

The Tenterden Terrier



Number 28

Summer 1982



THE ROYAL VISIT



The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

Registered Charity 262481

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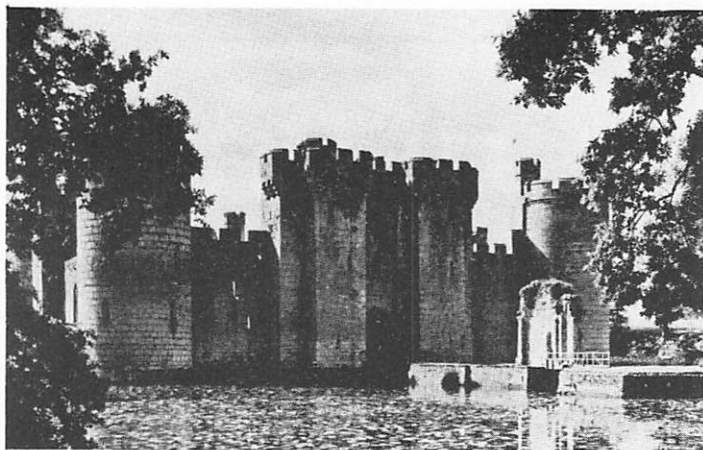
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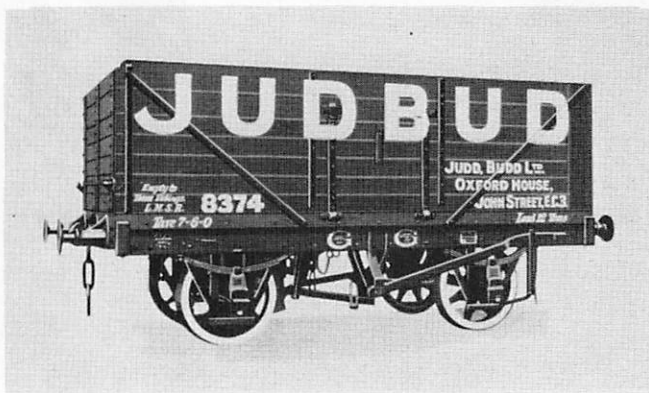
Bodiam Castle *A National Trust Property*

The Castle is open every day, April to October and on weekdays only, November to March, between 10.00 a.m. to 7.00 p.m., or sunset if earlier. It is closed on Christmas day, Boxing day and 27th December. Built in 1386 as a defence against the French, ruined in the Civil War, it still has a magical effect on every visitor. There is a public house and cafe in the vicinity, both managed by the National Trust. About 500 yards from the K & E.S.R. station.

Great Dixter

A 500 year old manor hall house, Great Dixter is open every afternoon (except non-Bank Holiday Mondays) until mid-October, 2-5 p.m. It contains lovely antique furniture and needlework. The famous gardens have many unusual plants, some of which have won awards at the Royal Horticultural Society shows in London. Clematis and other plants can be bought in the nurseries. $1\frac{1}{2}$ miles from the K & E.S.R. station at Northiam. Follow signposts in the village of Northiam.





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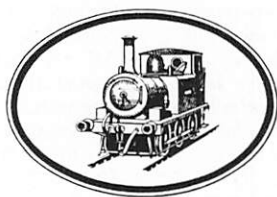
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1982

FRONT COVER

*Her Majesty, Queen Elizabeth
The Queen Mother unveiling the plaque,
commemorating the inauguration
of a special carriage for disabled passengers,
at Tenterden Town Station, 9th June 1982.
(Jim Berryman)*



Editorial

Our Royal Visitor

The visit of H.M. Queen Elizabeth, The Queen Mother to the railway is a rare honour and combined with the commissioning of a coach specially adapted for the use of disabled persons, a unique occasion. The railway's original "royal saloon" disappeared many years ago, probably without ever having carried a Royal Passenger but "Diana" is a worthy successor and "Petros" a worthy cause. Tenterden, as a limb of Rye, has a history closely linked with that of the Cinque Ports. The visit of Her Majesty, in her capacity as the Lord Warden, will do much for the Railway and for the Town whose fortunes are now more intertwined than ever before.

Lineside News

Compiled by Paul Sutton

Whether or not it is because of the very encouraging passenger figures, there seems to be an exciting air of optimism and enthusiasm amongst the volunteer membership which must be very heartening for the management. Plans which have been formulated for the development of Tenterden Station shortly and for others later on, will enhance the Railway, benefit the volunteers and appeal to the visiting public. The upgrading of track on the unused section of line continues and it is encouraging to see that those involved in the practical work are in many cases the same as those doing the planning

Locomotives

Steam services from Easter until the beginning of June were in the hands of Austerities Nos. 23 and 25 which normally worked alternate weekends, with the A.C. Cars Railbus providing the offpeak Saturday services.

U.S.A. No. 22 Maunsell re-entered service in early June after spending several months in the shed at Rolvenden. It was withdrawn at the end of last year with the white metal run out of the left hand trailing axlebox. This was caused by a fractured oil feed pipe. New armoured pipes have now been fitted which should ensure that it will not happen again. The lubrication system to the motion was also checked out while the locomotive was in the workshop and new fusible plugs fitted in the crown sheet of the firebox. No. 12 Marcia has also been having attention and was steam tested in May to prove the effectiveness of the welding in the smokebox. Its first task out on the line was on May 23rd when it hauled a works train to Bodiam from Rolvenden Yard, calling at Wittersham to collect a wagon loaded with sleepers.

No. 24 has had new tyres fitted by B.R. Derby and turned to B.R. profiles, the wheelsets being returned to the railway in May. All outstanding boiler work has now been completed and a decision must be made shortly on whether to have a complete retube or "hang on"! The front of the bunker has received some new plating and substantial repairs have been made to the ashpan. It is hoped to fit cab doors (similar to No. 25) and repaint completely before re-entering service next year.

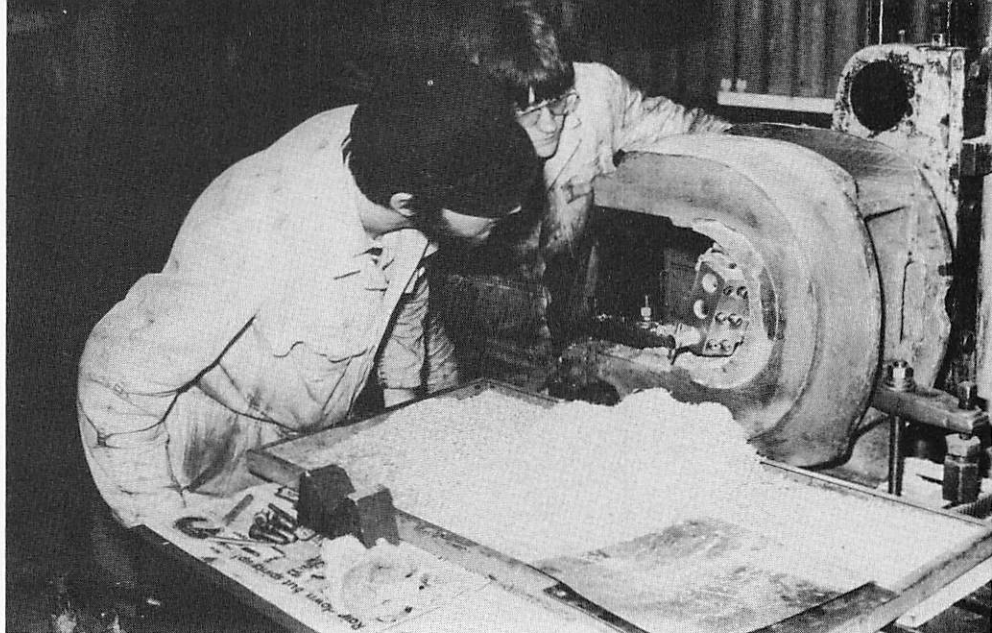
A total of six companies examined "Terrier" No. 10 Sutton after invitations to tender were issued in late March before the closing date of 30th April. The locomotive will need a new

firebox and smokebox, a retube, and a considerable number of new rivets and stays. All areas of wastage will be built up with weld, new studs and wash out plugs fitted and major attention to all pipework penetrating the outer firebox wrapper. The boiler was craned on to our low loader and sent to Resco (Railways) Ltd. on 24th May; the target date for return is 1st January 1983. A mechanical overhaul will be carried out on the remains whilst the boiler is away, as well as repairs to the bunker, tanks and cladding and refurbishment of all valves, injectors, etc. Spirax Sarco who are rebuilding the Westinghouse Air Brake pump report that the cylinders have been rebored, new rings fitted, with all work on this item being finished by the end of July. The projected date for re-entry into service is 1st September 1983.

The P class boiler has been given an ultrasonic test which revealed 18 broken stays and some 30 inner firebox back seam rivets will need to be replaced. Other work on this locomotive will start again in earnest when the machine shop has been officially commissioned.

No. 42, the Hunslet 0-6-0 Diesel has been stopped for repairs for some time when it was discovered that quantities of water mixed with the engine oil did not do a lot for its performance on the track. Grateful thanks are extended to Dave Haywood and his colleague from Gardner Engines S.E. Ltd. for their invaluable assistance in the repairs done so far. 0-4-0 No. 41 Baglan is having new nylon side rod bushes machined at Rolvenden, in the meantime it has done all its work as an 0-2-2-0!

Work on the B.T.H. diesel electric continues at a steady rate. The engine cooling radiator, complete with new header tank was fitted into the refurbished fan compartment during April. All pipework to and from the radiator has been renewed or repaired as necessary. Advice was sought from Amalgamated Power Engineering (W.H. Allen) as the the suitability of a Paxman engine waterpump and an appropriate adaptor for the Allen engine. The go-ahead was given and the pump was soon fitted. The Allen engine has now been painted in K.&E.S.R. green by Matthew Jeffery and the 95 Kw main traction generator is receiving the same treatment. The ex L.T. accommodation bogie loaned by Resco (Railways) Ltd. was put under No. 2 end on Sunday 14th March with



Lawrence Donaldson and Martin Weeks boring out No. 22's left hand trailing axle box, after re-metalling 18th April 1982
[John Liddell]

the help of a mobile crane and work on the original bogie began in April with the replacement of a damaged stretcher being the first task. The two wheelsets were taken to the Ashford Works of British Rail Engineering to have the tyres reprofiled and the journals retreaded. The two 26 h.p. traction motors were taken to British Electrical Repairs Ltd. at Woolwich and steam cleaned to reveal their condition so that any remedial work can be carried out. The footplate has been removed from No. 2 end, together with the now defunct buckeye coupling assembly – new platework will be fitted later. Finally the last of the body side windows was fitted in place on Sunday May 16th.

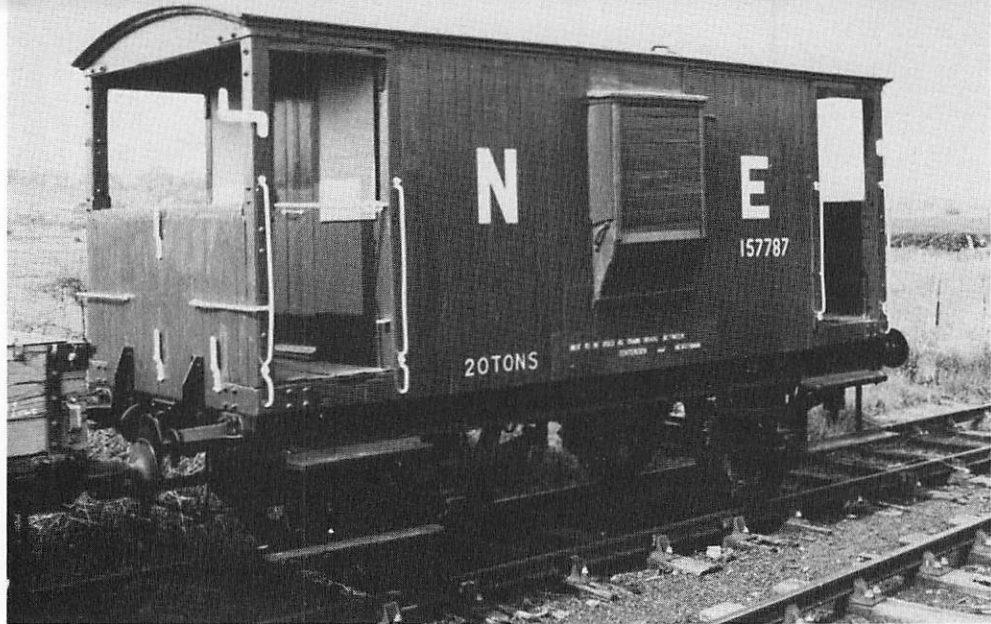
Carriage & Wagon

The department has mainly been occupied with bringing order and civilization to what is irreverently known as St. Paul's Cathedral, otherwise the new Carriage Shed! There has been considerable movement of new stock to the line, commencing on March 29th when ex S.R. C C T No. 1745 arrived at Rolvenden for use as a stores for the Locomotive department. It was built in 1938 with an Eastleigh body on an Ashford underframe.

The ex Mark I B.S.O. coach, formerly No. E 9254 left Stewart's Lane after its conversion to a coach for the disabled on Wednesday morning

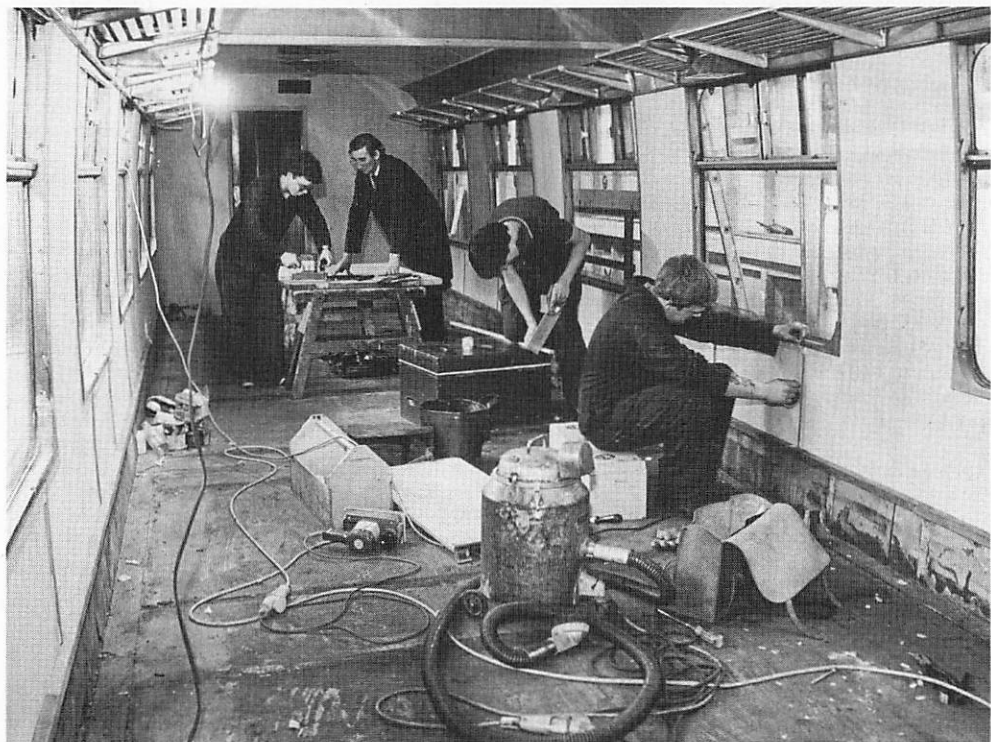
May 19th bound for Tonbridge. It was accompanied by an ex L.S.W.R. coach, now No. ADS 228 which is in use as the Wimbledon Breakdown staff vehicle. This latter vehicle was out on the line undergoing flame tests in tunnels after being fitted with a new gas boiler and other cooking equipment. The whole ensemble was hauled by Electro-Diesel No. 73110 and arrived at Tonbridge at 11.33, having travelled down to Kent via the main line through Orpington and Sevenoaks. The new coach, in cream and brown livery with the name Petros in Pullman style below the waist line, caused much interest and comment in Tonbridge Station. After the excitement had died down the vehicles were taken back to the West Yard where our coach was detached and then hauled through the station again to the East yard by the Tonbridge station pilot, No. 09022 in preparation for movement to Tenterden on Saturday, May 22nd. Many thanks to all concerned on British Rail who were involved with the movement and made sure that it went so smoothly. This was a unique occasion with a privately owned and restored ex B.R. Mark I coach being seen on the main line in the South East Division of the Southern Region – another first for the Kent & East Sussex.

A further influx of stock came on Monday 24th May when a 4 wheeled 14 ton tanker kindly



L.N.E.R. Brake Van in Northiam loop, 16th May 1982

[Paul Sutton]



Mark 1 B.S.O. coach No. E 9254 undergoing conversion work at Stewarts Lane for use by disabled people, by British Rail apprentices, 7th April 1982.

[British Railways Board]

donated by Esso, numbered 2338 and built in 1941 by R.Y. Pickering & Co. came to us from an Esso depot near Cardiff. It was originally registered for running by the L.M.S. This was followed in by an ex S.R. bogie corridor P.M.V. No. 2339, built in 1930 at Ashford on the timber underframe of an ex L.S.W.R. composite coach originally constructed in the 1900s and still possessing its original L.S.W.R. bogies. Similar vehicles, including perhaps our own, were to be seen regularly as luggage vehicles in the train formation of the Golden Arrow. This one was withdrawn from main line service in 1960 and used as a mess and tool van and renumbered DS 70076. It will be used by the Carriage & Wagon Department as a sales outlet and the corridor connections, now removed, will be reinstated sometime in the future.

The 20T L.N.E.R. Brake Van acquired from Tunnel Cement in 1977 received considerable attention during the Spring. The roof was refelted, all broken windows reglazed and protective shutter boards made. Missing step boards have been replaced and repainting in N.E. bauxite has been done by David Stratton and Reg Pritchard, with lettering and numbering by Dave Dine. The van carries the instruction "Not to be used as a train brake between Tenterden and Northiam", as it has no ballast weights at the moment. At the end of May it was at Northiam and will be used by the Thameside Group as a mess vehicle during the Bodiam to Dixter Halt P.W. work programme.

Sunday 28th March proved rather a busy day as 8 bogie coaches were given their seasonal running overhaul, consisting of axlebox lubrication, lifting the ends for bogie pivot casting inspection and lubrication, adjustment of brake gear, gangway maintenance and battery inspection and topping up.

R. U. Diana has also had its bogies adjusted and the public lavatory has been completed; the lighting circuit has been modified so that the kitchens are now on an independent system.

Clearance

During March, the large willows in Rolvenden yard were removed because they were causing the bank of the Newmill Channel to collapse. The regular group has made very welcome three new helpers whose assistance has enabled them to complete the approach to the Hexden Bridge. In mid May the department joined the

East Sussex and Thameside groups who were clearing between Bodiam and Dixter Halt, led by John Baker, the work being done to a very high standard. The end of May saw the group continuing on the extension project towards Northiam. Work on this section was started over the May Day bank holiday weekend by scouts from Guildford who camped at Wittersham Road and carried out three days very useful work. East Peckham scouts are once again spending their Summer camp working on the railway. The small family group led by John Green continues to look after the trackside between Wittersham and Newmill Bridge. They have recently been planting flowers and bulbs to add more cover. If there are any more families who would like to undertake a similar project, or youth groups looking for somewhere to camp and work, please contact Alan Tebboth. On May 8th the group enjoyed a very pleasant social evening on the Wealden Pullman – hopefully this will become a regular event.

Signal & Telegraph

Now that a deadline of August has been set for commissioning Wittersham Road signal box, all the department's efforts are being intensified around a six-point plan for speedy completion of this scheme. John Harman and Bob Gilbert have finished the signal box structure and shortly the windows and protective mesh will be fitted enabling the interior equipment to be installed on the operating floor. Downstairs, Kevin Fulcher and Paul Vidler have completed the greater part of the mechanical interlocking, leaving only the special closing out arrangements to be fitted. On the electrical side, Roger Rowe and Peter Lawrence have made good progress with the locking and controls. The majority of the signals are now connected but it has been necessary to lay a pipe under the road to carry the wires to those beyond the crossing. This work has been led by Tony Church and Ian Legge. Finally, Alan Nash has taken charge of the last major item; installing the Engineers' siding ground frame which, when complete will leave the system in full working order ready for commissioning.

Stations

The major task in the last few months has been the repainting of Tenterden Town Station, and associated buildings in the new railway colours of maroon and cream. Work on these, together with repainting the fences, was completed in time for The Queen Mother's visit. Since

Nationalisation, the station has been standard Southern Region green and cream and the new livery is as close to the K.&E.S.R. original as possible, which helps to dispel any impression that our line is just another Southern Railway branch! We are very grateful to all those who have come forward to assist with this work, especially Gerry, Pat, David and Mark Coombs, Geoff Strugnall and Bob Reeve. Match-boarding has replaced the badly warped hardboard under the platform canopy and is a great visual improvement. New station signs have been painted by Brian Hart. Internally, John Harman and Bob Gilbert have divided the booking office from the general office, giving greater security for the Booking Clerks, as well as a better environment for those working in the main office.

Mention must be made of the excellent work carried out by our friends in the Tenterden Horticultural Society who have transformed the gardens into a showpiece and we are very grateful for all their hard work.

At Rolvenden, Agent Richard Osborn continues to maintain this important station in a smart condition. The interior of the little

booking office has been repainted, as have the fencing and crossing gates. An information board has been fixed to the locomotive shed wall on the back of the platform to explain briefly the railway's history and give an outline of the Rolvenden site in particular. Poster boards have also been put up, further enhancing the site. The information board is the second in a series to be erected, the first being at Tenterden.

In May Martin Phillips resigned from the post of Station Agent at Wittersham Road. He took this job when the station opened in 1978 and was responsible for the splendid flower displays and the neat appearance of the station generally. His successor's first job will be the repainting in our new colours.

On 12th May a group of members collected two lamp standards and some gate posts from the former yard at Biddenden station and took them to Rolvenden for temporary storage. The lamps will be used for a future platform extension at Tenterden thereby ensuring continuity of design with the existing lamps. The railway is indebted to Miss Vera Woodger for kindly donating these items.



Lamp standards and gate posts being loaded by David Dowdell from the former station yard at Biddenden, 12th May 1982
[Paul Sutton]



The naming of No. 25 "Northiam" at Tenterden by T.V. personality Andrew Gardner, accompanied by Mrs. Gardner on 3rd April 1982
[Tenterden Railway Co.]

Plant

The foundations and base for the diesel workshops at Rolvenden have been completed and the building itself is due for erection during the early part of the summer. Work on the department's vehicles and equipment has largely been confined to routine servicing and maintenance. The trailer has been fitted with lights and Croford Coachbuilders of Ashford kindly donated a pair of the correct pattern reflectors to comply with Road Traffic Act requirements. In addition, the department has been giving major assistance to the Carriage & Wagon department in preparing the site and laying track in the new shed.

Marketing

The passenger figures at the end of May showed a healthy increase over last year. The new format brochures, timetables, bar cards and other publicity aids which have been distributed with such vigour must be making an impact on the public. We are also seizing

every opportunity for editorial coverage in the local press.

The "Seven Wonders of the Weald" promoted a tour of their attractions on 10th March, the Railway organising the event and acting as host for the day. It was aimed primarily at Coach and tour operators, travel agents and those engaged in tourist promotions in London. Despite its being an A.S.L.E.F. strike day, 29 people arrived at Headcorn Station to board the coach very kindly supplied without charge by Messrs. Warrens (Tenterden) Ltd. and driven by one of their directors, Mr. D. Turner. The event was a great success and received good coverage by T.V. South and the local press with articles later appearing in coaching journals. Reference was made in the last *Tenterden Terrier* to our membership of the Heart of Kent Tourist Association. Its members are mainly based in the Maidstone area and include Leeds Castle, Allington Castle, The Whitbread Brewery, The Great Danes Hotel and Maidstone Borough Council.

A video film of the attractions offered by members is to be produced and shown around Great Britain by a public relations firm. The benefits from this exercise should begin to show themselves next year.

The Railway's first major event of the year, the naming of loco No. 25 by T.V. personality Andrew Gardner, was a great success. The weather was perfect and watched by a large crowd Mr. Gardner gave a delightfully informal talk before dropping the curtain to reveal "Northiam". Our guest was presented with an embossed brass plaque of the locomotive and Mrs. Gardner received a bouquet of flowers after which everyone boarded the train for a return trip to Wittersham Road. Non members also travelled on this special but were relieved of the correct fare! Congratulations to the owners of the engine and everyone involved at Rolvenden for the turnout on the day – the brass work and blue paint shone in the sunshine. The event received very good coverage in the press and helped to make the opening days of the season very successful.

Copies of the single sheet timetable and information leaflet are being printed in Dutch, German and French for the benefit of our foreign visitors.

Commercial

Our new title of Colonel Stephens' Railway Shop has proved popular and amusing, insofar as it draws questions as to who the Colonel is, or was. We were virtually closed for much of February and March but with our restocking policies and valiant help from volunteers, we have managed to return figures approaching last year's totals. On the passenger front, several weekends have shown a healthy increase in numbers carried; Easter was 12% up and the May Day holiday weekend 30% up. Although it is too early to be complacent, our new marketing strategy, with attractive publicity material, has so far been successful. Our schools' reservations stand at approximately 1,200 bookings which is on a par with 1981. We have already attracted one major coach company, with a regular Wednesday and Sunday booking through until September, and are hopeful of attracting more as the season gets under way. Several reservations have also been received for various individual parties from cubs and scouts to O.A.Ps. Needless to say, our Wealden Pullman service is again the biggest success story with

virtually all seats fully booked until late August, plus 6 Friday extras during May, June and July. We have even sold three complete trains for 1983.

Colonel Stephens Museum

A large number of new items have been either donated or loaned to the Museum over the last 12 months and the problem of accommodation is now becoming acute. Plans for the development of the Tenterden Station site include the use of the former Maidstone Bus Station, now in store, as premises for small exhibits, with a rail-connected extension for locomotives and large items.

Following the death of William Holman Austen last year, a number of relics were presented by his widow to the Museum and some books and papers have been placed on indefinite loan by the beneficiary under Bill Austen's will, Robin Doust. These include Colonel Stephens' desk and chair, which John Miller and Alan Tebboth have used as the centrepiece of a representation of his Salford Terrace office. Various authentic artefacts will be added as soon as a suitable protective screen can be erected. In addition, Stephens' drawing and measuring instruments have been put on display and the W.H. Austen 'Senior' pass collection, will be placed side by side with the Colonel's – providing an interesting contrast between first and third class privilege for master and servant!

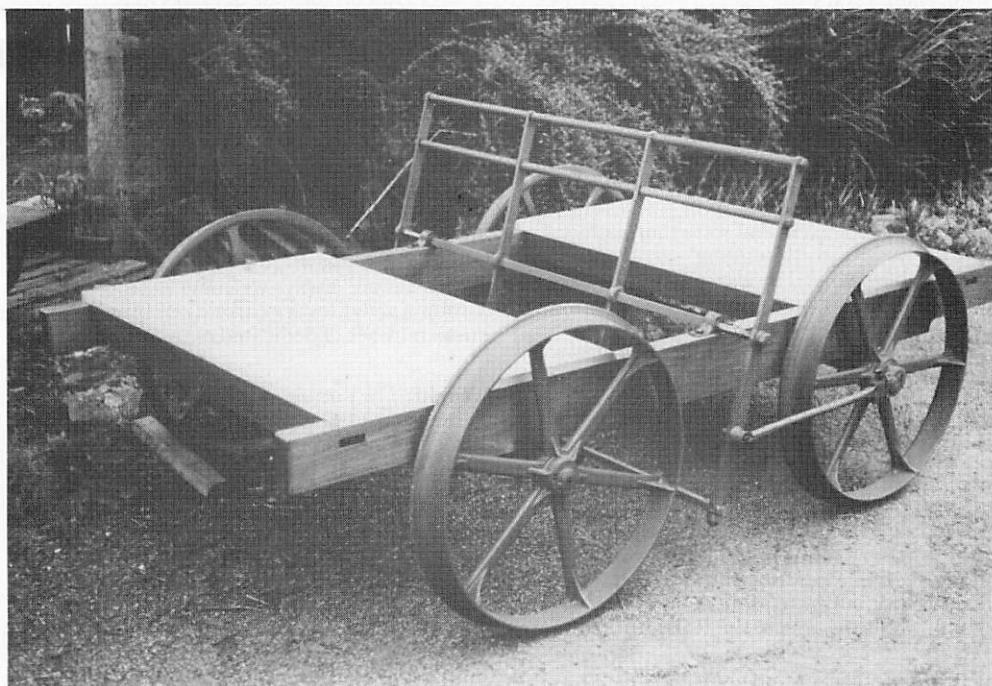
Area Group News

Ashford. A total of £350 was donated to the Sutton loco restoration fund from the Model Railway Exhibition held in Ashford on March 6th. Fund raising efforts this Summer will include stands at Ashford Extravaganza, Kent County Show and some local village fetes. The remainder of the track from Batchelors Foods has been acquired and included a much needed buffer stop for Wittersham Road siding. The Group visited the G.P.O. underground railway in May and Tonbridge signal box in June. They also joined the Maidstone Group for a visit to Resco (Railways). In September we change our meeting place from the Centrepiece in Bank Street to Batchelors Foods Social Club on Henwood Estate. The first meeting in the new location is on Wednesday, 15th September – all are very welcome. There will be a bar open during the evening!

Maidstone. Painting of the wastepaper box trailer at Tenterden has been completed and it



Phyllis Austen at "No. 23, Salford Terrace". The representation of Colonel Stephens' office, Tenterden Museum, 16th May 1982.
[Paul Sutton]



The "Row Boat" following restoration by the Medway Skillcentre

[John Liddell]

has been moved back on the now cleared and levelled site at the entrance to the car park. The annual model railway exhibition at the end of March included the Mayor and Mayoress of Maidstone among its visitors. Attendance equalled last year's and the resulting profit of £200 has gone to the Sutton restoration fund.

The "row-boat" has been fully restored by the Medway Skillcentre at a cost of £117 which will be met out of group funds. The never-stop train appeared at both the Ashford and Maidstone exhibitions and also at the two day Chatham show. Apart from raising a few pounds, the publicity gained in handing out timetables was well worth the effort. The pump trolley and sales stand were taken to the Gravesham Exhibition over the Spring Bank Holiday weekend of May 28th/29th. In conjunction with the Maidstone Historical Society, the group enjoyed an evening outing to Resco (Railways) Ltd. at Woolwich on 24th June. As in previous years, the Ashford and Maidstone groups will combine to have sales stands and the pump trolley at the County Show in July. A sponsored walk will take place on Sunday 17th October from Wittersham Road station to Tenterden station and back, a distance of 13 miles. Anyone wishing to try out the route can obtain a copy of Walks in the Weald No. 6 from Colonel Stephens' Railway Shop at Tenterden. Further details will be given in the *Rooter*.

Sussex. The group continues to make steady progress and would welcome more members from the Hastings and Eastbourne areas. The Spring meetings have had some interesting and entertaining speakers and were thoroughly enjoyed by all those attending – an average of 20 at each evening. The group has publicised the railway at various functions in the area and generally made people more aware of the K. & E.S.R. Progress at Northiam has been slow but positive and it is intended that an information point will be opened in the station building this year.

Entries in this year's Bus Rally include vehicles which saw service in Guernsey and the Highlands as well as some bearing more familiar liveries. The new location should prove more popular than Wittersham Road and efforts are being made to encourage those vehicles normally attending the Steam & Country Fair to come to the Rally instead.

Tenterden. The first open meeting held in January at the Glebe Hall got the group off to a

good start and attendances at subsequent monthly meetings have steadily increased; particularly gratifying is the number of local non-members who come along. At Andrew Webb's slide show in March, entitled "Early Days on the K. & E.S.R." there were exclamations of amazement and incredulity at pictures of Tenterden Station and Rolvenden Yard in the 1960s which bore no resemblance to their present appearance. Doug Lindsay's Headcorn Extension talk also provoked a great deal of interest. The programme of speakers has now been fixed for the rest of this year and several firm engagements have already been made for 1983.

Thameside. The Group has started work on re-sleepering the Northiam to Bodiam section, from the Bodiam end. Temporary level crossing gates have been hung, to be replaced by permanent ones later on in the summer. Replacement of the first 338 wooden sleepers, which covers the section up to the point where metal ones begin, is scheduled for completion by 1st August. Subject to D.O.E. approval, the railbus will operate between Bodiam and Dexter Halt on the four Sundays in August and there will be a "Steam at Bodiam" weekend over August Bank Holiday, featuring Marcia and the usual attractions. Elsewhere, Bob Gilbert and Dave Stratton have been proceeding with the restoration of the 6-wheeled G.E.R. coach at Resco (Railways), Plumstead and in conjunction with the carriage & wagon department at Tenterden, Dave Stratton has been working on the North Eastern brake van, which will become the mess van for the Bodiam/Northiam working party. New faces are always welcome as most of the Group's activities are carried out by a very small number of dedicated enthusiasts.

Weald. The jumble sale held on 6th March raised over £100 towards the cost of upholstering and refurbishing the chairs in "Diana". At the A.G.M. on 11th May several changes were made in the committee. Richard Brown, who has been Treasurer for some time, resigned from the post as he is moving away from the area. Grateful thanks were given to him for keeping the books in such good order. Peter Brown (no relation) has moved from Secretary to the Treasurer's office and Clive Norman is the new Secretary. One new committee member was elected: Ian Legge of the S & T Department.



The Dinner to have been held at The Town Hall in Tenterden on 21st May to commemorate the 21st anniversary of the founding of the Preservation Society, was cancelled because of lack of support. However, sufficient members answered the original invitation to enable a smaller function to take place at the Castle Inn at Bodiam on the same date. 28 members joined a special Railbus working at Rolvenden for Bodiam; two more joined it at Northiam and the five remaining members of the party made their own way by car. Invited guests were Past Chairman Peter Benge-Abbott and his wife Rosalind,

and society Founder Member Tony Hocking with his wife Sally. After a very enjoyable meal, Chairman Mark Yonge spoke of the progress of the railway since preservation and Philip Shaw, who organised the evening, read some humorous extracts from very early society correspondence. After watching the Wilf Watters film, recording activities on the line prior to, and just after, the reopening in 1974 the party returned uneventfully on the Railbus through the rain soaked countryside arriving at Rolvenden at 1 o'clock the following morning!

(Report and Photograph by Paul Sutton)

Victor Ludorum

On 20th February 1982 the Winter Edition of *The Tenterden Terrier* was entered for the A.R.P.S. 1981 Magazine Competition. Reproduced below is an extract from their press release dated 21st April: "The Steam Railway award, presented by EMAP National Publications Ltd., publishers of *Steam Railway Magazine*, is for the best magazine produced by an operating preserved railway, steam centre, or museum both for its members and for

sale to the public. This award is made to the Kent & East Sussex Railway for its magazine *The Tenterden Terrier*."

The award, an inscribed plaque, was received on behalf of the Company by Assistant Editor, Paul Sutton, on Saturday 8th May at the A.R.P.S. Spring General Meeting at Horsted Keynes, Sussex.

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"Pride of Sussex"

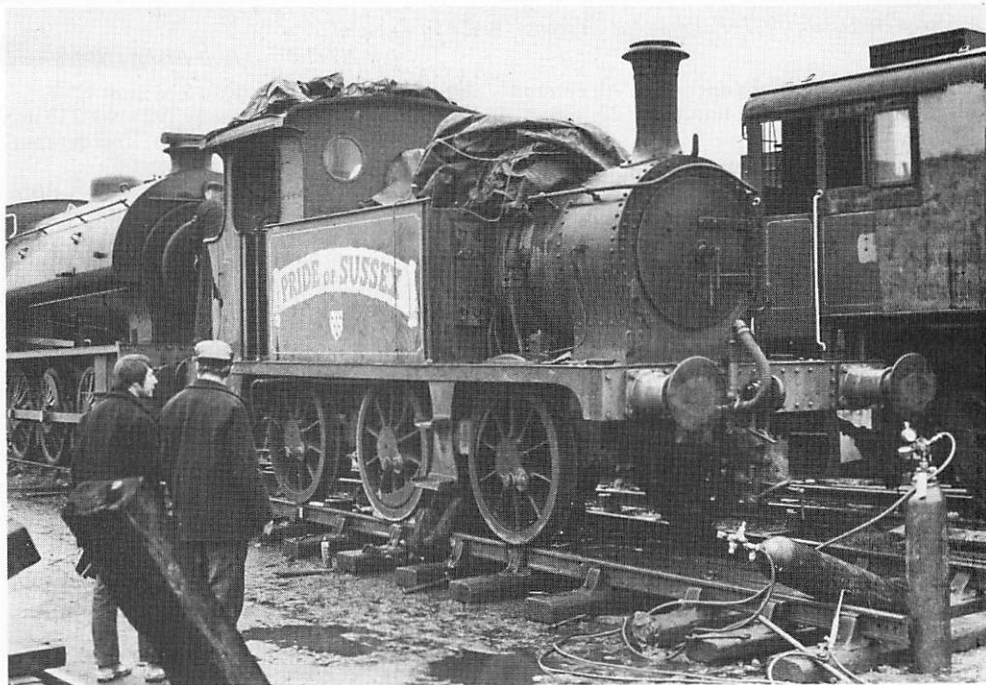
Visitors to Rolvenden will probably have noticed the various parts of a tank engine scattered around the shed and yard. They belong to one of the small O-6-OT locomotives, designated class P and introduced in 1909 by the S.E.&C.R.

It is almost ten years now since the engine was dismantled for overhaul and, for various reasons, mainly due to lack of funds, very little work has been carried out. In an attempt to get it back into service the Tenterden Railway Company has recently negotiated an agreement whereby two-thirds of the ownership will pass to two members who are prepared to work on, and also to fund, its restoration and return to service; the remaining one third interest will remain with the company. No. 11 as it is known in K.&E.S.R. stock, has had a long and eventful life, part of which was spent on the K.&E.S.R. in pre-preservation days and it may be appropriate, at this time, to give an account of its chequered career.

Early in 1908 the S.E.&C.R. decided to construct two small tank engines to augment

the existing steam railcars on various suburban and branch line duties. These were fitted with the wire, rod and pulley system for motor train working. Numbered 753 and 754, they left the Ashford Works paint shop in the fully lined out livery of the S.E. & C.R., together with brass dome covers and copper-capped chimneys. The 12 in. x 18 in. cylinders were inclined at 1 in 9 with the valve chest between and reversing was by lever.

No. 753, the locomotive which is now at Rolvenden, entered traffic on 18th February 1909. After a short period of trials on the New Romney branch, it was employed on the Sevenoaks to Otford services and Tonbridge became its home shed. In October 1909 it underwent trials between Nunhead and Greenwich Park, Beckenham Junction and Norwood Junction, Chatham and Strood, and also on the Westerham branch. As a result of these trials, it was decided to build six more locomotives, similar to 753, but with the cab roof 4½ in. lower and equipped with steam reversing. Two were designated, "light passenger engines" and were not, therefore,



"Pride of Sussex" at Rolvenden before dismantling

[Tenterden Railway Co.]



A.556 at Battersea, 1927. Pullman car "Verona" in the background

[F.R. Hebron, Rail Archive Stephenson]

equipped for motor train operation. All entered traffic during 1910, being numbered 27, 178, 323, 325, 555 and 558.

By November 1911, No. 753 entered Ashford Works for its first general repair. On return to service, the chimney cap and dome cover had been painted over, the wheels rebalanced and steam reversing substituted for the original lever reverse. No. 753 then worked on various motor train duties until it was recalled to Ashford, together with sister engine No. 27, to be repainted unvarnished olive green with large yellow numerals and the letters "R O D" on the tanksides. On 24th April 1915 these engines were shipped to Boulogne to assist with the laying out and operation of the extensive sidings belonging to the War Department dealing with ammunition, clothing and food and on arrival No. 753 was renumbered 5753. Both were shipped back to England on 30th October 1916 when No. 753 was found to have sustained damage as the result of a collision whilst on the Continent. This entailed another visit to Ashford for repairs and it was probably at this time that a S.E. & C.R. grey livery was adopted.

After working between Dartford and Gravesend for some years, by 1923 No. 753 was at Redhill on station pilot duties. In order that the new L1 class could be numbered consecutively, No. 753, still in S.E. & C.R. grey, was renumbered 556, the alteration being carried out in December 1925 on Redhill shed. It was not until November the following year that 556 became A556 of the Southern Railway, the "A" prefix denoting the Eastern section origin of the engine. In its new guise, various light passenger duties were undertaken until late 1928, when it was transferred and employed on the construction of the Wimbledon-Sutton line, together with Nos. A555 & A558.

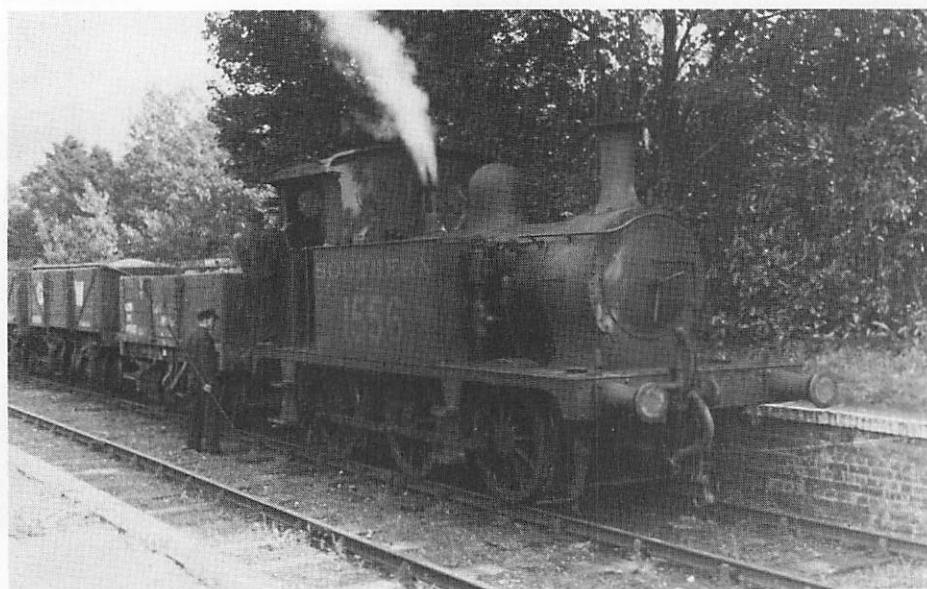
From July 1931, in common with all other Eastern section engines, the "A" prefix was discontinued and 1000 added to the number. It was renumbered 1556 and repainted in Maunsell plain black goods livery during its first visit to Ashford after this date. For some years No. 1556 worked from Dover and Folkestone, but during 1936 and 1938 it was hired to the K. & E.S.R. as the line was temporarily short of motive power. It was

ON HIRE TO THE K & E.S.R. FROM THE S.R.



At Orpins Curve, probably in 1936

[Tenterden Railway Co.]



On a ballast train at Tenterden Town Station, 1st September 1938.

[B.K. Cope]

subsequently returned to the Channel ports remaining until 1940, and then transferred to Gillingham, returning to Dover by June 1945. A further period on hire to the K.&E.S.R. was seen in 1947 when this line was once again short of motive power, the ten ton axle load of the "P" being admirably suited to the line between Tenterden and Robertsbridge. Under British Railways ownership, 1556 had 30,000 added to its number and was painted plain black which replaced the Bulleid black and Southern lettering acquired during the early 1940s.

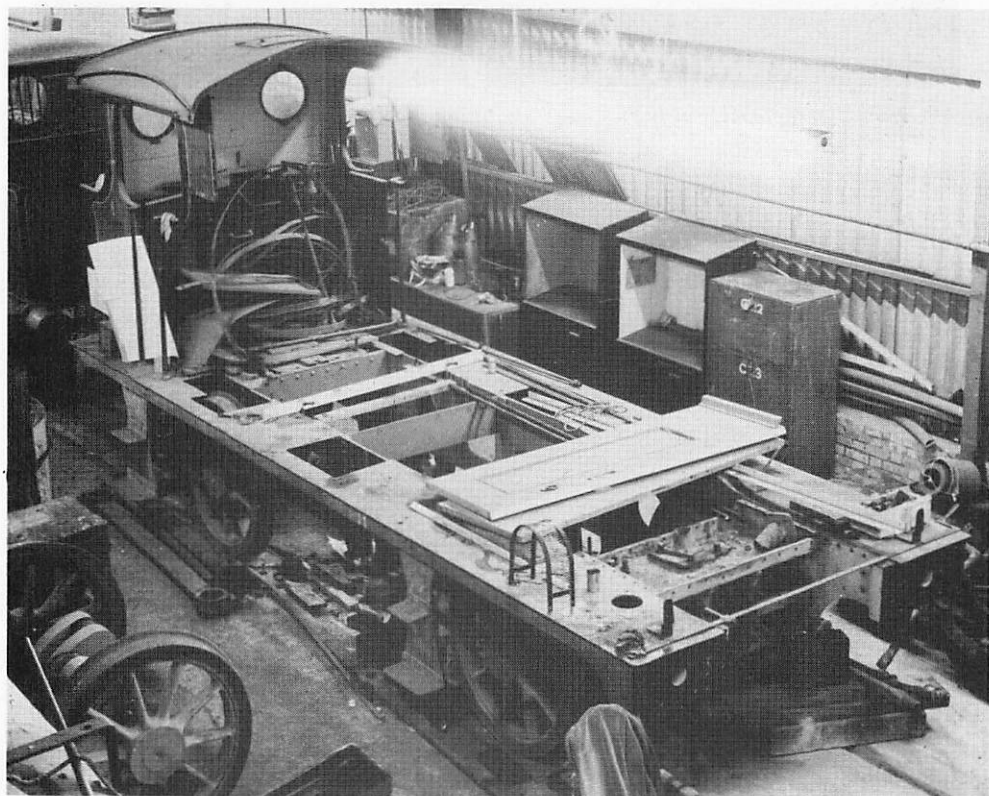
By this time very little work was available for such diminutive locomotives and some of the class were placed in store, but the mid 1950s found 31556 residing at Brighton where it was employed on menial duties including that of shed pilot. Brighton was to be its final home under B.R. ownership and it remained there until withdrawal in April 1961, being the last of

the eight locomotives in service.

Shortly after withdrawal 31556 was purchased by James Hodson & Sons of Robertsbridge and named "Pride of Sussex". In this guise it gave several years of excellent service, shunting their sidings which connected with the Kent & East Sussex Railway; in January 1971 it was acquired by the Kent & East Sussex Railway Preservation Society. After minor repairs, repainting and being numbered 11 in the locomotive list, Pride of Sussex was steamed only once or twice before being dismantled to await further overhaul.

Now, ten years later, it is hoped that work already started will continue, with finance provided by two members who are determined to see this gallant little locomotive back in service in the not too distant future.

George Wright



In Rolvenden Shed, following dismantling, December 1981

[Colin Whitbread]

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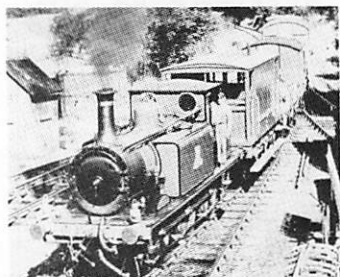
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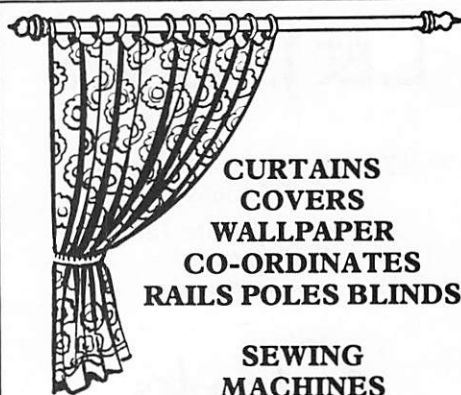
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THE ROYAL VISIT





Her Majesty signs the visitors book, seated in "Diana" and accompanied by Deputy Chairman, Tim Stanger.
(Kent & Sussex Courier)

After several weeks of almost unbroken sunshine with Tenterden and the surrounding area continually in the 70's, the question on everyone's lips was: Can it last? The reason for concern was of course the impending visit of Her Majesty Queen Elizabeth, The Queen Mother, to Tenterden. The town is a limb of Rye in the Confederation of the Cinque Ports and was made a Corporate member by Royal Charter in 1449. The Queen Mother is the present Lord Warden and Tenterden was included in her three day programme of visits to parts of Kent and Sussex.

A project had to be found in the town that would be of interest to Her Majesty. At about this time we heard that the conversion of the Railway's coach for disabled people could be completed by early June, which would coincide with the Royal visit. The suggestion that The Queen Mother should inaugurate this carriage was put to Clarence House and, to our delight, was readily accepted.

The morning of June 9th dawned as perfect and cloudless as its predecessors and the freshly painted woodwork of Tenterden Station and signal box sparkled in the sunshine as people busied themselves with final tasks. To iron out any last minute snags, a dummy run of the complete railway programme took place in the morning and as no changes proved necessary,

all participants disappeared in different directions to exchange jeans and tee shirts for suits and Railway ties. The Queen Mother was expected at 2.45 p.m.; by 1.30 p.m. everybody was in position; the sun shone hotter than ever, flags fluttered in the breeze and locomotive crews waged private battles of their own to keep steam pressure within limits. A murmur of excitement ran through the crowd lining Station Road a few minutes later as a police motorcycle appeared in front of three black Daimler limousines. These contained our friends from the Central Office of Information who had come to do a final check on arrangements and to brief the press.

The presence of another large car indicated the arrival of the Lord Lieutenant of Kent and Lady Astor, which meant that her Majesty Queen Elizabeth, The Queen Mother, was not far behind on her journey from Rye. Then the cheers and flag waving rippled all the way down Station Road and the Rolls Royce with her personal standard flying from the roof came to a smooth stop at the station gates.

The Queen Mother heard the Mayor of Tenterden deliver a Loyal Address, after which Tenterden Railway Company Chairman, Mark Yonge and his wife Virginia were presented to her. The Chairman invited Her Majesty to unveil a plaque commemorating her

← *Her Majesty, Queen Elizabeth The Queen Mother arrives at Tenterden Town Station.*
(Kent & Sussex Courier)

visit. After meeting a small group of Directors and Department Managers, The Queen Mother moved through the station booking hall and out on to the platform where a further group was presented. Stations Manager, Mark Toynbee, then asked her to accept a free pass to ride on the Railway. The Royal Party proceeded down the platform, which was lined with invited members of the Railway and their families; a pause to exchange greetings with the crew of No.25 Northiam before meeting Petros project instigator, David Sinclair and his wife Janet. Their son Peter, who suffers from muscular dystrophy and after whom, together with Sir Peter Parker, the coach is named, gave The Queen Mother a bouquet of her favourite orchids before demonstrating driving his wheelchair up the ramp and into the vehicle. Representatives of a number of organisations who had contributed to the Petros project were presented to Her Majesty, including David Kirby, British Rail Southern Region Divisional Manager and David Blake, Southern Region's C.M. & E.E.

Our Royal Visitor then boarded the train and spoke to many of the disabled people in Petros before going into Wealden Pullman Restaurant Car Diana, where she very kindly signed a visitors book; the train then drew out of the station towards Rolvenden. We had been given

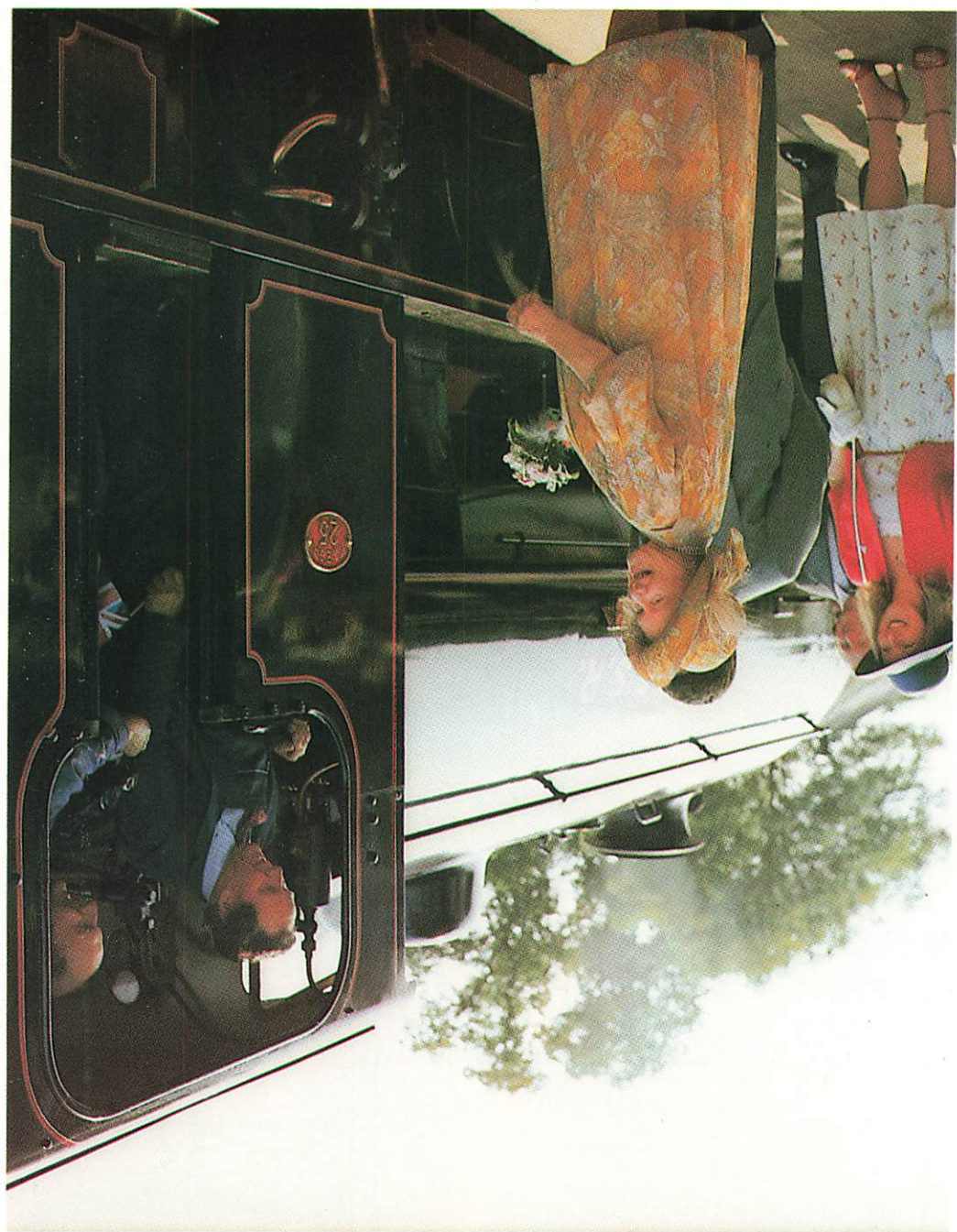
a special dispensation not to stop at the level crossings so it was only a few minutes before the Royal Train, bearing the Lord Warden headboard, arrived at its destination. After Her Majesty had talked to some more K.&E.S.R. volunteers, she was escorted to her car to return to Tenterden recreation ground where the red Wessex helicopter of the Queen's Flight waited to take her back to Dover and H.M.Y. Britannia. The following evening, Chairman Mark Yonge and his wife attended a reception given by The Queen Mother on the Royal Yacht.

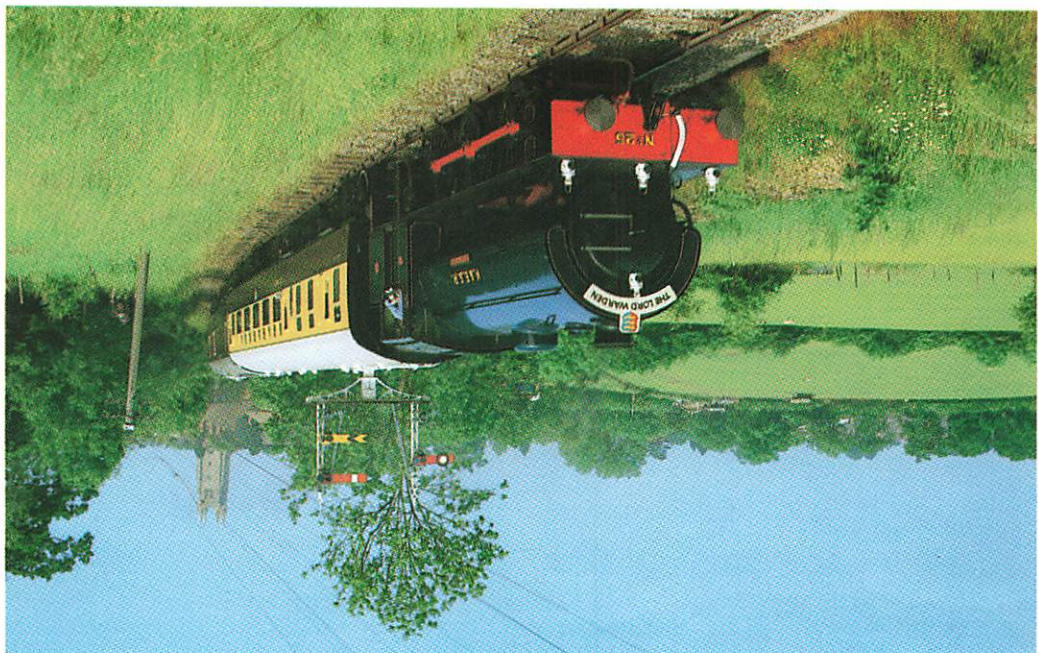
Paul Sutton

A small committee was formed at the beginning of February to deal with the Royal Visit and most members will be unaware of the considerable amount of preparation that went into making the day such an outstanding success. Mention should be made particularly of John Miller who did all the detailed planning and Doug Lindsay who coped with most of the day to day problems. At least three other preserved steam railways are known to be working on conversions of existing coaching stock for the convenience of disabled passengers. However, Petros on the Kent and East Sussex Railway is the first to enter traffic and to receive the accolade of Royal Patronage. The initial public service incorporating our special vehicle was also run on Wednesday June 9th, immediately following the return of the Royal Train.



*Her Majesty at Rolvenden Station, accompanied by Chairman, Mark Yonge and Mrs. Yonge.
(Kent & Sussex Courier)*





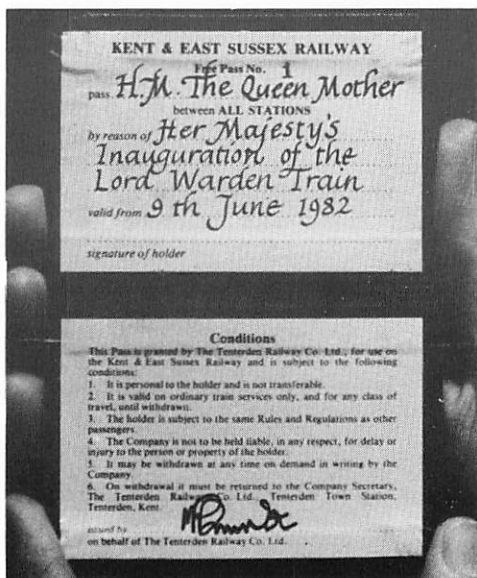


*Mr. Rodney Chapman presents a cheque to David Sinclair (right) towards the conversion costs of "Petros", raised from the Wolverhampton Marathon.
(Brian Stephenson)*

Captions for pages 24 and 25

*Her Majesty pauses on Tenterden Station platform to speak to the locomotive crew of No.25, Northiam.
(Jim Berryman)*

*The Royal Train, "The Lord Warden", which conveyed Her Majesty from Tenterden Town to Rolvenden.
(Brian Stephenson)*



(Brian Stephenson)



H.M.Y. BRITANNIA
AT DOVER

10th June, 1982

Dear Mr Yonge

Queen Elizabeth The Queen Mother bids me write to say how much Her Majesty enjoyed visiting the Kent and East Sussex Railway Company and meeting so many of your volunteer helpers.

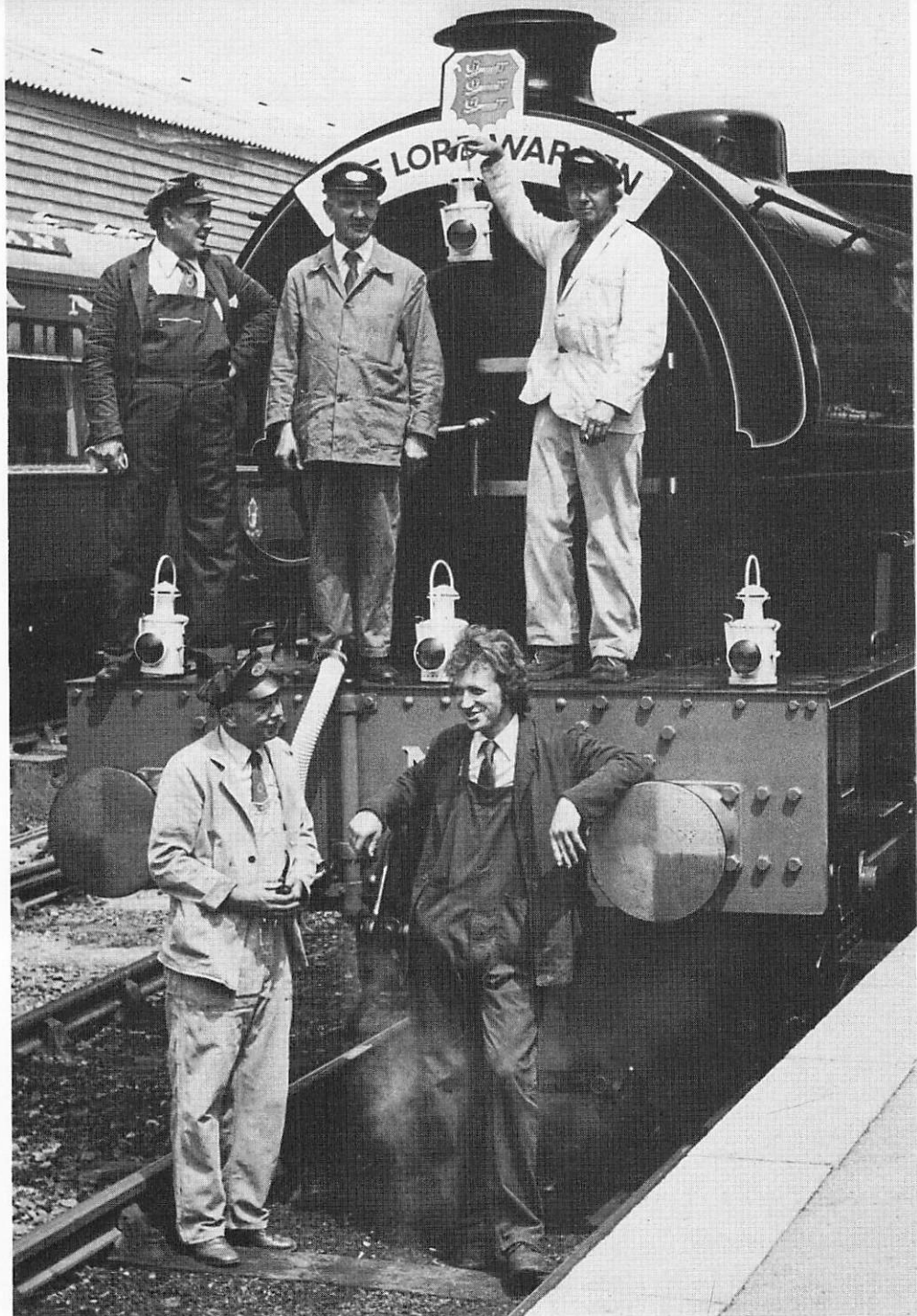
Queen Elizabeth congratulates you most warmly on your initiative in designing such an excellent coach for the disabled, which Her Majesty is confident will be of great benefit to those who are handicapped.

It gave The Queen Mother great pleasure to journey as a Ticket Holder on the train 'The Lord Warden'. It was indeed a memorable journey, and one which brought back many memories of days gone by to Her Majesty.

Queen Elizabeth sends to you all her best good wishes for the continued success of the Railway Company, and hopes there may be an opportunity when Her Majesty can ride with you again.

Yours sincerely
Elizabeth

M. Yonge, Esq.,



The Crews of "The Lord Warden" (l to r) Top: Jack Hoad, Jack Davey, Paul Hatcher Bottom: Fred French, Adrian Landi. (Brian Stephenson)

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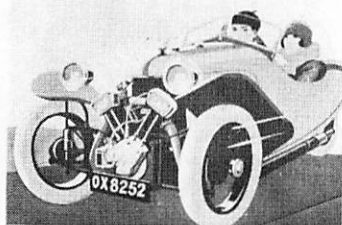
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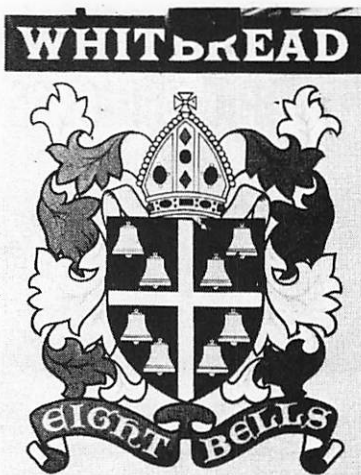


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Letters to the Editor

"Diana"

Sir – Your correspondent R.J.E. Bayliff, in the Spring 1982 issue of *The Tenterden Terrier*, dismissed the christening of the new Restaurant Car "Diana" as an unfortunate choice. I should like to point out that his idea of River Rother would be even more unsuitable as at least two locomotives were named after this River. Firstly, our own No. 7 "Rother", the Beyer Peacock 0-6-0, which was on the line from 1910 until 1939, and secondly the Maunsell 2-6-4T of the Southern Railway, No. 794 "River Rother" which ran from 1925 until the entire class was withdrawn in 1927 following the Sevenoaks disaster, when they were converted to un-named 2-6-0 tender locomotives.

Mr. Bayliff may not be aware that "Diana" has more than one claim to fame. The original Pullman Car "Diana" was No. 34 of the batch of special Hastings line "Gilbert" Cars acquired by Pullman in 1920, which ran on that line until six new Metro Cammell Cars of restriction "O" were introduced in 1926, of which "Barbara" and "Theodora" are the sole survivors. "Barbara" is in regular use on the Wealden Pullman service coupled to our new "Diana". I feel the chosen name is far more appropriate than "River Rother" would ever be as the Pullman Car Company usually chose names befitting girls, Greek goddesses or stellar constellations, but No Sir!, never Rivers.

(Name & address supplied)

G.M.P.

Sir – I disagree with your correspondent R.J.E. Bayliff (*The Tenterden Terrier*, Spring 1982) with regard to the naming of the dining car. Since girls' names have been used on Pullman Cars in the past, why not today and if somewhat topical, is not "Diana" as suitable as "Barbara", "Theodora", "Bertha" or any other?

When "Sutton" is serviceable, it would be an idea to run it with Birdcage No. 61 as a special feature on Saturdays after the Steam and Country Fair. At the other end of the season, a "Diesel Day" using the Railbus, Railcar and the Ford would attract the more modern fraternity and add variety to the timetable at minimum cost.

High Halden, Kent.

Hugh Nightingale

Colonel Stephens at Portmadoc

Sir – I was interested to read (*The Tenterden Terrier*, Spring 1982) that the Festiniog Railway used "Perfectol" for carriage cleaning, with apparently disastrous results to the paint work. You may be interested to know that this product is still marketed by a Midlands firm, Ernest Newton Ltd. as one of their range of black and white disinfectants. One wonders why fumigation was considered necessary in such an attractive part of the World. Possibly the choice of the coalman as carriage cleaner was an unfortunate one – or could it have been the out-of-work sailor?

Rye, East Sussex.

Edwin Royston

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Light Railway to Port Eynon

In 1895 H.F. Stephens put forward proposals for a light railway to serve the picturesque Gower Peninsular to the west of Swansea Bay, which included a take over bid for part of the famous Swansea & Mumbles Railway. It was not until nearly 30 years later that the plans were finally abandoned . . .

The various light railways in Essex planned by Colonel Stephens (see *The Tenterden Terrier* No. 25) were not the only enterprises promoted by the Light Railways Syndicate Ltd. In fact, although it is with the Central Essex that the Syndicate is usually associated, another scheme was to occupy Stephens' attention long after the company itself had disappeared. This was the Gower Light Railway opening up the Gower Peninsula to the west of Swansea Bay.

Swansea Bay is of considerable importance in railway history. In 1804 Parliament authorised the opening there of the first public railway to carry passengers, the Oystermouth Railway, later known as the Swansea & Mumbles Railway. Despite the presence of this historic line there had been little effort to drive railways into the Peninsula itself during the greater part of the Nineteenth Century though the L.N.W.R. had a branch along its northern flank from Gowerton to Llanmorlais.

It is against this background that a letter from Stephens, staying at Clydach, to his father in August 1895 attracts attention: "A client of Mr. Peterson who is a solicitor and whose acquaintance I have made at Cranbrook some time since wants to make a light railway here to some coal villages up this valley." At this time Peterson and Stephens were engaged in planning and promoting the Rother Valley Railway and the "client" at Clydach is to be presumed to be a Mr. H.N. Miers, a resident of Ynyspenllwch, who appears with Peterson and Stephens as a shareholder on the registration documents for the Light Railways Syndicate in July 1895.

Writing to his father from Cranbrook on 10th August 1895 Stephens reports that: "... a Syndicate has been formed to promote 4 Provisional orders in Parliament this year. viz; a line in South Wales from the Mumbles to the Worms Head called the Gower Light Railway Coy, the Rother Valley Railway, the Hadlow & Shipbourne Railway, the Cwm Clyddach & Pantcae-Gurwen Railway." The last-named was presumably the scheme for which Stephens

had visited Miers at Clydach but the Gower Light Railway was a narrow gauge line which Miers had already been promoting before the formation of the Syndicate.

At the end of September Stephens again wrote to his father, "The promoters of the Swansea & Worms Head Railway have instructed me to take the matter up and we go to Parliament next session for 16½ miles of line. I have been attending public meetings all over the Gower Peninsula re this matter and from the local support we seem to have I hope it may go then (sic)." Whether the mention of the Worm's Head, a famous rocky outcrop near the village of Rhossilli, was a serious intention or only promoter's licence is not clear. When Stephens surveyed the line in November 1895 its actual destination was the coastal village of Port Eynon, at least two miles from Rhossilli.

The passing of the Light Railways Act in 1896 led to the Gower plans being revised. Instead of seeking an Act of Parliament for a narrow gauge railway it was decided to apply for a Light Railway Order for a standard gauge line. The application for the Gower Light Railway Order was lodged in December 1896.

The proposals had three parts. The first was to be a new line from Port Eynon running through Knelston, Frog Moor, Cillibion and Three Crosses to a connection with the L.N.W.R. at Killay. From here the second part proposed running powers over a derelict mineral line, the Clyne Valley Tramway, and thence over the disused Clyne Valley goods branch of the Swansea & Mumbles Railway to its junction with the Swansea & Mumbles main line at Mumbles Road. Since both of the Clyne Valley lines were out of use there was little serious objection to the proposed running powers though the Light Railway Commissioners considered it very unusual for one railway to propose the rebuilding and maintenance of another railway company's track.

Far less acceptable was the third part of the scheme which audaciously proposed not only that the Gower Light Railway should have

running powers over the Swansea & Mumbles main line between Mumbles Road and Swansea but that it should also have the power compulsorily to purchase the Mumbles Railway's offices and running sheds to build a Swansea terminus for the Gower Light Railway! Objections from the Mumbles Railway and amazement on the part of the Light Railway Commissioners led to the withdrawal of this third part of the Gower proposals. It should be noted that the Mumbles already had enough troubles of its own as for a number of years up to 1896 its services had been operated by two rival concerns, one using steam locomotives and the other using horse trams.

This was not, however, the only part of the Gower scheme to which the Light Railway Commissioners took exception. It was proposed that the Gower might be operated by steam, by electricity or as a rack railway. Again the Swansea & Mumbles' own example may have been partly to blame as it had already seen operation by horse, wind, gas and steam power and was in the years to come to see further diversity with electric, petrol and diesel

operation. The Light Railway Commissioners felt that a little more precision was required and struck out the powers for operating the Gower by rack or electricity although leaving the Board of Trade free to consent to operation other than by steam upon the making of firm proposals.

Stephens' engineering was not to the Commissioners' satisfaction. It was proposed that more than a quarter of the new line should be on gradients steeper than 1 in 50 with a stretch from milepost 1 to milepost 2½ on a continuous gradient of 1 in 43 ending in a 7 chain radius curve beneath the L.N.W.R. line. The Commissioners demanded that this curve should have a radius of at least 10 chains and that another five curves of 7 chains should be modified to at least 9 chains. Another proposal that there should be an unmanned level crossing near Port Eynon at which both the road and the railway would be in cuttings led the Commissioners to insist that the crossing should be manned or that trains should stop before traversing the crossing.

At the public enquiry held on 23rd April 1897



The Rutland Street terminus of the Swansea & Mumbles Railway, looking towards Mumbles, post 1929. This is where the Gower Light Railway hoped to build its Swansea terminus.

[Real Photographs/Ian Allan]

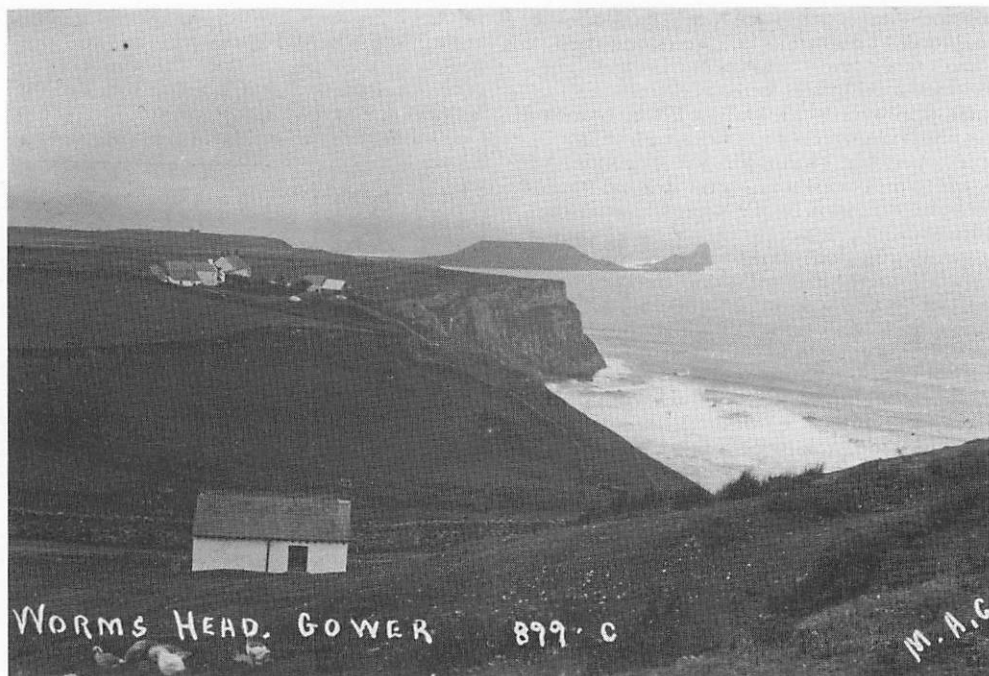
no general objections were received though the Glamorgan County Council were concerned about certain level crossings and bridges. The Swansea & Mumbles formally opposed the running powers over the Clyne Valley branch but much stronger objections came from a landowner, Mr. Vivian. Mr. Vivian's only access to his land was along the disused track of the branch, erosion by the River Clyne having washed away much of the cart track which had originally run alongside the line. Following an inspection of the line by Colonel Boughey for the Light Railway Commissioners a compromise was reached by which the Gower Light Railway undertook to make good the cart track and lay the Clyne Valley branch along this while Mr Vivian was to be given the use of the branch's erstwhile trackbed for access to his land. This compromise evidently satisfied Mr. Vivian but did not answer the question he had posed when first putting his objection: since the Gower Light Railway connected with the L.N.W.R. line to Swansea at Killay why was it necessary for them to have a separate route to Mumbles Road at all? The answer seems to have been that negotiations were now proceeding between the Swansea & Mumbles and the British Electric Traction Company for the latter to take over the operation of the Swansea & Mumbles. The B.E.T. had shown interest in taking over the Gower Light Railway and running it and the Swansea & Mumbles electrically. For such a scheme to succeed a direct connection between the Swansea & Mumbles and the Gower Light Railway would have been essential. Although the B.E.T. did eventually take a 999 year lease of the Swansea & Mumbles in 1899 they seem to have lost interest in the Gower scheme and it was not until 1929 that the Swansea & Mumbles was electrified.

Despite the loss of B.E.T. as a customer the Light Railways Syndicate persisted with their application for a Light Railway Order for the Gower and this was eventually confirmed on the 4th October 1898. A rail weight of at least 56 lb. per yard was specified with a maximum axle weight of 12 tons and a speed limit of 25 m.p.h. with 15 m.p.h. on gradients steeper than 1 in 50 and a 12 m.p.h. limit on the Clyne Valley section. Locomotives were to be fitted with cowcatchers at both front and rear unless turning facilities were provided on the line. Despite Stephens' usual plea to be excused from continuous brakes on trains of fewer than three carriages these were to be fitted. There

would be five years to complete the line and the capital was to be £90,000 with borrowing powers for a further £30,000. This was more generous than the £75,000 capital and £25,000 borrowing that the Light Railway Commissioners had originally been minded to allow.

Despite Stephens' mention of local support for the line which would have opened the Gower Peninsula to the growing tourist trade and considerably helped local farmers by cutting transport costs there seems to have been little attempt to raise money for the scheme locally. Indeed Miers had assured the public enquiry that local finance would not be needed as capital would be available from London. This was an over-optimistic view and no such funds appear to have been forthcoming. The Light Railways Syndicate appear to have concentrated such resources as they could attract on their Central Essex plans. However, the Gower scheme was not entirely forgotten and they applied for an received an extension of time to build the railway in 1902 but nothing came of this either. With Peterson bankrupt in 1910 and the Syndicate itself wound up in 1912 one might have expected the Gower Light Railway to be extinct.

Quite the reverse occurred. A Swansea solicitor, C.J.C. Wilson, enlisted the support of Miers and Stephens in 1912 to revive the scheme under the title of The Gower Peninsula Light Railway. An enquiry was held by the Light Railway Commissioners at Swansea in March 1913 which led them to express general approval for the revived scheme though they would not grant an order until satisfactory means of raising funds had been secured. Wilson managed to gain promises of £5,000 each from the Gower Rural District Council and Swansea City Council which the Treasury was prepared to match with a grant of £10,000. Another government department, the Development Commission, was empowered to grant up to half the capital cost of such a scheme but only to public bodies rather than to private promotions. In September 1914 Swansea resolved to apply for such a grant of £26,000. Added to these sums was £16,000 promised by investors, the agreement of most of the landowners concerned to take payment in the form of shares and an agreement by the L.N.W.R. in June 1914 to work and equip the line for 65% of the profits if the Gower Peninsula Light Railway built the line and maintained it for one year. Had it not been for



Worms Head, Gower Peninsular, from Rhossili Bay, 1920's

[Tenterden Railway Co.]

the outbreak of the First World War construction was certain to have begun in 1915. As it was, the War brought all progress to an abrupt halt.

Undaunted, Wilson and Stephens revived the scheme when the War ended in 1918. Wilson had been approached by the Board of Agriculture to get the scheme going again and revised plans estimated the cost at £84,000. The Ministry of Transport, set up in 1919, was sympathetic and promised a grant as soon as half the cost had been raised locally. Wilson promptly obtained Gower R.D.C. support, at first for £5,000 but increased to £15,000 in October 1920. Swansea was also likely to grant £15,000 but other sources of finance proved elusive.

By November 1921 the position was becoming critical as other schemes, including Stephens' North Devon & Cornwall Junction Light Railway, were making strong claims to the limited Government money available. Gower R.D.C. raised its grant to £25,000 but Swansea would only grant £10,000 on terms that were unacceptable to the Light Railway. In

February 1922 a plea from Wilson for immediate action led the Gower R.D.C. to raise their promised support to £35,000, and extra 1/10³d rate for the next sixty years! Unfortunately this was still £7,000 short of the target needed and the Treasury offer expired.

Even now Wilson refused to admit defeat. In November 1922 the Ministry of Transport confirmed that the Light Railway might qualify for support as a means of alleviating unemployment though a firm undertaking by the L.M.S. to work the line would be needed. Such an agreement was reached in March 1923 only to see the scheme dashed by the withdrawal of £7,000 promised by a local colliery owner who had hoped to develop a mine along the route of the railway but now saw the market for coal collapsing. Gower R.D.C. abandoned hope of the line being built and withdrew its promise of £35,000.

It was Stephens who made a last effort to save the scheme. Under the 1921 Railways Act it was possible to build the line if, instead of directly investing in it, local authorities were

prepared to guarantee interest on the capital. Stephens attempted to persuade Gower R.D.C. and Swansea to guarantee £22,000 each and Glamorgan County Council to guarantee £10,000. Gower R.D.C. approached both Swansea and Glamorgan in January 1924 but failed to obtain their support. So ended the hopes of the Gower Peninsula Light Railway.

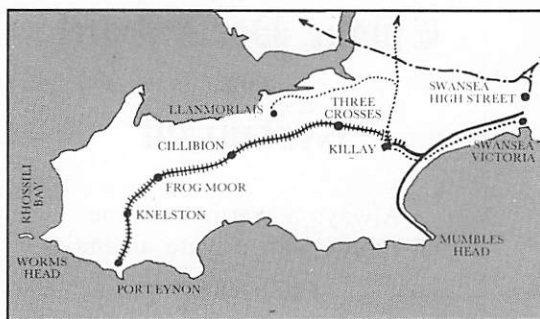
Judging by the losses sustained by the local authorities which invested in the Welsh Highland Light Railway at this time there is little doubt that Gower R.D.C. had a narrow escape. The coming of the motorcar, lorry and bus meant that the Gower no longer needed a light railway. Stephens' dogged perseverance with the scheme is remarkable – up until the end he was showing the Gower on general letterheadings as being a line under his control; one wonders who would have thanked him had it succeeded?

Stephen Garrett

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I am greatly indebted to Mr. Paul Reynolds of the South West Wales Industrial Archaeology Society for information supplied for use in this article.



- Gower Light Railway
- Swansea & Mumbles (incl. Clyne Valley Branch)
- Clyne Valley Tramway
- L.N.W.R.
- G.W.R.



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Diesel from Dagenham

Restoration Project Co-ordinator Andrew Webb commences the story of one of this country's earliest diesel electric locomotives now in its 50th year.



No. 1 at Dagenham, late 1950s

[R.C. Riley]

In 1931 the Ford Motor Company decided to order from The British Thomson Houston Company (B.T.H.) three diesel electric shunting locomotives for use at their new car plant at Dagenham in Essex, east of London alongside the River Thames. These engines were, at that time, unique and created considerable interest in railway circles at home and abroad and many articles then appeared in the railway press.

The locomotive frame and body which is of all steel construction was produced at the Sheffield Works of Messrs. Metropolitan Vickers Electrical Co. Ltd. The engine, manufactured by Messrs. W.H. Allen Sons & Co. Ltd. of Bedford was supplied to the B.T.H. works at Rugby. It is therefore assumed that the locomotive body was moved from Sheffield to Rugby for the fitting of engine and electrical equipment.

To appreciate the age of the B.T.H. (now numbered 40 in the K.&E.S.R. fleet), it is

interesting to note that the first "Schools" Class 440 was supplied to the Southern Railway in 1930 and the Feltham cars to the London tramways in 1931.

Bearing in mind the amount of imported material in this country today the following extracts from the B.T.H. specification are notable:

"The locomotive will have a total weight of approximately 44 tons and will be provided with one 150 HP engine, coupled to a suitable generator, four traction motors and necessary control gear, air brake and air dumping equipment. The mechanical parts will be manufactured in one of our factories. The locomotive will be of the double bogie type having four driving axles with an axle mounted motor driving each axle by means of single reduction spur gearing. The locomotive will be designed to pass through the (L.M.S.) loading gauge, when rounding a curve of 150 ft radius, the track gauge being 4 ft. 8½ in. The wheel diameter will be 38 in. A central automatic coupler (Buckeye) will be provided at each end, also spring side buffers to suit

standard British freight stock, these being arranged so that they can be collapsed by the removal of a saddle when the automatic coupler is in operation.

The air equipment other than the compressor will be supplied by the Westinghouse Brake and Saxby Signal Company. Suitable apparatus will be provided to effect the automatic application of the air brake when the "dead-man" handle of the driver's master controller is released. Sand boxes will be provided and fitted with air sanding apparatus for sanding the leading wheels of the leading bogie, in either direction of travel. One automatic bell will be provided, also an air whistle at each end. All materials will be of British manufacture so far as possible and in line with British Practice and the British Standard specifications.

The whole will be painted with two primary colours, two finishing coats, lined and varnished. The colour scheme will be:

<i>Outside of body above floor level</i>	<i>:</i>	<i>Oxford Blue with gold lining round battery box covers and windows</i>
<i>Outside of roof</i>	<i>:</i>	<i>Dark grey</i>
<i>Platform under frame & bogies</i>	<i>:</i>	<i>Black</i>
<i>Interior walls, roof & piping</i>	<i>:</i>	<i>Light grey</i>

In the hope of gaining further orders, one locomotive gave demonstration runs on the L.M.S.R. main line between Dagenham and Purfleet, but in vain.

The success of these 3 engines can be judged from their life at Dagenham. In their 34 years, each one is estimated to have run well in excess of 250,000 hours. In that time the maintenance staff came to expect them to perform without any major failures between overhauls. Just after the war the diesel power plants were stripped down for the only time, for rebuild, and it was found that less than 0.005 inches had to be removed from the crankshaft journals to restore them to true!

In the very early days of preservation, the stated aims of the K.&E.S.R. were for the railway to be run on a commercial basis with weekday passenger requirements being catered for by a diesel railcar (subsequently G.W.R. No. 20) a daily diesel hauled freight service and steam operated tourist trains at the weekends! To this end, one of our members, Paul Waters, approached A.E.I. Ltd. (who had taken over B.T.H.) for assistance in obtaining one of these earliest examples of diesel electric traction at Dagenham. This culminated in their

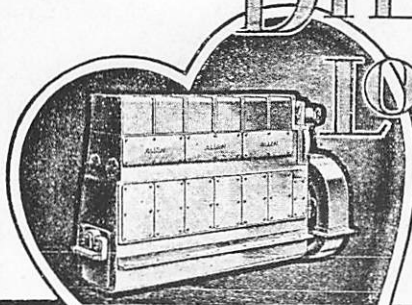
purchasing a locomotive and presenting it to us – a very generous gift indeed. After visits from members of the K.&E.S.R. locomotive department, including Derek Dunlavy and Dick Beckett, No. 1, then fitted with the engine from No. 2, was chosen. As it proved impossible to have it delivered to Robertsbridge by British Rail, it was transported to Tenterden by Hallett Silbermann Ltd. of Watford in the Summer of 1966.

No. 1 was last used by Ford's on Wednesday of the delivery week, loaded on Thursday and reached Tenterden during the Friday morning having passed through the Dartford Tunnel at about 3 a.m. The locomotive, together with spare parts, arrived on three low-loaders, causing some consternation in Station Road which at that time had not been widened with the old fire station still in use opposite the Vine. After a great deal of reversing and creeping about, on the pavement as well as the road, the flattening of a curbstone and the removal of one of Tenterden Station's gate posts the cavalcade arrived in the yard to be unloaded on to the siding presently occupied by Pullman car "Theodora". The methods used for unloading were, to say the least, novel, and will hopefully never be repeated!; at one stage the 38 ton locomotive stood above the siding supported by just four jacks, ready for the bogies to be pushed in underneath! Work continued on re-assembly throughout the rest of the day and on Saturday the motors and brake gear were reconnected and a demonstration run up the head-shunt was staged. Everything was found to be in working order.

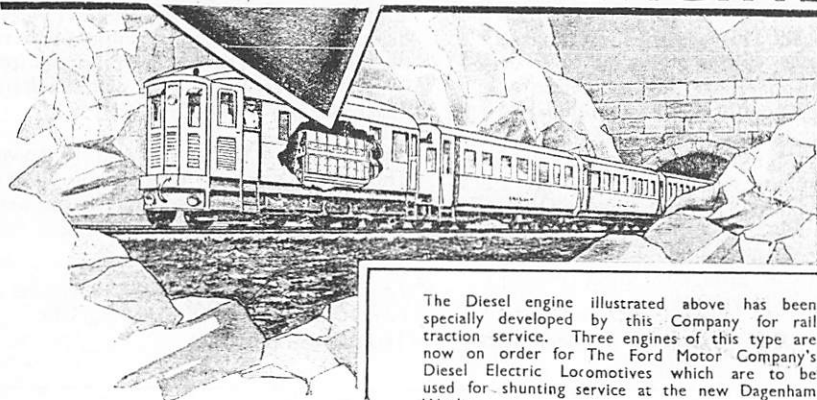
In 1967 "the Ford" had a chance to earn some much-needed money, by being hired to Hodson's Mill at Robertsbridge while their own loco, the P Class, named by them "Pride of Sussex" was receiving firebox repairs. It was at Robertsbridge for some months carrying out the work of transferring grain wagons to and from the junction at Robertsbridge Station, the driving being done by either K.&E.S.R. members, the late Charlie Kentsley or Ron Cann. With only minor maintenance and adjustment, it carried out these tasks satisfactorily.

In 1971 agreement had been reached with B.R. and the Department of Transport on the length of line which would be granted a light railway order. As this did not include the Bodiam–Robertsbridge section, which was not purchased by the Tenterden Railway Company, the

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At Bodiam, hauling the final empty stock working from Robertsbridge, January 1972
[Kentish Express]

remaining stock then lying at the Junction had to be removed. This was done in January 1972, the first trip consisting of the four box vans purchased from Hodsons Mill and one of the two ex-Longmoor brake vans, hauled by No. 40. During this trip the locomotive developed a "hot-box" and in order to reduce the chance of any damage the remaining stock was then cleared in one move instead of the proposed two. This presented an impressive sight as the Diesel pulled six coaches and the other brake van through the snow covered countryside to Northiam.

Surprisingly, No. 40's life has not been without

glamour. It was borrowed, together with the birdcage coaches, by a film company to make the series "The Train Now Standing" for which it was repainted grey with black lining. The other star was Bill Frazer.

The locomotive's final move was to Rolvenden from Northiam in 1974, being one of the last transfers over the old Newmill Bridge before it was demolished prior to rebuilding.

The story of its restoration and rebuilding will be the subject of an article in the next issue of The Tenterden Terrier.

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Cover for Coaches

Carriage & Wagon Manager, Paul Ramsden, gives background information to the current carriage shed project

In 1976 the Kent & East Sussex Railway was fortunate to acquire the steelwork from the former railway goods shed at Surbiton. This measured approximately 200 ft x 36 ft and when delivered was stored in the Old Trading Yard opposite Tenterden Station whilst a suitable site was found. Eventually, it was decided to erect a carriage restoration shed on the area in front of the present Carriage & Wagon workshop, measuring 100 ft x 36 ft and sparing the carriage & wagon siding and the adjacent siding. Planning permission was applied for and subsequently granted in 1977, but work could not start due to lack of finance and so the project was shelved.

However, in early 1979 a scheme was drawn up to remodel the siding layout in the yard on the north side of Tenterden station and it was decided to relocate the carriage and wagon restoration building at the Rolvenden end of the yard leaving sufficient room to extend at a later date towards the headshunt to provide covered storage for coaching stock. Planning

permission was re-applied for to erect a shed measuring 140 ft x 38 ft, of steel construction, with 20 ft bays, 18 ft to the eaves and clad with corrugated asbestos on the sides, ends and roof. This was granted during 1979, but as it was to be sited in a conservation area, Ashford Borough Council stipulated that the south side and both ends would have to be clad in weatherboard to match the style of similar buildings in the area.

Work on the site started in the Autumn of 1980; the yard had been used for car parking and the storage of materials and many wagon loads of sleepers and point timbers had to be loaded up and transported to Wittersham Road to clear the area. No. 2 siding was shortened by half its length as it was directly in the way of the north wall of the shed. The "Iron Mink" which had lived on the end of this for several years was moved to the end of No. 1 siding where it continued to be used as a paperstore. The old rail fence and the sleeper walkway which ran alongside No. 1 siding were dismantled and



Interior of the carriage shed prior to fixing of weatherboard and roof lights. 24th October 1981

[Paul Ramsden]



*Track panel being offloaded from a pair of flat wagons prior to being moved into the shed,
7th January 1982*

[Paul Ramsden]

removed, the sleepers being put to good use in the main line and the rail which was 85 lb. bullhead, put to scrap.

Once the site had been cleared, our paid staff members, Paul Hatcher and Dave Levett started digging the sixteen holes for the steelwork bases. The stanchions from the Surbiton shed were cut to 18 ft lengths and fitted with a base plate at one end and an angled plate at the top end to receive the roof trusses. Enquiries were made to various fabricators and South Coast Welders from Lympe near Ashford duly supplied 8 trusses. These arrived in February and were craned into position and bolted to the stanchions. The purlins were then fitted between the roof trusses and an angle-iron bracing fitted between the stanchions, all the basic steelwork being finished by May 1981. The laborious job of painting the steelwork in protective silver paint progressed steadily with volunteers and was finished by the end of June. Dave and Paul then turned their attention to building the north side brick wall, 4 ft high and double skinned with red stock bricks on the outside face and white engineering bricks on the inside with a 3 in. cavity between. The task of cladding the roof and the north wall with asbestos sheeting was given to a contractor who completed the job by early July, maximum daylight being obtained by fitting six translucent roof sheets to each bay.

A professional "brickie" was employed to do the brickwork and this was completed in 2 weekends, cups of tea and Mars bars being as important as barrowloads of mortar! Meanwhile others were finishing the steelwork and timber framing ready for the feather edge

weatherboarding; this was completed on New Year's Day.

It was now necessary to sort out the yard in preparation for laying the new sidings. The old No. 2 road which ran along the back of the yard was severed 140 feet from the points and slewed over towards the main line to take up its position as the new No. 2 siding, this left Pullman Car "Cambria", the L.C.D.R. coach and L.B.S.C.R. box van isolated on a short section of track which was roughly in the line of the new No. 3 siding. Our neighbouring farmer, Mr. Edwards, kindly came in with his Caterpillar shovel to excavate and level the yard ready to receive the new track for No. 2 siding. In places he had to dig through the old coal yard, consisting of tarmac, chalk, ash and Kentish clay, until the required level was reached. A channel was dug through the shed and beyond, varying in depth from 3 inches in the building to 14 inches in the yard, giving the siding a fall of 1 in 200 ft from the points to the shed, the inside of the shed being level.

The track used was the ex-army concrete sleeper panels with 75 lb. flat bottom rail which had been hastily laid by the J.C.P. scheme in the main line between Wittersham and Northiam in the late 70s, the Board of Directors having decided that wherever possible these panels were to be used in sidings and the mainline replaced by bullhead track.

Over the next 4 months the track panels released by the efforts of the Thameside Area Group, working in the vicinity of Hexden Bridge, were brought up to Tenterden. Some were put straight into their prepared positions and others were laid as temporary track whilst



Moving the old K.&E.S.R. signal hut on to a Wickham Trolley for transportation to Wittersham Road, 11th April 1982. The author is on the left of the picture. [Tracy Ramsden]

diversion and lifting of the original sidings was taking place. As craneage, rail or road mounted, was impractical, unloading 16 panels from each pair of flat wagons was accomplished by building a rail ramp and pulling each track section down using the Weatherill loading shovel. In most cases the panels dropped straight into position on the trackbed, requiring only minor adjusting and lifting so that the fishplates could be fitted. Eight panels were laid in two days into No. 2 siding, which was then complete except for some bullhead rail at the top end which had been slewed over from the back siding.

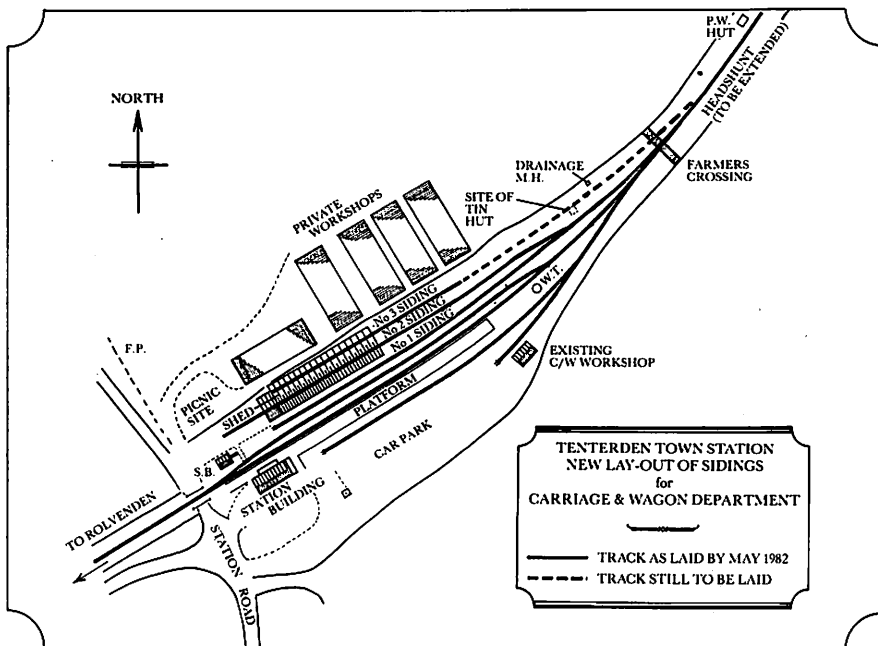
Attention was then turned to No. 3 road, although we could only lay in the bottom end as the top of the site was occupied with containers and also required some earth moving. The first job was to move the stock, which was isolated on part of the old back siding, so that 140 feet of bullhead at the top of No. 2 was unbolted from the newly laid track and moved across to join up with the back siding. This operation took a complete Sunday, utilising a "Tirfor" puller and track jack. Despite repeated efforts, the original curve of the siding could not be regained and a "dog-leg" kink at a rail joint and a very uneven piece of track remained. The following day, 20th February, we ventured on to the temporary track to collect the stranded rolling stock. Baglan provided the motive power and four flat wagons were used as spacers so that the diesel would not have to travel over the worst part of the track.

Devoid of stock, the remains of the rear siding were dismantled. Mr. Edwards then returned with his Caterpillar tractor and dug out the

track bed for the No. 3 siding through the shed and up the yard as far as the end of the temporary track.

A total of seven panels were laid to form the new siding and on Saturday, 13th March, Birdcage coach 61, the L.C.D.R. four wheeled coach and four wagons were pushed on to it. The temporary bullhead track was then disconnected from No. 3 siding and slewed back to No. 2 and again joined up with the new track panels. Mk 1 B.S.O. 74 and the P.M.V. were pushed into the shed and the two flat wagons, loaded with the remaining three track panels, were stood on the top end of the new track of No. 2 siding. The 140 feet of bullhead track which had been moved about between No. 2 and 3 sidings was then dismantled and the track bed dug out by hand to drop the level by approximately 6 in. to receive the new rails. The three track panels on the wagons were then unloaded by Baglan pulling them down a rail ramp, working towards the points of Nos. 1 and 2 sidings, which left a gap of about 12 ft. between the last panel and the points. Two pieces of bullhead rail were cut to length and fitted into the space. Five rotten timbers were changed on the points along with a couple of broken chairs and No. 2 siding was finally completed on Saturday 4th April.

At Easter, we decided to finally clear the top of the yard ready for laying the remainder of No. 3 siding. However, in the way stood four containers used as Signal & Telegraph, Permanent Way and Carriage Cleaners' stores and the tin hut which was the original K.&E.S.R. "signal box" at Tenterden. The area behind the tin hut required filling and levelling as the yard narrowed at this point and



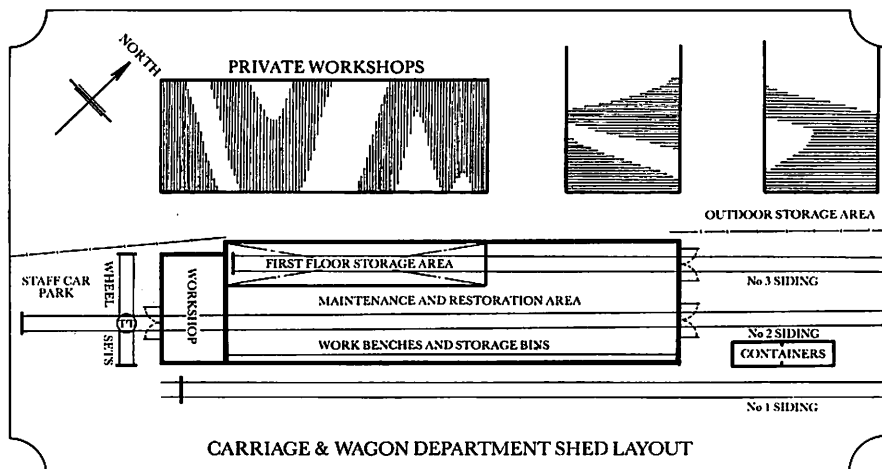
the ground dropped into a hollow in which an open sided drainage manhole existed.

The containers were moved into their new positions by being towed by Baglan along the siding and then jacked and levered into position. The tin hut was a different matter, as it was too flimsy to drag about and required loading on to a wagon to be taken to Wittersham Road, for use by the Signal & Telegraph Department. The wooden frame was detached from the concrete base by sledge hammers and bars and with bracing nailed across the wooden framing at the corners, we were able to move it without any dismantling. A flat wagon was positioned beside the hut and a long rope was passed around the roof; with a gang pulling on each end and another pushing and lifting at the base, an attempt was made to load it sideways on to the wagon. This had almost succeeded with the rope broke and the hut came crashing down on to its base. As this method proved ineffective, it was decided to try loading the hut on to a Wickham flat, which was completed with no problems. After the end of train services that evening the hut was taken to Wittersham Road behind a Wickham trolley and unloaded beside the Permanent Way siding.

Following the removal of the containers and tin hut, the yard was cleared of remaining rubbish and the scrap metal loaded into dropside

wagon No. 111. The manhole was cleared out and the open side facing the sidings secured by Malcolm Brunger building a wall of nine inch concrete blocks eight feet high. Most of the yard from the occupation crossing to No. 3 siding has been levelled and the hollow in front of the manhole progressively filled in with spoil. The points have yet to be fitted into the headshunt for this siding, although the rails and timbers are on site. Completion of this is dependent upon more track panels being released from the main line when track relaying work beyond Hexden bridge recommences, but it should be completed by the end of the year.

All efforts are now being concentrated on finishing the shed. The north wall guttering has already been fitted and piped into the drainage although a larger pipe is required to take away the extra volume of water. As soon as two sets of round topped doors have been acquired, work on the headshunt end will commence and the end will be weatherboard clad. Planning permission has been granted for a 20 ft extension to the Rolvenden end for a workshop and to house the woodworking machinery. This will be 4 ft narrower than the main shed as our yard boundary closes in at this point and although it will be 10 ft lower than the main structure, stock will still be able to pass through on No. 2 road. The remaining steelwork from the Surbiton shed will be used after sorting and



preparation. The wheel turntable from Clapham Junction will be fitted outside the end of the shop, enabling spare wheelsets to be stored at right angles to the siding.

Inside the main shed, a mezzanine floor will be built above No. 3 road, 80 ft long by 12 ft wide. This will be used for storing carriage spares and materials and will be fitted with bins and shelving. Most of the steelwork has been prepared and the stanchion base pads dug out and filled with concrete. The floor area below will be concreted and levelled to rail height and work benches fitted along the south wall together with further storage bins, cupboards and shelving. One bay will contain a battery charger and facilities for servicing batteries and another will store jacks, lifting equipment, trestles and packing. Much of the vacuum brake equipment, steam heat fittings and running gear spares will be located underneath the benches. Fluorescent lighting and power

points will be provided throughout the shed and along the south wall above the benches.

No. 2 road has been positioned in the shed to obtain the maximum working area of about seven feet per side. This siding will be the main one for restoration work, overhauls and maintenance, including the annual lifting of passenger stock. No. 3 road, which has less space around it, will mainly be used for storing coaches awaiting restoration.

It is hoped to have the shed structure finished by the end of this year, although it will take months to sort out and store the many items of spares and fittings. Eventually the Kent & East Sussex Railway will be one of the few preserved lines to have a well equipped, purpose-built carriage restoration shed, and with the improved working conditions available, it is hoped to see many more restored vehicles entering service in the coming years.

Book Review

SOUTHERN SURVEY by Brian Denton. Published by Peter Nicholson. Price £2.45. Card covers. 48 pages of black & white photographs.

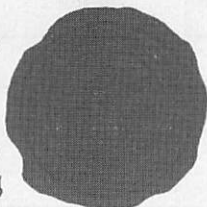
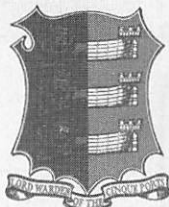
The flow of railway photo albums seems to continue unabated and some are becoming repetitive and boring. However, that criticism could not be levelled at Brian Denton's well organised volume as it should fill a gap on the shelves of S.R. traction enthusiasts. The photographs, most of them Mr. Denton's own

work, have been chosen carefully and the quality of reproduction is excellent. The author is a Driver employed by the Central Division of the Southern Region, which may account for the lack of illustrations from the South Eastern Division! This is a pity as there are still many interesting workings, particularly freight, to be seen on this part of the system. Perhaps this omission could be corrected in a second volume?

P.C.S.

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VISIT TO TENTERDEN 9th JUNE 1982



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1932 - A Postscript



Rolvenden in 1932, showing (left to right) 2-4-OT "Tenterden" shunting, the second Ford railbus unit, and 2-4-OT "Northiam" on a Headcorn to Robertsbridge train. [Dr. Ian C. Allen]

Dr. Ian C. Allen who contributed two of the photographs for the article "Fifty Years Ago" in the last "Terrier" has provided a further photograph showing most of the Kent & East Sussex's operational stock at the time.

Dr. Allen was making his first visit to the Kent & East Sussex and was particularly anxious to photograph its Terriers and the O-8-OT "Hecate". His timetable did not allow for an exploration of Rolvenden Yard but he had calculated that there would be enough time when his train from Headcorn stopped at Rolvenden to snatch a quick photograph of the locomotive shed. To his dismay he found that there was no sign of the Terriers or "Hecate", only a 2-4-OT, apparently the twin of the one hauling his train, and an unappealing Ford railbus unit. Returning to his carriage he lamented his misfortune, little realising that there would be many more opportunities to photograph Terriers in the future whereas photographs of both "Tenterden" and

"Northiam" in steam at the same time are something of a rarity and the railbus units were to disappear entirely in the coming years. He still regrets missing "Hecate" but now views the 2-4-OTs in a much kinder light than he did at the time of the photograph.

Commenting on the line's shortage of carriages in 1932 Dr. Allen recalls that the one ex-L.S.W.R. six-wheel carriage that made up his train from Headcorn to Robertsbridge was ample for the first part of his journey but that by the time it reached Robertsbridge its three compartments, designed for 30 passengers, were holding no less than 44 in some discomfort. Appeals to the guard by latecomers to be allowed to travel in the luggage compartment were to no avail as this was already filled with parcels, goods and bicycles. Such loadings must have brought joy to the accountants but can hardly have encouraged greater patronage of the line.

S.R.G.

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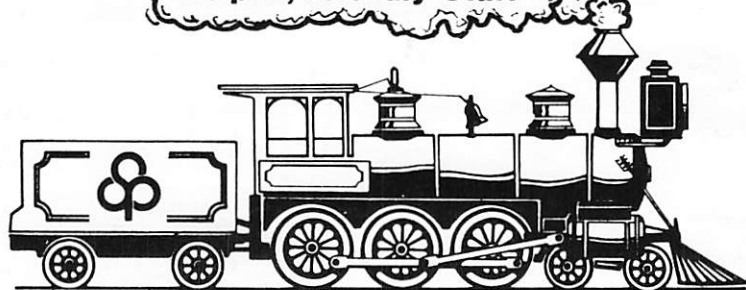
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