour scheme. The general air of desolation did not invite a long stay. On the way out up the track we found the remains of an old vehicle chassis and two wheels with wooden spokes and solid tyres. Railway remains revealed themselves in the undergrowth as a series of concrete supports for point rodding and signal wires. There was also a considerable quantity of ballast still in evidence. Further on we came across the concrete abutments of a bridge that had crossed a tributary of the Hammer Stream. The number of times watercourses are crossed between Tenterden and Headcorn was few compared



The Approach to High Halden Road looking towards Biddenden.



Frittenden Road Station.

with those between Tenterden and Robertsbridge.

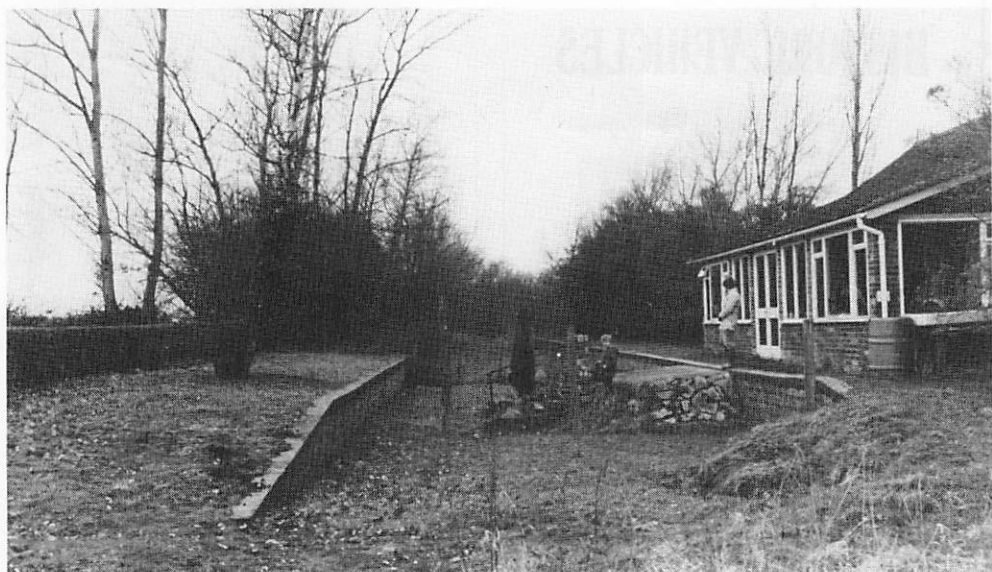
Nearing Headcorn the flat open country gave an excellent view of the parachuting over the nearby airfield. At a point near to Lashenden the formation was almost lost amid the sheep pasture and appeared as a shallow depression in the ground. Two minor roads are crossed still with concrete fence posts in position and the trackbed is used for a variety of purposes in conjunction with the adjoining properties. It was along the straight stretch between the two minor roads that I found a wooden chair key which, being made of hardwood, was still in very reasonable condition, better in fact than some still in the track between Northiam and Bodiam. Next to the Dairy at Headcorn the line crossed the River Beult. The bridge has long since been removed but the abutments are in good condition and indicated that steel girders of massive proportions once spanned the gap. A similar but smaller structure crossed another arm of the river further on, and in both cases the waterways have had wooden pedestrian bridges thrown across them near to where the line crossed. The approach to Headcorn station is on a shallow curved embankment and we found several concrete structures still in the ground, presumably for use with signalling equipment. There was no evidence of the windpump. By this time it was growing dark quite rapidly and the last 100 yards where the

sidings would have been was hard going avoiding thorn bushes up to ten feet high. When we climbed up the old K.&E.S.R. platform and over the railings on the B.R. one, the light had virtually gone and we caused consternation to the sole occupant of the up platform when he turned round and saw four figures materializing out of the gloom!

Was it worth the effort? I think so. 25 years on seems an appropriate time to have another look and with each passing year nature's take over becomes more marked and the course of the line will become ever harder to follow. Finally, it must be remembered that the majority of the Headcorn extension is now privately owned and any one wishing to walk part of the line must of course first seek permission from the appropriate landowner.



Entrance to Sheep Fair field from the second platform, Biddenden station.



Biddenden Station, second platform on the left.

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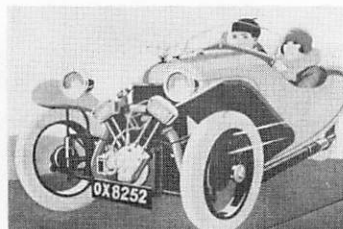
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Points of Interest



Wittersham Road station and "tall" signal.

[Author's collection]

Amongst the records held by the Public Records Office at Kew is the vast and varied correspondence carried on by the Board of Trade with the country's many railway companies. Inevitably this contains a good deal of correspondence between the Board and Colonel Stephens in respect of his various lines. Three files that I have recently inspected shed some new light on the operation of the Kent & East Sussex between Robertsbridge and Rolvenden.

When this section was opened by the Rother Valley Railway in 1900 it was operated in two sections – Robertsbridge to Northiam and Northiam to Rolvenden (or Tenterden as it was then known). By 1909 this arrangement must have been proving inadequate for in that year Stephens applied to the Board of Trade for permission to split the Northiam to Rolvenden section with a staff post at Wittersham Road. He did not propose that trains should pass each other there and considered that the existing

signalling and other operational arrangements would be satisfactory. In this he was mistaken as Board of Trade regulations required that any staff station be protected by home signals in each direction to protect any train standing in the station from any train that might have entered the adjacent section. Stephens suggested in reply that as there was already at Wittersham Road a very tall double armed signal to indicate when drivers were to stop to pick up passengers this might be sufficient; the signal was visible for a quarter mile in each direction he claimed.

Perhaps the Board did not fully appreciate what Stephens was suggesting as they invited him to submit plans of the proposed arrangements only to reject them promptly on receipt on the grounds that only one signal was shown when two were required. Stephens did not give up hope and suggested that this requirement might be waived in the case of a light railway but the Board was adamant that no such exception could be made. April saw the end of this

correspondence; it would be 1977 before Wittersham Road figured as a staff post.

Stephens was, however, successful with his next venture which was to instal a siding at what he then described as Udiam Road but which has more usually been known as Junction Road. Why a siding was considered necessary at this isolated spot is not clear though it was probably useful to local farmers. It was installed on the opposite side of the level crossing from the halt platform and a metalled surface was provided for loading and unloading. The points were controlled by a key on the Robertsbridge to Northiam staff and the whole arrangement met with the approval of Major Pringle when he inspected the installation on behalf of the Board of Trade in February 1910.

The Robertsbridge to Northiam staff was, however, soon to be a thing of the past. Undaunted by his failure at Wittersham Road Stephens put forward plans in April 1910 for a staff post and passing siding at Bodiam. The new scheme allowed for the required home signals but involved the construction of a siding facing Northiam on the north of the

running line into which a train could be run or reversed while another passed in the opposite direction. This ingenious arrangement did not entirely commend itself to Major Pringle who was prepared to sanction its use for passing freight trains by either freight or passenger trains but not for passenger trains to pass passenger trains. This was obviously not exactly what Stephens had in mind as he subsequently requested consent for a small platform at the siding "so that a motor train may pass a passenger train". The Board agreed to this but there is no evidence that such a platform was ever built. As the steam railmotor is not believed to have worked after 1912 the arrangement would have had a short life anyway.

The purpose of this siding has often puzzled students of the Kent & East Sussex. The mystery is now solved but it certainly seems that controversy over signalling the line is not exclusively a modern phenomenon!

"0334"

Sources: Public Record Office Files MT6 1798/3, 1874/8, 1887/5.

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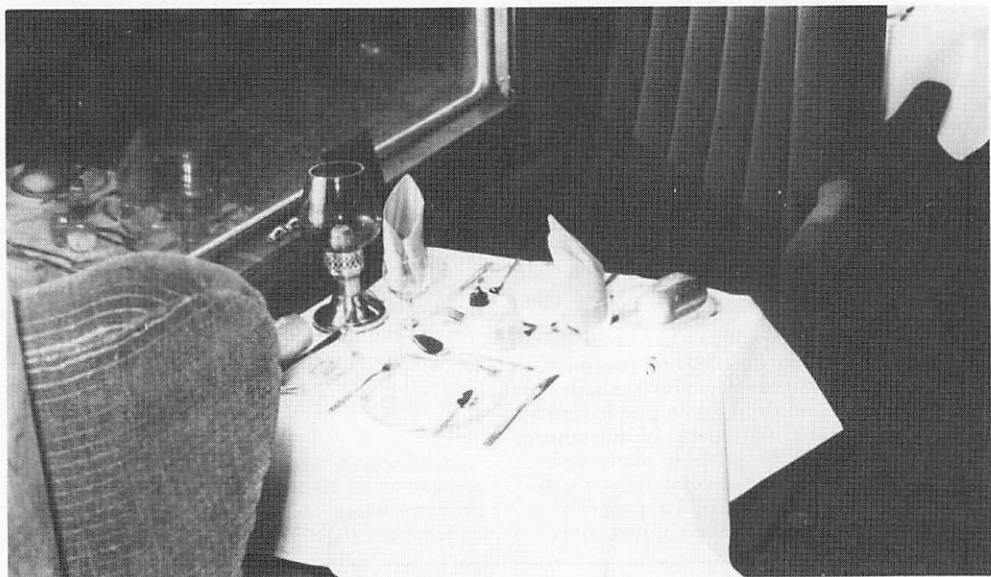
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Wealden Pullman - 1980

Manager, Doug Lindsay writes on an aspect of our services in which the Kent & East Sussex undoubtedly leads the field ...



Maunsell B.S.O. No. 53, laid for dinner on the Wealden Pullman, May 1980.

[John Liddell]

One of the biggest success stories on the Kent & East Sussex Railway has been the growth in the Wealden Pullman, previously known as the Wine & Dine trains. The number of diners served has increased eight fold since these trains were introduced in 1975 and the main problem continues to be one of unsatisfied demand. Until the middle of last year, we were regularly serving up to 75 covers per night, but more recently it was decided to restrict numbers to 64 on each train to improve standards and in particular to provide for more serving space throughout the train. In order to increase overall capacity in 1980, the Pullman will run on some Friday evenings as well as Saturdays in high season, despite the problems that this will present with food preparation, laundry and staffing. The train itself consists of two coaches, together with Pullman car 'Barbara' which serves as a bar and also contains the kitchen.

A number of major improvements were made to the Pullman set after the close of the 1979 season, both for the benefit of the staff, who have to work very quickly in cramped and difficult conditions and also for the diners. In

the light of modern day requirements, we were advised to instal a hot and cold running water system to Barbara's kitchen, a double bowl sink and hot water to the bar. Previously, we had managed with a caravan-type hand water pump, a single sink and a calor gas cooker for heating water. The practical problems of putting in this new system were considerable and we eventually decided on a multi-point gas water heater, operating from our existing propane supply and plumbed to conventional domestic water fittings. We linked this to a 24 volt electric pump for drawing water from the original tank and fitted an automatic pressure switch, energized only when either the hot or cold taps were turned on, thereby helping to conserve the limited power supply provided by the pullman's batteries. The hot water supply to the bar involved a 30 foot pipe run, lagged to conserve heat and the installation of a tap on the sink. Electricity generation and conservation is always a problem, in view of the vehicle's restricted use and speed.

Other work carried out last winter included the repainting of the passageway ceilings, the

cupboard interiors, repolishing of brass fittings and laundering of curtains. As far as the customer is concerned, the most noticeable improvement has been the introduction into the set of Maunsell B.S.O. coach no. 53, in place of no. 54. Over the last two years this vehicle has been out of service undergoing major restoration and will now be kept exclusively for pullman trains. It sports seating in a rich maroon moquette, carpets and newly french-polished wood panelling throughout. The brake compartment has been renovated and the original guard's periscope replaced. The exterior has been repainted in Kent & East Sussex livery and it was much admired when it returned to service on 26th April – the first train of the 1980 season.

Later on this year the pullman bar itself will be fully carpeted. Other detailed improvements introduced for 1980 are – engraved shades for the table lamps and deep green padded menu holders with printed stationery. In due course, all the crockery will be purpose made and monogrammed. We are also taking steps to ensure that all the train staff are properly trained and briefed as to their duties and

uniformly and smartly dressed in accordance with the up-market image that we wish to present.

The Wealden Pullman is the flagship of the Company's operations; it is popular with the public and a very profitable source of revenue to the Railway and it is run entirely with voluntary helpers. In 1981, we are contemplating further improvements; the mark 1 RU restaurant car, purchased from British Rail, York, last year will replace the existing T.S.O. in the present formation and give us much greater kitchen accommodation. At present this vehicle is undergoing refurbishment at Tenterden.

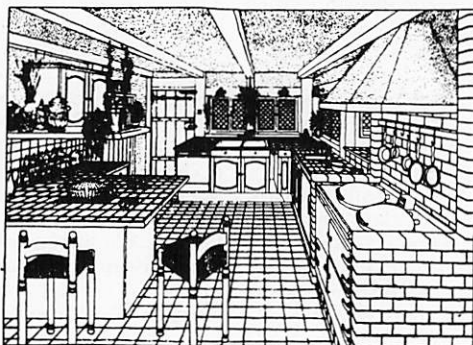
We were the first private railway to introduce a regular service of this nature; others have since entered the field and we have monitored their operations with interest. However, through our planned policy of progressive improvements we hope and expect to remain at the head of the field.

At the time of writing there were still a few seats available on the Wealden Pullman towards the end of the season. Please telephone the station for particulars on Tenterden (05806) 2943.

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Book Reviews

THE KENT & EAST SUSSEX RAILWAY by S.R. Garrett, published by The Oakwood Press at £1.50. 45 pages of text with 16 pages of photographs.

This revised edition of Stephen Garrett's authoritative history of the Kent & East Sussex Railway has been updated to include not only the current progress of the preservation scheme but also new information on the old Company, particularly with regard to the rolling stock and railcars, that has come to light since the book was originally published in 1972. The text, which is now printed throughout on art paper, is amply illustrated by 16 pages of photographs, including many new ones. There is little to criticise in this scholarly, but eminently readable little book, which should have a place on every enthusiast's bookshelf, although the reproduction of some of the photographs does leave something to be desired and the front cover is a trifle dull. However, as a budget priced publication, in the tradition of the Kent East Sussex Railway as well as the Oakwood Press, it represents excellent value for money.

P.D.S.

BULLEID'S S.R. STEAM PASSENGER STOCK by David Gould, published by The Oakwood Press at £2.00. 80 pages of text and diagrams with 8 pages of photographs.

A few years ago there was very little in print for the carriage enthusiast whose interests went beyond the Great Western Railway but the Oakwood Press has handsomely remedied this deficiency as far as the Southern enthusiast is concerned. Previous volumes have covered the carriages of the S.E.C.R. and L.B.S.C.R. as well as the Southern's Maunsell Stock. It is now the

turn of Bulleid's often revolutionary stock to be covered. This book maintains and in some cases exceeds the thoroughness of the earlier volumes and its style of presentation is greatly improved by 'proper' printing in place of the typescript previously used.

Modellers will be disappointed to find that scale drawings are not included and ideally one could have wished for more illustrations but for the very reasonable price asked this is probably as comprehensive an account of the subject as could be hoped for. My only reservations concern the book's title; to describe the carriages covered as 'steam passenger stock' is surely to forget Bulleid's pioneering work with electric and diesel locomotives?

"0334"

DIESEL LOCOMOTIVES IN PRESERVATION- NO. 1 STANDARD GAUGE INDUSTRIAL LOCOMOTIVES by Pete Nicholson, published by the author at Southwood Lane, Cheltenham, GL50 2QH. £1.35. 20 pages of photographs, 9 pages of text.

This is a well printed album of photographs of preserved industrial diesel locomotives in the British Isles. The cover shows our No.41 'Baglan' and Nos. 40 and 42 are illustrated elsewhere which may commend this book to those who interests do not usually include diesels. All photographs are captioned informatively and quite a wide variety of manufacturers are featured, though the nature of the book's subject, essentially diesel shunters, means that at first glance the majority of locomotives shown tend to follow the same basic design.

S.G.

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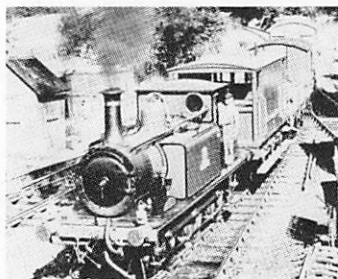
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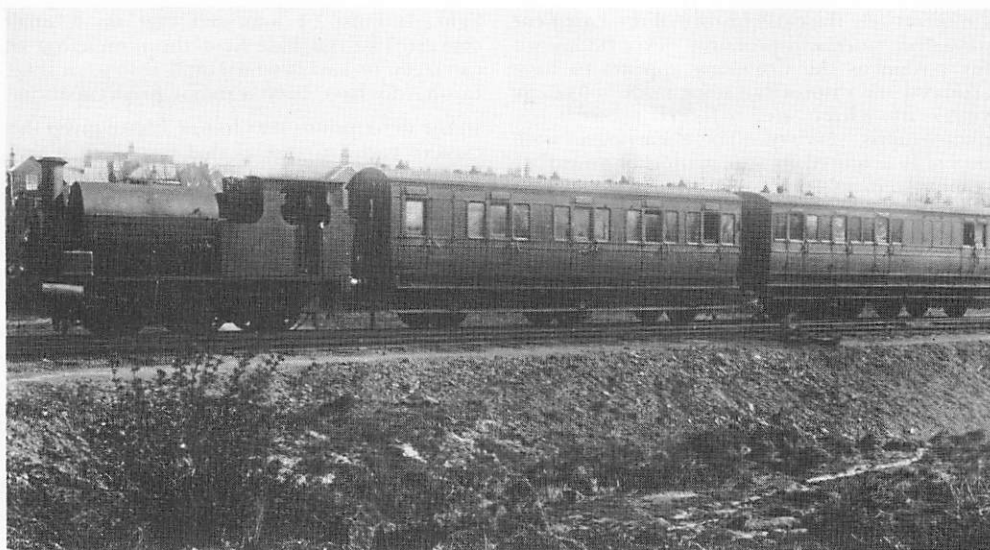
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Passenger Stock of the East Kent Light Railways



*"Walton Park" with the Midland Railway and L.&S.W.R. six wheel carriages, 1920's.
[W.H. Austen collection]*

The East Kent Light Railways Company was not primarily a passenger undertaking. Its main aim was to open up the Kent coalfield and in particular to develop links with new port facilities at Richborough and, later, Birchington. The intervention of the First World War, the failure of either Richborough or Birchington to develop as expected and, even more disastrously, the failure of the Kent coalfield to prove as extensive as had been hoped all led to the situation in which the East Kent was left as a collection of straggling branches serving nowhere in particular with a life-giving nucleus of coal traffic between Tilmanstone Colliery and Shepherdswell on the South Eastern & Chatham main line. Until 1929 the East Kent ran a relatively intensive service in workmen's trains but when these were deserted in favour of more reliable bus services only a vestigial passenger service remained to make use of the immensely varied collection of antique carriages that the Company had acquired.

Even in the period up to the cessation of workmen's trains in 1929 the East Kent rarely carried more than 500 passengers a week but from 1930 onwards the figures fell from an average of 65 a week in that year to a record low of 11 a week in 1947! Adequate bus services compared with slow and infrequent trains amply explain this but perhaps the sorry story

of passenger services on the East Kent can be best understood from this letter to the Editor of the *Dover Express* in October 1925:

Dear Sir,

I think the sooner the managers of the East Kent Railway discard their old engine, the 'Walton Park', and put on the line an engine that can do the journey and up to time, the better it will be for all concerned. A month ago it missed the connection with the main line at Shepherdswell and passengers to Dover had to wait an hour for the next train; on the return journey, with a struggle, it crawled to Wingham an hour and a quarter late, and above all, passengers to Wingham were invited to walk from Staple as he could not keep up his steam. The climax came last Saturday night when the 'Walton Park' could not do the journey at all and the passengers home were conveyed by motor car. No blame is attached to the officials who do all they can to run to time and are very courteous.

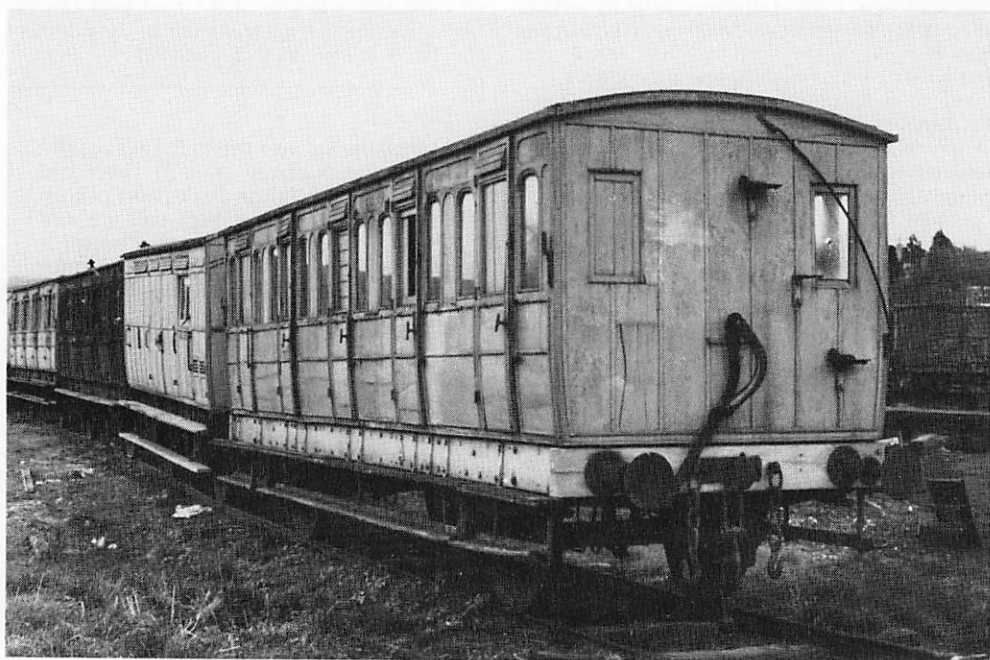
"A SUPPORTER OF THE LOCAL LINE"

Unfortunately the early history of the East Kent passenger stock will probably never be known for certain as the Company appears to have acquired and disposed of some stock in its early years of which no official records or photographs survived. These carriages were probably acquired in anticipation of an earlier commencement of passenger services than actually occurred, a result of unforeseen difficulties in developing the various pits and the shortage of labour resulting from the outbreak of war in 1914. It is not really until 1920 that a confident account of the line's carriages can begin. Even then, although it is possible to identify the line's carriages it is not always possible to ascribe running numbers to all of them as the paintwork on some vehicles had already deteriorated sufficiently to obscure such numbers as they may have carried. I have seen photographs in which the numbers of carriages 2, 7, 8, 10, 11 and the second 5 and 6 can be made out and I believe that numbers 1 and 4 have also been identified but the ascription of numbers 3, 5, 6, and 9 to the particular vehicles which follow must remain conjectural until further evidence comes to

light. It must be admitted that on a small concern like the East Kent the numbering of carriages, no two of which until 1946 were alike, can hardly have been a major preoccupation.

In the descriptions that follow I have given the class of each carriage as that for which it was built. Although carriages on the East Kent were labelled first and third and were distinguished as such in the Company's official returns the self same returns divide actual passengers solely into third class and workmen. It would be very interesting to know whether first class tickets were ever issued by the East Kent.

The first carriage known to be owned by the East Kent was a light bogie saloon brake composite acquired from the Kent & East Sussex in 1912. This had formed part of a rake of three 41' 0" carriages delivered to the Kent & East Sussex by R.Y. Pickering in 1905, possibly in anticipation of the extension to Maidstone. Two of these carriages had been sold to the War Department in 1909 for use on the Woolmer Instructional Railway but the third was still available when the East Kent sought a suitable vehicle to convey its guests and dignitaries at the



Cheshire Lines 3rd class with N.L.R. full brake, L.C.&D.R. 3rd class, G.E.R. first class, circa 1931.
[Author's collection]



"O" class No. 8 hauling L.C.&D.R. first and brake third, at Shepherdswell.

[Author's collection]

official opening ceremony on 27th November 1912. What use was found for the carriage in the years between 1912 and the introduction of passenger services in 1916 is not known though it may have seen its fair share of inspection trips for anxious directors and shareholders. It seems to have been used regularly on the line once passenger services had begun and its saloon would have given it great advantages for fare collection over the compartment stock otherwise in use. By the late 1930s it appeared worn out but this hardly distinguished it from the rest of the line's stock and it survived until nationalization. Not surprisingly British Railways promptly condemned the carriage and it was scrapped in 1948.

Carriage No.2 was a four-wheeled North London Railway full brake probably acquired from the Kent & East Sussex which had

inherited two from the Rother Valley Railway, only one of which, no.15, seems to have been in evidence after 1912 or so. Quite what use the East Kent made of this vehicle is not clear but it may have proved useful for fruit traffic and parcels. Officially it was withdrawn in 1946 but does not seem to have been scrapped until 1948.

No.3 was a Cheshire Lines Committee five compartment third class four-wheeler which may also have come from the Kent & East Sussex. A peculiar characteristic, presumably not original, was the presence of a pair of windows in each end. This carriage seems to have been used intensively on workmen's trains but does not seem to have seen much use once these had ceased. It was withdrawn around 1940 but its body was retained and used as lineside accommodation.

No.4 was a six-wheeled Midland Railway four

compartment first and second brake composite built in 1882. This often ran with No.5 which was a six-wheeled London & Southern Western three compartment brake third. Both carriages survived until 1948 though latterly in a very dilapidated condition.

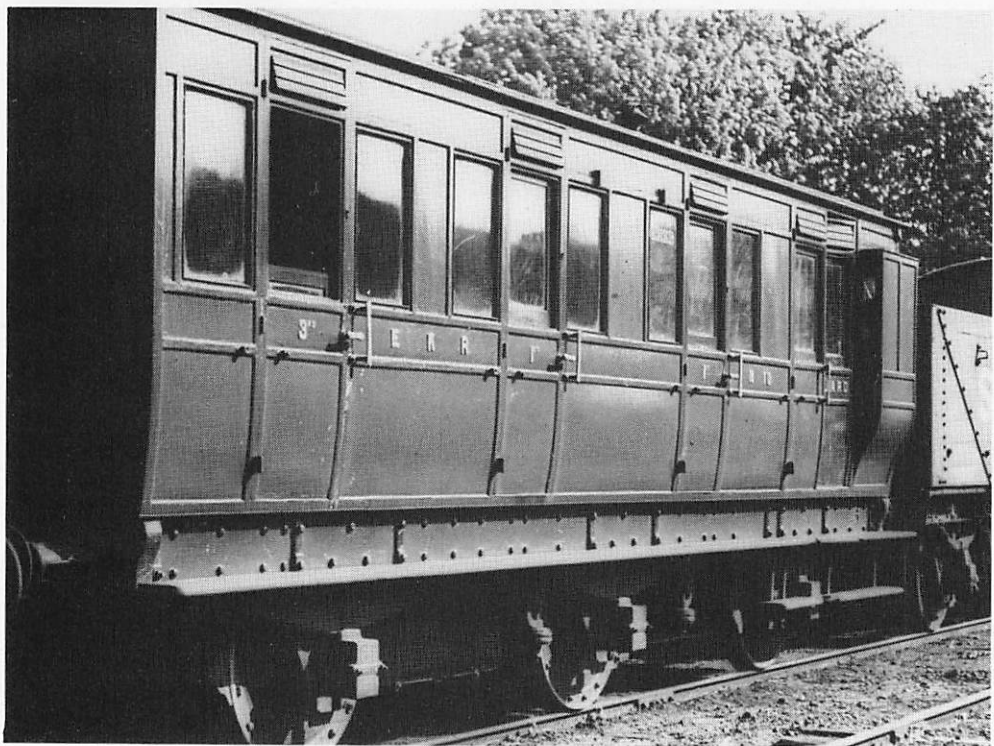
No.6 was a Great Eastern four-wheeled four compartment first. This closely resembled a carriage inherited from the Rother Valley by the Kent & East Sussex and subsequently unaccounted for so there is some probability that this is the same vehicle. It appears to have been withdrawn in 1937 according to the official returns.

Carriages 7 and 8 were London Chatham & Dover four compartment four-wheeled stock. Respectively they were first class and third class and it is believed that they may have been South Eastern & Chatham Nos 2771 and 2773. They were acquired in 1920 and usually kept company with a further London Chatham & Dover vehicle acquired at the same time. This was a four-wheeled three compartment brake

third with an antiquated 'birdcage' roof lookout. All three survived until 1948 though in poor condition from the mid 1930s.

Carriages 10 and 11 were also of L.C.D.R. origin but were six-wheeled stock. Both were built as first/second brake composites but on the East Kent, No.10 ran with its compartments labelled as two firsts and a third at first whilst No.11's were all labelled as thirds. They were probably S.E.C.R. Nos. 2663 and 2691. They were acquired in 1926 and seem to have borne the brunt of passenger services until the acquisition of the line's first corridor stock in 1946. These were two London & South Western five compartment bogie brake seconds, Southern Railway Nos. 3126 and 3128, and became Nos. 5 and 6 on the East Kent. They must have been a great improvement over the rest of the line's stock but they seem to have attracted few passengers back to the line in the short period until passenger services ceased in October 1948.

Stephen Garrett



L.C. & D.R. composite No. 10, June 1934.

[H.C. Casserley]

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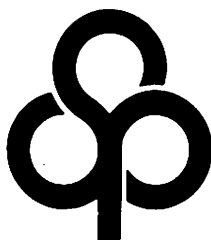
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