



The Tenterden Terrier



Number 23

Winter 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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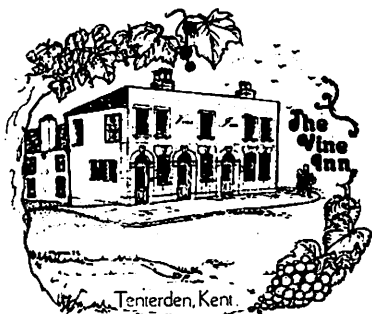
Magazine Advertising

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.

The Tenterden Terrier is published by the Tenterden Railway Company Ltd. three times yearly on the first Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449



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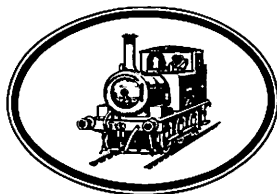
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Editorial

Look before you leap

It is a pity that the plans for extending the line from Wittersham to Northiam by 1982 have had to be tempered before they even got under way, but a scheme backed by enthusiasm and little else would have enjoyed no chance of success. Indeed, it could have brought bankruptcy to the K.&E.S.R. for the second time in its history. In the event, a more gradual approach will be adopted, utilising the core of voluntary labour that we can realistically rely upon, with Wittersham to Hexden as a starter and concurrently some remedial work on the Rother bridge. In the meantime, the bond issue will go ahead, initially for £20,000 with details being circulated to members shortly. At £25 a throw, a pretty certificate plus a guarantee of your money back in 15 years hence should be an investment worthy of a place over everybody's fireplace; together with interest at eight per cent it looks like being a real winner. First orders please!

Graphics by Vandyke Design
Printed by L&T Press, Luton
1980

FRONT COVER

*A.C. Cars Railbus (ex-B.R. No. 79978W)
at Tenterden Town station on a crew
training run, July 1980.
[Donald H. Wilson]*

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Lineside News

Compiled by Paul Sutton

Services for most of this year have been maintained very successfully by the "Colonel" and his "Assistant". The U.S.A. should be back in harness by Christmas – and this will provide a welcome and much needed variation to the monotonous diet of products that have emanated from Jack Lane, Leeds! Variety is the spice of life, not only for encouragement to our hard pressed volunteers, but also to that other essential group of people – our passengers.

*Between Northiam and Bodiam – chemical control of bramble and scrubby tree growth. Loco No. 42 and Flatrail wagon.
[Keith Molloy]*



From the Chairman

Much has been achieved on our railway since it was reopened in 1974; over one-third of the track and three stations are now fully operational & at the time of writing, income in 1980 is running comfortably ahead of expenditure. In some areas we outshine our competitors – particularly with the Wealden Pullman, the steam event at Bodiam, Santa Specials and the Steam and Country Fair; in others we are less fortunate and as a result of either staff shortages or friction and disagreement amongst the workforce we are proving to be seriously unproductive. Nevertheless we are on the verge of an exciting new venture with the big push towards Northiam. The Directors are of the opinion that the cost of restoring the line to Northiam utilizing mainly voluntary labour and charging materials and services at 1980 prices is of the order of £40,000 but in view of our limited resources it has now been decided to tackle the work in two stages. The first is proposed for completion by the late Summer of 1982 at a cost of £20,000. In order to finance this initial stage, which involves laying suitable sidings at Wittersham Road, renovating the track from there to Hexden Bridge and repairing the bridge over the river Rother, the Directors are proposing an issue of Bearer Bonds in multiples of £25, carrying an interest entitlement of 8%. Each bond will be attractively designed and it is hoped that every member will participate to the extent of at least one bond. A second Bond issue will be launched at a later date to finance the remainder of the programme.

I cannot over estimate the importance of supporting the bond issue; if it were to fail the chances of getting to Northiam would be negligible and the line will almost certainly have to be abandoned and the track lifted. This would mean the railway terminating forever at Wittersham Road and the traffic potential from Bodiam Castle being lost irrevocably. Finally, may I refer once again to a subject that has been discussed many times in this journal – voluntary labour. The costings for the bond issue have been made on the assumption that the bulk of the work will be carried out by the efforts of our own members; if a sufficient number of people do not participate enthusiastically the project will not succeed, even if the necessary money is raised. We have appealed many times in the past for volunteers – this time your efforts are crucial.

Mark Yonge

Locomotives

Bob Forsyth and Richard Crumpling are pleased to welcome the many new members who have joined the staff in the department at Rolvenden. Both full time staff and volunteers are making steady progress on several locomotives, viz:

No. 12 "Marcia". This little engine has run well recently after its retubing and hydraulic test and has seen quite considerable use at the Bodiam Open Weekend and at the Steam and Country Fair. It is now due for a thorough visual examination, which of course is carried out at regular intervals irrespective of the mileage covered, or hours in steam.

No. 19 Norwegian Mogul. Work progresses slowly on the tender plating. More assistance would be appreciated here with the general cleaning and de-scaling – an essential task – all those interested in helping should contact Richard Crumpling on any Sunday at Rolvenden.

U.S.A. No. 22 Maunsell. Progress has of late been rapid. Numerous parts have now been replaced, including main steam pipes, smokebox front and door, lubricators, reversing lever, new blow down valve, and silencer unit. Due to the higher boiler pressure of this type of locomotive the blow down valve, used for clearing impurities from the boiler water, requires a silencer. Our own rail crane has been used to replace the cab and water tanks which together with the bunker require some minor plate work. Much of the steam pipe work in the cab has been annealed and re-fitted.

Austerities Nos. 23 and 24 have been the mainstay of the service through the Summer months. No. 23 had brake ejector trouble due to badly worn cones and a reconditioned unit was fitted. This was subsequently found to be incorrectly assembled and the proprietor of the supplying company was so concerned by this that he attended to the matter personally, staying overnight locally to complete the work. Both these locos have also suffered from fractured spring plates and the opinion of the department is that these may have been caused by poor sections of the track. They have also recently passed their annual visual examinations by the insurance company.

No.25 "Sapper". Because of the M.O.D.'s inability to supply its original nameplates, this locomotive will be renamed "Northiam". Following removal of the tubes, the boiler was inspected by our Insurance Company and

declared to be in very good condition. In the near future it will be retubed, and hydraulically tested and the main bearings and springs will receive attention. A start should soon be made on assembling the motion, which will require some prior machining.

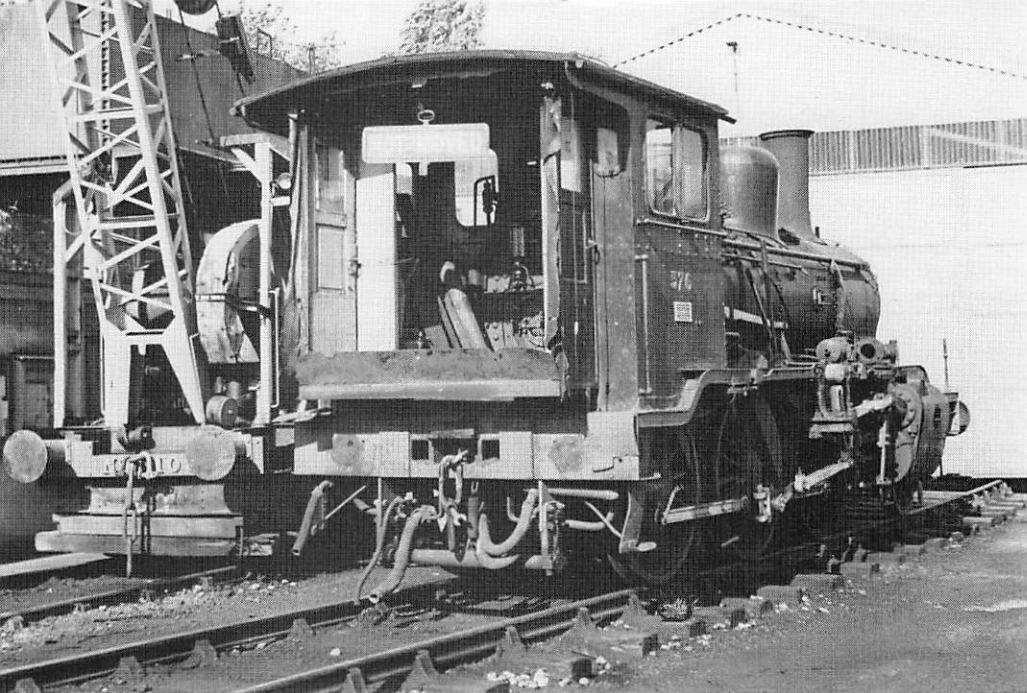
R.S.&H. Tank No.29. This is now withdrawn indefinitely from traffic as it requires a retube and repairs to the firebox end tube plate. It is also due for a ten year hydraulic test which is likely to mean removal of the boiler from its frames.

As reported in the last edition of the *Router*, we were successful in obtaining A.C. Railbus No. W 79978 from the North Yorkshire Moors Railway, which had become surplus to their requirements. Built in 1958 by Associated Commercial Cars Ltd. at Thames Ditton in Surrey, it worked services in the West of England including duties from Bodmin North, Tebury and Cirencester before moving to Grangemouth in Scotland, finally ending its B.R. Service on February 3rd 1968. It was subsequently purchased by the N.Y.M.R. later that year and moved to the Moors line under its own power. Since arriving on the K.&E.S.R. it has run regularly at 12.00 noon on Saturdays for driver training, incidentally earning revenue from lunchtime passengers.

Ex G.W.R. Railcar No. 20 has been receiving attention from five B.R. apprentices attached to the West Ham College in London. During the Summer Term, under the leadership of college staff member and K.&E.S.R. guard Bob Jones, they removed all the external panelling between the passenger and driver's doors on the car park side and replaced the rotten cantrail and main frame members with new mahogany sections and recovered them with new sheeting. New guttering has been fabricated at the college, together with two new window frames and the vents have been overhauled. The last time this vehicle had a B.R. body repaint was done in such a manner that replacing the window glass became impossible except by removing all the panelling! This absurd situation is now being rectified. The college also found time to repair and reglaze Wittersham Road Station lamps. The students look forward to coming down to us again during the current academic year this time there should be 15 of them from all regions of British Rail.

Carriage & Wagon

Work has continued on the Restaurant Car No.69 and it is expected to enter service on the



The Norwegian Mogul, minus tender, reposes in the sunshine at Rolvenden, 21st September 1980.
[Brian Stephenson]

Wealden Pullman at the beginning of next season. The dining area has now been completely re-panelled in plywood and is now stained and awaiting varnishing. Interior window mouldings have been stripped of their B.R. matt black finish – a very laborious job – and will be treated in a similar way to the panelling. All the light fittings have been checked and overhauled and the opportunity was also taken to replace two ceiling panels. The attendants' compartment has been stripped out in readiness for conversion to a w.c. for passengers. The existing toilet will be refitted for use by *Wealden Pullman* staff.

Externally, work has included the completion of rust elimination on the body panels around the side lights and both sides have now been filled, rubbed down and the whole vehicle now stands in grey undercoat. The top coat will be dark brown above and below the window lines and cream panels in between the side lights, the words 'Dining Car' will be painted along the sides. The Rolvenden end gangway has been refitted following a considerable amount of new plating work to the end sheeting. All battery cells have been overhauled and recharged and the dynamo and associated wiring etc. have been checked and found to be satisfactory. Similar electrical checks have been given to

Maunsell CK No.56 and S.E.&C.R. Birdcage brake No.1084.

The ex L.M.S. 12T van body and underframe referred to in the last issue, has been fitted with wheels, springs and axle guards. The brake gear, buffers and remainder of the running gear will be replaced in due course. Two minor repairs were carried out to the roof and it was then recovered. The opportunity was taken to refit 4 torpedo ventilators which the vehicle originally carried giving it a much more attractive appearance. When repainted it will appear in L.M.S. livery. Its old running No. was M515184.

Mention in the Summer Carriage & Wagon news of the stores at New Cross Gate was erroneous and should have referred to the closed C & W Examiners' accommodation which consisted of two grounded Maunsell coach bodies. Two Saturdays were spent recovering doors, fittings and interior mouldings. The remaining shells have subsequently been broken up by B.R. Pullman car 'Cambria' arrived at Rolvenden on June 19th having been loaded at Beighton, Sheffield the day before. An article describing the movement of this car to the K.&E.S.R. appears elsewhere in this issue. Two other vehicles to

arrive on the same day were Maunsell B.S.O. No. S 4438 converted some 20 years ago to an ambulance car and latterly used as a mess van at Dover Harbour carriage sidings; and L.S.W.R. covered goods van built in 1906 at Eastleigh ending its duties on B.R. as C & W stores at Margate, from where it was recovered. An account of the transfer of these latter items, together with further historical details will appear in the next edition of *The Tenterden Terrier*

Clearance

Alan Tebboth has now assumed sole managerial responsibility for this department and has recently continued work South of Pope's Cottage opening up the view of the woodland on the north side of the line to passengers in good time for them to enjoy the wild flowers which grow there prolifically in the Spring. After Christmas, attention will be transferred to the top part of the line between Tenterden Town Station and Cranbrook Road Crossing, which like all areas of trackside requires occasional routine work to limit regrowth of the shrubs and trees that seem to grow so vigorously within our boundaries. With the Northiam extension work imminent, more help than ever is now required by this department. This would be ideally suited to youth groups such as Scouts and school parties; a camp site is available at Wittersham Road for those able to come down for a complete weekend. Alan Tebboth would be pleased to hear from leaders of such groups.

Clearance work is also ideal for those members who would like to give some time to the Railway but cannot do so on a regular basis. Dedicated jungle bashers could even be awarded a stretch of their own to look after. Regular working parties are held at three weekly intervals, the next two being on November 9th and 30th. No clearance is planned in December due to Santa Specials and will re-commence on it in January of the New Year.

Signals and Telegraph

At the end of July, Steve Whiteman retired after 6 years as manager of the department and Kevin Fulcher took on the responsibility. Sincere thanks go to Steve for all the hard work he has put in on the railway's signalling and we look forward to seeing him at the line on many future occasions. At Wittersham the Up Home and Advance Starter signals have now been erected in their pre-dug sites which, as with others already completed, always seem to be

extremely sticky samples of Wealden clay. The 21 lever frame destined for the box has been removed from its rather inconvenient working site at Tenterden, which was on the car park next to "Theodora" and taken to Wittersham Road in readiness for re-erection. A start has been made on cutting the interlocking and the remainder will be completed once the frame is in situ. The brick and concrete frame supports will shortly be finished and the frame installed. The signal box structure at Wittersham Road has not received any attention for some time and the Department was very grateful to accept the Thameside Group's offer to commence work on the roof and other essential jobs to make it weather proof in November. It is hoped that this project can be completed by next July and Kevin would welcome some fresh faces to help with the work. Some urgent priorities include electrical work on the signalling of Wittersham Road. Block wires for Electric Token working between Tenterden and Wittersham and all the other circuits, power supplies, repeaters, signal phones etc. This requires attention between Tenterden and the top of Wittersham Bank to upgrade the existing equipment to a reliable standard for block working. When it is all completed there will be 3 telephone exchanges on the line:

Tenterden – covering Tenterden and Cranbrook Road

Rolvenden – covering Rolvenden and part of Wittersham Road

Northiam – covering Northiam, Bodiam and the other part of Wittersham Road.

The allocation is being designed to use the existing numbers and give an even distribution to each exchange.

Commercial

Two new records have been set this year – firstly on 21st September we carried the highest number of passengers on any one day – 1,615 – of which only 40 were 'one way'; secondly we have run 34 "Wealden Pullman" trains this year conveying over 2,000 diners. Passenger figures at the end of September stood at 40,450 (up 11%) whilst early demand for Santa Special indicates a sell out for these popular services. An interesting addition to the normal service trains in September and October was a beautifully restored former District Railway 4 wheel coach, loaned by Resco (Railways) Ltd. which proved a popular vehicle in which to travel for a small surcharge.

Services in 1981 commence on 4th April and the

period of daily running has been extended to cover the whole of July as well as August and the first week of September.

There will be no Rolvenden Works Open Weekend in the early season next year, due primarily to there being no-one willing to take on the task of organizing the event. Mark Toynebee has been appointed Stations Manager, with primary responsibility for Tenterden but will also co-ordinate the work of the Station Agents at Wittersham and Rolvenden. This latter station has drawn considerable public interest now that a building has been constructed and it is hoped to man this on most operating days. It was officially opened to passengers on 5th July, by Miss Joanna Lumley, star of T.V. Film Series "The New Avengers". On two days in early October, Tenterden station was taken over by a film team as a location for a sequence in a forthcoming production loosely based on a local murder case in the early 1960s and provisionally entitled "The Bunny Hole Murder". No.23 provided the motive power with three coaches for the day scenes and two for the night scenes.

Membership

Recruitment of new members has been given increased impetus over the last few months with the setting up of a separate "department" under the direction of Tim Stanger, who together with the rest of the Board would like to take this opportunity of welcoming all this year's recruits to the Railway.

We now have over 2,030 current members, the Bray family from Maidstone being the 2,000th. A presentation to mark the occasion will be made to them in early December. The 'instant' membership stands, which were set up at the Bodiam weekend and the Steam and Country Fair have proved successful with over 100 being enrolled on the various days. Since the start of the membership drive at Easter the figures are a net 20% up on the previous year. Encouragingly, renewals are at their highest level ever. The wooden building at the back of the station at Tenterden, known to working members as the 'Wendy House' has been opened as a volunteer job centre and is manned every Sunday by Cathy Roberts, Norman Chalfont, John Riley and Tim Stanger. The idea is that new or



The official opening of Rolvenden Station, 5th July 1980. Miss Joanna Lumley and Martin Phillips (Station Agent).

[Kentish Express]



The Weald of Kent bus rally at Wittersham Road, on 3rd August 1980. Ex-Hastings and District 6w trolleybus nearest the camera.
[John Liddell]

uncommitted volunteers can call in and find what is going on and where. This is felt to be essential as a new member offering his services "needs to be needed".

The Wendy House will also be developed as an information and P.R. Centre with statistics charts and illustrations of current projects on show. In its present position the building is ideally situated to fulfil this function as the person manning it will encounter visitors on their way to and from the car park. To end on a cheerful note, in these inflationary times, the membership subscription for 1982 will remain at £4.00.

The Buffer Stop Shop

It is pleasant to report that turnover is currently running some 55% above last year. Over £1,000 a day was taken during the Steam and Country Fair weekend, a huge increase on the 1979 figure. Books and second hand models now account for a good proportion of the income. The selection of railway books is extremely comprehensive and there are not many titles in print that are not in stock. The Railway First Day Cover service is believed to be unique with all available covers being offered except those of the Bluebell and Mid Hants Railways.

New products now stocked include a range of Agfa films, sales of which are so far very encouraging. Recent additions to the range of locomotive lapel badges are No.10 "Sutton", No.11 "Pride of Sussex" and No.24 "William H. Austen". Railway pattern wall clocks are continuing to sell steadily, so if you're thinking of that special Christmas present ...

Area Group News

Ashford. The next group project is the reclaiming of track, sleepers, chairs and points from the disused sidings at Batchelors Foods, Ashford, where until a few years ago long lines of B.R. Palvans could be seen when driving along the Ashford by-pass. These materials have been purchased for the railway with funds raised on the Ashford Group stand at the Steam & Country Fair.

Restoration of the Norwegian Mogul remains an Ashford Group project and it is hoped to arrange working parties during the Winter to work on the locomotive as well as to continue with fund raising activities. Sets of photographs of the K.&E.S.R. in the 1930s are still available at 85p per set plus postage; please contact Eric Graves, Ashford 23687 for details.

The Group meets on the third Wednesday in each month at the Centrepiece Bank Street, Ashford, with an interesting programme of speakers and films. New members are very welcome.

Maidstone. Events covered by Jack Fox's sales stand and the "Never Stop Railway" have included the Larkfield Village Fete, The Maidstone River Festival, the Police Open Day at County H.Q. Maidstone and the County Show where a stand was run in conjunction with the Ashford Group. The share of sales stands profits earned by the Group will be put towards the proposed Cafeteria Building. Practical work completed on the railway recently included repainting the side of "Theodora" facing the car park. This has not only improved the look of the vehicle, but makes the car park area more attractive as well.

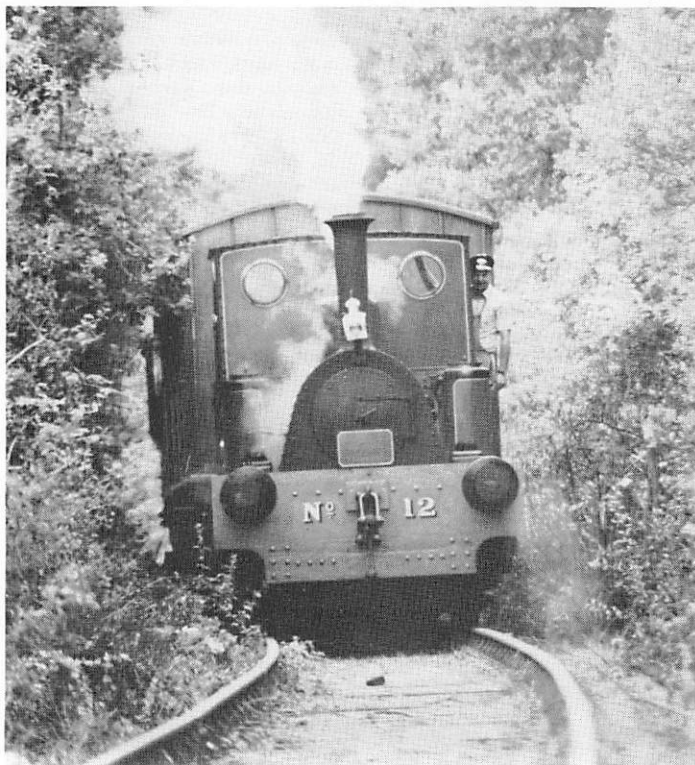
The water tower at Wittersham Road has been fitted with its correct bolts, the shut off mechanism adjusted correctly and the painting completed. The drain will probably be included in the P.W. drainage scheme for the depot there. To end on a seasonal note, the Group is

selling a Christmas card this year which features No.10 in Tenterden Station. These are available in packs of 10 from Colin Edwards or Jack Fox at 50p each.

Weald. This group, formerly the Tunbridge Wells Area Group, celebrated its tenth anniversary at The Annual General Meeting on 13th May, held at The Chequers, Tonbridge. Three new officers were elected at this meeting: Chairman: Dr. Chris King-Smith, Secretary: Peter Brown, Treasurer: Richard Brown. The accounts for 1979 were approved and it was noted that financially it had been the group's most successful year to date with an income of £2,600+, – almost double the 1978 figure. A further donation of £250 has been made to the 'R.U.' kitchen car fund, making the total contribution so far £1,250 in just over one year. In addition to the usual venues, the sales stand continued with its success by attending, for the first time, the B.B.C. model railway society open day at Motspur Park, on July 12th. Diary Dates: Model Railway exhibitions – December 13th at King Charles Hall, Tunbridge Wells, April 11th 1981 at Bligh's Hotel, Sevenoaks.

No. 12 on hire to the Penang Timber Railway earlier this year.

[Mark Stuchbury]



Taking the Test

In the last issue of *The Tenterden Terrier*, Simon Green related some of the problems that he faced in order to become an engine driver. The story continues at 14.00 hours on 3rd November 1979, the test is now well in progress.

After shunting, taking water, snatching a few bites from my sandwich and running on to the train too hard (another story in itself) we were eventually ready to depart at 14.15. Now I had a new fireman, Richard Blaksley, also from the Bluebell Railway and immaculate in white shirt and smart maroon tie! Jack Owen explained that Richard would fire like mad, put too much water in the boiler, blow off and generally encourage priming (ie taking water with the steam, a situation which can cause considerable harm to a locomotive if not handled properly). Richard played his part superbly and even surprised himself by blowing water through the safety valves only ten minutes later! He had not realised just what a free steaming engine No. 24 is. At this point, however, both he and Jack had underestimated her determination not to let her owner down! Suffice to say that the trip to Wittersham was uneventful and we arrived at Rolvenden still 15 minutes down. With three coaches, slipping would not be a problem but the water level was so high we could not even guess where it was so I tackled the grade with extreme caution. At this point Jack announced that my fireman had just died and that I would have to do his job too. He didn't of course point out that one jack was running and the dampers were full open but I soon rectified that (forgetting, however, to shut off the injector water valve). I filled a couple of holes in what was otherwise a very big fire and decided to concentrate on driving. To my amazement and the astonishment of both Jack and the 'dead' fireman, No. 24, with water blowing through the safety valves, obstinately refused to prime. True I opened the cylinder cocks a few times when the exhaust became 'woolly' and I certainly didn't yank the regulator wide open but the credit for an amazing performance must certainly go to the engine. If I had been selling I could have demanded nearly any price for No. 24 at Tenterden, Richard and Jack were so full of admiration for her behaviour, not only for priming but also for succeeding in climbing the hill on the previous trip which few other classes could have done. I was just grateful we were on 'winter water' of good quality. In summer the Water Company uses other sources which prime readily under practically any conditions.

Now I had a chance to make up time with 15 minutes available to water and run round but Jack had other ideas. As we rejoined the main line heading down hill from Tenterden Crossing I was about to stop to reverse back onto the train. Before I could do so Jack pulled the regulator wide open and, if I could have heard him, announced that it was jammed. Now this is a situation which can occur occasionally and the consequences if the loco is heading towards an obstacle, such as a train, are too awful to contemplate. By some kind of telepathy, I had judged the exact moment when Jack would try out this standard feature of the test so I promptly applied the brakes and opened the cylinder cocks (reduce cylinder pressure slightly), not expecting to stop but at least to reduce the acceleration slightly. At full boiler pressure an Austerity has a tractive effort of 23,000 lb (ten tons!) and no brakes will hold that. My next target was the reversing lever set in full gear and to stop the engine I would have to get it into mid-gear. The gears on locomotives differ entirely from those on cars, especially in that a proportion of the energy driving the engine forces the gear lever towards the full gear notch. Now I am not a particularly strong man and I would estimate that the horizontal force I was trying to overcome was in the order of 150 lb. I did not expect to succeed but assumed if I made a good enough effort Jack would release me from this torture. Several times I forced the lever within an inch of mid-gear and as many times it forced itself back to full gear. Everytime I notched up the engine slowed but her voice deepened as full pressure was applied to each stroke. I was weakening and it became clear that Jack would not give up so I decided to have a brief rest and dropped the gear into the second of the three notches. To my surprise whilst I was resting (for maybe one or two seconds) the engine slowed more so I decided to aim not for mid-gear itself but for the third notch. (This would provide the least steam to the cylinders and the least power.) I redoubled my efforts, released the catch and the lever surged into full gear. My miserable muscles bursting, I forced it back and got it into the third notch I was aiming for. No. 24 slowed further but again the bark deepened and we



The author on No. 12 'Marcia' at Tenterden, 20 September 1980. [Brian Stephenson]

were not going to stop. In desperation I thrust Jack aside and whirled the handbrake down. With all of my remaining strength I wound it down further and further. The engine beat deepened even more and slowed . . . and stopped. I could scarcely believe that I had succeeded in doing something I was sure was impossible. My hips felt dislocated (Jack politely enquired whether I was still fully equipped!), my arms were nearly in spasm (but just under control) and my heartbeat felt like about 200. Jack closed the regulator. We looked out of the cab and found we had moved maybe 50 yards since the drama had started. The whole struggle had lasted perhaps 30 seconds but it felt more like 30 hours. After resting a few minutes (losing time but I wasn't fit to drive yet) I felt some satisfaction at having had the sense to rest briefly in my struggle and think before one of our most experienced drivers had told me I would be wasting my time if the much stronger steam brake had not worked.

I now completed the run round but still had not made up time and the third train left 10 minutes late at 15.40. This time I had Dick Dickson back on board as fireman but he was also declared 'dead' so I had to drive and fire a complete round trip. The prospect of this gave me little concern because Austerities steam so well but by the time we got to Wittersham the marks for exceeding 130 psi had crept up to 8. I was overfiring, the easiest fault on this type of engine. However, things were under control at Rolvenden with pressure down to 110 psi and half a glass of water at Jack's special request. (Normally a driver would prefer to leave with about 160 psi and two thirds of a glass.) I foolishly remarked that perhaps there was more on the fire than he wanted and Jack's response was to refuse to let me fire until we had been travelling for several minutes. By this time pressure was falling back and there were huge holes round the edge of the firebed. However, the fire was good and hot so I used the slice to

even out what fire there was and added half a dozen rounds of coal. This was not enough and very soon I realised we would not maintain a sufficient vacuum to hold the brake off so I decided to stop before we ground to an unplanned halt. As we stopped I turned the blower up hard and put in another ten rounds, waited two minutes and put in another ten rounds. (Usual practice is little and often but at a time like this a lot and quickly seemed better, regardless of smoke.) Soon pressure was up to 120 and I quickly got a jack on. I decided to wait until we had two thirds glass and 150 psi (another mark for exceeding Jack's limit) and then gently recommenced the climb without slipping or any other problem. All seemed set fair for a spectacular climb up to the Town, always remembering the 20 mph speed limit of course. However, this was not to be because just before the home signal the vacuum brakes started to come on. After we stopped I was not very quick at establishing the cause, Richard (travelling in the train) had pulled the communication cord. I restarted the climb and determined to make a fine entry into the station planning to stop fairly short as, this being the last train, I did not need to clear the bottom points to run round. Well the best laid plans often fail and I realised at the last minute I would stop on the crossing if I did not open the regulator full and 'blow' the brakes off again. We ground to a rather shaky halt and I felt I had just scraped in where I wanted to. Confirmation came from platform staff that we were on the platform and clear of the signalman's foot crossing. It was fortunate that I was not holding the coal pick a minute later when the signalman

appeared and sweetly asked if we could move forward a yard as we were on his crossing!

So it was over and soon I would know the result. But it wasn't over, because we had to shunt the train, take water, return to Rolvenden and hand the loco over to the evening crew. (Only on the K.&E.S.R. are we crazy enough to run trains on wet November nights but this was the day for the volunteers' bonfire party.)

Jack now started asking various technical questions and I realised I was no nearer to the answer that I so anxiously awaited. I knew I had done nothing disastrous but I had made plenty of bad mistakes especially on the first trip. Would my good performance on the treacherously slippery rail and with the jammed regulator overcome these errors...

Colin Edwards, Rolvenden Shedmaster and responsible for driver training, was now with us, also anxious to know the result, or had he been told...

'Can I fill the forms in, Jack...', Colin asked casually causing my heart to leap a couple of inches. But perhaps there was a 'fail' form as well as a 'pass'. Jack was still asking questions and I was trying to give the right answers and read the form upside down whilst pretending to look elsewhere.

'Well', said Jack 'if we worked on a points basis I suppose you would have just scraped through ...'. His voice trailed off and I was still not sure if I had passed until he shook my hand and smiled.

(concluded)

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Steam at Bodiam - A Personal Reflection

By Neil Rose

Photographs by Brian Stephenson

Seven miles on a platelayers' trolley seemed a pleasant enough way of renewing acquaintance with the line between Bodiam and Northiam. So I thought on reading that the Thameside Area Group were planning a sponsored trolley marathon during their Bodiam station opening over August Bank Holiday weekend. I volunteered.

Used to visiting Bodiam Castle out-of-season with my family, we were amazed at the hoardes of people we saw as we arrived at mid-day on the Monday: car-parks were full and vehicles were parked along the roadside to, and beyond, the station. Proof indeed of the potential traffic at Bodiam for the Railway.

I was eager to start off down the line to Northiam and awaited departure time – teams were being changed hourly after each round trip. Perhaps I shouldn't have been surprised to discover there was an element of competition, with teams striving to complete the course fastest. Five of us were aboard the trolley as we vigorously set off; four were pumping, with Bob Gilbert as brakeman and to ensure we went all the way to Northiam and didn't stop around the first curve! Actually, Bob pumped along with the rest of us – I, for one, was most grateful. By Northiam I was having second thoughts about my initial enthusiasm and on eventual return to Bodiam was very hot, red faced and somewhat chastened, especially as the others (including Vice-Chairman, Tim Stanger) still appeared fresh and ready for another seven miles! Belatedly, I realized what I had let myself in for: don't believe anyone who says that pumping a platelayers' trolley is easy work, or that the stretch of line between Bodiam and Northiam is level – neither is true. I wasn't too concerned that we had completed the course in 40 minutes although it was gratifying to receive a certificate for finishing.

What I saw as I puffed and panted my way along reconfirmed earlier impressions that this is the most delightful section of the Railway. The line keeps to the foot of the valley bluff as it winds through wheat fields, meadows and woods; Bodiam Castle provides a magnificent backdrop over the last mile or so. Moreover, the track appears to be in very sound condition with a considerable distance of metal sleepers which will not require replacing. The Thameside Area

Group had made an excellent job of clearing back vegetation along the entire length to provide free passage.

Our picnic lunch was enlivened by the sight and sound of No.12 Marcia, with its passenger carrying train of ex-District line coach No. 100 and ex-LNWR brakevan, working out of the station for a few hundred yards around the curve towards Junction Road and the end of the track. Marcia was earning her keep in splendid style; with her diminutive wheels, the rapid exhaust beat belied her speed of 10-15 mph. It was hard to believe that the gleaming coach had been in use as a store in a Dymchurch builder's yard barely two years ago. At Bodiam it was carrying its first passengers for 75 years and perhaps served as a reminder of the extensive effort needed to restore such vehicles to working order.

Visitors had their own opportunity to operate a platelayers' trolley from the siding up the main line while Marcia and her train were safely in the platform. From the numbers queuing up this was evidently a popular form of exercise. Paul Hatcher's 1/3 scale steam roller fascinated many visitors; I was intrigued to see it being watered from a bucket rather than a hose-pipe. Visitors appeared to be enjoying the orderly yet relaxed atmosphere of the occasion.

Charlie Masterion, George Wright, and Thameside members are to be congratulated for their initiative in reawakening Bodiam to the sounds of steam and providing a passenger service: it was almost 22 years since the last hop-pickers' specials ran to the station. The organization was first class with several touches of ingenuity being shown – the three-barrelled water tower on the Northiam side of the level crossing was straight out of the American mid-West. Not only did the Group show the flag and raise money, but their efforts produced several lasting benefits; 50 new members as well as tracks cleared, buildings tidied and repainted and the station area stripped completely of undergrowth. No longer does the Railway present a moribund and forelorn appearance at the East Sussex end of the line.

If any criticism can be levelled, it was that activity at the station wasn't immediately apparent to visitors at the Castle. Being a hot

day, little smoke from Marcia was evident although her shrill whistle could be heard clearly. On future occasions, a few more strategically placed posters in the car parks (with the permission of the National Trust) should swell numbers through the station gates.

Clearly, such steamings are beneficial to the Railway and should become regular events pending re-opening of through services. Enjoyable as these events are, they are no substitute for the real thing. I eagerly await the crisp Spring or Autumnal day when, standing beside Bodiam Castle, I can watch a Terrier with

a couple of birdcage coaches coming slowly up the valley making "puffs of steam like woolly lambs, on the line to Bodiam".

George Wright writes:-

The idea of a steam event at Bodiam over the Sunday and Monday of the 1980 August Bank Holiday was first discussed at a Thameside Group meeting in December 1979. Major Rose of the Railway Inspectorate was approached and after an inspection gave his approval to the plans. The general idea was for a sponsored pump trolley to run from the station platform at Bodiam to Northiam at hourly intervals; in



addition a steam engine and coach would run alternately with another pump trolley along $\frac{1}{4}$ mile of track in the other direction towards Junction Road. Resco Railways kindly agreed to loan their recently restored District Railway coach and the Board gave permission for 'Marcia' to provide the motive power. On 17 August we fought our way through the jungle between Northiam and Bodiam with a diesel hauled supply train and a start was made on cutting back the heavy undergrowth which had grown in on both sides of the track. The problem of water supply at Bodiam was solved by running a pipe 150 yards from the station to a private house, connected up to a primitive but very effective water column, consisting of a sleeper built trestle surmounted by three 45 gallon drums coupled together and emptied by means of a 3 inch rubber pipe.

On Saturday, 23 August 'Marcia' and a train consisting of 2 wagons, the District Coach (heavily sheeted) and a brake van left Rolvenden at 9.00am and proceeded to Northiam without incident, assisted over Wittersham summit by the diesel which then returned to Rolvenden with the train staff. From there the jungle was tackled by means of a flat wagon propelled ahead of the train with four men on board, armed with chain saws. Sunday dawned bright and

sunny and by 11.00am a continuous stream of visitors were arriving; by 6.00pm over 700 passengers had ridden on the train, 9 pump trolley trips had been completed to Northiam and 15 towards Junction Road. On Monday a similar number of passengers were carried and 57 new members recruited over the two day period. At 7.50pm the events of the day were over and Marcia's tanks were filled for the last time prior to the $8\frac{1}{2}$ mile run back to Rolvenden. It was dark by the time we reached the yard and it occurred to me that never before had I worked a freight train with such a tiny engine. Over the three days this gallant little locomotive, weighing no more than 12 tons, had travelled more than 60 miles and carried 1,400 passengers, probably the most exacting task since she first came to the railway.

In conclusion I would like to thank the pump trolley teams from Lloyds Bank, Bexleyheath, the Horse and Groom, Wrotham and all the others who worked hard to get sponsors. Michael Fitzgerald for the use of his land, Richard Biggs for supplying water, Resco Railways for the loan of the coach and members of the Thameside Group and other company members for the help that they gave to ensure that the event was a success.

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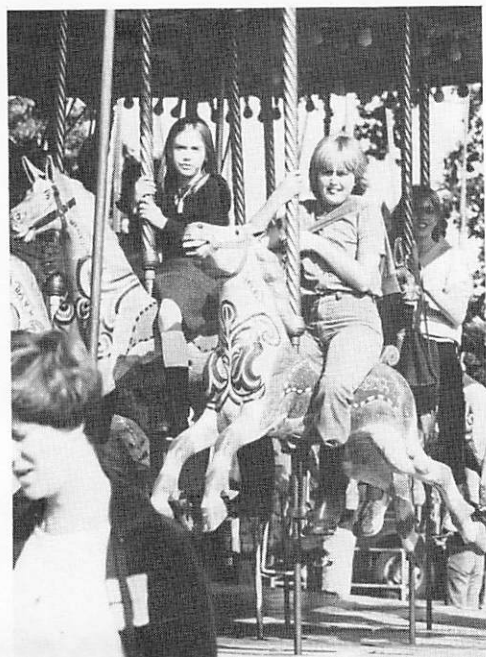
Five in a Row

The fifth Tenterden Steam & Country Fair clocks up yet another success story

Photographs by Brian Stephenson



Locomotive No. 12 'Marcia' climbs towards Cranbrook Road with the 10.30am goods train from Rolvenden on 25 September 1980, banked by No. 24 'William H. Austen'.

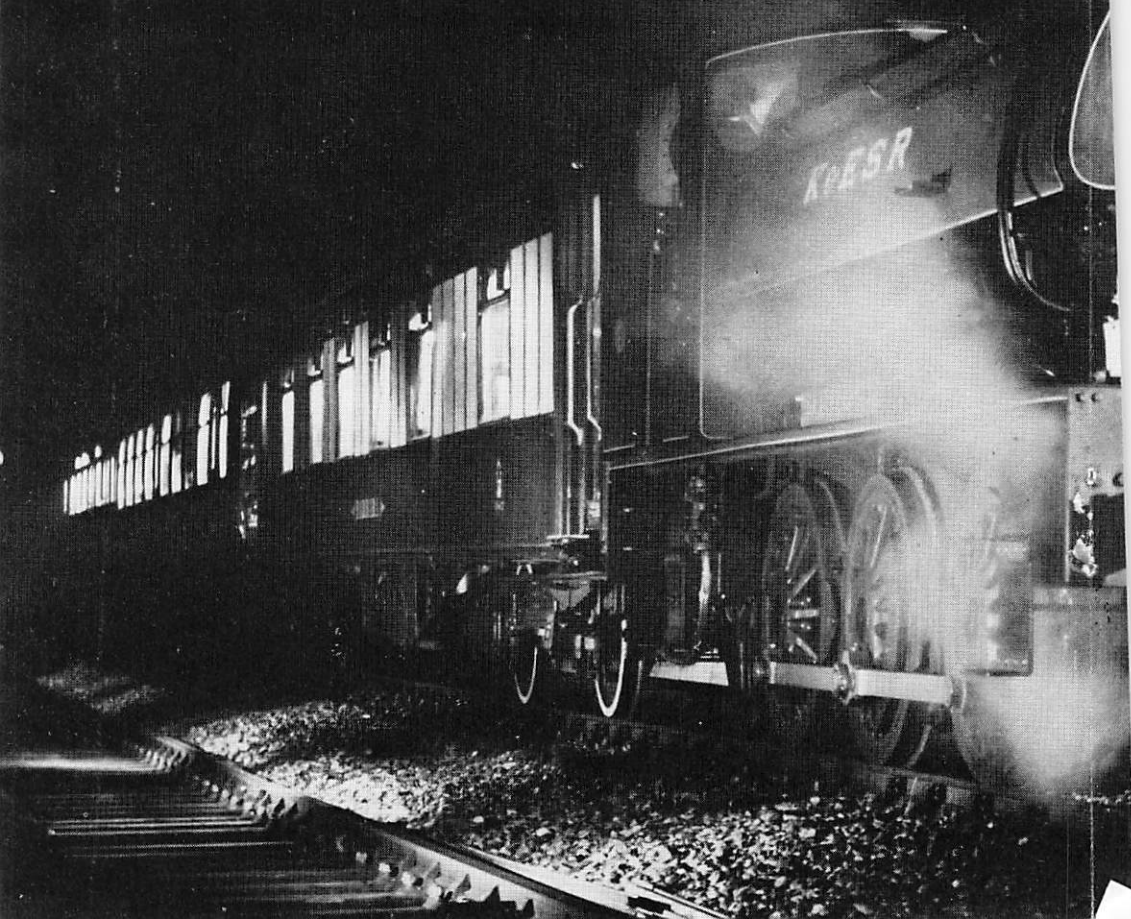


The Steam & Country Fair is the largest single potential source of income for the railway but it is particularly vulnerable to the weather and in view of the heavy expenditure commitment, a particularly wet weekend could spell financial disaster for the Company. For the last four years the weather had been unbelievably kind and last year a substantial profit was made, but as time approached the omens did not look good for 1980. On the Friday night before the event no less than an inch of rain fell in Tenterden and in view of the undulating nature of the show ground, it seemed doubtful if any movement of vehicles would be possible, particularly in the lower arena field. However, Saturday dawned dry and remained so, albeit somewhat cloudy and the opportunity was taken to spread quantities of straw over the most vulnerable parts of the ground. The organising committee decided that it would not be expedient to allow the heavy traction engines to move into the arena, in view of the softness of the ground, but

(continued on page 22)

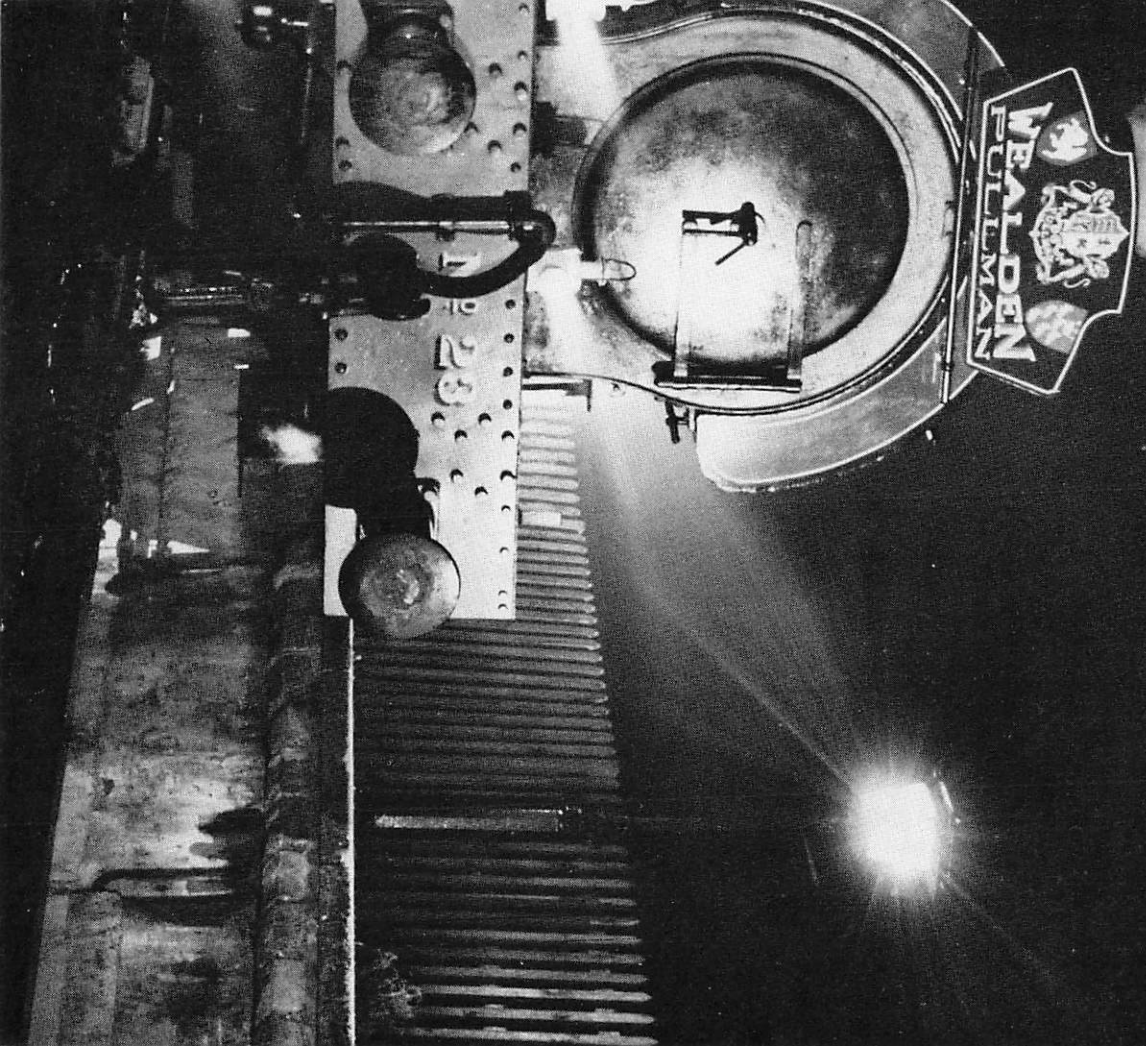
PULLMAN

by
Brian Stephenson



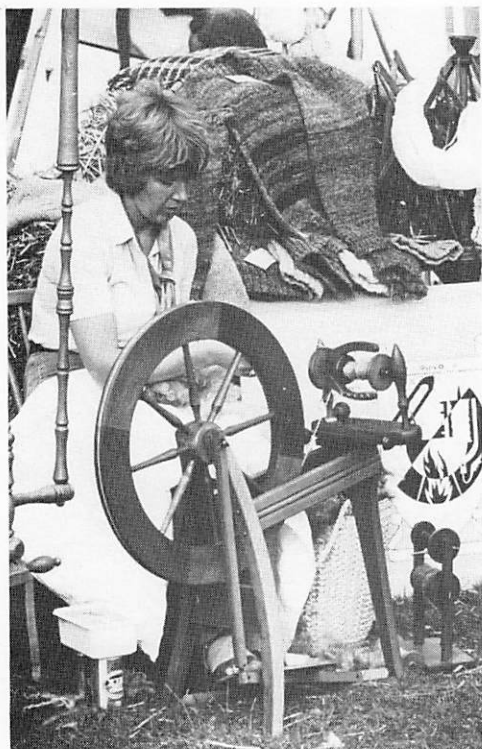
AT NIGHT

enson





The fairground on Saturday 20 September with the Kent Police Band in the arena.



The Jacob Sheep Display included an exhibition of spinning, weaving and tanning of sheepskins.

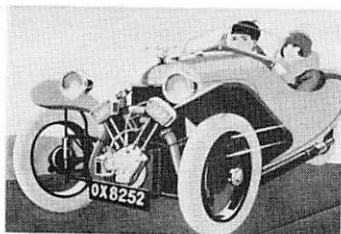
this did not seem to detract from the success of the day. A total of 5,429 visitors came and 1,096 of these also travelled on the Railway in the seven coach trains. These were the longest that we have ever run and included the splendidly restored District Railway four wheel coach, generously loaned by Resco Railways.

Admission charges to the fair were raised to £1.50 for adults compared to £1 last year, but the charge for children was kept at 50p. Sunday was a much better day weatherwise and with plenty of sunshine some of the traction engines were able to move into the arena field. The number of visitors rose to 10,654 and 1,604 of these travelled on the trains. The total number of visitors over the weekend was down by 4% compared to last year, but this is regarded as very satisfactory given the weather pattern, the economic situation and the competing event of the last Biggin Hill Air Show, a mere 30 miles away. Gross takings at the gate were of the order of £18,500 and whilst it is not yet possible to assess the profit for the weekend it is likely to be significantly higher than last year.

By Monday evening the site had been practically cleared, with the kind assistance of Messrs Harris Brothers heavy showmen's lorries, which helped to haul out exhibits which would otherwise have languished in the mud. The Tenterden Steam & Country Fair is now well established in the county and is believed to be second in size only to the Kent County Show – we shall look forward to our sixth success story next year!

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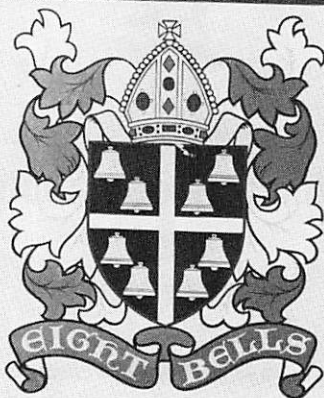


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Letters to the Editor

Things don't change do they?

Sir - At the risk of prolonging this correspondence to the point of tedium, may I suggest that restoration to full working order is not the only alternative to the Rolvenden scrap line?

As railwaymen, albeit unpaid, our main preoccupation should be to keep the job going and I have to admit that as traffic machines the 'Austerities' have their virtues - although if I were the chief civil engineer I should keep a close eye on the effect of their short, relatively heavily-loaded wheelbases on some of our lighter track. However, I believe I am not alone in finding them dull and look forward to the day when it will be worth looking at a K.E.&S.R. train to see what is on the front.

Since restoration of the rest of the fleet - and possible future additions - to working order is bound to be a very slow process and perhaps one that can never be justified in some cases, can we not at least ensure that non-working locomotives are put into a presentable external condition, protected as far as possible from further decay and informatively labelled? Something along these lines has been done with the two 'Terriers' but other locomotives of historic interest which a visitor might well expect to be able to see are either dismantled and scattered about Rolvenden yard ('Wainwright', the "P" class) or in an advanced state of corrosion "Westminster" and many others). I am sure that a modest amount of time and money spent now would pay dividends both immediately, from an improved public image, and when the time finally comes to put them into working order.

The ideal solution must be to provide covered accommodation for much more of our rolling stock, carriages as well as locomotives. Our museum-pieces could then be displayed under good conditions and the workshop staff would need to devote less effort to a frustrating battle against decay and could make a real impression on the backlog of restoration. Can we hope that, somehow or other, we can raise the money needed?

Sidcup, Kent

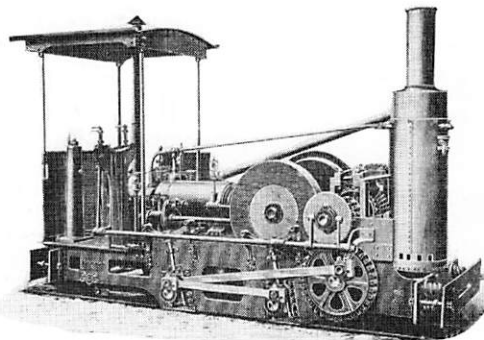
T.G. Burnham

(Tedium having been reached, this correspondence is now closed - Ed)

To Camber by diesel

Sir - A possible answer to John Miller's query (*The Tenterden Terrier*, Summer 1980) as to the

firm with which H. F. Stephens was collaborating over the design of the "oil motor passenger bogie car" is Richard Hornsby & Sons Ltd. of Spittlegate Iron Works, Grantham. In 1896 they delivered an 18 inch gauge 0-4-0 powered by a Hornsby-Akroyd single cylinder oil engine with geared drive to the Royal Arsenal Railway at Woolwich, for service in explosives magazines. As the illustration in *Engineering* for 16 October 1896 shows, it was a far cry from the modern streamlined diesel, but it was successful enough for four more to be supplied by 1902. It is said that the engine took a quarter of an hour to start from cold and that it could be heard a mile away when working hard. These locomotives were replaced by oil-fired steam locomotives in 1914-15.



Hornsby & Sons were not then traditional locomotive builders (in 1918 they became part of Ruston & Hornsby Ltd., which manufactured industrial diesel shunters on a large scale from 1931). In the 1890's their agricultural engineering business had been hit by the depression in farming and they had turned to the manufacture of the low compression oil engine invented by Herbert Akroyd Stuart (1864-1927). This was a robust unit and well suited for stationary applications but was less efficient than the diesel engine. Akroyd Stuart is thought to have proposed a high compression engine before Rudolf Diesel but he left the industry when Hornsby & Sons did not develop it.

As Mr. Miller suggests, the petrol engine was most usual for internal combustion-powered rail vehicles until the mid-1920's, when lightweight diesel engines suitable for traction

purposes became available, and a Stephens-built line was also connected with an early development in the petrol-electric field. This was in late 1903 when two Dick Kerr railcars were tried on the Sheppey Light Railway, apparently with fair success although the South Eastern & Chatham Railway, which worked the line, decided for various reasons to order steam cars instead.

Sidcup, Kent

Tom Burnham

Sir – I was interested to see the recent article and correspondence about Stephens' early oil engined locomotive experiments. Most of what has been written on this subject is largely speculation and so it was especially interesting to see the letter from Stephens to the Board of Trade.

The oil engine most often quoted in connection with his work is the Priestman, but by 1895 there were about a dozen different oil engines available of which probably 3 (Trusty, Priestman and Hornsby-Akroyd) were used in railway locomotives in the U.K. between 1893 and 1896. All of the production oil engines before 1897 worked on a cycle similar to a petrol engine in that they compressed mixture which was fired by a spark or a hot tube. In all of these engines the mixture was produced in some form of vaporiser by spray and/or heat. Akroyd Stuart built a series of engines in 1890 which were very similar to a modern indirect injection diesel with injection of the fuel at the end of the compression stroke into a pre-chamber. However, they relied on heat stored in the walls of the pre-chamber both to help vaporise the fuel and to assist ignition as the compression alone was insufficient. Production Stuart engines were built by Hornsby's from 1891 as the Hornsby-Akroyd engine, but were modified to inject the fuel during the induction stroke to improve vaporisation and mixing. The first true Diesel engine (in that it compressed air only and relied entirely on the heat of compression to ignite the fuel) did not appear until 1897 and was too heavily constructed to be suitable for a locomotive. The standard reference on these early oil engines is *Gas and Petroleum Engines* by Professor Robinson. The second edition was published in 1902.

Unless more information comes to light it is doubtful that we will ever know what sort of machine was envisaged for the Rye and Camber or if Stephens really did motorise a tramcar bogie in 1890.

Bromley, Kent

Dr. P. E. Waters

Windpumps & Cattle Trucks

Sir – An observant traveller on the old K.E.&S.R. would have noticed a number of windpumps along the line at the "larger" stations, employed to raise water for use on the Railway. An example existed until quite recently beside the line at Robertsbridge; latterly this pump was in derelict condition and no doubt succumbed to the winter storms.

Now that plans are afoot for further extension, it would seem appropriate to instal a windpump at Northiam or Bodiam. At present there is no water supply laid in at Bodiam and a windpump here could serve a truly practical purpose in the Col. Stephens' tradition. While a pump could be constructed from modern materials, a more worthwhile exercise would be to preserve an example of the many windpumps that are generally found in a decaying state around the countryside. A first step is to locate a disused pump suitable for restoration and preservation in working order – if anyone can assist will they let me know?

Turning to the subject of cattle trucks, I agree with Stephen Garrett (*The Tenterden Terrier*, Spring 1980) that it is a pity "The Farmer's Line" cannot produce an example to run in a freight train. At the Rainhill celebrations in May, the last two cattle trucks in use on British Railways were displayed and I understand that they are now in the hands of the National Railway Museum. Perhaps the NRM would be prepared to make one/both of them available on loan to the K.E.&S.R.?

Wadhurst, East Sussex

Neil Rose

The Company Crest

Sir – I read with interest John Miller's letter in the Summer issue, regarding the new fancy company crest. I was also under the impression that we are a preservation society, and therefore we should be perpetuating our heritage and not trying to emulate other private railways who have had to invent crests purely for marketing reasons because they are merely truncated sections of various large railways. May I therefore make a plea through your columns that we make a swift return to using the original genuine company crest on all our stationery, hardware, souvenirs and most of all rolling stock, should we decide to embellish the same.

Maidstone, Kent
Doug Lindsay
(*The Tenterden Terrier* cover has reverted to the use of the old crest – Ed)



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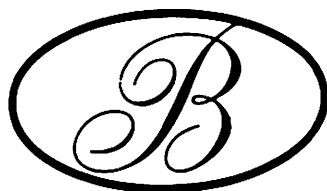
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Night Special

At 10pm on Tuesday, 17th June 1980, David Dine, John Liddell and Paul Ramsden set out from Tenterden station in a hired van for a 200 mile journey north. Shortly after 4.00am the next morning they arrived at their destination – the site of the former Great Central Railway station at Beighton. In the engineers siding was a mess and tool van, now derelict, but once first class Pullman car 'Cambria', the pride of the Great Eastern Railway on the 'Hook Continental' express from London to Parkestone Quay. DAVID DINE continues with the story

We unloaded the van and started work, much to the surprise of the signalman in the adjacent box; after all, it was only 5 o'clock in the morning. Our first job was to fix all the loose panelling and put tarpaulins over the front of the car. At 6.30am the first lorry arrived, a 40 foot flat back for the bogies. The local British Rail men were delighted to hear that the Pullman was going to be preserved and also about the Kent & East Sussex Railway. One said that 'Cambria' had been at Beighton for 20 years and was used mainly for bridging work. By 8.00 am a 45 ton crane had arrived together with another lorry which would carry the body on two road bogies. The crane swung into

action and one end of the body was lifted and packed up with sleepers and the bogie was run out. The crane moved to the other end and lifted it clear of the bogie, whereupon the car was left swinging in mid air; the wooden frame did not even creak! Paul, cutting torch in hand, went underneath to remove a section of brake pipe, the tractor unit backed under and the front end of the car was chained securely to the road bogie. The crane then lifted the rear end on to the other road bogie. The crane then picked up the massive 61-wheeled rail bogies, of timber and steel sandwich construction and weighing 9 tons a piece and loaded them on to another lorry. The signalman dropped the level crossing barriers and the strange procession got underway. 'Cambria' passed through the Dartford Tunnel at 8.30pm that evening and we went on to Tenterden to unload the van and prepare for the next day's work. We were up at 7.15am the following morning and drove down to Rolvenden; in the lay-by was 'Cambria' with its attendant bogies waiting for us. Unloading the car was quite a problem, for being 66 feet in length it was the longest vehicle that had ever been delivered there. The bogies were put down first and the body was positioned on to them by means of a 45 ton crane. 'Cambria' had finally come to rest and one day would have pride of place in 'The Wealden Pullman'.

With only a short break we were on the road again, but that story will have to wait until next time . . .

(to be continued)



*'Cambria' on arrival
at Rolvenden.
[Paul Ramsden]*

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Colonel Stephens in the North Downs

Part 1: The Orpington Cudham and Tatsfield Light Railway

The dip slope of the North Downs, on the border of Kent and Surrey, has attracted railway promoters for many years but their efforts have always been defeated by the difficult terrain and the speculative nature of the financial returns from this attractive but, even today, sparsely populated area. Before looking at the last two railways proposed for this area, both of which were engineered by H. F. Stephens, it will be helpful to review the earlier railway developments.

First in the field was the London to Brighton main line, passing through Coulsdon and Mersham and having a tunnel over a mile long under the Downs. This line was opened in 1841. In 1856, a branch from it was opened with the support of the South Eastern Railway from Purley along the Caterham Valley and shortly afterwards, between 1858 and 1860, the railways forming the London Chatham & Dover Railway main line were opened along the northern fringe of the area through Beckenham and Bromley. The main line pattern was completed with the S.E.R. Lewisham to Tonbridge cut-off line, opened to Chislehurst in 1865 and throughout in 1868. This had a ruling gradient of 1 in 100 to reach the summit at Polhill Tunnel.

In 1863 the Beckenham, Lewes and Brighton Railway was promoted with the support of the L.C.&D.R. and the S.E.R. (cooperating for once) to give an alternative route to Brighton. Starting from junctions with both railways in the Beckenham area, it was to pass West Wickham and Hayes before taking a southerly course to Tatsfield, and on to Limpsfield, East Grinstead and Lewes. An Act of Parliament was obtained in 1866 but before construction could be started the financial crisis of that year resulted in the virtual bankruptcy of the L.C.&D.R. and a territorial agreement between the S.E.R. and L.B.&S.C.R. and the project was abandoned. A scheme of more local interest, proposed in 1865, was the West Kent Railway, which was to have started with a junction with the L.C.&D.R. south of Penge and run through Eden Park and West Wickham to Keston. Here there was to be a branch to Farnborough, while the main line continued south to Titsey. Another proposal for a competitive Brighton line, the Metropolitan and Brighton Railway of 1875, would have followed a similar course to the Beckenham Lewes and Brighton between

Beckenham and East Grinstead. In 1879, the Shortlands Knockholt and Otford Railway was prompted by local landowners with active support from the L.C.&D.R. This would have left the L.C.&D.R. main line near Shortlands and run through Hayes, Keston, Downe, Cudham and Knockholt to terminate in a cutting 74 feet deep at Knockholt Pound. Although ostensibly a local line, it is clear that the L.C.&D.R. hoped to extend it across the Darenth valley to join their Otford to Maidstone and Ashford branch, giving an alternative route to Folkstone. This connection would have needed some heavy engineering works; it is interesting that the newly-formed S.E.&C.R. Managing Committee considered a rather similar link, from the south end of Polhill tunnel on the S.E.R. main line to a point between Otford and Kemsing on the L.C.&D.R. Maidstone branch, in 1899 but evidently did not consider the expense justified. The Shortlands Knockholt and Otford Bill was rejected and the landowners turned to the S.E.R. for assistance, with the result that the Hayes branch from Elmers End on the Addiscombe Road extension of the S.E.R. Mid-Kent line was opened in 1882. Meanwhile, south of the North Downs scarp, the S.E.R. Westerham branch had been opened in 1881.

As a countermeasure to the S.E.R. threats to Brighton during the 1860's, the L.B.&S.C.R. had obtained powers for the Surrey and Sussex Junction Railway from Croydon to Tunbridge Wells. Although some work was started on this, the 1867 agreement with the S.E.R. and the Brighton's own financial difficulties led to its cessation. In 1878 the project was revived, this time jointly with the S.E.R., and the Croydon, Oxted and East Grinstead Railway and this was opened in 1884. From a junction with the Brighton main line at South Croydon it climbed at about 1 in 100 for some six miles (including the half mile Riddlesdown Tunnel) to a summit north of Oxted Tunnel. The Woodside and South Croydon joint line was opened in 1885 from Woodside, on the S.E.R. Addiscombe Road branch, to a junction with the Croydon and Oxted at Selsdon Road (where a new station was opened). The object of this line was to provide the S.E.R. with an alternative access to the Oxted line and it completed the railway network in the area.

A Bill in the 1895 session for a Hayes and

Farnborough Railway sought powers for a short branch from the L.C.&D.R. at Bromley to Hayes Common and Farnborough, competing with the S.E.R. Although it was rejected at an early stage, it is clear that the old rivalry between the two companies was not dead and that there was still talk of invasions of other companies' territory and of blocking lines to protect ones own. It was against this background that a company entitled the Orpington Cudham and Tatsfield Light Railway Co. Ltd. was incorporated in November 1898. The nominal capital consisted of 1,000 £1 shares, of which only seven were issued, to William Pritchard, a Cheapside solicitor, and six of his clerks, but the objects were less modest, viz:

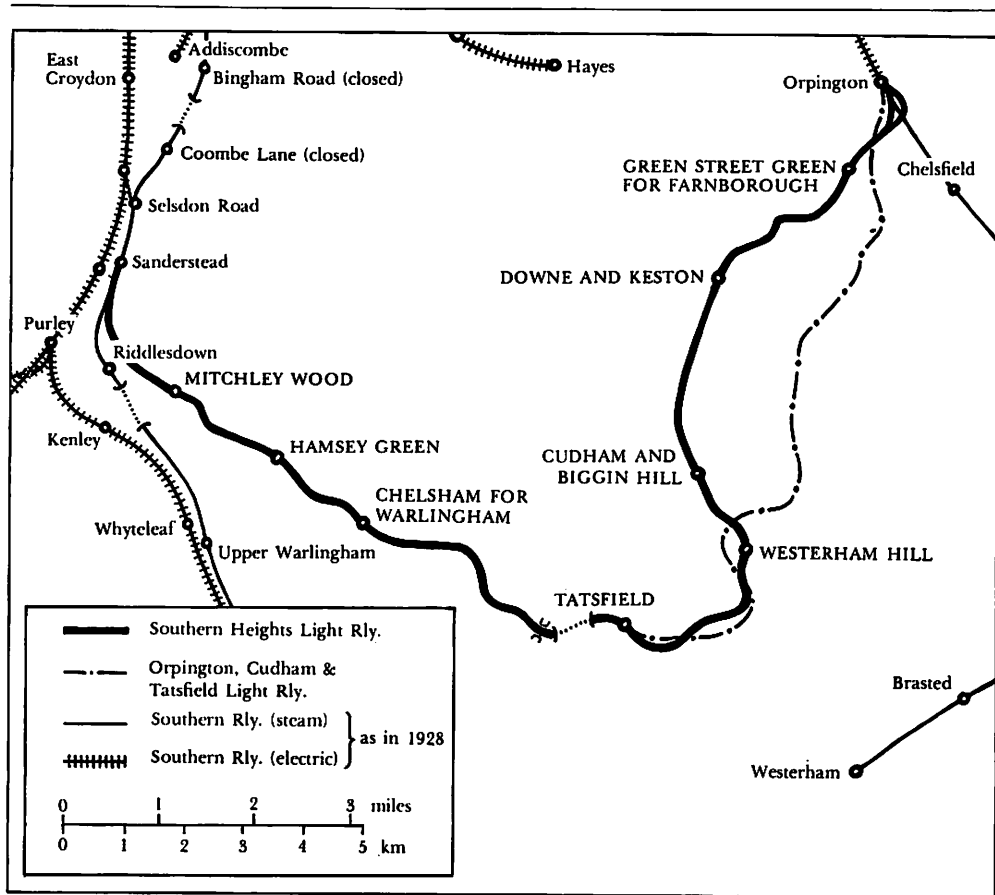
1. To construct, purchase, lease or otherwise acquire any light railway or tramway in the counties of Kent, Sussex, Surrey and the adjoining counties.
 2. To equip, maintain and work all light railways and tramways belonging to the Company, or which this Company may possess a right to run over and work.
- And so on.

Two days after incorporation, this rather unlikely sounding company filed an application for a Light Railway Order for the construction of a standard gauge line some $7\frac{1}{4}$ miles long from the S.E.R. at Orpington; the engineer was H. F. Stephens, then corresponding from an office at 6 Old Jewry, London EC. Application for a Light Railway Order in the name of a limited company was a somewhat unusual procedure and was to create difficulty; it was usual for powers to be sought either by individual promoters or by an established railway company.

The line was to run south from Orpington along the Cudham valley and for the first $2\frac{1}{2}$ miles was relatively level. A continuous 1 in 40 gradient for the next $2\frac{1}{2}$ miles then took it on to high ground, to which it kept for the last $2\frac{1}{2}$ miles of winding and undulating route to Tatsfield. In all, over the half the line was to be at a gradient of 1 in 50 or steeper, and the Board of Trade commented that this would make working difficult and some special regulations regarding the brake power on goods or mixed trains might be necessary. For this reason also, a proposal by Stephens that continuous brakes should be required only for trains with more than three passenger vehicles was rejected. (The same proposal was made and rejected in the case of the virtually flat Sheppey

Light Railway.) No stations were shown on the plans submitted and their siting would have been difficult. Presumably a station for Cudham would have been provided at about 4 to $4\frac{1}{2}$ miles, on the long 1 in 40 climb, and this is no doubt why Stephens requested powers to deviate from the line shown in the plans provided the gradient did not exceed 1 in 30. This request was also turned down by the Board, who considered that it should be possible to provide level sections for stations within the limits of deviation without increasing the ruling gradient beyond 1 to 40. The estimated cost of construction appeared high at £69,254 and the Board considered the proposed share capital of £80,000 with powers to borrow an additional £26,700 "quite outrageous".

A public enquiry was held by the Light Railway Commissioners at Orpington on Thursday 2 March 1899. There was a certain amount of opposition from some local landowners, such as Sir John Lubbock, although Lord Stanhope and others were in favour. Objections were also raised by the St. Joseph's Orphanage at Farnborough who were concerned at the loss of their playground to the railway and the possibility of wagons of manure being left in sidings adjacent to the premises; assurances were given by Stephens that appropriate deviations would be made. The most serious ground for objection was undoubtedly the fear that if the powers were granted the company would lack the financial resources needed to complete construction. William Rigby, the railway contractor, who was described as one of the promoters of the scheme (although the application was in the name of the limited company and he had no shares in that) said that he thought there would be no difficulty in raising the money required and that a Mr. Willis of the S.E.R. had agreed that the company would work the line. In view of this and the fact that several of the landowners approved and were prepared to sell land for the railway on favourable terms, the Commissioners decided to grant an Order on condition that suitable persons were nominated as Directors of the company to be incorporated under the order. This condition caused considerable delay but in January 1901 the promoters stated that Thomas H. Fox and Richard Jones had consented to act as Directors. Mr. Fox was owner of a large brewery in Orpington and Chairman of Farnborough Parish Council and had supported the scheme from an early stage and Mr. Jones, of East Wickham House, Welling,



had been one of the promoters of the Bexley Heath Railway and so was presumably practised in the art of haggling with the S.E.R.!

The Orpington Cudham and Tatsfield Light Railway Order was confirmed on 10 June 1902. It provided for a line 7 miles 3 furlongs 5 chains in length, the last quarter of a mile at Tatsfield having been abandoned. Maximum axle load was 14 tons and a 25 mph speed limit was imposed, with lower limits of 20 mph on gradients steeper than 1 in 50 and 10 mph on curves of less than 9 chains radius. Rails were to be at least 60 lb 3yd and check rails were required on all curves sharper than 9 chains. The three public road level crossings were to be gated. Clauses were included for the protection of the S.E.R., the Earl of Derby (who had the right to have a siding built for him), A.C. Norman of Tubbenden and the St. Joseph's and

St. Anne's Orphanages. The Board of Trade "intimated to the promoters that they must expect, owing to gradient &c., in this case rather a more serious inspection of the line than usual and they were advised to ascertain the requirements of the inspecting officer in beforehand".

It is interesting to consider how the S.E.R. might have operated this line had they ever been called upon to do so. Although a number of suburban trains terminated at Orpington, especially after 1905 when the main line was widened to four tracks as far as that point, axle load restrictions and short platforms would have favoured a self-contained service. The S.E.R. was poorly provided with small tank engines and worked most of its branch lines with elderly tender engines but the O.C.&T.L.R. Order (like many others) stipulated a 15 mph

speed limit for tender locomotives running tender first (many S.E.R. branch termini had turntables but there is no indication of an intention to provide one at Tatsfield). Of the ex-Chatham types available to the S.E.&C.R. the rebuilt "Sondes" class 2-4-0 tanks would have been acceptable (two worked the Sheppey line when it opened) and the "Scotchmen" class of Martley 0-4-2 well tanks would also have been just within the limit with reduced coal and water capacities (546 of this class was used on the Hawkhurst branch with its 1 in 60 gradients). The combination of gradient and axle loading would certainly have proved a severe test for steam traction in any form and the thought of this might well have inspired a forward-looking engineer such as H. F. Stephens to consider other types of motive power.

The period set in the L.R.O. for the compulsory acquisition of land was two years with a further two years for construction. The powers lapsed with no attempt to make use of them and the promoters did not apply for an extension of time. It may, perhaps, be assumed that the line was originally promoted with the object of selling the powers to the S.E.R. as a blocking

line against L.C.&D.R. attack. It was too late for this as the S.E.R. and L.C.&D.R. had formed a working union in 1899 and the Managing Committee had enough difficulty in coping with existing competitive lines of doubtful profitability without adding to their number. In the absence of such support, neither contractors nor landowners felt able to invest in the scheme. By 1905, letters from the Companies Registration Office to the Orpington Cudham and Tatsfield Light Railway Co. Ltd.'s registered office were being returned marked "not known" and in November 1906 the company was dissolved. It only remains to add that although in this case Stephens was acting only as engineer and had no financial interest, the failure of the promoters to complete the line was remembered by the local people and was held against him when he put forward his next railway scheme for the district, the Southern Heights, nearly 25 years later.

Tom Burnham

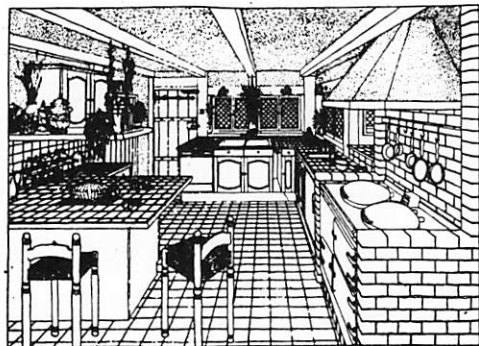
Sources: Public Record Office File MT 58 160. Companies Registration Office File 59,554 (in P.R.O.). Bromley District Times, 3 March 1899.

(to be continued)

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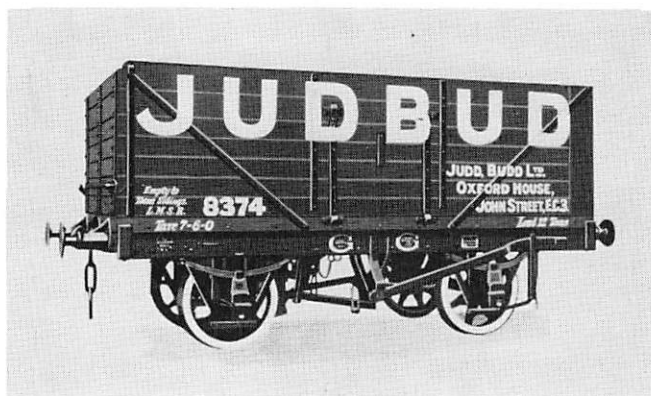
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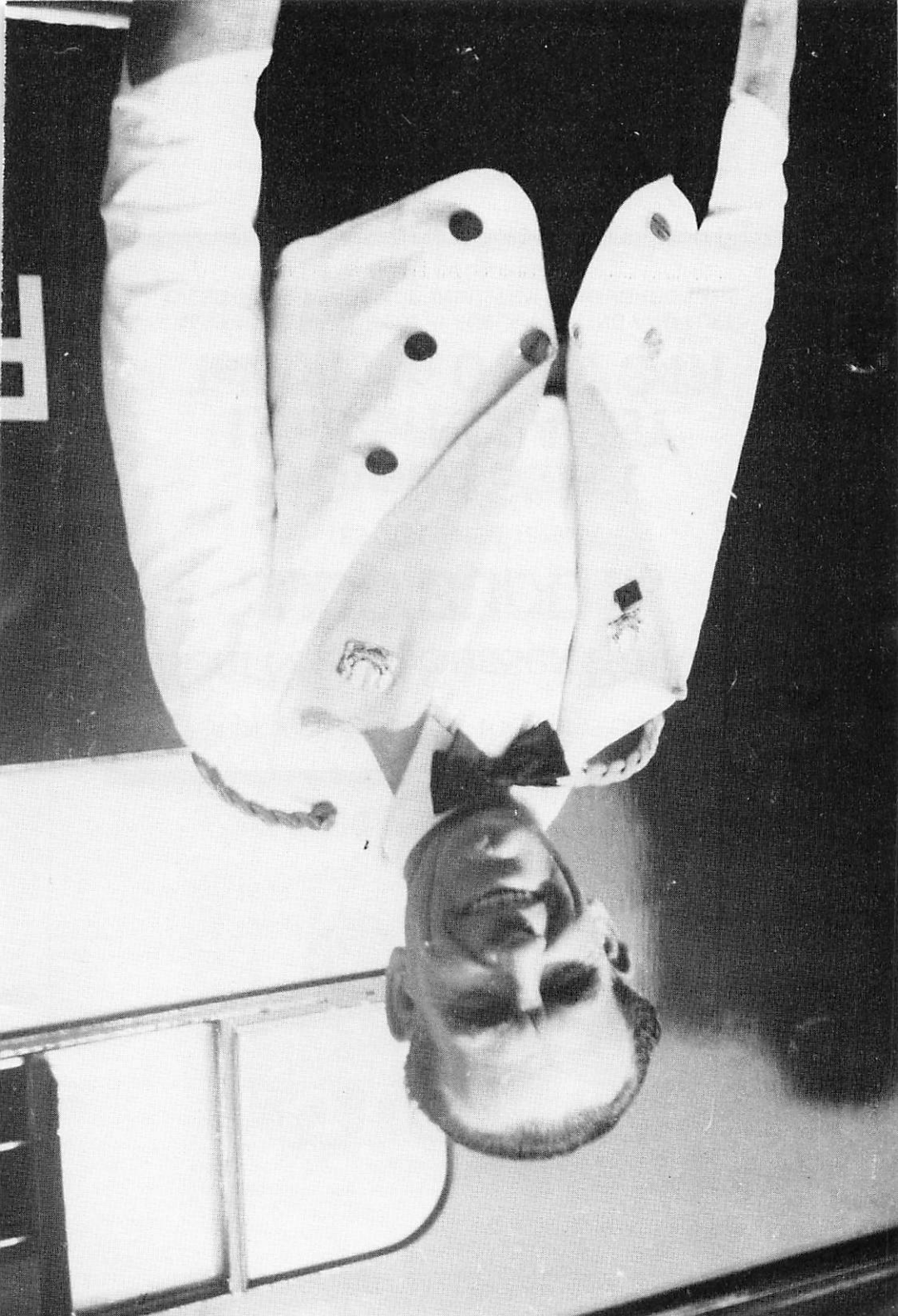
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George Hubbard recalls his life and times in railway catering, much of which was spent in the service of the Pullman Car Company, where he became acquainted with K.&E.S.R. pullman cars, 'Barbara' and 'Theodora'.

I was born into a railway family; both my father and grandfather had worked for the London, Brighton & South Coast Railway and when I left school at the age of 14 in 1925 I was determined to follow in their footsteps. I had originally intended to become a signal lad on the Southern Railway, but I failed the necessary eyesight test and it was only as second choice that I decided to enter railway catering. Accordingly, I joined the Pullman Car Company in May 1925 at the Grosvenor Road depot, Victoria, as a pantry boy. At first this did not involve direct contact with the public, as my duties were confined to the kitchen – washing up, cleaning brass and silver and odd jobs including replenishing the specially insulated cold cupboards with ice; these were the days before trains contained refrigerators. Pantry boys did not wear a full uniform although a waistcoat was provided and being rather short I remember that I had to obtain an orange box to stand on in order to reach some of the high storage shelves in the kitchens. All the menu dishes, including sauces, were prepared in the cars themselves from basic raw ingredients and cooking was by coal gas, supplied by the Southern Railway from tanker wagons. The gas was pumped directly into underfloor containers on the cars and was a source of friction between the two companies in view of the high prices charged by the Southern for providing this essential service. Many years later they were converted to use propane in cylinders, much to the annoyance of the Southern.

The Pullman Car Company was operating between 300 and 400 cars throughout the country at this time and the organisation was administered by a small staff of about 12 from offices in Victoria. In addition, there was a depot at Battersea and workshops at Preston Park, near Brighton. In those early days I usually found myself rostered on either the Victoria to Dover or Folkestone boat trains. One of the crack trains of the time, second in importance only to the 'Golden Arrow', was the 1.50pm to Folkestone harbour, which usually contained 4 pullman cars, including 2 kitchen cars and 2 parlour cars. The staff consisted of the conductor, 6 attendants, 6 junior

attendants, 2 chefs and 2 pantry boys, serving a 6 course dinner for up to 100 covers. As the journey time was quite short – just 78 minutes, serving of the courses had to be carefully timed and we used to monitor this by observing the various points through which the train passed.

After about a year I was upgraded to a junior attendant and this entitled me to a uniform and also brought me into direct contact with the public, serving vegetables and seeing to passengers' general needs, such as helping with the loading and off loading of luggage into the vestibules. Tips were very good, even for a junior and frequently amounted to a pound a day so that I often found at the end of the week I had earned more than my father.



<The author at Charing Cross, c.1959/60.

The author, a junior attendant, c.1926.

My first introduction to the Hastings line was in September 1927, when I was rostered for a chartered golfing excursion train to Hastings. This consisted of completely non-vestibuled stock – a South Eastern & Chatham 'birdcage' three set with the pullman in the middle. The six Hastings pullman cars were unique in that they were painted in Chatham maroon livery despite being owned by the Pullman Company, although the S.E.&C.R. did have similar vehicles of its own, which were used as club cars. At this time, they were first class only and each contained 20 seats. In 1929 I was promoted to attendant given a bill book and put in charge of a complete parlour or group of customers. I was known as a 'Spare Chap', which meant that I was not allocated to a particular service, but available for transfer as and when required. This gave me a job of considerable variety over the next five years and I can recall a number of interesting workings with which I was involved. On one occasion a special pullman was chartered for the gala opening of the news theatre at Victoria station, to which many personalities were invited. The train was required to remain in the adjacent platform but in order to comply with the licensing laws it was shunted continuously in and out of the station whilst drinks were being served. Later on in the evening seats were taken out so that dancing could take place in the saloon. On another occasion in 1932 I was summoned to Victoria at 10.00 pm one evening to work an "endurance special". This involved travelling to Brighton and back six times continuously over a twelve hour shift to test a new corridor train, which included a pullman car. My job was to serve hot drinks and snacks to the various engineers and officials who were travelling and it was almost as great a feat of endurance for the staff as it was for the train.

There is no doubt in my mind that the 1930's were the heyday of the pullman services. Foreign travel was expanding and all the well known travellers of the day went by pullman in the boat trains, including the ocean liner specials. I well remember serving the Prince of Wales, later Edward VIII, during his journeyings between Victoria and Dover en route for France; he always arrived in a great hurry at the last possible moment and occupied the same four seat compartment coupe. On some Saturdays I was required to work on the two non-corridor Pullman cars 'Galatea' and 'Mayflower', operated by the Metropolitan Railway on trains between Charing Cross and

Aylesbury. This included a section of the inner circle and it was an anomaly even in 1932 to serve afternoon tea in such splendid immediate surroundings, against the drab background of the underground. These trains continued to operate right up until the outbreak of war in 1939.

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Hastings Weekday Menu, c.1930.

In 1934, I was promoted to 'Attendant In Charge' – a position between that of Attendant and Conductor which gave me the added responsibility of stock control as well as a greater degree of table supervision. This signalled the approach of my period of almost continuous service on the Hastings line, which

spanned over 40 years. There were six Pullman cars on the Charing Cross to Hastings route in 1934, of which four were always required in service. Originally built as first class vehicles, by this time they had been converted into composite cars seating 12 first class and 11 third class passengers. My usual roster included only one return trip from Hastings, because as first man on duty I had to supervise the loading off all cars as well as roster staff. At the outbreak of War in September 1939, the decision was taken to curtail all on-train railway catering and I was given one week's notice of the termination of

my employment. However, this was almost immediately rescinded and in October I was reinstated and continued to work on the Hastings and Kent Coast services. The cars were fitted with plywood window panels and hence there was no problem with lights remaining on during the blackout period. I remember on one occasion at the time of the bombing of the London Docks, the train was stopped short at Grove Park and after transferring the customers a colleague and I spent the night in the train and consumed most of the contents of the liquor store!



*London to Hastings train at Grove Park, 1938. Locomotive is 'Schools' class No. 938 'St. Olaves'. Second vehicle is possibly Pullman car 'Barbara'.
[O.J. Morris, Courtesy Lens of Sutton]*

In 1942 I joined the R.A.F. and returned to the Pullman Car Company in 1946. By then, much had changed on the Hastings line; three of the cars 'Camilla', 'Theodora' and 'Lacona' had reverted to their original role of first class accommodation only and had been transferred to the Southampton/Waterloo boat trains. This left the Hastings service with 'Pomona', 'Madeline' and 'Barbara'. The trains were downrated to third class only with no supplement and fitted with seats for hot meals and a bar counter for drinks and snacks. The names were removed, numbers substituted and the words 'Refreshment Car' painted along the sides. The original Pullman livery was retained until 1958 when the cars were repainted green. In this condition they ran until 1959/60 when steam services ended and multiple unit diesels incorporating buffet cars were introduced. The revised arrangement with British Railways was

that Pullman Car Company staff would continue to operate the new buffet cars and retain their uniforms, but I was given the opportunity to transfer to the Ore/Eastbourne/Victoria electric service which was still operated with a conventional Pullman car in the formation. However, I decided to remain on the Hastings line which I had known for so long and I was promoted to Conductor status in 1961. My continuity of service with the Pullman Car Company ended in 1967 when the company was finally absorbed into British Railways and I remained with my new employers on the Hastings line until retirement in 1975.

At the time of writing it was learned that the buffet car services on the Hastings line would be terminated in September 1980.



Wealden Pullman car 'Barbara' at Tenterden Station, 26 July 1980. (L to R): John Miller (attendant in charge), P. Gower (former Pullman Car Company stock controller), Mrs. Ivy Gower, Mrs. Marion Hubbard, George Hubbard, Doug Lindsay (conductor). [Donald H. Wilson]

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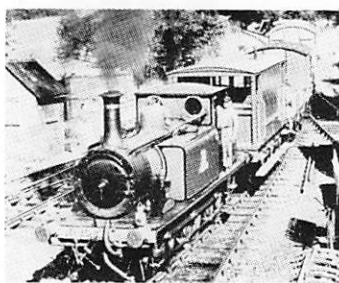
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