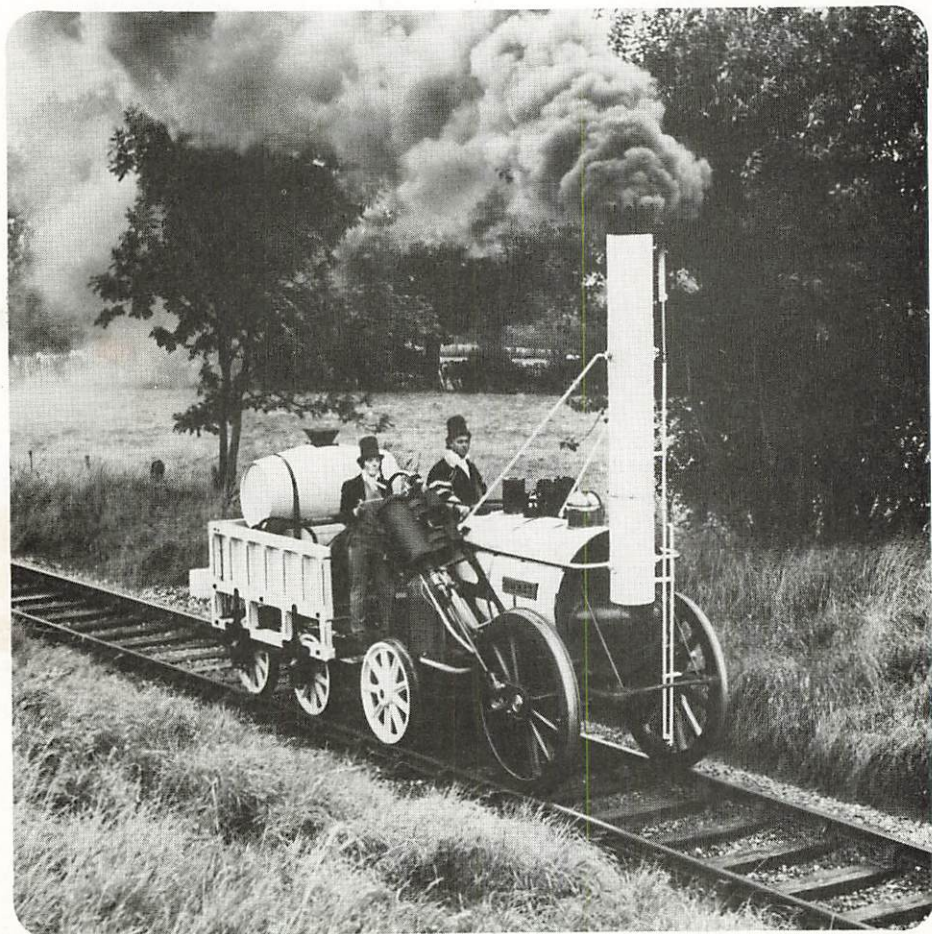


The Tenterden Terrier



Number 26

Winter 1981



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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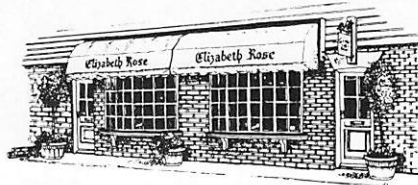
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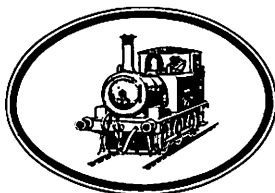
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The Tenterden Terrier



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Editorial

After the Storm was Over

The success of the Steam & Country Fair despite appalling overnight weather, a partially demolished marquee and several stands literally blown away, highlights the popularity of this annual event with the public, whatever the conditions. It is, however, worth noting that the planning for the Fair begins to take place almost a full 12 months beforehand and some 300 people are involved, all unpaid, to ensure that everything runs smoothly. Given the storm-like conditions of Saturday night it seemed possible that Sunday's Fair might even have to be cancelled. However at the crucial stage help was on hand with mopping up and laying straw and thanks to all concerned it was business as usual by 10.00 a.m.

The Fair is now becoming an established event in the Kentish calendar although the size and complexity of the arrangements are now so demanding that more than ever before goodwill will be necessary on the part of everybody – helpers, landowners and operators – if it is to be repeated in 1982.

Graphics by Vandyke Design
Printed by L & T Press, Luton
1981

FRONT COVER

*'Rocket' climbs Tenterden Bank on 19th
September 1981 (Brian Stephenson)*

© Copyright Tenterden Railway Company Ltd.
1981

Lineside News

Compiled by Paul Sutton

The appearance of "Rocket" and "Fenchurch" on the Railway during September proved a great attraction as the former is unique and in the case of the latter, it gave great pleasure to see a "Terrier" in action on our line again. The emergence of No. 25 "Northiam" into traffic in lined Rother Valley Railway livery is a refreshing change in locomotive colour schemes and should be a considerable draw for the public who are always looking for something new and different.

Locomotives

The highlight of the year was undoubtedly the Steam & Country Fair when four locos were in passenger service, including Fenchurch from the Bluebell Railway; in addition the Rocket replica was in action at Tenterden.

Motive power for service trains this season has been provided by Nos. 22 and 23, the former giving minor trouble recently and the latter requiring only routine maintenance.

"Maunsell" will shortly have some attention paid to its valves and "Holman F." was withdrawn during October for the annual visual boiler inspection.

No. 25 entered public service over the Steam & Country Fair weekend and gave an excellent account of itself. Despite very hard work by some of the Rolvenden staff, it is still short of a final top coat of blue on the saddle tank. Full lining out in the old Rother Valley Railway livery of red and white will be done professionally, paid for by its owners. As it has been fitted with steam heat no doubt it will be earning a mince pie or two during December and perhaps work some of the special trains ordered for November. It will be named Northiam (the plates are already fixed on the tank) at a suitable opportunity at the start of next season's operations, possibly Easter. A firm date will be given in our next edition.

No. 12 "Marcia" has again provided the Railway with invaluable publicity by attending many functions and has, throughout the Summer, had a permanent home on our low loader trailer. Thanks are due here to H.E. Woodcock Ltd. of Headcorn for providing, at virtually no charge, a tractor unit, which was driven by Loco Department member David Brailsford. He must be about the only regular volunteer on the line with an H.G.V. 1 licence.

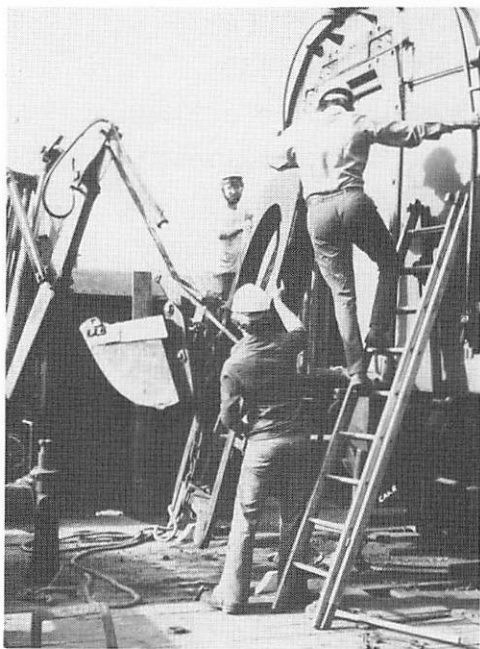
The dismantling of "Sutton" is now well under way with the side tanks, chimney, pipework

and front half of the cab, already taken down. Preparation is going ahead for the removal of the boiler lagging. Help with the loco has been given by personnel from H.M.S. Churchill which is undergoing a refit at Chatham.

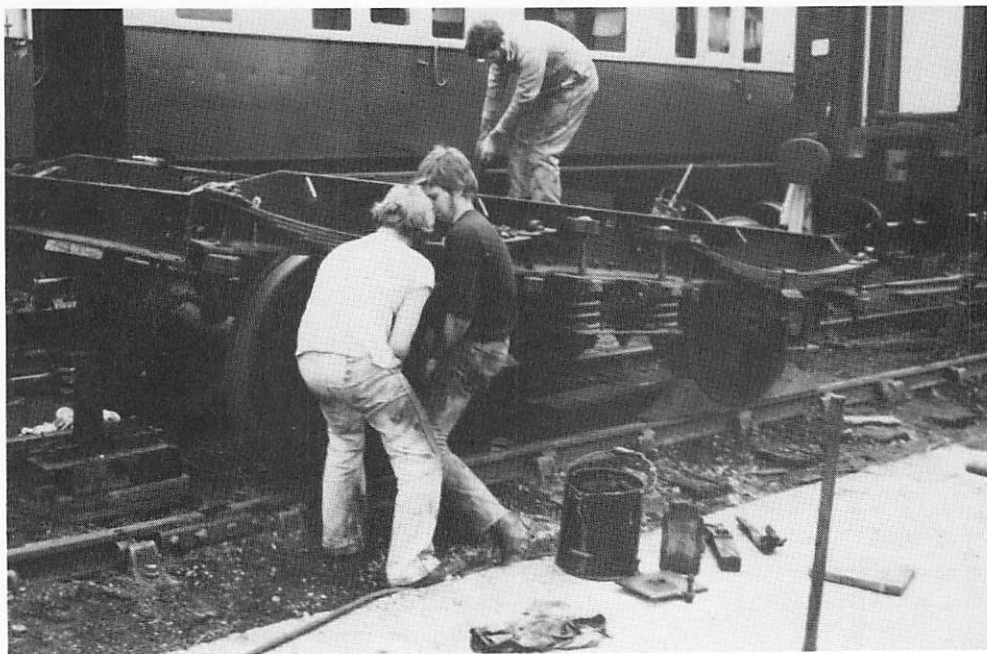
As reported in the Summer 1981 edition, No. 24 is out of traffic awaiting a ten year boiler examination and a start has been made on reducing the engine to its components parts.

Following the Annual General Meeting in July, it was wholeheartedly agreed that the G.W.R. Railcar should stay on the line and its continued restoration will be supervised by Bob Jones.

Since the cladding to the final extension of the loco shed was completed, attention has turned to the inside where a major part of the wiring has been finished and all the machines positioned and most of them wired up. The end of the building next to the level crossing is going to be enclosed in brickwork and a pair of



*Fitting the corridor connection on to R.U.
No 69, 14th July 1981
(Tenterden Carriage & Wagon Group)*



*Axle Box inspection and bogie adjustment on R.U. No 69, 25th July 1981
(Tenterden Carriage & Wagon Group)*

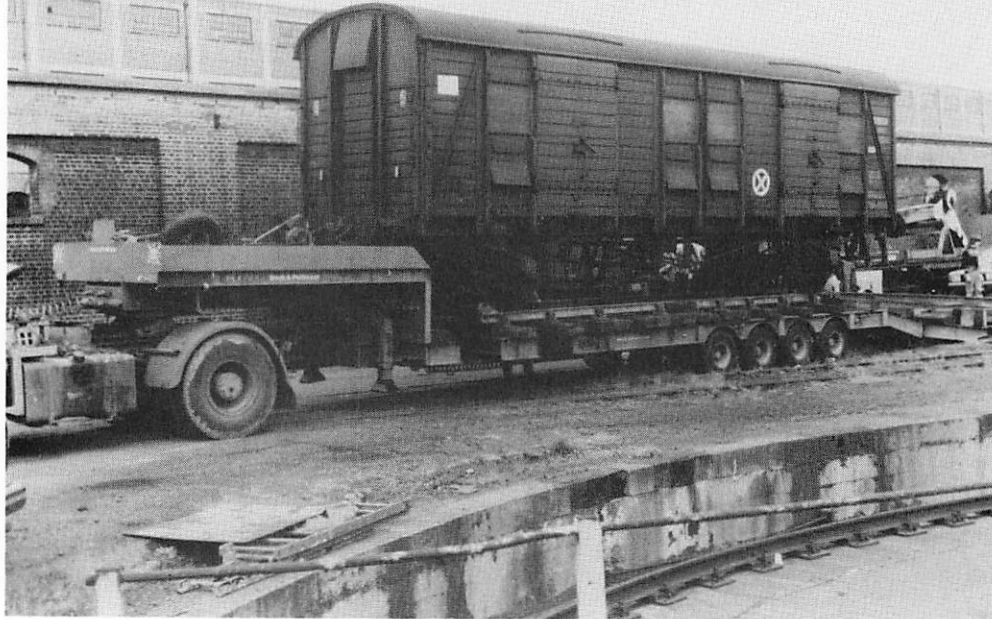
wooden doors fitted, giving a more attractive appearance to a structure which is otherwise entirely functional.

Carriage and Wagon

After many months of hard work, Dining Car No. 69 entered service in the Wealden Pullman on Saturday, 1st August, looking immaculate both inside and out. Much intensive work had been carried out prior to this. Final painting and lettering having been completed during the weekend of 18th/19th July under a plastic "tent" as the weather was being its normal self again. Internal varnishing had been finished by David Dine burning weekday midnight oil. The following Saturday and Sunday saw both ends of the vehicle lifted and the bogies run out so that the pivot castings could be changed – the originals being broken on arrival; the remaining brake rods were refitted and the bolsters adjusted. The interior was completed by Doug Lindsey and the refurbished tables put back, the final touch being provided by Tracy Ramsden who made new sets of curtains. Lastly, on the outside, Wealden Pullman destination boards were fitted.

The recently arrived ex L.N.E.R. box van has had its roof recovered and several end and side boards replaced. Both doors have been adjusted and painting has been taken as far as the undercoat stage.

Work started on the renovation of the Mk.I B.S.O. No. 73 on Sunday 2nd August. Both sides were stripped back to bare metal which was a more arduous task than at first thought as most of the paint was so hardened and old it had to be ground off. This inevitably revealed several bad patches of rust, along the bottom of the side panels, which then had new pieces welded in, filled and ground off flush; the whole vehicle has been primed and painting was due to be completed by early November. Three passenger doors and both sets of luggage doors were replaced – an awkward job as no two Mk I doors measure the same. Internally, the ceiling has been repainted and passenger area woodwork rubbed down and revarnished. Two internal panels have been replaced and all the seats and tables refitted. The toilet plumbing was overhauled and the W.C. reassembled and tested.



P.M.V. S1808 loaded up at Bricklayers Arms, 30th May 1981. Note turntable in the foreground, which is still in use

(John Liddell)

S.R. 4 wheeled Van
Type: P.M.V.
Built: November 1942 to Diagram
3103 Lot No. 119
B.R. Number S 1808
Condemned at Bricklayers Arms
Depot, London January 1980
To K & E S R 30th May, 1981
as No. 74

During May a P.M.V. arrived which, when converted, will serve as a stores and staff support vehicle attached to the Wealden Pullman. It is in excellent condition having received a C2 overhaul at Doncaster in June 1979 and then condemned along with several hundreds of its type when B.R. started to wind down its Parcels service.

Plant

As from January 1981 David Dowdell took over the duties of Plant Manager, assisted by Mike Artlett, Boris Perkins, Scott Wilson and Julian Mills.

The first job undertaken was the removal of the engine from the Wetherill Hydraulic Loading Shovel. The engine was stripped down, completely overhauled and reassembled. At the same time front and rear lights were fitted as well as new instrument gauges to the

dashboard. The whole electrical system was rewired. About this time a new engine liner had to be fitted to the Nuffield 465 tractor, which involved a considerable amount of work.

During the rest of the closed season, members of the Plant Department assisted the Permanent Way members with the loading of ash and ballast. Help was also given with the laying of a point at Wittersham Road and the removal of track from Batchelor's Yard at Ashford.

Responsibility has also been assumed for the maintenance of the Permanent Way plant. The mobile air compressor unit was given a thorough service and a new governor will be fitted to the engine. The rail saw was thoroughly checked and serviced as was the Kango generator and wiring faults were corrected. The chair screw knurdler requires a new carburettor unit to be fitted before it can be operational again.

The Nuffield tractor has had the brakes overhauled and a broken weight has been replaced by a new and more efficient one. The headlights and wiring harness were replaced after being burned out by an electrical short. The fuel tank has suffered serious damage and will require replacement, as will the exhaust pipe and manifold. The Maidstone Area Group has recently purchased a second-hand trailer

for use with this tractor. The greater part of the body woodwork has been replaced and a new tail-gate has been made. A braking system has been fitted and the trailer is now fully operational after repainting.

Other departmental work has included the near completion of Ford motor trolley 7438, following 9 months work by Nick Wellington; 7438 was built by D. Wickham & Co. of Ware in 1956 for the Ministry of Supply where it worked until the early 70s before coming to Tenterden and giving good service in the reopening of Wittersham Road. General wear and tear, unreliability and other defects led to the necessity of repairs. Thanks must also be extended to Adrian Landi, Alan Jones and the Carriage & Wagon Department for their invaluable help and assistance.

Alan Jones has carried out repairs and repainting to "Doug" our J.A.P. engined dumper truck. This now looks very smart in Plant Yellow with black chevrons. Autumn work will involve completion of a full overhaul of a 1951 petrol-electric DC welding set for the C & W Department and intermediate repairs and servicing to the ex L.N.E.R. J.A.P. V-twin engined motor trolley.

The Department is continually being called upon to carry out other repairs to various items of equipment at short notice in order to keep them operational. Thanks must be given to all those members who have worked so hard and given so much of their time to enable maintenance to be carried out efficiently.

Permanent Way

During June and July Wittersham Road loop was lifted, packed, and the surplus ash removed. The first siding at Wittersham has now been commissioned and will accommodate a maximum of five wagons at present. It will be extended when time and materials permit. Work has continued at the same site on tidying the Department's stock of materials and improving the access at the top end of the depot, pending delivery of large quantities of sleepers for the Northiam Extension.

Dave Levett and Paul Hatcher (our two full time employees) have been attached to the Department since 1st August and their efforts at lifting and packing have greatly improved the riding qualities of the permanent way!

The East Kent Group has started lifting and packing the track between the cutting below

Cranbrook Road and Harpers curves. Prior to this their efforts were directed to tidying the cesses and re-keying. Following the advertisement for staff in the July *Rooter*, Ray Heads has been appointed Drainage Supervisor and Glen Allen in charge of Wittersham Road depot. Unfortunately, there are as yet no applicants for the other positions, the filling of which are vital to the continued progress of the Department and therefore of the Railway.

A warm welcome is extended to new members Willie Fyffe and John Jefferies whose efforts up to now are very much appreciated. Mention must also be made of Daniel Payne, a student member from Stevenage who spent at least 3 weeks of his Summer vacation working on the railway, mainly ditching and keying and latterly, assisting Messrs. Levett and Hatcher with packing.

With the Winter maintenance programme fast approaching, together with the work on the Northiam Extension we will need even more volunteers – so please keep coming!

Signals & Telegraph

In addition to further woodwork on the signal box, more wires have been run out from it and a good start made by Kevin Fulcher and Paul Vidler on the mechanical interlocking and also by Peter Lawrence on the electrical locking fittings. The set of Electric Key Token Instruments, together with an intermediate instrument at Rolvenden have been tested ready for the start of token working between Tenterden and Wittersham early next year. A key lock pattern lock has also been fitted to Rolvenden B ground frame by Roger Rowe.

On the telecommunications side, the further pair of wires is being run back to Rolvenden from Wittersham Road, where a multi-core cable has been installed to carry telephone and signal repeater circuits for the new installation. Bill McNair continues his renovation of the former Herne Bay lever frame and would like to hear from anyone with records or recollections of its earlier days.

Clearance

Clearance of the section of track from Wittersham Road to the Hexden Bridge should be completed before Christmas. Work will then continue towards Northiam or, if the Board requires it, on the proposed extension of the head-shunt at Tenterden.

East Peckham Scouts camped at Wittersham

Road for a week during August and burned a lot of undergrowth that had previously been cut. Maidstone St. Luke's Scouts have also made several visits doing a similar job. A party of about 5 volunteers, led by John Green of West Malling has taken over the Wittersham Road to Newmill Bridge section and already made a good start on tidying up the trackside from Wittersham.

Regular members of the Clearance Department again did sterling service at the recent Steam & Country Fair supervising traffic and organising car parking—a not inconsiderable task in view of the number of vehicles involved and the difficult ground conditions.

Building

During the last four months work has continued with re-hanging the level crossing gates at Rolvenden with assistance from the Loco Department; the job is now nearing completion. If readers are thinking that this "little task" has become a somewhat lengthy

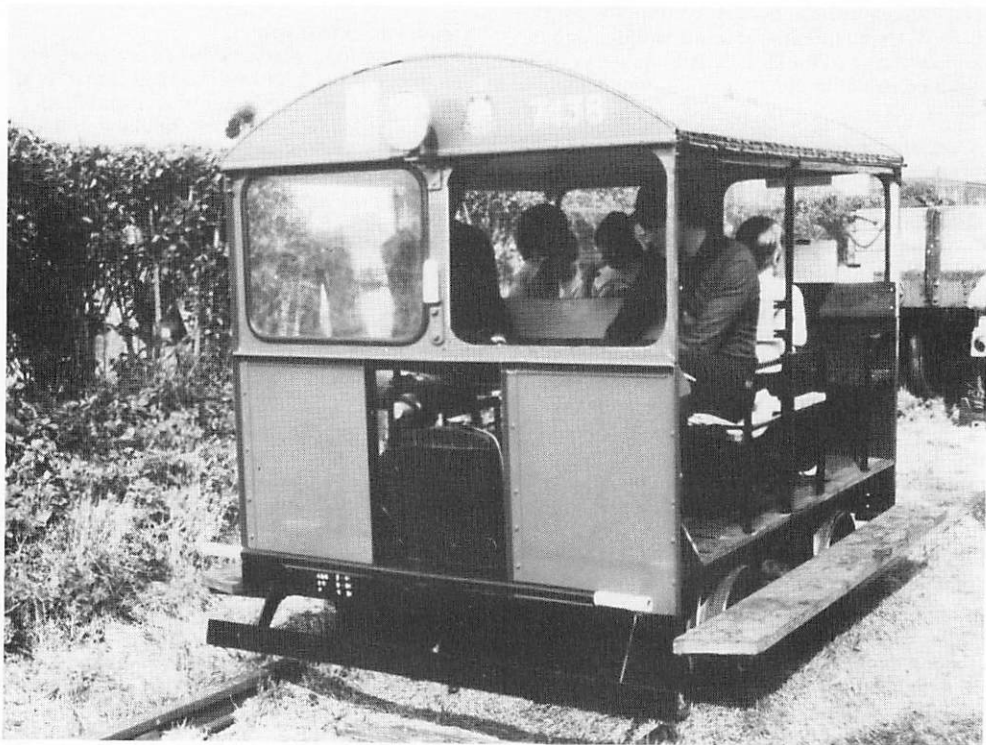
saga, it should be remembered that the Building Department normally consists of two people, namely Dave Stubbs and his brother-in-law.

The Department has now assumed responsibility for the continued construction of the Carriage & Wagon Shed. Assistance with this would be appreciated in what is now an under-cover job as the roof is complete, together with cladding on the side facing the prevailing wind.

A small, but very necessary job, which occurs annually is the installation of taps and sinks plus associated plumbing for the refreshment marquee at the Steam & Country Fair.

Membership

The membership total, just prior to going to press, was 2,260 with the renewal level averaging out at 85% through the year. Another encouraging aspect was the number of new members who volunteered their services to



Restored Wickham Trolley at Bodiam Steam weekend, 30th August 1981

(Paul Sutton)

help at the Steam & Country Fair—to all of them and everyone else who helped—many thanks.

Unfortunately, subscriptions for 1982 have had to be increased. (Rates have remained unaltered for the last three years!) The new rates are:

Ordinary Membership	£5.00
Associate Membership	£2.50
Family Membership per person	£1.50

Tim Stanger, our Membership Director, is concerned that the increase will cause some people not to renew, and he does urge everyone to continue to give their support as, with the Northiam Extension starting to get under way and various other projects in the pipeline, every member, both active and passive is needed more than ever. A “fiver” still represents good value for money considering the three free trips on the line plus the magazines and newsletters, which would cost over £6 if purchased individually.

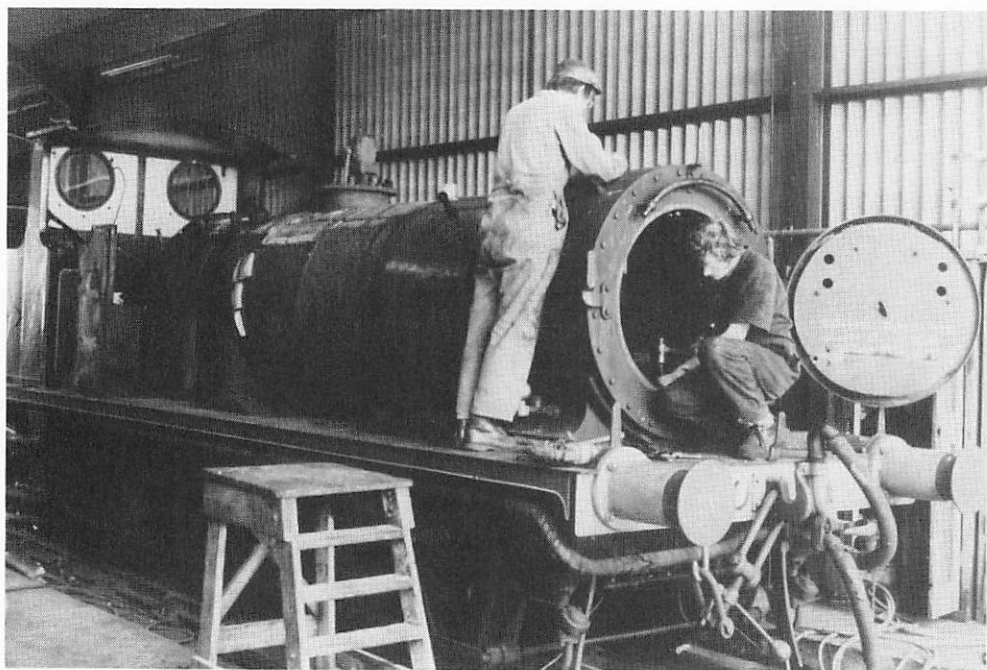
Marketing

This is one of the “background” departments which, during recent months, has achieved many successes for the Railway. Among these is better media coverage, agreement by the National Westminster Bank to sponsor the transport of “Rocket” to Tenterden and the involvement of the Woolwich Building Society which has agreed to give much valuable help with the school trains during the 1982 season. The committee was also instrumental in organising a group of local attractions which from the beginning of 1982 will be marketed under the title of “Seven Wonders of the Weald”. These are: K & E S R, Bodiam Castle, Great Dixter, Biddenden Vineyard, Scotney Castle, Woodchurch Windmill and Finchcocks at Goudhurst. The proposed scheme has had the full backing of the South East England Tourist Board and ensures that help is received towards publicity costs and gives tourists and visitors a wide choice of attractions in the area with details of all seven on one leaflet.



Vice-chairman Tim Stanger receiving the cheque for the cost of transporting 'Rocket' from Colin Ridgewell, Area Director, National Westminster Bank on 15th September, 1981

(Paul Sutton)



*Terrier No 10 'Sutton' being stripped down for examination at Rolvenden, 14th August 1981
(John Liddell)*

AREA GROUP NEWS

Ashford. In time for Christmas, the Group is offering for sale sets of 6 drinks coasters depicting K & E S R locomotives. These are photo-etched pictures on aluminium with a cork backing and at £2.50 per set, plus 30p postage and packing, they make attractive and ideal Christmas presents, which at the same time remind your friends of the K & E S R. Details from Eric Graves on Ashford 23687 or send your order with remittance to him at Wide View, Lenacre Street, Eastwell, Ashford, Kent.

The stall at the Steam & County Fair was well patronised and takings were approximately £450.

Group meetings are held on the third Wednesday in the month at the Centrepiece, Bank Street, Ashford at 7.30 p.m. and all are welcome. The next major event planned is the model railway exhibition on Saturday 6th March 1982.

Maidstone. As in previous years the

Maidstone and Ashford Groups combined to attend the Kent County Show; the stands were sited alongside one of the entrances, and with "Marcia" and the pump trolley in attendance and the model railway for children, all the leaflets were cleared during the 3 days and two new members signed up. Despite the rain, a net profit of just over £200 was realised.

"Marcia", the 'Never Stop Railway' and the sales stand attended the Boughton Monchelsea School fete. In the morning "Marcia" toured Maidstone and the high attendance at the fete was undoubtedly due to her presence. The pump trolley was also a great attraction. The Group helped to publicise Steam at Bodiam by gaining a mention for it on Radio Medway's "What's On" and the Steam & Country Fair by distributing posters to shops, offices and post offices in and around Maidstone. A window display was mounted in the Anglia Building Society opposite the G.P.O., featuring both events. One member loaned his 3½" gauge "Rocket" for the two weeks prior to the Fair and this proved very attractive. Once again

members played an active part in helping before, during and after the Fair and also in selling draw tickets.

On 19th August, the Group ran a special diesel railbus evening trip to Wittersham Road from which the railway profited by £24. The collection of waste paper continues, but transport to the depot is often a problem and a box trailer would be useful so that the paper would not have to be man-handled from the Iron Mink on to a lorry. If any member knows of a suitable trailer, please contact Alan Tebboth (Maidstone 676818) or John Liddell (Maidstone 37129).

The meetings at the Community Centre, Brewer Street on the last Thursday of each month continue to attract good attendances.

Sussex. The Bus Rally on 2nd August was a great success with vehicles attending from as far afield as Leicester and ranging from a 1928 trolley bus to a 1979 coach. The award for the best turned out vehicle attending went to a Leyland Titan PD3, formerly of Leicester City Transport. The proceeds from the rally (approximately £200) will go towards the restoration of Northiam station.

The Group also attended several functions in

the Eastbourne and Brighton areas publicising the railway. Regular working parties meet on the last Sunday in the month at Northiam Station to continue the restoration. During the Winter months a programme of meetings will be held at Westham Village Hall, Pevensy—full details are given in the *Rooter* Diary.

Surrey. Following Richard Halton's move to a new address even further outside the county from which the group takes its name, it seemed likely that fund raising activities would cease completely. For some time now the regular sales stand at rallies and exhibitions has been discontinued and the logistic and administrative problems of living in Reading and organising an exhibition in Guildford have forced the end of the highly successful (and profitable!) series of Holy Trinity Model Railway Exhibitions.

Recently, the group attended the Rushmoor traction engine rally in Aldershot with, as one member put it, "almost nothing to sell". The "nothings" sold very well in fact and £39 profit for the railway was the result. It is now quite likely that similar stands will be taken to a small number of rallies next year as long as sufficient, saleable items can be obtained. Most

The opening of Dexter Halt, 23rd May 1981

(Brian Stephenson)



popular are second hand books and magazines (either novels or transport interest) and ordinary household bric-a-brac (pottery, unwanted presents, ornaments, etc.) and if anybody in the Reading area has suitable material would they contact Richard Halton at 21 Lakeside, Earley, Reading.

Thameside The Group has been as busy as usual. The August 'Steam at Bodiam' event was most successful with the railbus service to Dixter proving popular again. Interestingly a large number of people used this service to visit the medieval house of Great Dixter—a good sign for the future. Thanks to all those who helped set it up, with the running of the event and of course with the packing up afterwards.

Work proceeds well at Resco's premises on the Great Eastern Railway 6w coach, Dave Stratton and Bob Gilbert being the leading lights on this project.

The last few meetings have been well attended; the usual format being a discussion about Group or K & E S R matters, especially any

forthcoming events or projects, and following a break a film or slide show on railway subjects. If you would like to attend a meeting—just turn up! Full details of meetings are given in the *Rooter* Diary, and any queries should be addressed to Neil Sime, 30 Edison Road, Welling, Kent, Tel 01-855 2926

Weald. Now that the purchase of the restaurant kitchen car "Diana" has been completed, the group has arranged for the dining chairs to be polished and re-upholstered by students at the London College of Furniture—for a cost of £422. The group will also pay for the cost of restoration, carried out expertly by Paul Ransden and other members of the Carriage & Wagon Department.

The Group's stall at the Steam & Country Fair, selling confectionery and bric-a-brac took £535, a record amount, of which £255 is profit.

A full programme of events for the Winter months has been arranged to take place at the Chequers Inn, Tonbridge on the second Tuesday of each month at 8.00 p.m. For details, please refer to the *Rooter* Diary.

FOR SALE



A unique opportunity to acquire the old K & E S R Station at BIDDENDEN, together with a four bedroomed, Grade II Period House, outbuildings and grounds extending to about 6 acres, including a section of former trackbed – now a tree-lined walk.

Offers in the region of £145,000. Viewing strictly by appointment with the owners in residence. Telephone Biddenden 291487.

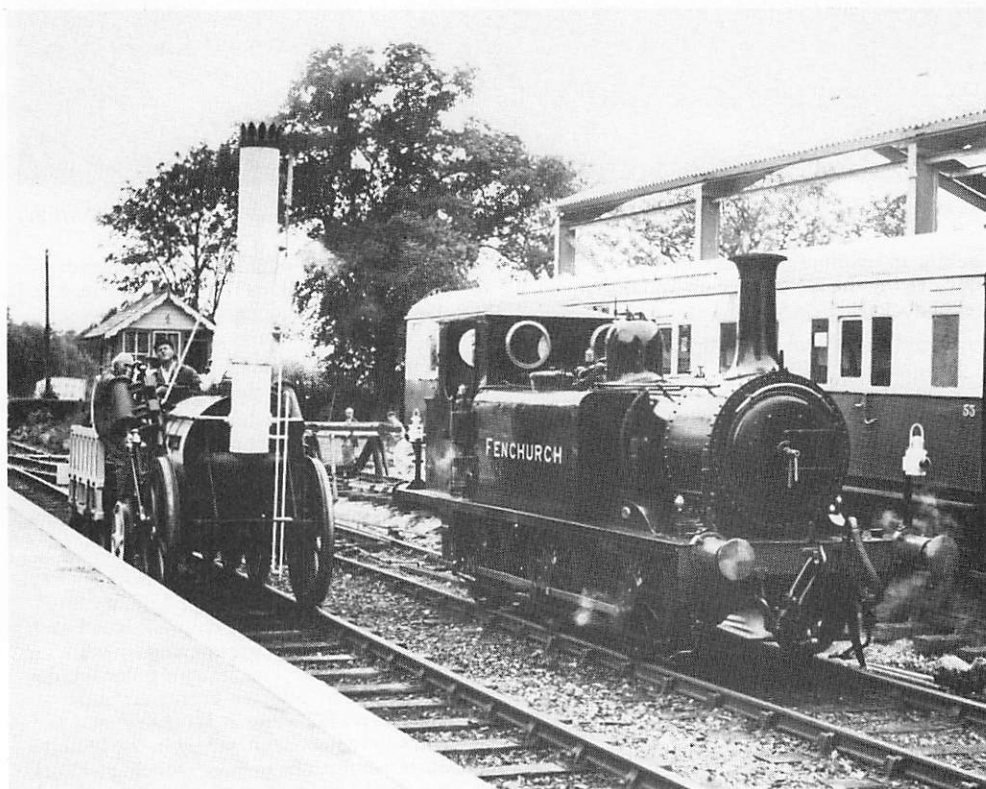
The Youngest Loco

One of the highlights of the Steam & Country Fair was the appearance of the working replica of "Rocket" loaned by the National Railway Museum. Contrary to fears about de-railments on K & E S R gradients and curves, it surprised everybody with a scintillating performance . . .

The idea of having the two year old replica of "Rocket" as the major attraction at the Steam & Country Fair was in fact explored last year, but proved impossible for the 1980 Fair. Indeed, it was well into early Summer before we received final confirmation that the locomotive would come to Kent this year. This was its first appearance in the South East of England apart from a brief sojourn in Hyde Park in 1979.

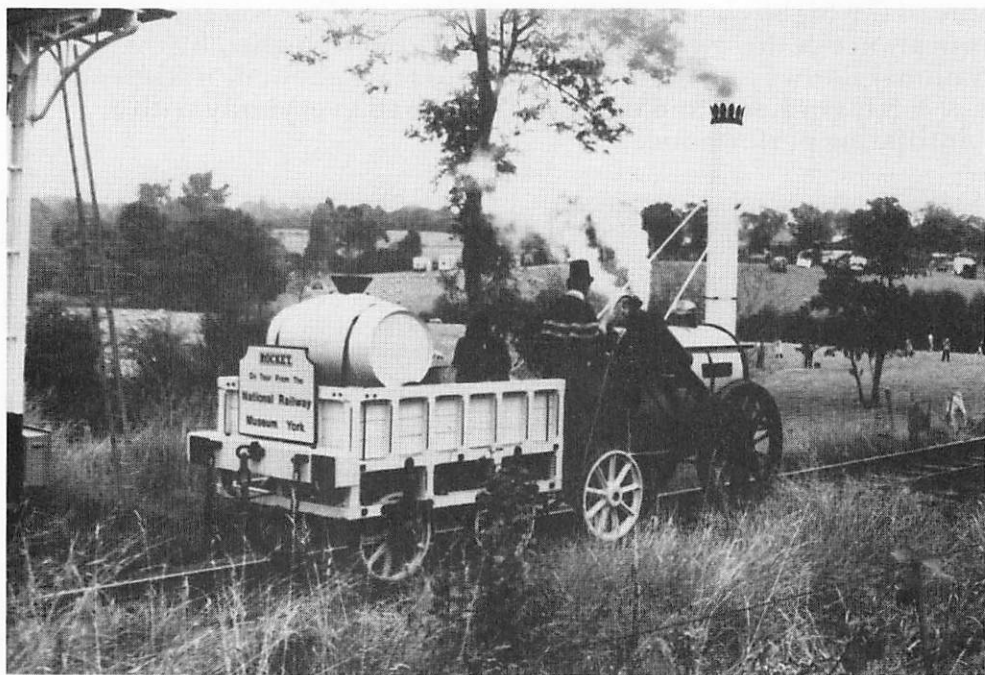
"Rocket" arrived safely at about 8.30 p.m. on

Monday 14th September in a downpour. After posing on the following morning outside the National Westminster Bank in Tenterden High Street, drawing attention to the Bank's sponsorship of its move from York to Kent it was unloaded safely on to the siding at the back of the platform. During its stay at Tenterden the nominated crew consisted of George Wright and Fred French who had been sent to Bristol earlier in the Summer when "Rocket" was making an appearance at the Industrial Museum, to familiarise themselves with the



'Rocket' and 'Fenchurch' at Tenterden Town Station, 15th September 1981

(Brian Stephenson)



'Rocket' passes the home signal on the press run, 15th September 1981

(Paul Sutton)

machine in readiness for the event. They spent a day driving the locomotive up and down Bristol docks.

Fred and George had steam up by 11.30 a.m. on Tuesday and Mike Satow who built "Rocket" together with John Bellwood, the Chief Mechanical Engineer from the National Railway Museum, pronounced themselves well satisfied. After some exploratory movements along the siding, the loco was taken down to Cranbrook Road behind the Hunslet Diesel No. 28 and then proceeded back up to Tenterden under its own power. Rocket performed so well that Mike Satow let slip that this was the first occasion it had been able to steam over half a mile up a gradient of over 1 in 50 and he expressed himself surprised at how free steaming it was under those conditions. The locomotive subsequently made three more runs up the bank, this time with "Fenchurch" (which had also arrived from Sheffield Park the day before) as escort on the downward journey, reaching speeds approaching 25 m.p.h. The last run of the day was made at 3.30 p.m., with the crew in period costume for the benefit of the

press, and was conducted at a more sedate pace with Jack Davey walking in front carrying a red flag. By way of coincidence, Mike Satow pointed out that the date was the 151st anniversary of the Rainhill Trials!

To complete the day, "Fenchurch" ran a one coach special to Wittersham and return. This was the second time that this venerable loco had been out there as in the morning it had pulled a train of various stock beyond the limit of operation in order to clear Tenterden for the following weekend.

Over the Fair weekend "Rocket" moved around the sidings at Tenterden and made a demonstration run from Cranbrook Road each day, its performance being enjoyed by many thousands of people. The following Wednesday it was collected by Sunters Transport and taken to Harwich for onward transmission to Holland where it was appearing in the Dutch Railway Celebrations before returning to York via Hull.

Paul Sutton



'Fenchurch' heads the last train of the day, with a one-coach passenger special at Wittersham Road, 15th September 1981
(Paul Sutton)



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The New Railbus

Stephen Garrett has researched the history of the lightweight railbus, which was purchased for the railway in 1980 and which has been in continuous use on off-peak services in 1981

"Their use may well enable the continuance of passenger services in rural areas which cannot be run economically with present types of diesel trains". With these words the British Transport Commission announced the delivery in February 1958 of the first of twenty-two lightweight diesel railbuses intended to revive the fortunes of a number of branchlines in the Western, Eastern, Midland and Scottish Regions of British Railways. Five manufacturers had been commissioned to supply vehicles of their own design to a basic specification that included a single underfloor engine of 112-150 b.h.p., a maximum speed of 55 m.p.h. and seating for 46-54 passengers.

Of the twenty-two railbuses built, five have been preserved intact, one survives without an engine and the body of at least one other has been secured for eventual restoration. The five operational survivors include four of German manufacture which are divided equally

between the Keighley & Worth Valley and North Norfolk Railways. The surviving operational British railbus is, of course, to be found on the Kent & East Sussex in the form of ex-British Railways W79978.

W79978 was a product of A.C. Cars Ltd., a firm more usually associated with high performance sports cars although it had previous railway experience in the construction of trains for the Southend Pier electric line. The underframes and bodies of the A.C. Cars railbuses were constructed separately on Taggs Island in the Thames near Hampton Court but because of weight restrictions governing access to the island had to be assembled as complete vehicles on 'dry land' at Thames Ditton. The five A.C. Cars vehicles should have been the first to be delivered to British Railways and, in fact, it was the delivery of the first of the batch, No. SC79979, which occasioned the B.T.C. press release quoted above. Unfortunately a fire



Railbus No W79978 at Tetbury, 12th June 1963, on the Kemble service

(A. Swain)



The interior of Railbus W79978 as new

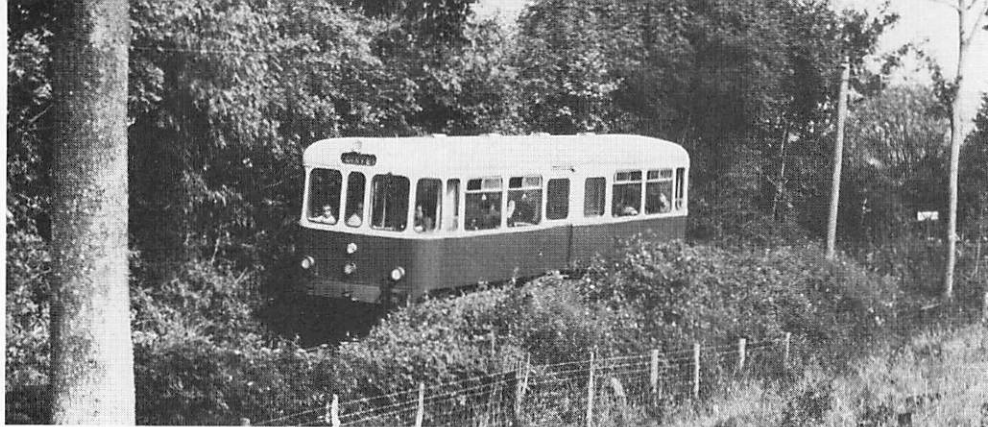
(Photowork)

at the A.C. Cars works delayed work on the remaining four railbuses with the result that the German vehicles intended for the Eastern Region were the first to enter service in July 1958.

The A.C. Cars design was the smallest of those ordered by British Railways. The railbuses were 37'0" long, weighed only 11 tons and carried 46 passengers in two compartments separated by a central entrance vestibule entered from the lineside by sliding doors. Despite their small size these railbuses were powered by six-cylinder 150 b.h.p. British United Traction (A.E.C.) engines which equalled those of their Park Royal and German rivals and exceeded those of the Bristol/E.C.W. and Wickham designs. Metalastik rubber suspension was used to reduce roll and the light steel underframe and corrugated steel floor carried a light steel body shell panelled in aluminium. Doors, brakes and wipers were air-operated. All components were chosen with a view to maintaining lightness without prejudicing stability. Unlike the German cars there were only rudimentary buffers and drawgear "fitted as a means of towing the

railbus in the event of a failure whilst on the track".

W79978 was, as its number indicated, intended for use on the Western Region and was delivered to Southall Depot for acceptance trials before moving on with three of the other A.C. Cars railbuses to Swindon in February 1959 for use on the branches from Kemble to Tetbury and Cirencester. Originally it had been intended that the railbuses would run from Swindon to Tetbury and Cirencester but the cars were too light to undertake track circuits. Passengers therefore had to travel to Kemble by the mainline service and change to the railbuses there. The railbuses were so rostered that one would operate the Cirencester branch and another the Tetbury branch whilst a third was serviced at Swindon and the fourth kept at Swindon as a spare. The next day the Tetbury railbus would transfer to the Cirencester branch, the Cirencester railbus would travel to Swindon for servicing and the newly-serviced railbus would take over the Tetbury branch. Had the two branches seen an equal revival in fortunes then the system might have been more successful but the Cirencester



The Railbus pushes the brambles aside between Dixter Halt and Bodiam on 30th August 1981
(Brian Stephenson)

branch was frequently overloaded, sometimes by some reports by as much as a 100%! The longer Tetbury branch proved less amenable to revival and although both branches saw an initial revival in fortunes the introduction of the railbuses only postponed the evil day when closure became inevitable. It has been argued that the Cirencester branch could have survived with the introduction of larger diesel railcars but this was not attempted. Both branches were closed on 6th April 1964.

W79978 was then transferred to Cornwall where, with W79977 it introduced a shuttle service between a new halt on the Bodmin to Wadebridge line at Boscarne Junction to Bodmin North on 14th June. This service survived until January 1967 but W79978 left in December 1964 to introduce a shuttle railbus service between Yeovil Junction and Yeovil Town. W79978 may have returned to the Bodmin service in the years that followed as the Yeovil and Bodmin railbuses were sometimes exchanged after overhauls at Newton Abbott. The Yeovil Town service ended in October 1966 but was replaced by a similar shuttle between Yeovil Junction and Pen Mill. However, when the Bodmin services ceased the Western Region railbuses were all withdrawn and gathered at Bristol prior to transfer to the Scottish Region.

In Scotland W79978 was rostered with W79977 and Park Royal railbus M79971 at Grangemouth depot for use on the services from Grangemouth to Falkirk and from Larbert to Alloa. The four ex-Western A.C. Cars railbuses and the Park Royal vehicle were by now the only survivors in British Railways service of the original twenty-two but with the closure of the Grangemouth services on 27th January 1967 even these five were withdrawn.

W79978 was at work on the Falkirk line on the last day of services.

At this point the North Yorkshire Moors Railway showed interest in acquiring a railbus. Inspection and price proved satisfactory with the result that W79978 arrived at Grosmont on 9th August having travelled under its own power from Grangemouth stopping the previous night at South Gosforth. On the N.Y.M.R. W79978 was painted in green and cream livery and was used intermittently for working parties and special trips. In 1979 it was scheduled for a summer Thursday-only service but its capacity proved inadequate and it was decided to invite offers from other preserved lines.

A number of Railways expressed interest on W79978 but it was the Kent & East Sussex bid that was successful. Delivery took place on the 13th June 1980 and was followed by a period of driver training and service on the more thinly patronised 11.45 turns. Since then the railbus has appeared in the 'Steam At Bodiam' events where the resemblance of Dixter Halt to its old haunt of Boscarne Junction must have kindled a few memories. Newly repainted in brown and cream our new railbus is proving a useful addition and is, of course, perpetuating the traditions of railmotor service on the Kent & East Sussex begun with the Pickering steam car in 1905. If Tenterden is incomplete without its Terriers then Rolvenden without railbuses might equally be claimed unthinkable.

The author would like to acknowledge the assistance of Basil Hancock of the Keighley & Worth Valley Railway and Murray Brown of the North Yorkshire Moors Railway in supplying details for this article.

THE 1981 FAIR

Photographed by Brian Stephenson



'Fenchurch' and 'Maunsell' storm up the bank through the wet cutting with the 1.10 p.m. Wittersham Road – Tenterden Town train on Saturday, 19th September 1981

This year's Steam & Country Fair was held over the weekend of 19th/20th September on the usual site adjacent to the railway at Tenterden. Despite the weather being generally cloudy and occasionally showery, 6000 visitors came on Saturday – an increase on last year – and 9500 on Sunday. The grand total of 15,500 was only 1000 down on last year. If the heavy rain on Friday night was considered discouraging, Saturday night's storms looked disastrous! Sunday morning revealed the large marquee partially collapsed, several awnings blown down and the B.R. Sealink tent in a different field. However thanks to several sledge-hammer wielding volunteers, the marquee was restored to its rightful shape. A

further quantity of straw was strewn along the roadways and the whole ground tidied up ready to receive the first visitors at 10.00 a.m. Gross takings were well up to expectations and should go a long way towards restoring No. 10 "Sutton" to service. The draw was very well supported, over 20,000 tickets being sold and the winner of the first prize, a video tape recorder, was Mr. Pope of St. Michaels, Tenterden. Neil Rose, the draw Promoter, is to be congratulated on making this so successful again. Finally, our thanks should go to the Fair Committee for all the hard work they put in during the nine months preceding the Fair to make it such a rewarding occasion.



No 25 'Northiam' climbs into Tenterden Town station with the 2.25 p.m. from Wittersham Road on 20th September 1981



Preserved military vehicles in the arena, with vintage tractors in the foreground, 20th September 1981



Replica 1927 Foster agricultural engine, passing a thatched straw stack in the showground, 20th September 1981



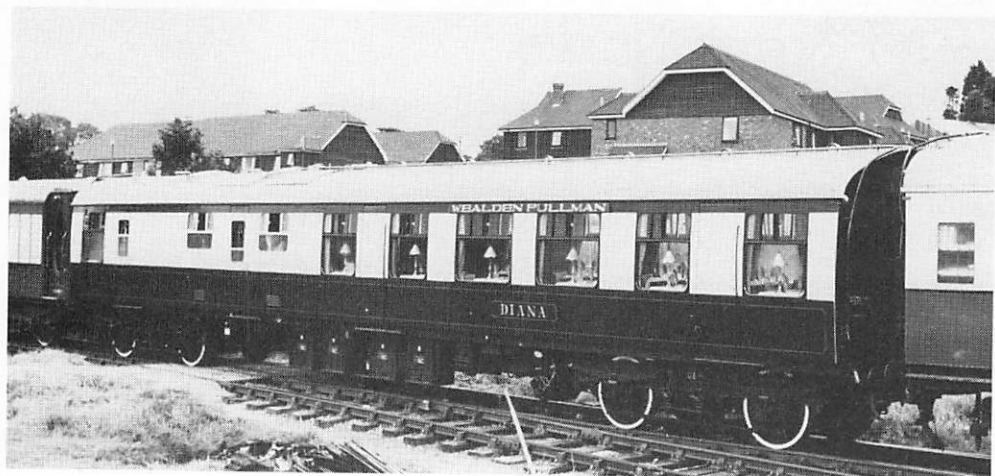
PULLMAN 150



Photographs by Brian Stephenson



To commemorate the 150th Anniversary of the birth of George Mortimer Pullman, a special Wealden Pullman train with invited guests, was run on the evening of 8th August 1981. Mr Julian Morel, former Pullman Car Company Catering Superintendant, made a brief speech outlining the history of Pullman Services, which culminated in his naming the R.U. dining car 'Diana'. Later on in the evening, Mr Morel cut the commemorative cake.





Invited Guests

Former members of the
staff of The Pullman Car
Company Limited and
their wives

Mr F. Godbold

Accounts Office

Mr & Mrs P.E. Gower

Stocktaker

Mr & Mrs G. Hubbard

Conductor

Mr & Mrs J.J. Morel

Catering Superintendent

Wines

Champagne,
Marguerite Christel, 1973

Petit Chablis,
1979

Cote de Beaune Villages,
1975

Cockburn's Special Reserve
Kentish Sloe Gin
Choice of Liqueurs

Menu

Pullman 150 dinner
August 8th 1981

Cream of mushroom
or
Ratatouille

Fillet of sole with prawns

Lemon sorbet

Bœuf Bourguignonne, *Wealden Pullman*
or
Chef's cold collation

New potatoes
Garden peas
Mixed salad

Choice of sweet

Cheeseboard with celery

Viennese coffee and mints
Anniversary cake



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Pipe Dream or Prophecy?

Neil Rose takes a look into the future.
Illustrations by Roy Chambers.

Friday, 5 July 1991 – Bodiam station

It's a cloudless summer's morning, promising to be hot later. The ancient walls of Bodiam castle across the fields bask in the sunshine, awaiting the day's throng of visitors. Sheep and cattle graze where hop gardens (of Guinness fame) once spread over the Rother valley.

LEV 1 – the prototype BR railbus of 1980, acquired in 1988 – stands in the platform, a dozen or so passengers boarding. Today will be the Railway's busiest day of the week. Three-day week-ends are now generally accepted but on Fridays shops remain open and Tenterden's market is busier than ever. Residents of Bodiam and Northiam wishing to shop in Tenterden can catch the railbus, returning at lunchtime. A half-day shopping ticket at £3.50 from Bodiam is considered a good bargain: Buses to Tenterden have long since disappeared from the area.

At 9.15 am the railbus departs promptly, hooting for the open level crossing, and gathers speed towards Northiam. The line follows the foot of the ridge, beneath the picturesque houses of Ewhurst Green, rounds Padgham curve and on beneath the power lines that mark the midway point between the two stations. Past Dixter Halt the railbus runs and through the trees of Dixter Wood, which form a green canopy over the track. On arrival at Northiam station at least twenty would-be passengers are waiting. Most carry shopping baskets but several are laden with fishing tackle, bound for Oxney Halt beside the Newmill Channel. Not many railways can claim to hold angling rights and issue combined train fare/fishing tickets!

The conductor/guard alights and unlocks the small signal cabin, situated between the up platform and the level crossing. Inside he works the electrically-operated lifting barriers of the crossing. Having checked that all the passengers are safely aboard, he gives the rightaway to the driver and, once the railbus is clear of the crossing, raises the barriers; only then can he rejoin the railbus which sets off along the well-ballasted, concrete sleepers track.

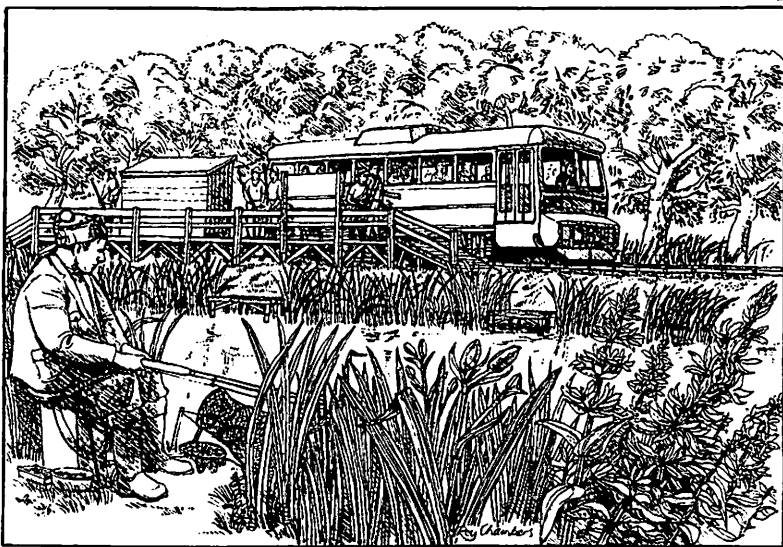
At the Rother Bridge the railbus passes from East Sussex into Kent. Hereabouts the line

runs straight and level for a mile or more except for a hump over the Hexden Channel. Numerous willow trees cast their shadows over the rails. At the straight's end the line curves gently to the left and rises up into a shallow cutting behind Maytham Farm. At the top of the bank the platform home signal for Wittersham Road station is showing clear but nevertheless the driver slows rapidly for the level crossing gates which are closed across the line. As at Northiam the signal-cabin is still unstaffed and the conductor/guard, having completed his fare collecting, again leaves the railbus to open the gates.

The signal-cabins at Wittersham Road and Northiam can be switched out during quiet periods which means that only the one signalman at Tenterden is needed for the whole line. Wittersham Road and Northiam cabins are usually opened on Fridays, Sundays and on other occasions when more than one train is running. There is no signalling at the Sussex end of the line, with train crews operating the points during locomotive run-rounds.

Beyond Wittersham Road the railbus pauses briefly at Oxney Halt where the anglers alight. Twin plumes of smoke ahead herald the approach to Rolvenden where today's two locomotives stand outside the shed being oiled up and polished. Fortunately the gates over the busy main road are manned and the railbus can depart promptly for the final leg up Tenterden bank. There are no delays at Cranbrook Road, which is now an open crossing with track-circuited flashing lights, and the railbus arrives punctually at 10 am.

As usual Tenterden station is bustling with activity. Prospective passengers are waiting for the first down train at 10.30 am. Customers having an early coffee in the station buffet are reminded by old photographs on the walls that they sit in the former Maidstone bus station, rebuilt on its present site in 1983. The empty railbus is shunted into the siding behind the platform which it shares with the "Rother Pullman" dining-car set. Meanwhile, shortly after the railbus's arrival, the Tenterden signalman authorised the day's first locomotive to run up light from Rolvenden.



Austerity No. 25 NORTHIAM and No. 30 ROTHER, the ex-LMS 2MT Ivatt Mogul, are in service, the latter being first off shed. No. 30 ROTHER was brought to the line by its owners in 1985 and has proved itself handsomely. It is probably the largest locomotive to have run on the Railway but it is well within axle-loading limits, is economical on coal and water with a five-coach train and is extremely popular with its crews. There are two other Class 2 locomotives currently serviceable – both Austerities: No. 23 HOLMAN F. STEPHENS, and No. 27 ROLVENDEN, although No. 27 is today due for a boiler washout and routine inspection. USA No. 22 MAUNSELL is under the gantry with its boiler lifted for examination, whilst Austerities No. 24 WILLIAM H. AUSTEN and No. 26 LINDA await major repairs.

Three of the smaller Class 1 locomotives are also available. To the delight of all Terrier devotees, No. 3 BODIAM, 119 years old, returned to service in 1988 after reboiling and major overhaul and now frequently heads a two-coach SECR Birdcage set – a truly venerable train for both carriages are nearly 90 years old. No. 11, the ex-SECR 'P' class tank engine, is regularly employed as Tenterden station pilot, largely as an attraction for visitors between scheduled services. Thirdly, is the industrial Manning Wardle locomotive No. 14 CHARWELTON robust and capable of handling three coach trains. Diminutive MARCIA, game as ever, is also occasionally steamed. The second Terrier, No. 10 SUTTON, is being retubed and should be ready in time for the September Steam &

Country Fair. The Railway's second tender locomotive, the Norwegian mogul (No. 19), having put in sterling service throughout the 1980's awaits a major overhaul to its boiler and motion.

Several locomotives, beyond mechanical repair, have been restored externally, as static exhibits at stations along the line: no longer do they stand forlornly opposite Rolvenden platform. Their place is taken instead by a breakdown train, while a couple of diesel shunters stand on a further siding leading away from the passing loop. No. 40, the ex-Ford diesel-electric locomotive of 1932 vintage, is berthed at Tenterden as emergency standby, working the occasional train.

On arrival at Tenterden No. 30 ROTHER draws a four-coach ex-BR Mk 1 trainset out from the main carriage siding running parallel to the headshunt and runs it into the platform. The carriages fill quickly and on-time the train sets off on its 45-minute journey to Bodiam. At Rolvenden it pauses briefly, and again at Oxney Halt. The Wittersham Road signalman is now present and will switch in the cabin when the train arrives. The Permanent Way Department is based here and evidence of its presence is clear: two sidings filled with assorted wagoons and brakevans, a ballast heap, stocks of sleepers, rails and fittings. The train does not linger long. Crossing gates are opened, signals pulled off and the driver handed the staff for the sections on to Northiam and Bodiam. The locomotive makes light of the 1-in-70 bank out of the station and the train is quickly out of view over the summit.

Ten minutes later, with the Northiam signalman also on duty, the train has a clear run over the level crossing into the station. It is the only station with two platforms: that on the up-side (towards Tenterden) being reinstated in 1987 upon the reopening of the final section of line to Bodiam. The original station building is retained, after much restoration, while on the up-side platform a shelter has been erected, similar to that at Rolvenden. Passengers cross between platforms by footways beside the level crossing, but in the interests of safety a footbridge is to be erected this autumn. Passengers soon board the train at Northiam and it is away westward for Bodiam. Nobody wants to board or alight at Dexter Halt, which like Oxney Halt is a request stop, so the train passes by without pausing.

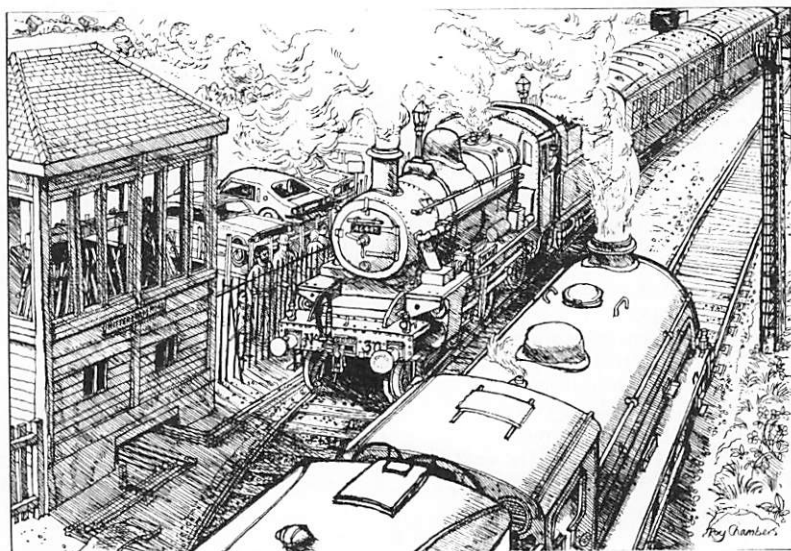
Visitors appreciate the simple orderliness of Bodiam station. Thanks to the hard-working Thameside Group members all is in good order – the building is freshly painted, hedges are trimmed, and the rose beds are a blaze of colour. The track layout is straightforward with the mainline running into a headshunt, a run-round loop, two sidings and a short spur for a couple of coal wagons to stand. One siding is for works trains while on the other, immediately behind the platform, Pullman car BARBARA provides catering facilities, THEODORA having taken her place in the ROTHER PULLMAN. On arrival at Bodiam No. 30 ROTHER uncouples and runs round its train, stopping on the way to top up with

water. The large water tank is kept filled by a typical Colonel Stephens' feature – a tall multi-paned windpump, restored and resited upon the reopening of the station.

Bodiam station is always busy, especially so on a fine summer's day. Many of those alighting from the train are soon walking down the road towards the castle. BARBARA is doing brisk business and the train fills rapidly for its return trip. The Railway provides an easy way of visiting both Bodiam Castle and Great Dexter house and gardens at Northiam, the latter a pleasant walk across the fields from Dexter Halt. Ten minutes after its arrival, the train is off again on its return to Tenterden, No. 30 ROTHER now running chimney first.

Meanwhile the second locomotive working today, No. 25 NORTHIAM, has arrived at Tenterden and has collected three Maunsell coaches and an ex-SECR Birdcage coach and brought them into the platform. The Maunsell coach train set is currently incomplete as one of the BSOs is undergoing overhaul in the Carriage & Wagon shed – hence today's somewhat hybrid train formation. Other coaches awaiting restoration or repair are also berthed at Tenterden.

The Birdcage's compartments seem odd to visitors more accustomed to modern open railway carriages: so they fill up first. No. 25 NORTHIAM is scheduled for departure at 11.30 am, but thanks to last minute passengers, leaves a few minutes after time. The train is



diagrammed to pass the up service twenty minutes later at Wittersham Road where it will run through on the main-line while the up train stands at the platform. No. 30 ROTHER arrives at the station a few minutes before the down train is due to pass. No. 25 NORTHIAM does not have to stop, the traditional looped pouches containing the single-line tokens being exchanged as the train passes the signal cabin. Soon afterwards the up service departs in sedate manner for Rolvenden and Tenterden and the wayside station is restored to peace and quiet.

At Bodiam a tour party alight from the train for an early lunch followed by a tour of the castle. Later in the afternoon they will return by the Railway to Tenterden where, after a stroll and tea in the town, their coach will pick them up. Coach tours are a regular aspect of the Railway's business but they often necessitate extra carriages; this can be a mixed blessing as it can mean steaming an extra locomotive to bank the heavier trains up to Tenterden. On other occasions the extra carriages are berthed at Bodiam or Northiam, later to be worked back up the line.

No. 25 NORTHIAM and the train crew have a 50-minute break at Bodiam before their next return working at 1.05 pm. On the busiest operating days an extra return trip to Northiam is fitted in, but today they are able to enjoy a breather. First, however, they have the somewhat unpleasant task of replenishing the locomotive's coal bunker by hand from the wagons sited for the purpose. There is a coaling facility at Tenterden where at least the crews have the assistance of a conveyor belt. Fortunately, No. 30 ROTHER's crew can avoid this chore as the locomotive's ample tender carries enough coal for the whole day. They can enjoy their dinner in the messroom adjacent to the catering building having first shunted their train out of the way to enable the railbus to slip into the platform for its return working to Bodiam.

As the railbus's departure time of 12.45 pm approaches, laden shoppers arrive back at the station. The service stops at all stations, passing the 1.05 pm up train at Northiam. At Bodiam the railbus has a five-minute turnaround before running back to Northiam. While an advertised service, this short trip is intended to return the train staff for the next down train. No. 30 ROTHER and the 1.15 pm

train from Tenterden arrive at Northiam station having passed No. 25 NORTHIAM at Wittersham Road. The train staff is handed over and the down train is quickly away. The Railbus is shunted into a siding in the former goods yard and the crew wait for the next train for Rolvenden.

By 2 pm the two locomotive hauled trains are set into a regular pattern of working. Trains will be leaving both Tenterden and Bodiam at 15 minutes past each hour throughout the afternoon, passing each other at Wittersham Road, alternate up and down trains stopping at the platform. The fine weather has brought out the visitors and the 2.15 and 3.15 trains are busy in both directions. Many passengers are out for a nostalgic trip on a steam train, combining it with a visit to Bodiam castle. Others, on a more leisurely day out, are making for one of the Railway's picnic sites. Wittersham Road is popular with enthusiasts where the normal solitude is broken hourly by the sudden flurry of activity as the two trains are signalled and pass.

Meanwhile, the railbus's crew have another job. At Rolvenden they board a diesel shunter and as soon as the up train arrives at Tenterden, they set off briskly down the line. They have 15 minutes to clear the main line to Wittersham Road where they will pick up two wagons previously loaded with sleepers plus a brakevan and take them on to Northiam later.

The men are used to precise timing of movements with the working timetable strictly adhered to. They are part of the Railway's regular staff of twelve, reporting to the General Manager, and are usually employed on permanent way maintenance and clearance work; on Fridays they regularly man the railbus. Other staff, while employed as fitters and gangers are also competent train crew or signalmen. Three work in the station shop and buffet at Tenterden. Even with paid employees, volunteer staff remain the mainstay of the Railway's operations. Today, for example, three sets of train crew – apart from those manning the railbus – the station staff and signalmen are all volunteers drawn from the Railway's 5,000 members.

At Wittersham Road the diesel shunter pauses in the sidings to enable the 3.15 pm passenger trains to cross. Once the line is clear to Northiam, the short permanent way train departs on its way. At its destination the train

is shunted away into the siding in readiness for resleeping work on the Bodiam section next week.

5.15 pm sees the final steam train departures from both Tenterden and Bodiam, the down service – with No. 30 ROTHER in charge – running only as far as Northiam. A fresh crew take over the Mogul at Rolvenden in readiness for this evening's "Rother Pullman". The last trains of the day convey passengers to their cars and coaches; at stations down the line the car parks rapidly empty of vehicles. The day's anglers are picked up from Oxney Halt. No. 30 ROTHER runs round its train at Northiam in readiness for the final up passenger train leaving at 6 pm. The railbus has run down to Bodiam and shortly before 6 pm comes into the station to provide a connection; having disgorged its last passengers it is shunted away to its overnight berth. Northiam and Wittersham Road signalmen close their cabins with the passing of the up train. The running signals now show a clear aspect in both directions; the signal lamps have been lit and trimmed by a S & T department member during the day in readiness for the evening pullman working which will run through after

dusk on its return from Bodiam.

No. 25 NORTHIAM, having berthed its train set stands on the loop at Tenterden ready to run down the hill to Rolvenden and the end of its day's duty. The up train arrives and the Austerity is immediately signalled away. The last passengers disembark and the carriages are speedily disposed. The stock of the "Rother Pullman" is moved gently to the platform and No. 30 ROTHER is soon simmering quietly at the head of the train while her crew give her a clean up and oiling in readiness for tonight's diners.

2,000 passengers have travelled over the line today – a number quite unthinkable when the Railway was built over ninety years ago. Its function then was very different, to serve the rural community. As the evening shadows lengthen so some of the atmosphere of the sleepy light railway returns. Once the diners depart at midnight the railway will be at rest for a few hours before the hustle and bustle of a thriving tourist line starts all over again tomorrow morning.

Tenterden & District Museum

The townscape of Tenterden is explained with photographs and maps, and the story of the town as a limb of the Cinque Ports and former Borough is illustrated with historic items and domestic and agricultural by-gones given or lent by the Corporation and local people.

COLONEL STEPHENS RAILWAY MUSEUM

A separate exhibition of material relating to the light railways of the late Lieut-Colonel H.F. Stephens, arranged by the Tenterden Railway Company Ltd.

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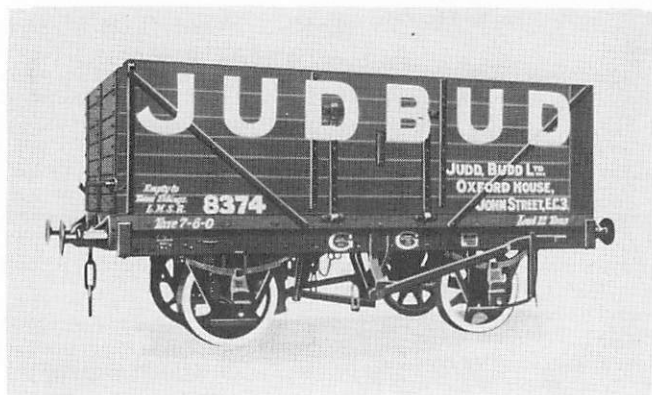
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Passenger Numbers 1980

	1979				1980					
	Adult	Child	Total	Op. Days	Adult	Child	Total	Op. Days	Trains	Av per Train
April	2935	1283	4218	12	3376	1520	4896	10	47	104
May	2939	1701	4640	12	3269	1221	4490	12	60	75
June	2113	2368	4481	13	2316	2862	5178	13	60	86
July	3268	2534	5802	15	3265	3875	7140	24	100	71
Aug	6917	3805	10722	31	6712	3694	10406	31	129	81
Sept.	2864	1202	4066	10	2709	1116	3825	8	35	109
Oct.	992	407	1399	8	611	274	885	8	28	32
Nov.	144	63	207	4	300	108	408	5	15	27
Dec.	130	59	189	11	230	80	310	10	36*	163*
	<u>22302</u>	<u>13422</u>	<u>35724</u>		<u>22788</u>	<u>14750</u>	<u>37538</u>			

Excess from Tenterden	563		1727			
Wittersham Road	1333		1141			
Rolvenden	—		900			
Privileges and passes	864		1538			
Santa Specials	5233		5572			
	<u>43717</u>	<u>116</u>	<u>48416</u>	<u>121</u>	<u>510</u>	<u>95</u>
Wealden Pullman	1677	28	2085	34	34	61
	<u>45394</u>		<u>50501</u>			

* includes Santa Specials

Note

The statistics for 1980 include 353 single journeys, otherwise all bookings are returns. Special charter trains have been excluded.

No steam trains were operated in the month of November and services were handled entirely by the A.C. Cars Railbus.

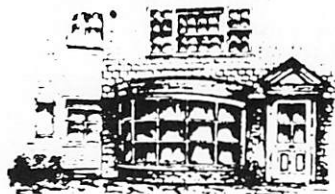
Passenger numbers increased by 10% in 1980, bringing the total back to the level achieved in 1978. The opening of Rolvenden Station resulted in a small amount of extra business and there was a large increase in the number of passengers buying excess tickets – many thanks to our ticket inspectors for keeping a watchful eye! The statistics have been expanded this time to include a table for the number of trains run in 1980 and the average loading per train. These are astonishingly small and the message seems to be that we are running far too many trains, even at peak season, in view of the limited amount of traffic. The Kent & East Sussex has never been a high density railway, although it has had considerable success with

special events such as the Santa Specials and Wealden Pullman trains – where the limiting factor has always been the ability to supply demand. The 1981 season has been a poor one and the eventual outcome may be a drop of some 15%/20% in the numbers carried. The 1982 timetable will show a reduction in both the number of operating days and trains run, which should improve the economics of the whole operation without causing more than a minimal amount of inconvenience to the travelling public. Perhaps we should also adopt a more flexible approach with regard to the number of carriages on each train.

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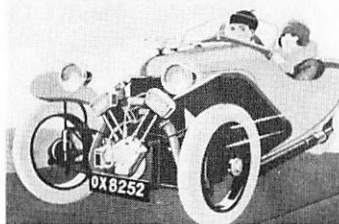
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Keeping Them Going

A brief outline of how the Locomotive Department maintains the fleet by Simon Green

"What's the matter with No. 23?" asked the Line Manager as I buffered sister Austerity No. 24 on to the first train of the day. Somewhat perplexed I muttered that she was having an 'X Day Exam', whilst concentrating on preparing for departure. The Line Manager persisted and when I was free a few minutes later, suffered a lengthy explanation of what an X Day Exam might be. Only later did I ponder as to why it should be puzzling for No. 23 to operate most trains for some weeks and then be suddenly replaced by another engine. I soon realised that those of us in the Locomotive Department should hardly be surprised if other members did not understand our methods if we did not trouble to explain them and hence the idea for this article.

Steam engines are potentially very dangerous if inadequately maintained and must function reliably if a satisfactory service is to be provided. In the interests of both safety and reliability a regular programme of preventive maintenance is essential.

Boiler maintenance is based on the period since the last examination or repair whereas mechanical work is based on mileage. Since annual mileages are so low on the K & ESR (over 2500 miles per loco per year is unusual) our normal practice is to carry out such mechanical repairs as are required when the boiler maintenance is being undertaken. There are four different cycles of maintenance: daily, X daily ('X' for examination), annually and five/ten yearly.

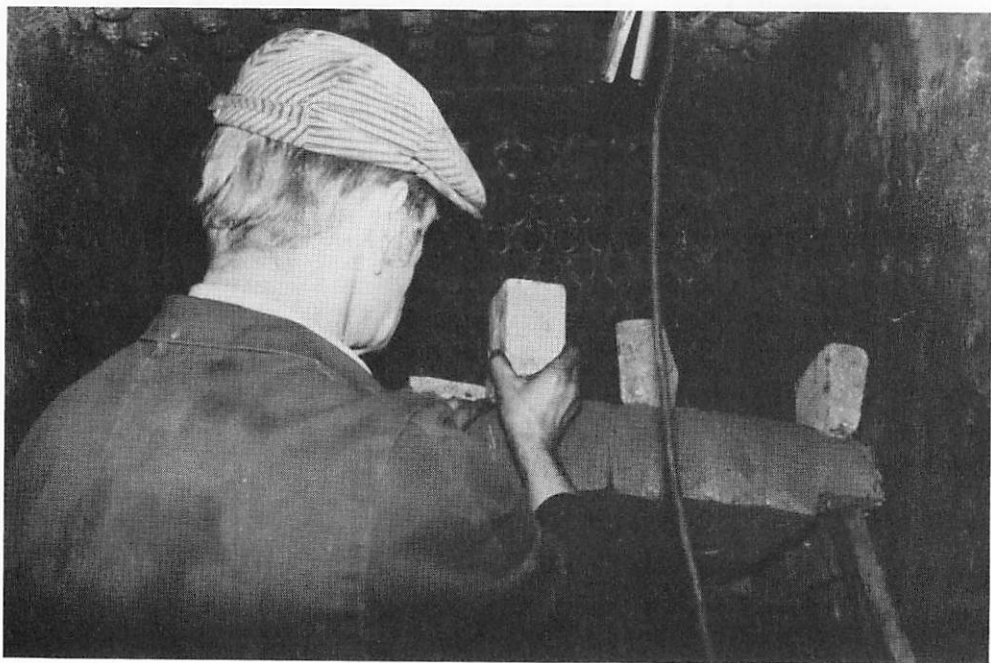
Daily. Each day the rostered driver is responsible for oiling up and making a thorough examination for any visible defects such as missing split pins, cracked axle box springs, leaking tubes, etc. Some faults can be corrected by the driver, possibly with the help of shed staff; others are judged sufficiently minor to be left until a later date and some are too major to correct immediately and serious enough for the loco to be failed, which will require a substitute to be steamed, probably at short notice. The fireman will have checked that firebox, smokebox and ash pan are clean before lighting up. Before 'going off shed' various tests will be made to ensure both engine and vacuum brake systems are working and the boiler will be blown down. This entails blowing

water from the bottom of the firebox under full pressure and helps to reduce the build-up of impurities in the boiler.

A small amount of 'DM' is added to the water each day to reduce the incidence of priming or foaming. These conditions can lead to water being carried over with the steam and can cause serious damage to pistons and cylinders and, in extreme circumstances, 'hydraulic' which makes the engine virtually impossible to stop! During the day the driver keeps an eye on bearings, lubrication and any other problems which may arise and is usually able to carry out running repairs. Similarly, the fireman will take the opportunity to clean the fire of unwanted clinker if time permits. At the end of the day the driver 'books' any faults in a log book provided for each engine and records the mileage run and hours in steam. If he is concerned about any serious faults he will reinforce such written reports by speaking to any shed staff still on duty or by telephone.

The fireman is responsible for cleaning smokebox, firebox and ashpan. In winter frost precautions are taken which involves draining gauge glasses, disconnecting pressure gauges (water collects in their connecting pipes), draining water from hydrostatic lubricators and any other components where freezing can cause damage.

X Day Exam. This is a routine examination and maintenance procedure (originated by the L.M.S.) undertaken after a certain number of days in steam. The figure will depend on the typical daily mileages, train loadings, gradients and water quality but on the Kent & East Sussex we normally work to a sixteen day cycle. This can be stretched a little especially in busy periods, but will rarely exceed twenty days. In addition to correcting booked faults, the boiler will be drained, all washplugs and mudhole doors removed and scales washed out with high pressure water jets assisted by a selection of small probes made specially for each boiler. The firebox and tubes will be thoroughly cleaned and checked for leaks or cracks. Where appropriate grease nipples will be attended to, tyres checked for soundness and profile, brake rigging adjusted to take up wear. This involves several days of work even if there are no exceptional items and, since at least one loco is



Making a brick arch for Austerity No 25

(John Liddell)

in service every day throughout the summer, it is normally undertaken by our full time staff so that longer term maintenance can continue at weekends.

Annual boiler inspection. Legal and insurance requirements demand a close examination both empty and in steam once a year. To allow a little leeway the maximum period between exams is fourteen months. After our own staff have prepared the boiler and corrected any known defects the insurance company's inspector will undertake a close examination of all accessible parts of the boiler checking stay and rivet heads with a hammer and, if he feels fit, bringing to bear all the latest techniques such as ultrasonic and magnetic particle crack detection. The boiler is then refilled and on a later occasion the inspector will examine it in steam. Apart from ensuring safety he will be able to give early warning of developing problems and advice on repairs. Where these are of major consequence he may need to undertake inspections at various intermediate stages of the work.

Hydraulic tests are required every five years

and recent changes in regulations mean that every boiler must be stripped down and all fittings, cladding, lagging and other obstructions removed every ten years for a series of detailed examinations. Normally the boiler will have to be removed from the frames, but the inspector may waive this if the boiler is in first class condition (as were those of Austerities No's. 23 and 25) and the areas obscured by the frame are small. The opportunity will be taken to remove rust and scale and repaint with special heat resistant material. This is also a good time to replace tubes (which may be required by the inspector to allow him to make a full examination of the inside of the barrel) and studs (headless bolts which screw into the mountings of various boiler fittings). As these regulations are fairly new, following serious incidents at other locomotive depots, we have so far only subjected locomotives 22, 23 and 25 to the new procedures and all passed with flying colours. In the queue are Terriers 3 & 10, P Class 11, Norwegian 19, USA 21 and Austerities 24, 26 and 27. As the existing boiler certificates have expired for all these locomotives, none can run

until after a 10 year examination has been carried out.

Heavy mechanical and bodywork repairs are often timed to coincide with the ten year boiler exam. For example Austerity No. 25 has had a full mechanical overhaul; a number of bearings have had to be remetalled and some parts of the bodywork, notably the front of the bunker have been patched. Similar work will be required on No. 24 and as its tyres are now worn out, a spare set (already acquired) will be fitted. As we do not have the facilities for such work it will be contracted out to one of British Rail Engineering Limited's workshops – probably Derby.

Some other mechanical maintenance can be undertaken out of sequence with boiler work. For example USA No. 22 underwent a complete mechanical overhaul during the 1970s, since when, of course, there has been further wear which will soon require attention. Having outside cylinders and valve gear it is fairly easy to tackle this piecemeal in the winter whereas the inside cylinder locomotives normally need to have their motion fully dismantled to correct any single defect.

One of the prime virtues of the steam locomotive is that it can still function safely and effectively with a number of minor faults whereas the failure of one component on a diesel normally puts it out of service. Thus whilst clanking bearings and steam leaks may be bad for our image, they do not prevent the engine giving good service. From the moment an engine returns to use after overhaul its condition is deteriorating slightly and the members of the Locomotive Department guided by the professional advice of the Boiler Inspector have to keep a balance between perfection and economic maintenance.

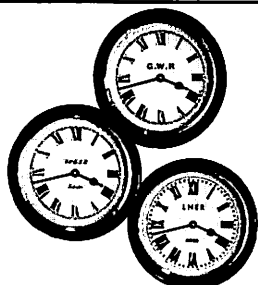
In this article I have tried to show that the appearance and disappearance of locomotives from service is not a haphazard matter but a part of a maintenance plan. That is not to say that misfortune does not play its part, but merely indicates that we endeavour to keep its influence to the minimum.

Extract from Line Manager's Log – "Departure ten minutes late. Cause: driver pontificating to LM on maintenance procedures!"

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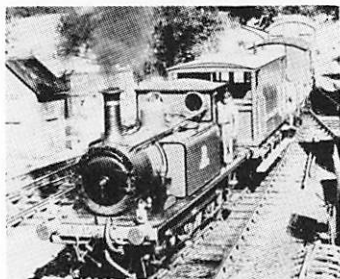
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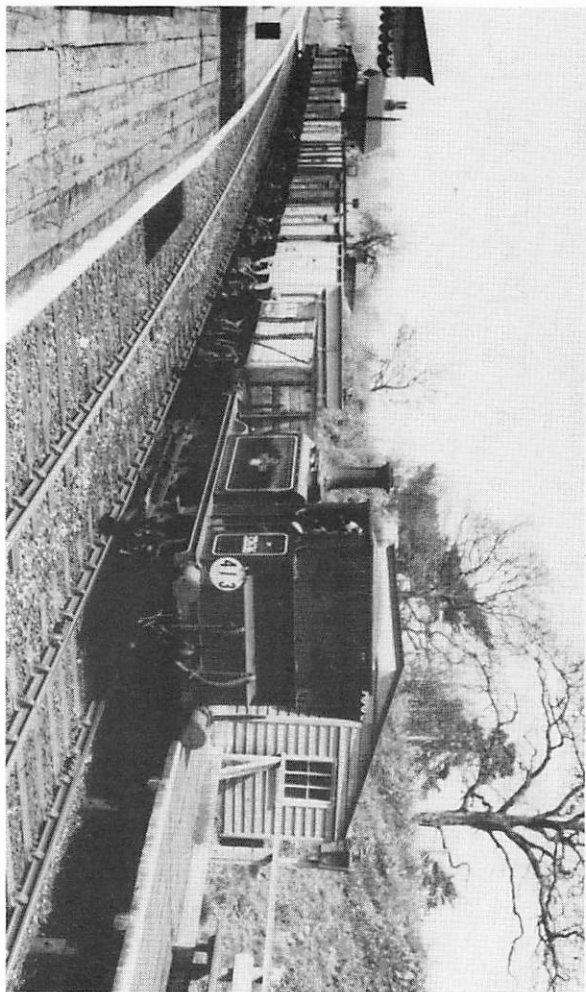
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Southern scenes



Brian Stephenson

Fenchurch Freight

The 109 year old Terrier locomotive 'Fenchurch', kindly loaned by the Bluebell Railway for the Steam & Country Fair, climbs Tenterden Bank for the first time since the 1950's, with the 10.30am Rolvenden – Tenterden Town goods train on Saturday, 19th September 1981. (*Left*) By way of contrast, 'Fenchurch' was passing the Mountfield Halt on 1st May 1958, where she is shown hauling a freight train, en route for the Kent & East Sussex line. (*Bottom Left*)

Twenty Years After

The exhibition of Pullman relics in the Town Museum at Tenterden this summer, held in connection with the 150th Anniversary of the birth of George Mortimer Pullman, has proved to be a great success. In this article, Julian Morel, F.H.C.I.M.A., formerly Catering Superintendant with the Pullman Car Company, pays tribute to his former Chief, F.D.H. Harding, O.B.E., M.Inst.T., the last Managing Director of the Pullman Car Company, who formally opened the exhibition.

I never thought, after close on 20 years, I would ever travel in a Pullman car again with the Chief! But I did and it was made possible by WEALDEN PULLMAN Manager, Doug Lindsay. The date was Friday 18th July, 1981; the car BARBARA; the service the 11.45 am train from Tenterden; the occasion the opening of the Pullman exhibition at the Town Museum; the Chief, F.D.M. Harding, the last managing director of the Pullman Car Company Limited.

The occasion will doubtless be well reported and the exhibition of relics and photographs a popular draw. So it is of my Pullman Chief that I want to write.

Lieut. Colonel Frank Dryden Morle Harding, joined the Pullman Car Company in November, 1945, succeeding G.H. Griffith as general manager. After serving throughout the 1914-18 war in the Highland Light Infantry he went up to Oxford on demobilisation and then followed a business career. The coming of the 1939-45 war saw him back in the Army, this time in the R.A.O.C., with which he served in Gibraltar, North Africa, Italy and Greece.

The work involved in the restoration of Pullman services after the war was considerable. About two-thirds of the fleet of some 200 cars had suffered damage from enemy



*Frank Harding and Pullman Conductor,
Doug Lindsay (Kentish Express)*

action and the whole fleet anyway was in need of heavy overhaul. It was an achievement that the **GOLDEN ARROW** was ready for re-introduction, with a new feature, the **TRIANON BAR**, in April, 1946 and that by the end of 1947, all the facilities on both the Southern Railway and the London & North Eastern Railway, on the eve of the nationalisation of the railways, had been restored.

Thereafter under the dynamic Harding management the policy of the company was vigorous and boldly progressive. Among the new services introduced were the **TEES TYNE PULLMAN**, **SOUTH WALES PULLMAN** and the **MASTER CUTLER**.

In January, 1959, Mr Harding, as he was known in business, was elected to the Pullman board and became Managing Director. In the following year came a veritable tour-de-force, the almost simultaneous introduction of three brand new services; the **MIDLAND PULLMAN**, **BIRMINGHAM PULLMAN** and the **BRISTOL PULLMAN**. These were the diesel-electric multiple unit Blue Pullmans which spearheaded Sir (later Lord) Brian

Robertson's great £1,200m. modernisation plan, and were also the forerunners of the 125 high speed trains.

A fourth service was to follow, a Swansea based Blue Pullman set replaced the London based, loco-hauled **SOUTH WALES PULLMAN**. The Pullman Car Company was at its zenith. Mr Harding retired at the end of 1962 and Pullman was integrated as a Division of British Transport Hotels. He lives in retirement at Westgate-on-Sea, with his wife, Margaret but has continued to take a lively and active interest in railway affairs and is now particularly interested in the K & E S R of which he (and the writer) are members.

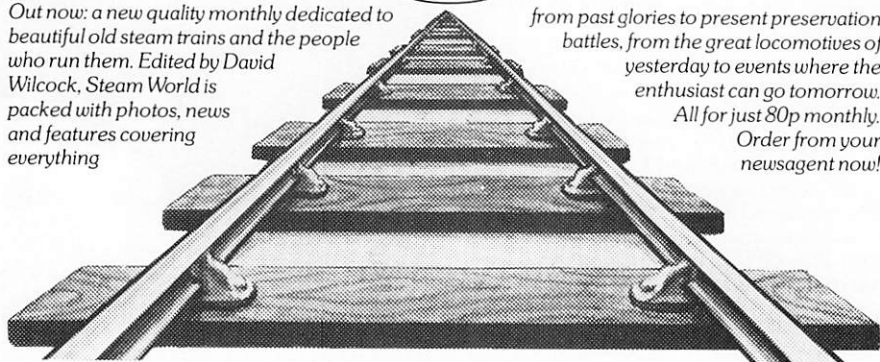
In the past I had travelled countless times on many services with the Chief so that this particular trip and the luncheon in car **BARBARA**, with our respective wives, was really a memorable occasion. We were unanimous that the food and beverage service, in every detail, provided by 'Conductor' Doug Lindsay and his crew, all smartly turned out in authentic uniforms, could only be described as 'Pullman & Perfection' – is there any greater praise?

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Book Reviews

We are grateful to the publishers of the books reviewed below for their interest in the 'Terrier' but regret that in future we shall only review books concerned directly with the Kent & East Sussex, Colonel Stephens, the other Stephens railways, the old S.E. & C.R. Area and Pullman subjects generally.

GREAT BRITAIN RAILWAY LETTER STAMPS 1957-80 by David Potter published by The Railway Philatelic Group at £2.50. 40 pages with illustrations.

This illustrated catalogue of all the railway letter stamps issued in Britain between 1957 and 1980 including our own 1979 issue and 1980 surcharge printings. It is surprising to see just how many stamps have been issued and for the railway philatelists this must be a definitive work.

THE BRIGHTON TO PORTSMOUTH LINE by N. Pallant published by Oakwood Press at £2.40. 44 pages of text with 16 pages of illustrations.

This is a comprehensive and well written history and the inclusion of timetables from the 1849 and 1861 Bradshaws are a useful feature. A clear outline map is included together with an interesting selection of photographs which have reproduced well. Even Colonel Stephens gets a passing mention with the Selsey Line connection at Chichester and there is a reference to the passage of 'Bodiam' and 'Sutton' over the line on their way to preservation.

DANDY-CART TO DIESEL by Jack Simmons published by the National Railway Museum at £3.95. 68 pages of text with 36 pages of illustrations.

This book is extremely well produced but one wonders to what end? It is not sufficiently detailed to serve as a guide to the Museum although it takes the form of a brief description of most of the main exhibits there together with an account of the setting up of the Museum and other aspects of its work. For the price, however, one might expect something more than an overall impression and that, regrettably, is really all that the book gives. On

a partisan note it is surprising to find no mention of the Kent & East Sussex horse bus.

BRANCH LINES TO MIDHURST by Keith Smith and Vic Mitchell published by Middleton Press at £4.95. 94 pages mainly of photographs.

This is an album of views of the three lines that met at Midhurst and contains many interesting scenes. Informative captions are given as well as timetable extracts and a few plans of buildings and the track at Midhurst only a sketchy history of the line is given. The paper used gives a matt finish to the photographs which does not entirely do them justice.

THE BRIGHTON BELLE by Nicholas Owen published by the Southern Electric Group at £1.30. 33 pages including photographs.

This is a comprehensive and well written history of the 'Brighton Belle' Pullman train with details of its predecessor the 'Southern Belle' and the electric stock used, much of which has been preserved. Amply illustrated and containing timetables and a map. Also from the same publisher is the self-explanatory 'Southern Region Two-Character Headcodes', 26 pages, at 55p.

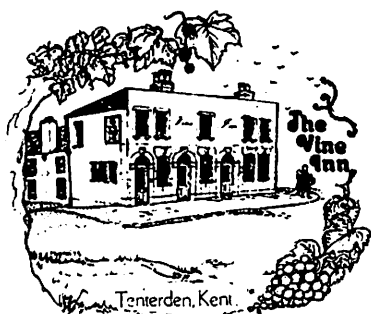
George Dobell

It is with deep regret that we have to report the death of George Dobell on 13th August 1981 after a long and painful illness. George Dobell started work on the K & E S R at Frittenden Road in 1917, subsequently became Station Master at Biddenden and finally at Tenterden Town in 1931, where he stayed until 1954. George retired from railway service in 1962 and since then had been living in Station Road, within 100 yards of the Railway that he so dearly loved. Our sympathies go to his Widow in her sad loss. An interview with George Dobell was included in the Summer 1974 issue of *The Tenterden Terrier*

P.D.S.

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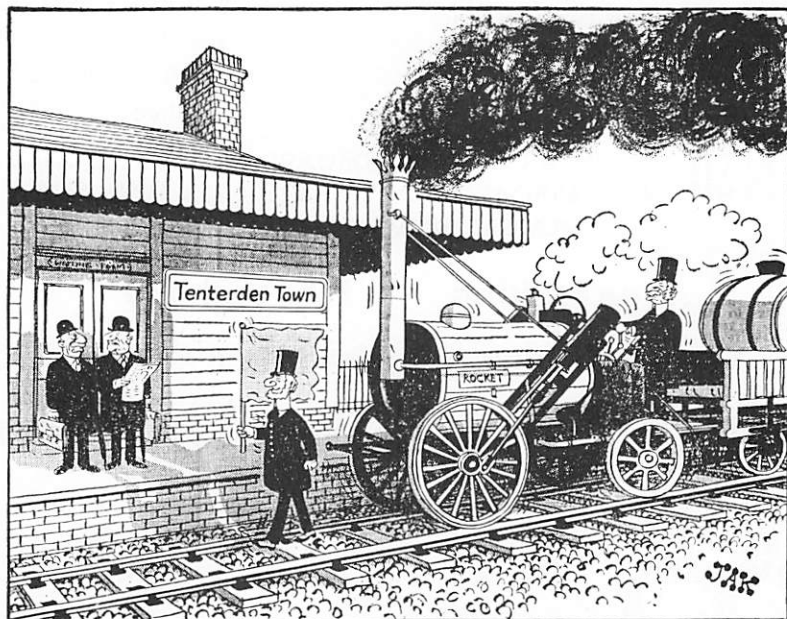
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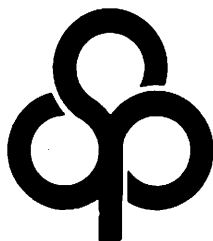
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