

The Tenterden Terrier



Number 29

Winter 1982



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)

Registered charity 262481

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The Tenterden Terrier is published by the Tenterden Railway Company Ltd. three times yearly on the first Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2119

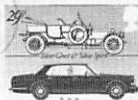
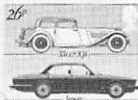
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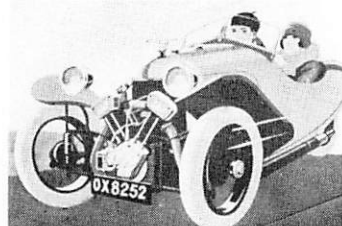
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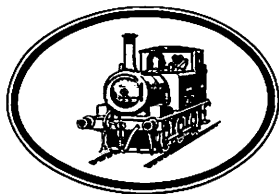
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The Tenterden Terrier



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Editorial

Fair's Fair?

The visitor numbers and financial outcome of the Steam & Country Fair may have disappointed some optimists. It is true that the level of support was well down on 1981 and even without the inclement weather would not have matched last year's total. One of the problems facing the Fair is increasing competition from other events – this year the West Malling Air show and another “country fair” at Beltring – nevertheless a profit of £6,000 is probably more than could be obtained from staging any other single event at Tenterden. Lack of growth in passenger numbers on the normal service trains is a situation that we have faced ever since the line reopened and special events have helped to alleviate but not solve the problem. For this reason the Show will go on, but this does not mean that it cannot change. The Steam & Country Fair Committee who put in much hard work in planning the event over nine months, would welcome new ideas for “Fair 1983”, in order to persuade the visitors to keep on coming.

Graphics by Vandyke Design
Printed by L & T Press, Luton
1982

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FRONT COVER

“Baxter” approaching Tenterden Town with a tea-time local from Headcorn Junction on Saturday, 28th August 1982.

[Brian Stephenson]

Lineside News

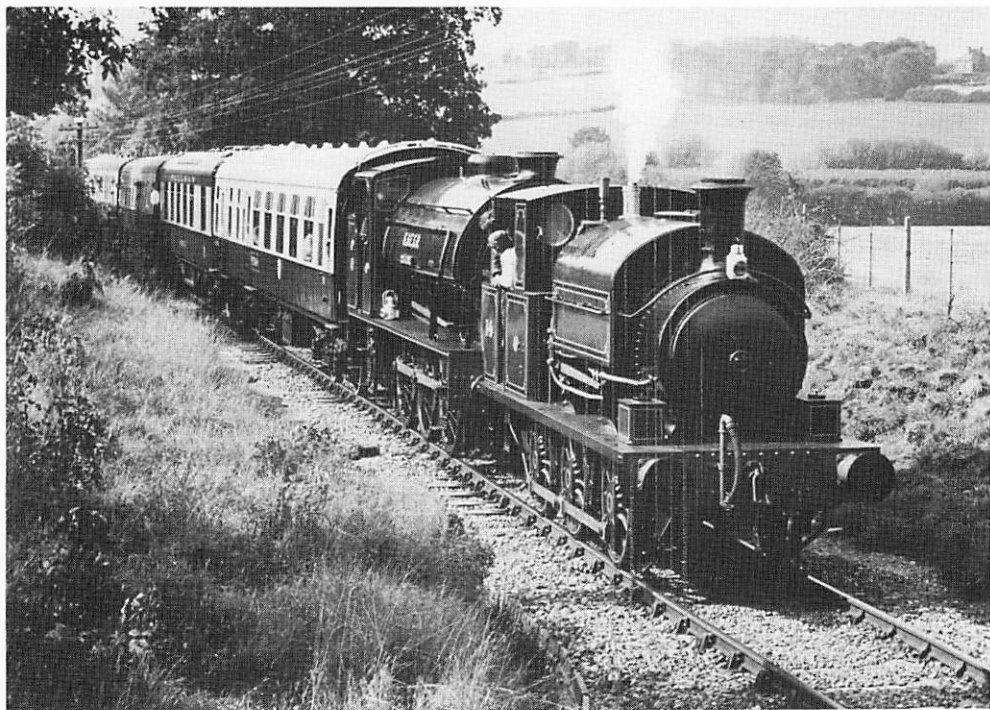
Compiled by Paul Sutton

Predictions have been made in the past as to when extensions will be completed, bridges built or locomotives put into traffic, but with the dates given having to be revised more than once on several occasions, forecasting can be a risky business. As 1982 draws to a close it looks as if 1983 could be a year of positive improvements. We should see traffic controlled by Electric Token Working, a toilet block at Tenterden and, at the risk of sticking one's neck out, the occasional passenger train to Hexden Bridge!

Locomotives

Nos. 22 and 25 coped ably with the heavy Summer schedule of steam trains, with No. 23 as stand-by for washout and service days as it was suffering from weak tubes. These are now being replaced by permanent staff member Paul Hatcher. Northiam also paid an extended visit to the Bluebell Railway commencing on 13th June to participate in the cavalcade which was the highlight of their centenary celebrations. It represented industrial steam locomotives as

well as flying the K. & E. S. R. flag with much honour and performed faultlessly on service trains and no doubt enjoyed being "opened up a bit" on an uninterrupted run of nearly 5 miles. It was while at Sheffield Park that Northiam was first fired on Welsh steam coal from Lady Windsor colliery. This proved so successful that we now use it exclusively at Rolvenden. Although its price per ton is higher than Rossington cobbles it is more economical in use and causes less damage to firebars and tubes, as well as allowing firemen to spend more time on their seats! It is however unpopular with the camera festooned photographers as they can no longer record spectacular columns of smoke when trains ascend Tenterden bank – however no complaints have been received from local residents. After all this activity, No. 25 spent a week at Stewarts Lane having its wheels turned – only the second steam loco to be seen there in recent years – and returned on 2nd October.



Newly restored Manning Wardle 0-6-0ST "Charwelton" double heads the 12 noon Wittersham Road to Tenterden Town, on Saturday 18th September 1982.

[Brian Stephenson]

Marcia has again attended several functions this Summer as roving ambassador for the K.&E.S.R., as well as being Station Pilot at Tenterden during the Steam & Country Fair. Her last outing before withdrawal for new water tanks and relagging will be in November to Sutton, where she will be helping to raise further funds for No. 10. Baxter, the Bluebell's little 0-4-0 tank, attracted a good deal of interest when it spent a couple of weeks with us in August after appearing at the Chart Leacon (Ashford) Works open day hauling the 4-wheeled District coach.

In the shed, work is progressing very well on No. 24. The motion has been remetalled and machined where necessary and reassembled and the recently retired wheels have been put back under the frames. No. 10's boiler is now at Resco's where work is progressing and is on target for return early in the new year. The axle boxes and motion will soon be examined so that they are ready by the time the boiler is returned.

No. 11 P Class; Kevin Blakiston and David Stratton have undertaken a great deal of research and preparatory work prior to beginning rebuilding this engine. No. 14 "Charwelton" has made its very welcome return to Rolvenden and will remain with us until the end of 1983. It drew a great deal of admiration on its first working outing at the Steam & Country Fair and should prove an added attraction throughout next year. All credit to the staff of Resco's for burning the midnight oil to have it ready for that weekend. The machine shop is virtually complete and will enable us to carry out machining jobs which would otherwise have had to go out to contract. The yard has a new front gate and the steam store will be complete by the end of the year. We shall shortly be asking for tenders from contractors to build the second pit at Rolvenden for which this year's Steam & Country Fair profits were allocated. If all goes to plan it will be completed in the late Autumn, before the Santa season. Rolvenden workers are at last in possession of their own "comfort station". After many years of "bucket and chuck it" and thanks to the efforts of Charlie Masterson and George Wright we now have a fully plumbed Portaloo complete with running hot & cold water and showers as well as the usual facilities.

Last but not least, congratulations to Brian Heyes who has passed his driving test as well as

to Peter Roberts, Dave Green, Iain Pringle, Andy Wilton, Peter Reed and Lawrence Donaldson who are now passed firemen.

Carriage & Wagon

After its arrival at Tenterden and before its Royal Inauguration on June 9th, Petros still had some outstanding jobs to be completed which were not covered in the last issue of *The Tenterden Terrier*. Among these was the installation of a special toilet for the disabled which has been situated in the area of the former guards compartment. Messrs. Armitage Shanks very kindly donated the lavatory, wash hand basin and all the required fittings plus the folding handrails. The associated plumbing was fixed, together with a flush tank which was panelled over and finally a steam heater was installed. The coach floor was carpeted throughout and a public address system fitted to enable a commentary on the journey to be given to blind passengers. This vehicle has proved popular with the disabled and has featured in most passenger trains throughout the Summer.

Work recommenced on Mk 1 BSO No. 73 in June after a break of some 10 months. The bodysides were rubbed down and primed in areas where rust was breaking through and on one end plating was renewed above the gangway. The seating which was missing when the vehicle was purchased from British Rail was replaced with that removed from Petros – an easy task as they were from the same type of vehicle. The seat ends had their old varnish stripped off and the entire passenger saloon and vestibules were given two fresh coats. The W.C. plumbing was checked and missing fittings replaced. The guards compartment was cleared out and repainted in cream, the luggage area being given similar treatment in maroon. Missing light fittings in both locations were replaced although the lighting system requires a new set of batteries before it becomes fully operational. Externally No. 73 has been outshopped in the standard livery of brown and cream, relieved by a black waistband and the entire body has been varnished which should improve the durability of the paintwork in service. New style lettering has been applied: K. & E.S.R. at the left hand end of the bodyside and the running number at the right hand end, all in 3" shaded letters and GUARD, LUGGAGE and SECOND painted on their respective doors in 2" letters. The coach entered traffic on Sunday 29th August.



Rodney Hamilton's A.E.C. 'Matador' artillery tractor seen alongside a Ford G.P.W. at the Tenterden Military Spectacular on Sunday, 11th July 1982.
[Paul Sutton]

Steady progress is being made on ex S.R. P.M.V. No. 74, mainly by new member John Colwell. The body sides and ends have been cleaned and rubbed down, spot primed and painted in grey undercoat. The replacement glazed doors have been stripped down and repaired where necessary and undercoated.

Early in September the Esso Tank wagon which arrived on the line on 24th May looking decidedly careworn was given a new coat of gloss black and re-lettered in white. The S.E.R. 6 wheeled goods brakevan was also repainted at long last in its correct livery of medium grey with S.E.C.R. lettering and original number – 2010. Both vehicles were run in the special freight train on the two days of the Steam & Country Fair.

Stations

Member, Andre Freeman, has repainted most of Wittersham Road station with new signs being provided by Brian Hart. Work on repainting of the signal box there is already in hand, aided by a party of children brought

down by Capital Radio. The new Station Agent, Gerald Beck, has already planted new shrubs and flowers in the station garden. At Tenterden, the station office and booking hall area is being repainted as a wet weather job.

Clearance

The Summer season is not the most active time for the group but this has not prevented a great deal of light clearance being carried out. Most of the section from Hexden Bridge to Northiam Station has been cut back 6 to 10 feet from the track. An 18 ft. lopping and pruning saw was purchased in July, enabling us to trim the overhanging branches on the operational section to prevent damage to the trains. Tenterden bank was tidied and trimmed in early September for the Steam & Country Fair. Twelve boys from the Wildernes School, Sevenoaks join the group regularly now each work day. A mixed group of fourteen from Hastings and St. Leonards Rotoract camped for a weekend and joined us on our work day in August. East Peckham Scouts camped for a

week and did some very good clearance work. The regular workers were helped at the Fair with the car parking by the latter groups. The Autumn and Winter will see our normal thorough clearance work taking place between Hexden Bridge and the Rother bridge.

Commercial

The latest passenger statistics are for the month of September, which show that numbers were 20% down on last year. For the season to date, numbers are cumulatively 4% down on the corresponding period of 1981. The Military Spectacular on 11th July, Bus Rally on 25th July and the Steam & Country Fair in September were all judged a success in so far that they measurably increased the number of passengers travelling on those dates over and above the expectations for a normal weekend, although in the case of the Fair the contribution was substantially lower than in 1981. Advance bookings for Santa Specials and for next year's Wealden Pullman are heavy. Doug Lindsay has retired as Wealden Pullman Manager, having transformed this service since he took over the job – a very special thank you to him and the supporting Wealden Pullman team. Anyone interested in taking on this vital post for 1983 is invited to contact Donald Wilson.

Area Group News

Ashford. The Group's new meeting place at Batchelors Foods Social Club has proved very satisfactory and a full programme of interesting railway topics has been arranged through to next Summer. Meetings are held on the third Wednesday in the month, starting at 7.30 p.m. and new members are made very welcome. The Group's stand at the Steam & Country Fair raised £150 of which £48 was donated by people putting paper "rivets" on to a drawing of Sutton. This makes the total raised this year over £700, all of which has been donated to the Terrier Fund. The next big event is the Model Railway Exhibition on Saturday 6th March 1983 at the Centrepiece, Bank Street, Ashford. Book the date in your diary now.

Sussex. The group has been very active during the Summer, attending several events to promote the Railway within the Sussex area and to raise funds for the rebuilding work at Northiam Station. One notable occasion was the Hellingly Festival of Transport held over the August Bank Holiday weekend. This was a great success and over £40 was taken on pump trolley rides alone.

The group's annual bus rally on 25th July was



A sight not seen locally for many years. An immaculate ex M. & D. Bristol K6A of 1945 at the Tenterden Bus Rally on 25th July 1982.

[Paul Sutton]



U.S.A. No. 22 "Maunsell", arrives at Tenterden Town with the 4.45 p.m. train from Wittersham Road on 8th August 1981.
[Brian Stephenson]

held at Tenterden for the first time and proved to be more popular than ever with attendance well up on any previous year and a further £400 was raised for the Northiam restoration fund.

Class winners were:-

Double deckers: Gary Mendez's ex Northern General (Consett) Routemaster.

Single deckers: An ex London transport R.F. owned by Mr. Westbrook from Essex.

The best Service Vehicle award was taken by Maidstone & District's Lowbridge Atlantean of 1961 vintage which is in regular service in the Medway Towns, operating out of Gillingham Garage. The Duckhams Oil award for the most deserving preservation project was given to a London Transport Routemaster based at Ashgrove Garage in Hackney which is being restored by one employee at the depot in his own time. Unusual entrants included an ex Highland Albion Lowlander and a Guernsey Railway Albion Victor.

During the Winter months it is hoped to complete the refurbishment of Northiam Station booking hall and also replace the platform canopy supports.

Maidstone. The Group took the pump trolley and a small sales stand to the Open Day at the Kent Fire Brigade Station in Loose Road, Maidstone. The event attracted over 4,000 visitors, many queuing patiently to expend their energy on the Pump Trolley.

Following the practice of previous years, the Group combined with the Ashford Area in attending the 3 day County Show the first day of which was marred by rain.

At the Steam & Country Fair the "Never Stop Railway" stand took £8 on the Saturday and £10.50 on the Sunday. The prizes for both days were vouchers to spend in Col. Stephens Railway Shop.

Tenterden. The monthly meetings have been well attended – the average being 40/50 people. It is encouraging to see a number of non-members also coming to the meetings. The aims of the Tenterden Group are to encourage new membership and to provide an opportunity for members to meet socially away from the railway.

New Arrivals

Earlier this year it was realised that another crane would be required if the track re-laying beyond Hexden Bridge was to maintain steady progress. One of the Permanent Way depot steam cranes at Ashford had been withdrawn at the end of last year and enquiries revealed that its condition was good and spares were also available. As the Company was unable to buy it, twenty members formed themselves into the "Crane Group" and put in an acceptable tender.

The crane was re-roped by B.R. in February 1981 and passed its boiler test at Rolvenden during September and was seen in steam in the freight trains that ran during the Fair weekend.

The opportunity also arose in the Summer to

bid for another Ex S.R. Maunsell coach and this too was successful. It was bought by the Tenterden Rolling Stock Group.

6 wheeled travelling STEAM CRANE
Ex D.S. 451
Built: 1949 by Taylor and Hubbard as
No. 1603.
Vertical steam boiler by Spencer and
Hopwood. working pressure 120 lb/
sq.in.
Weight: 47½ tons
Lifting capacity: 10 tons @ 15' 0" radius
To K.&E.S.R. Tenterden: 31.8.1982



The steam crane and match wagon in the carriage sidings at Tenterden on 19th September 1982.

[Brian Stephenson]

**S.R. MAUNSELL RESTRICTION 4
OPEN THIRD**

Built: Eastleigh 1933 as S. 1346
Converted 1961 to office coach DS. 70201
Transferred to internal use No. 083181 in
1975 and used as C.&W. Dept.
classroom at Clapham Junction. Sent to
Stewarts Lane early in 1982 for disposal.
Retains all internal partitions and
lavatories together with some original
seating.
To K.&E.S.R. Tenterden: 1.9.1982 as
No. 76

**BOGIE MATCH WAGON Ex. D.S.
70003**

Underframe of Ex. S.R. Composite S
4668 of 1936 converted to present role in
1958 and fitted with jib rest, water tank
and storage lockers.

To K.&E.S.R. Tenterden: 1.9.1982

Paul Sutton

*I am grateful to Paul Ramsden for supplying the
technical information and vehicle details.*



Maunsell open third S.1346 at Tenterden, October 1982.

[Paul Sutton]

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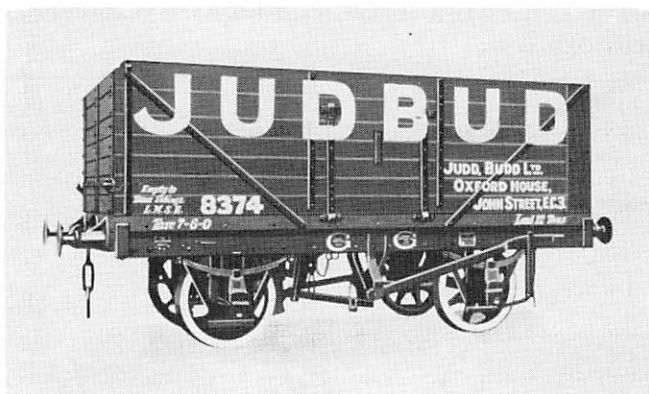
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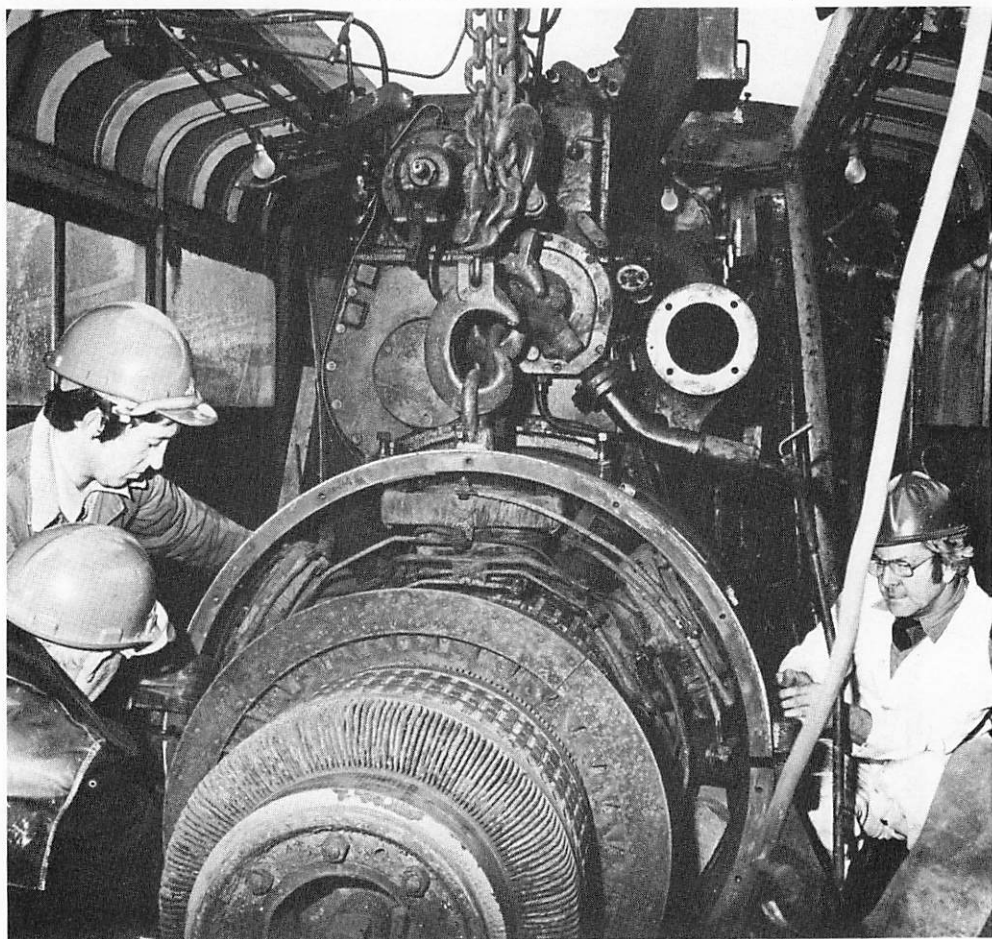
Andrew Webb continues the story of the Ford locomotive, which arrived at Tenterden in 1966 and which is currently undergoing restoration.

Towards the end of 1976, when I became involved in the restoration of "The Ford", Adrian Landi and a few friends had already started by stripping out the electrical gear from No. 1 end so that some "remedial" work on the roof could commence. In fact, this proved to be a gross understatement of the task ahead.

During May 1977 a hand-written note was left at the booking office, Tenterden station, from a

Mr. D.G. Pateman, which read:-
"I believe the boys want some spares for the Ford diesel locomotive. It may be possible to obtain some from the Sevenoaks and Tonbridge Water Company, Kemsing pumping station. Two 4 cylinder Allen diesel engines have now been taken out of service and could be cannibalised for spares".

This letter, together with my nomination as



The 3½ ton generator being extracted by crane for despatch to Dowding & Mills.

[John Kay Photography]

project coordinator, signalled a marked change in the renovation and restoration policy for the locomotive. If the manufacturers or specialists in repair of all the different parts of the locomotive could be persuaded to assist us, the project could be speeded up and our meagre budget (£100/year at first) confined to expenditure on platemwork and paint.

A letter sent to W.H. Allen Ltd. at their Queens Engineering Works, Bedford, requesting practical assistance and/or technical advice brought forth a favourable reply; "the assistance of the apprentice training school could be offered subject to a technical report by a W.H. Allen Engineer."

The next major item to consider was the 95 kw 3½ ton generator. During April 1978 K. & E.S.R. member Rodney Coleman offered to contact a leading electrical motor and generator repair firm, Dowding & Mills (Southern) Ltd. asking for advice and technical assistance for the overhaul of the generator. The prompt reply was encouraging; "The contents of your letter and the enclosed brochures have stimulated thoughts and ambitions of our younger years, to the extent that our Engineer Representative, George Gannon is about to dash off to Tenterden. However, we have convinced him to slow down and telephone Mr. Webb so as to arrange a suitable appointment to inspect the machine on site.!" A meeting was therefore arranged and Mr. Gannon, accompanied by Mr. Tom Stack, a retired employee of Dowding & Mills now living near Ashford, duly inspected the generator. Their visit ended with a good meal and ale in the comfort of the Vine Inn, much exchange of information and, at our parting, George commented "Don't worry lad, we'll see what we can do". Very soon the good news was received "With regard to the overhaul of the generator, we would be pleased to carry out this work in our shop at no cost to your goodselves". The project team was delighted. Dowding and Mills, through their publicity agents, put out the following press release to some 35 national publications, ranging from the *C.B.I. members' bulletin* to *The Engineer*, *The Financial Times* and *The Kentish Express*.

"Even locomotives get tired eventually, so when the Kent and East Sussex Railway's 1932 diesel electric locomotive showed signs of fatigue, her owners called in electrical and mechanical repair specialists, Dowding & Mills Ltd. The railway company is restoring the locomotive - one of three built for the Ford Motor

Company - at its workshop in Rolvenden Station near Tenterden.

The Kent and East Sussex Railway is the only example of a standard gauge light railway in the south of England. A regular maintenance programme and a small army of volunteers enables the company to provide a variety of train services, even though some of the locomotives have passed their 100th birthdays.

However, the main generator from this particular locomotive, a 340 volt/95 Kw BTH type DS14-W unit, required expert attention. For the last 40 years it had been driven by a 150 hp Allen diesel engine and had powered the locomotive's four 26 hp motors. It needed the most up-to-date engineering techniques if it was ever to run again.

Mr. Andrew Webb of the Tenterden Railway Company, the organisation which operates the railway, said: "Our members can carry out the more routine work but this job required specialist skills. Dowding & Mills assured us that the generator could be fully restored so we decided to leave it in their hands".

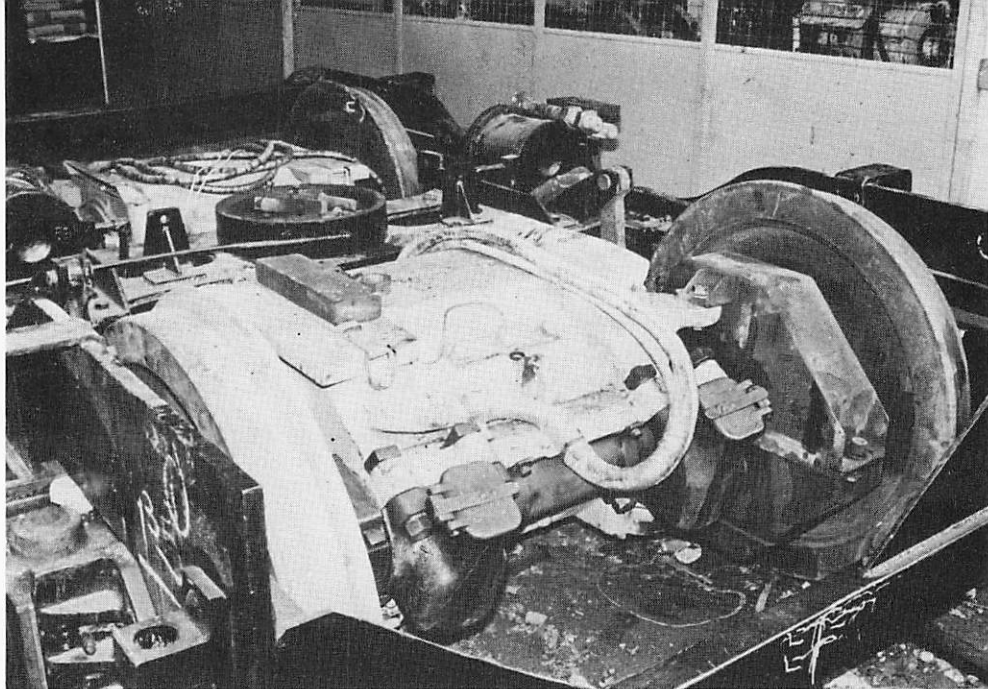
Volunteers spent one weekend uncoupling and hauling the 3.5 ton generator from the locomotive. Eventually it was lifted free and delivered safely to the workshop of Dowding & Mills' London repair centre.

The generator required a complete overhaul. After dismantling, engineers discovered that new brushes and bearings were needed in addition to extensive machining. The windings were steam cleaned, reimpregnated and fully tested; the commutator was skimmed and the brush gear overhauled and reassembled. Finally, the equipment was subjected to a critical examination and passed with flying colours.

The fully restored unit has now been reinstalled and is capable of many more years' service. However, the enthusiasts have two or three years of hard work before the locomotive's blue and gold livery will be seen streaking again through Rolvenden Station".

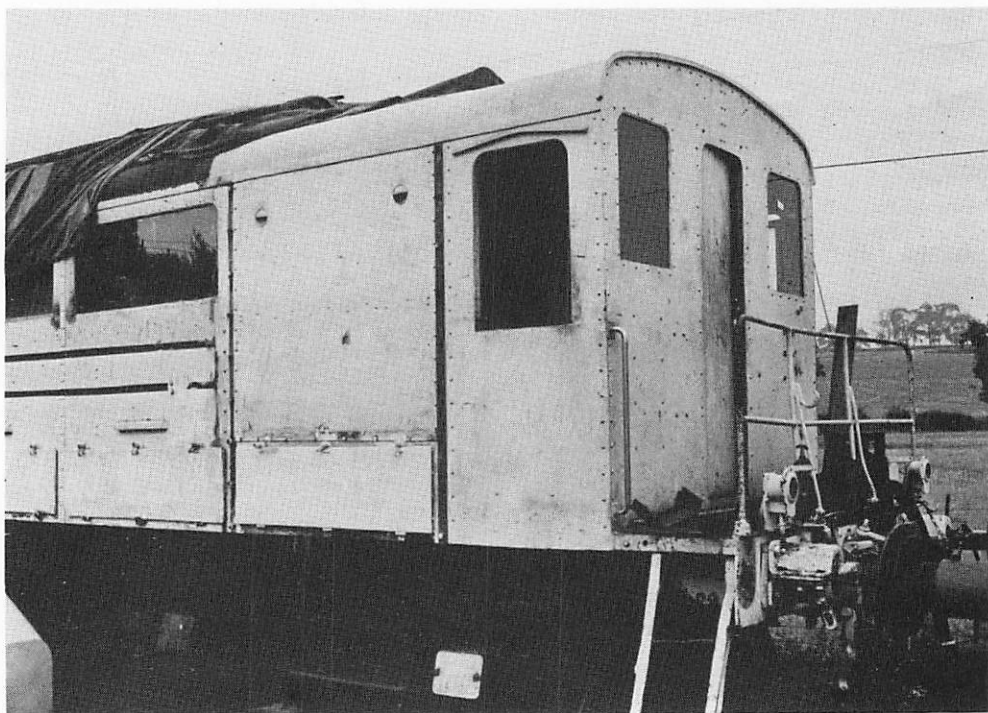
It is fair to say that without the assistance of Dowding & Mills, and in particular the interest of George Gannon and Branch Manager, Bill Phillips, the project would probably have ground to a halt.

With the generator replaced, attention now focussed on the locomotive bodywork. The front cab sheets were beyond repair and had to be replaced. Unfortunately, after these were removed, the cab started to collapse, indicating that the main uprights had rotted beneath the floor. Removal of the sub-floor confirmed these suspicions, and the final result was replacement of 75% of the metalwork.



The re-furbished bogie, traction motor and wheels, September 1982.

[Stuart Price]



The renovated cab, still with temporary door, September 1982.

[Stuart Price]

The emphasis now turned to the electrical control gear. This was overhauled by Tom Marshall and myself and involved some 650 man/hours. All five relay/contactor panels were completely stripped; two were electrically burnt and had to be replaced. All components were renovated, coils rewound, contacts replaced and springs tensioned. These were then reassembled, painted and re-installed in the locomotive. Interconnecting cables at the rear of the panels together with wiring to other electrical apparatus is now under way. It is estimated that approximately one mile of wire will have been used in the locomotive by the time re-wiring is complete.

New metal window frames, fabricated by Andy Ward, have been fitted, with the glass mounted in rubber and bedded down with mastic, using 6mm laminated in the front cab windows and 6mm safety in the side windows. The mastic to bed in the glass was supplied free of charge by FEB (Great Britain) Ltd. and generous assistance with the glass itself was provided by Glass (Canterbury) Ltd. of Ashford.

It is a continual uphill task to preserve the electrical apparatus and the generator, once overhauled, requires a tubular heater to preserve its condition. This was made considerably easier once the locomotive was moved into the shed.

Attention was now focussed on the braking system. As built, the locomotive had an air brake, but as passenger coaches with a vacuum system would be hauled, a vacuum exhaustor had to be added. An electrically driven one built just after World War II and last used in B.R. locomotive 20002, was obtained and installed, end on to the existing electric motor driven compressor, thus concentrating braking apparatus and its electrical contactor control in one area. Unfortunately we were short of some springs in the coupling between motor and exhaustor. A phone call to Compair Revell of Ipswich (the manufacturers of the exhaustor) located a drawing dated 1946, which indicated that the coupling was made by Standage Power Couplings – but of where? Another phone call, this time to the C.B.I., confirmed that the firm was still trading and was located at Newhaven, Sussex. Tongue in cheek a phone call was made; a fascinating dialogue ensued culminating in “Yes Sir, we can do it – 96 P4 springs at 28p each”. Another hurdle passed. Much of the existing brake pipework was either

replaced or altered to allow the locomotive air brake to work in conjunction with the train vacuum brake, designed by Derek Dunlavy. Recently the exhaustor was run up and the braking system functioned correctly.

The next area to receive attention was the fan and cooling radiator compartment. A new header tank for the radiator and fan motor overhaul, together with much rusted metalwork were replaced in the compartment, and this prompted us to overhaul the engine mounted cooling water pump. The pump impeller had been ground down after years of use culminating in negligible water flow. A new Paxman water pump was fitted after advice from W.H. Allen as to its suitability.

The last main task was the overhaul of bogies, traction motors, wheels and brake gear. The initial scheme was to have the assistance of British Rail at their Slade Green depot, but unfortunately due to factors beyond our control, we had to undertake this work ourselves.

The bogie was removed from under the locomotive and replaced by an ex London Transport accommodation bogie as the locomotive was to remain mobile. A large crane, kindly provided by Mike Hart of Resco (Railways) Ltd. lifted both the 26 h.p traction motors weighing 1 ton 8 cwt apiece. The bogie frame was lifted off the wheels and work commenced on replacing the two buckled main stretchers or cross members. A box section 160mm x 80mm was used and was welded into place by Adrian Landi. The wheels were taken to British Rail, Ashford for tyre reprofiling and for the journals to be skimmed. The traction motors were delivered to British Electrical Repairs for steam cleaning and overhaul, thanks to Rick Edmundson who provided financial assistance. This bogie will soon be restored to the locomotive when the second one will receive similar attention.

The present project team numbers some 12 members and 1983 should see No. 40's successful re-entry into traffic. Current work includes the overhaul of the second bogie, installation of new buffing and draw gear, footplate repairs, renovation and painting of fuel tank and adjacent area and engine painting.

Webb's

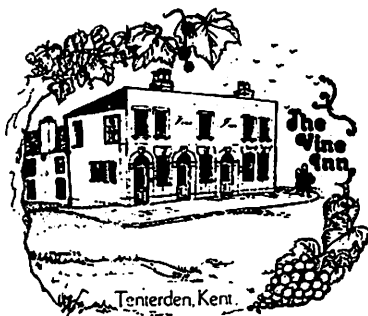
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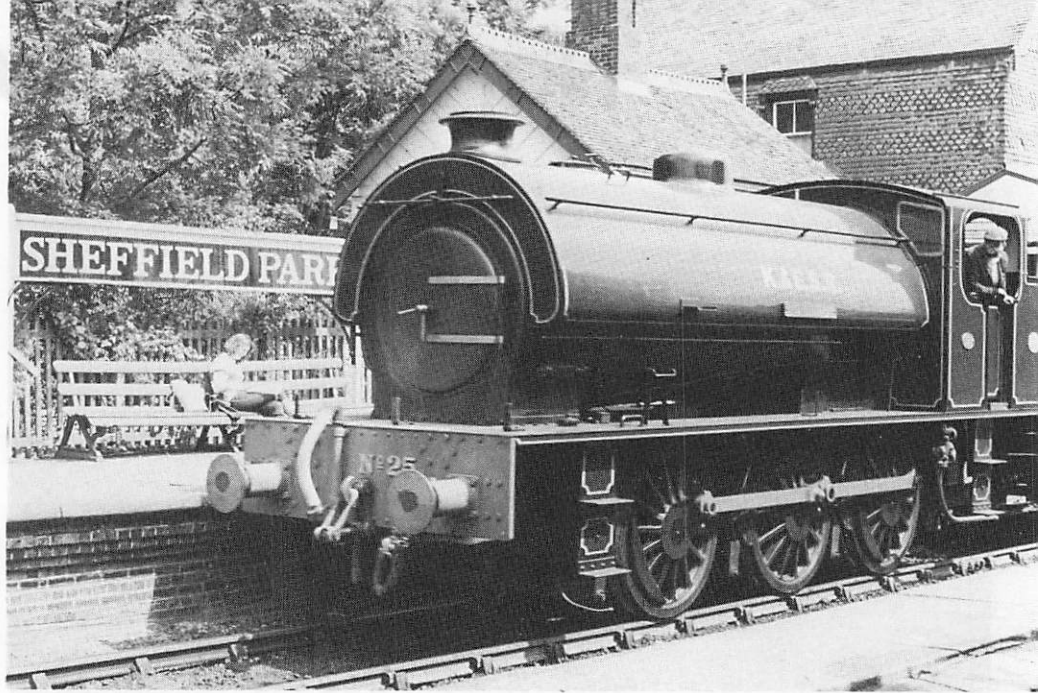
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"Northiam" in the platform at Sheffield Park Station on the day of its arrival, 13th June 1982.

[R. Bamberough]

'Northiam' goes to Sheffield Park

Last June, K.&E.S.R. Austerity locomotive No. 25 'Northiam' paid a visit to the Bluebell Railway in connection with the events commemorating the centenary of the Lewes & East Grinstead Railway. This was by way of reciprocation for the loan of Bluebell Terrier locomotive 'Fenchurch', which came to the Tenterden Steam & Country Fair in 1981.

Industrial locomotives are not often seen in Sheffield Park and in some quarters, it was whispered, are not wholly welcome. However, from all accounts 'Northiam' soon became a firm favourite with the Bluebell crews. These sentiments were expressed by Bluebell driver, Ian Wright, who wrote: "I had a splendid weekend sharing the footplate with Colin Edwards. I was impressed by No. 25's ability to keep time easily, steam well on such a small amount of coal, yet produce a good, healthy noise from the chimney. It was easy to prepare and dispose of and, considering its apparent high centre of gravity, rode well. What more can a crew ask for?"

During her stay with the Bluebell, 'Northiam' worked the normal passenger service on Friday, 18th June and despite being a very wet day, had

no trouble hauling 5 Bulleid coaches. The following day she worked the second train set as well as a brake van special and on the Sunday was double headed with the Adams Radial tank, No. 488 on normal services. The following weekend was set aside for the Cavalcade and No. 25 was double headed with U.S.A. tank No. 30064 on services before this event on both the Saturday and Sunday. The following week on Saturday 3rd July, Northiam again worked a brake van special and the second train set and on the following day was double headed with Caledonian tank No. 419, before returning to Rolvenden during the week.

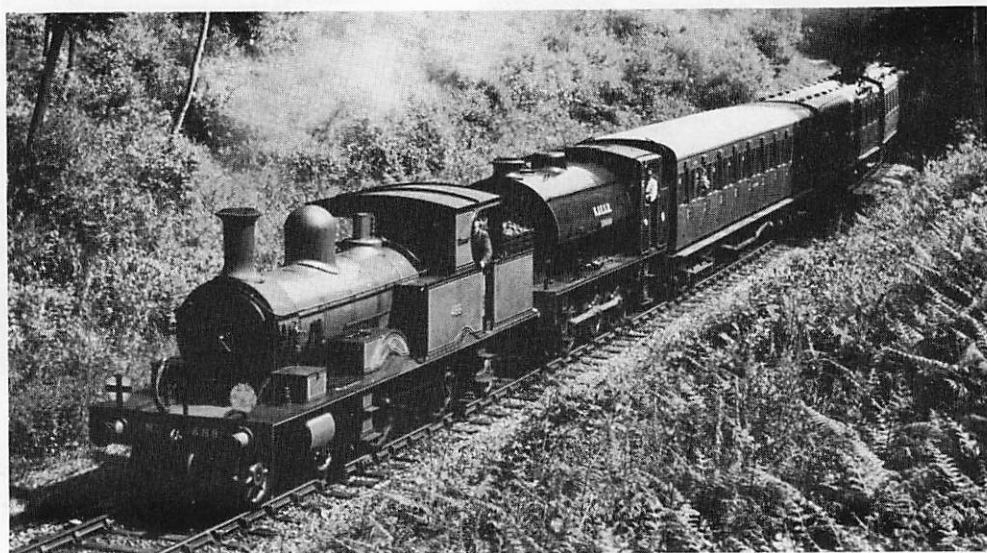
A final word from Bluebell Driver, Tony Sullivan: "My everlasting memory of 'Northiam' will be the vocal way in which she pounded up the 1 in 75 of Freshfield Bank. Yes, she does wobble because of the short wheelbase and inside cylinders, but there was never any doubt that she is a real working steam engine. The sound recordist must have had a field day".

P.D.S.

The Author would like to thank Bluebell Railway Publicity Officer, Mick Blackburn for his assistance in preparing this article.

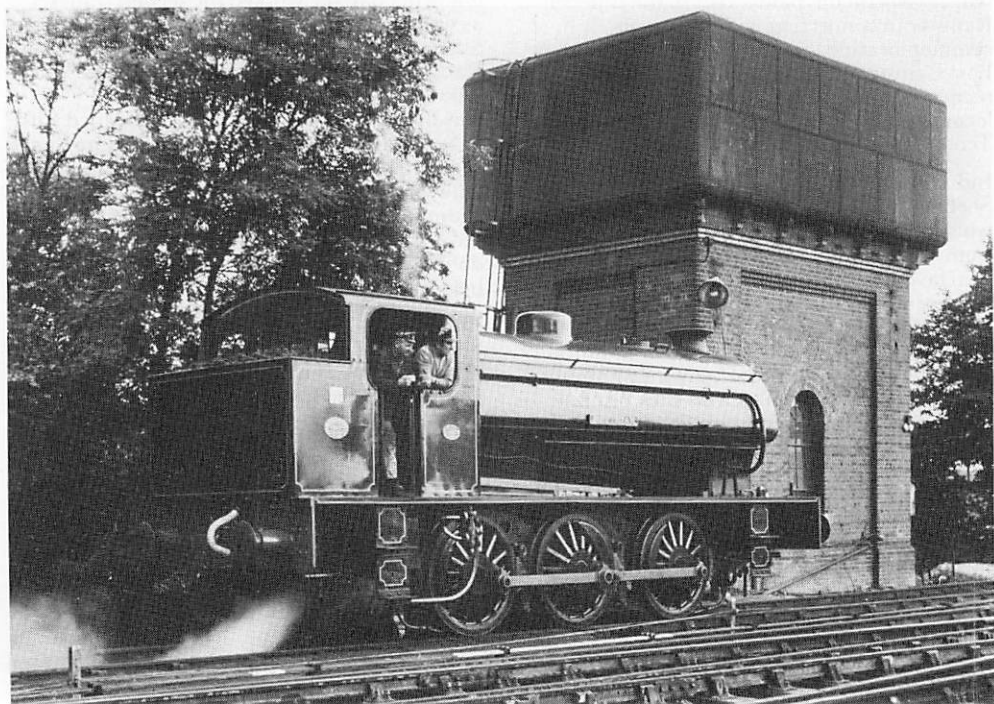
'Northiam' goes

Photographs by



"Northiam" piloted by the Adams radial tank (at one time East Kent Railway No. 5) on the 2.50 p.m. Sheffield Park to Horsted Keynes train, Sunday 20th June 1982.

"Northiam" at pump house siding, Sheffield Park with K. & E.S.R. driver Colin Edwards and Bluebell driver Ian Wright on 20th June 1982.



o Sheffield Park

rian Stephenson



"Northiam" together with U.S.A. No. 30064 and Q1 No. 33001, run light after the Cavalcade at Horsted Keynes on Saturday 26th June 1982.

"Northiam" pilots Caledonian tank No. 419 through Lindfield Wood, with the 2.50 p.m. Sheffield Park to Horsted Keynes train on Sunday 4th July 1982.



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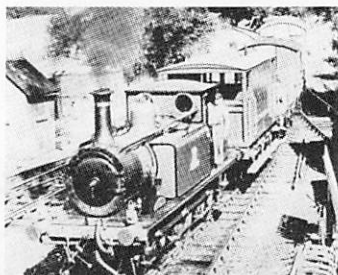
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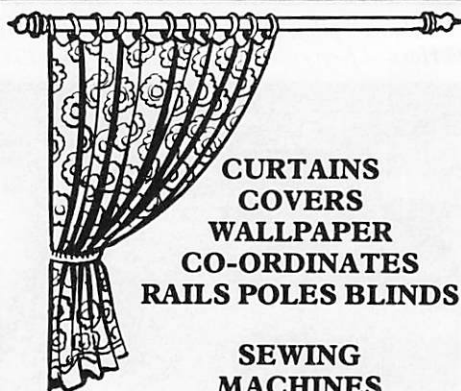
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Letters to the Editor

Light Railway to Port Eynon

Sir – I was interested in the mention of the proposed “Cwm Clydach & Pontcae-Gurwen Railway” in the interesting article “Light Railway to Port Eynon”. I think Gwaun-cae-Gurwen was really meant. The GWR was authorised in 1911/12 to build a ten mile line from Felin Fran on the new Swansea District Lines to G.C.G. Like the line in Gower the war delayed the project and in the end only short stretches to Duke Colliery at the G.C.G. end and to Clydach at the southern end were opened. A passenger service was proposed and two stations were built but never opened to passengers. It is interesting, however, in view of Stephens’ habit of persevering with railways well into the motor age that the northern section of the line was extended southwards to Abernant Colliery as late as 1960.

Perhaps like the Southern Heights, in a different way, the G.C.G. line would not really have been Stephens’ scene as something much more than a light railway was required for the heavy coal traffic.

Clydach – Felin Fran closed in 1965 but the northern section of the line is still active.

Bristol

J.F. Burrell

Pont-cae-Gurwen is almost certainly Gwaun-cae-Gurwen. The line was probably thwarted by the granting of an Act in 1895 for the Neath, Pontardawe and Brynammon Railway with which it would have been foolish to compete.

S.R.G.

“Pride of Sussex”

Sir – Is Mr. Wright correct in saying that P Class No. 1556 was on the K.&E.S.R. in 1947? When I was there in May 1947 it was No. 1555 which was sharing duties with Terrier 2678, and the spare engines in the shed were No. 4 and an 01.

Thank you for an issue even better than usual.

Trowbridge, Wilts

R.W. Kidner

1556 ran for a fortnight in September 1947 – see article on “Kent & East Sussex Locomotives in the Thirties & Forties”.

S.R.G.

Hello Sunshine!

Sir – With reference to the mystery surrounding the possibility of the Sun shining directly through Box tunnel on Brunel’s birthday, I would like to place on record, after

exhaustive observations whilst on vacation at St. Michaels, that there is definitely NO POSSIBILITY of the Sun shining directly through St. Michaels’ tunnel on Col. Stephens’ birthday!

Maidstone, Kent.

D.S. Lindsay

Ashford Railway Room

Sir – It may be of interest to your readers that Ashford Library has a special room set aside as a Railway Research Room.

This contains a large stock of books, most of which can be borrowed, on all aspects of railways and locomotives including model railways, railway engineering and architecture. We also have copies of many of the current railway journals, and a growing collection of back-copies.

Articles of interest to the South East area are copied and indexed and the library holds a large collection of timetables, posters and other information about private railway societies as well as British Rail.

Many local people have kindly loaned us photographs of local railway interest, which we have had copied. These are used for research purposes in answering enquiries and for small exhibitions both in the railway room and at other libraries.

We are delighted to be hosting a national ‘Railart’ Exhibition next Spring, organised by the Guild of Railway Artists where original paintings will be on display and for sale from 21st March–23rd April 1983.

Smaller exhibitions of photographic material are held from time to time which are publicised locally.

The County Library has now published 6 railway postcards based on material in the collection. A second set will be available in the Autumn. These cover stations and locomotives of local, particularly Kentish, interest, and are available at all libraries in Kent at 10p each (samples enclosed).

The library at Ashford, in Church Road, is open daily (except Sundays) telephone Ashford 20649. Admission to the Railway Room is free and we welcome enquiries and interest on any aspect of railways.

Ashford, Kent

D.R. Mole
Divisional Librarian

From Sir Charles Vernon, Bart.

Redundant Signal

Sir – Whilst walking the trackbed between Salehurst and Robertsbridge, I noticed an old Southern Railway type signal post put in by my Father's old friend Holly Stephens, which presumably used to guard the Northbridge Street crossing. As there are few "souvenirs" from the abandoned Bodiam-Robertsbridge section, would this be worth transferring to the active part of the Railway?

I enclose a photograph for your interest.

Cranbrook, Kent.

Charles Vernon



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Hirings and Firings

Kent & East Sussex Locomotives in the Thirties and Forties

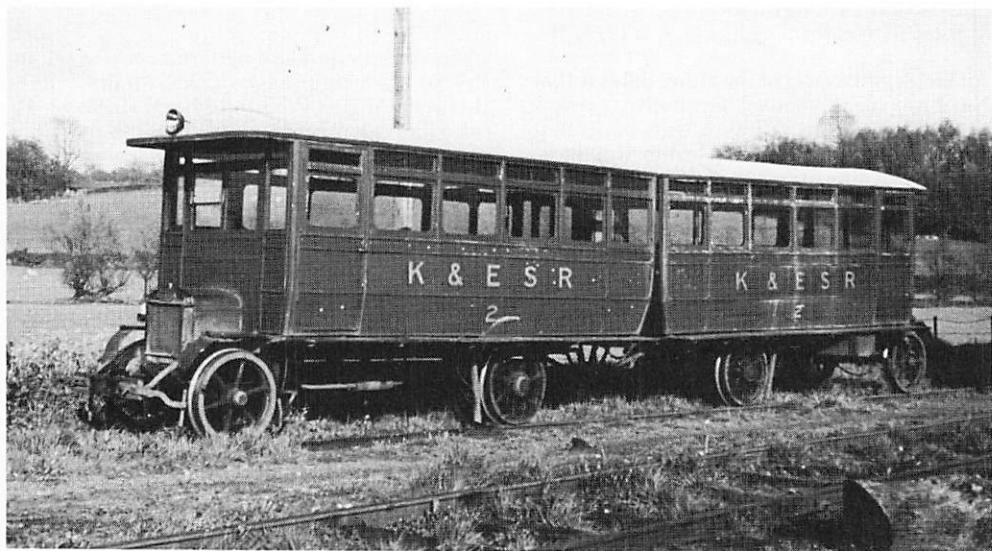
A considerable collection of papers and memorabilia relating to the Colonel Stephens railways was retained by the Colonel's successor, Mr. W.H. Austen, when the Tonbridge office from which these lines were run was closed. These papers were passed to his son, William Holman Austen, whose death was reported in our Winter edition and have generously been made available to the Tenterden Railway Company. Many hitherto unknown details of the Stephens railways have come to light as a result and it is hoped to make these available in forthcoming editions of *The Tenterden Terrier*. This article deals with details drawn from a register headed 'Steam Train Mileage Commencing August 15th 1932'.

The Register runs from August 1932 to May 1948 and is therefore of particular value in that it covers the Second World War period when security considerations prevented detailed reporting of railway matters and when the Kent & Sussex had to rely heavily on locomotives hired or lent by the Southern Railway. The Register starts with simple daily statements of the total miles run with no indications of the locomotives involved but acquires additional interest with the entry into service on 1st September 1932 of the newly arrived saddletank No. 4 as the daily miles run by this

one locomotive are given as a separate sub-total. From the 1st July 1933 a further column was added for saddletank No. 8, presumably re-entering service after overhaul, and from 27th December 1934 a third column was added for the newly rebuilt Terrier No. 3. Locomotives 3, 4 and 8 clearly ran the bulk of services in 1935 and 1936 as their combined sub-totals usually add up to the total mileage run each day.

No further columns were added until November 1936 when the Kent & East Sussex hired P Class tank No. 1556 (now our No. 11 'Pride of Sussex') for two months and this locomotive's daily mileage was thought fit to be recorded. With four columns of sub-totals in use the management must have decided that they might as well 'go the whole hog' and as from 1st January 1937 daily mileage was given for every locomotive and railcar in use. These figures are summarised in the accompanying table which shows the locomotives in use in each quarterly period from September 1936 to May 1948.

As can be seen from the table, only locomotives 3 and 4 out of the Kent & East Sussex's own stock survived to see service during the War. The last dates of operation for the other Kent &



The Shefflex set at Rolvenden, 1935.

[Photomatic]



Terrier No. 2678 bursts out of St. Michaels Tunnel with the 12.30 p.m. Headcorn to Rolvenden mixed on 16th September 1946.
[Ken Nunn Collection, L.C.G.B.]

East Sussex stock were as follows:

Ford Railcar set	27/8/37
Shefflex Railcar set	8/3/38
2-4-0T No. 2 'Northiam'	22/8/38
0-6-0ST No. 8	17/3/39

An incidental aspect of the above dates is that No. 2 was the last named locomotive to bear its nameplates in Kent & East Sussex ownership as both No. 3 and No. 8 had lost their names before returning to service in 1934 and 1933 respectively. Of course it could be remembered that No. 2 actually bore two names in its last years of service as it starred as 'Gladstone' in the film 'Oh! Mr. Porter' made on the Basingstoke & Alton Light Railway in 1937.

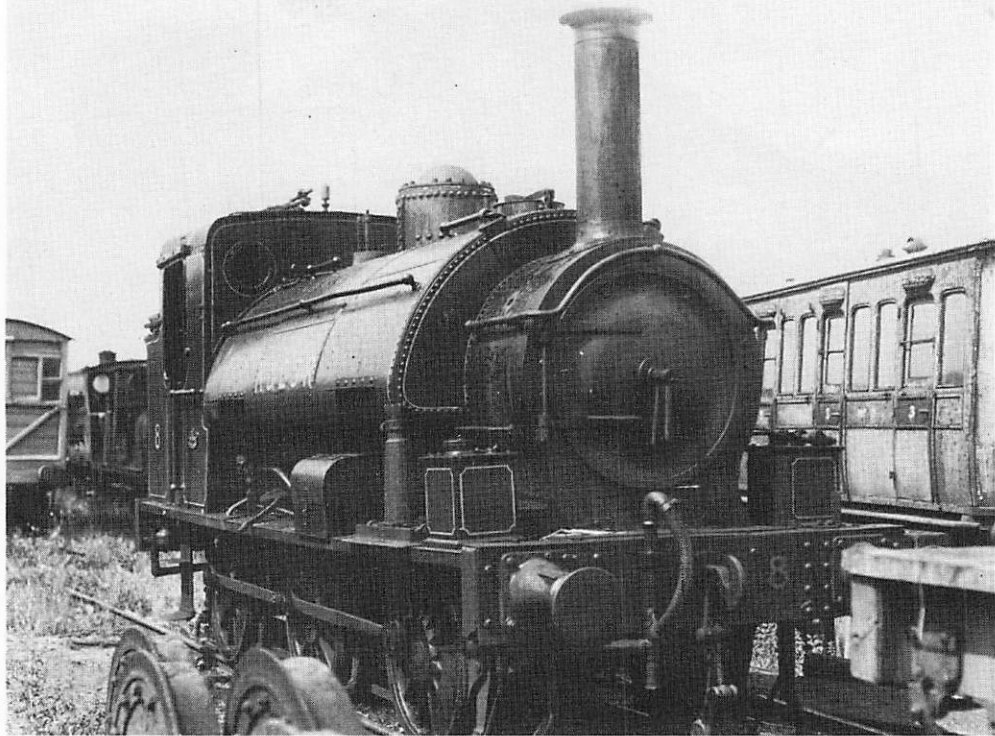
Locomotive No. 3 also appeared on film during the period under review in 'The Loves of Joanna Godden' made on the Lydd branch in 1946. Whereas No. 2's film role was something of a last fling, No. 3's performance was just one incident in a marathon 136,300 miles run between December 1934 and May 1948 with more to come under British Railways ownership and eventual preservation. This total mileage is all the more remarkable in that No. 3 was out of use from 8th March 1941 to

the 7th March 1944, the last six months being spent being rebuilt to AIX standards at St. Leonards. A further absence for overhaul at Brighton took place between April and September 1947.

Almost as creditable a performance was put in by No. 4 which managed 123,159 miles between August 1932 and March 1948. No. 4 also had extensive repairs during this period and had its Beyer Peacock boiler replaced by a Drummond-pattern boiler at a date previously believed to have been September 1939.

However, the Register shows No. 4 to have had only brief absences from duty in September 1939 and the reboiling seems much more likely to have taken place the previous year when No. 4 returned to service on 31st August after a year out of service.

No. 4's mechanical defects in her later years have been well chronicled elsewhere but it survived long enough to see some service for British Railways in January and March 1948 before being laid aside at Headcorn prior to being cut up at Ashford in August of that year. In 1949 a similar fate was to befall its fellow '0330' Class No. 3334 at Eastleigh. No. 3334 had been hired by the Kent & East Sussex from



K. & E.S.R. locomotive No. 8, undergoing overhaul at Rolvenden, August 1933.

[Photomatic]

September 1938 to January 1939 and was the least successful of all the locomotives hired as it travelled no more than $9\frac{1}{2}$ miles in September and January and 92 miles over two days in November. As 3334 had been in store at Eastleigh since 1933 it is not easy to see why it was thought suitable for resurrection on the Kent & East Sussex in 1938. It has been suggested that it came to Rolvenden on approval with a view to purchase by the Kent & East Sussex but there is no known evidence to support this.

Equally unexplained is the lengthy presence on the Kent & East Sussex of ex-L.S.W.R. '0395' Class No. 3440 for most of the period from 1940 to 1948. This was the first tender locomotive to have run on the line since the Kent & East Sussex's 'Ilfracombe Goods' were laid aside in the 1930s but most of its time seems to have been spent sitting snugly in the shed at Rolvenden. Between August 1940 and January 1948 No. 3440 only managed to run 15,149 miles. Yet there must have been some affinity between No. 3440 and the Kent & East Sussex as it was the first locomotive to return to the line in British Railways livery as No. 30576 in April 1948.

No mystery attends the hiring of the three

Terriers Nos. 2655, 2659 and 2678 as this was a class with which the Kent & East Sussex was familiar and which could be relied on to handle most types of traffic likely to be encountered. Unlike No. 3440 the three Terriers ran on nearly every working day that they were present on the line and No. 2678 almost exceeded No. 3's mileage with 134,616 miles run between February 1939 and May 1948. Both 2655 and 2678 are, of course, still in existence, the former as No. 55 'Stepney' on the Bluebell Railway and the latter as No. 78 'Knowle' on the West Somerset Railway.

Even No. 2678 could not run for ever and it was absent from the line for brief periods of attention on several occasions. One such occasion led to the breaking of the Kent & East Sussex First Commandment, "Thou shalt not let a locomotive with an axle loading exceeding twelve tons run between Rolvenden and Robertsbridge". From October 1943 to January 1944 this rule must have been broken every working day as the only locomotives available were No. 3440 with an axle loading of 13 ton 10 cwt and ex-S.E.C.R. '01' Class locomotives Nos. 1373 and 1426 with an axle loading of 13 ton 15 cwt. The operations of the line during these months was therefore entirely



Terrier No. 2659 at Rolvenden, probably in wartime. Note possible black-out curtain. [Lens of Sutton]

in the hands of overweight tender locomotives. Whether any special caution was exercised during this time goes unrecorded and there is no known record of official sanction for what was happening.

Law-breaking apart, the presence of the '01' locomotives on the line set a pattern which was resumed after Nationalisation with services between Tenterden and Headcorn usually entrusted to an '01' and services between Tenterden and Robertsbridge entrusted to Terriers. However, the wartime use of '01's Nos. 1248, 1370, 1375 and 1426 was relatively limited, falling between December 1942 and January 1945, and may have been related to heavy war traffic passing over the line at the time. It was not until No. 3440 went away to Ashford in January 1948 that an '01' returned to the line in the shape of No. 1434.

The last class of locomotives to be considered amongst those hired by the Kent & East Sussex, the ex-S.E.C.R. 'P' Class Nos. 1325, 1555 and 1556, are of interest in that although No. 1556 was the first locomotive hired, running on the line for two months in 1936 and nine months in 1938, no further members of the class ran on the line until July 1945. Possibly they were well suited to light peacetime traffic between Rolvenden and Robertsbridge but were not considered sturdy enough for the heavier loads in wartime. Like the Terriers the P Class engines were in use nearly every working day during their periods on the line. It would be interesting to learn the reason why, after No. 1555 had run from March to September 1947, it was decided to hire No.

1556 instead for the final fortnight of that September.

The Register gives no details of any other locomotives running on the Kent & East Sussex and it may therefore be assumed that claims that 'E1' Class 0-6-0T No. 2129, ex-P.D.S.W.J.R. 0-6-0T No. 756, or Terrier No. 2640 worked on the line during this period may be discounted unless they were present on War Department business for the Register does not record the movements of the three War Department ex-G.W.R. 'Dean Goods' Nos. WD195, WD196 and WD197 which were in use on the line in connection with the rail-mounted guns.

The usual daily pattern of operation throughout the period of the Register was for there to be two locomotives in use on weekdays and Saturdays with one locomotive in use on those Sundays when any sort of service was run. However, it was not uncommon for three engines to be in use and on the 19th July 1937 some unrecorded event led to the use of four locomotives, Nos. 2, 3, 4 and 8, with the Shefflex railcar set in use as well for good measure. The most common total daily mileage recorded in the Register is 144 miles but this was often exceeded, the highest total being 223 miles recorded on 7th August 1939 between locomotives Nos. 3 and 2655. As a final statistic the lowest total daily mileage appears to have been 6 miles run on two Sundays in November 1943 by No. 1426. We regret that we are unable to offer a prize for the most likely (or unlikely) suggestion as to why or where these six miles were run.

Stephen Garrett

Locomotives working on the Kent & East Sussex Rly. Oct. 1936 to May 1948

K.&E.S.R. Locomotives		Southern Railway Locomotives	
		No. 2 2-4-0T	
		No. 3 0-6-0T	
		No. 4 0-6-0ST	
		No. 8 0-6-0ST	
		Ford Rail Unit	
		Shefflex Unit	
		No. 1325 0-6-0T	
		No. 1555 0-6-0T	
		No. 1556 0-6-0T	
		No. 2655 0-6-0T	
		No. 2659 0-6-0T	
		No. 2678 0-6-0T	
		No. 3334 0-6-0ST	
		No. 3440 0-6-0	
		No. 1248 0-6-0	
		No. 1370 0-6-0	
		No. 1373 0-6-0	
		No. 1426 0-6-0	
		No. 1434 0-6-0	
1936	d	*	*
1937	a	*	*
	b	*	*
	c	*	*
	d	*	*
		<i>a = Jan to March . c = July to September b = April to June d = October to December</i>	
1938	a	*	*
	b	*	*
	c	*	*
	d	*	*
1939	a	*	*
	b	*	*
	c	*	*
	d	*	*
1940	a	*	*
	b	*	*
	c	*	*
	d	*	*
1941	a	*	*
	b	*	*
	c	*	*
	d	*	*
1942	a	*	*
	b	*	*
	c	*	*
	d	*	*
1943	a	*	*
	b	*	*
	c	*	*
	d	*	*
1944	a	*	*
	b	*	*
	c	*	*
	d	*	*
1945	a	*	*
	b	*	*
	c	*	*
	d	*	*
1946	a	*	*
	b	*	*
	c	*	*
	d	*	*
1947	a	*	*
	b	*	*
	c	*	*
	d	*	*
1948	a	*	*
	b	*	*



P Class 1555 at Rolvenden M.P.D. in 1947.

[Locomotive & General Railway Photographs]

TENTERDEN 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.

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Why do the Numbers keep on Falling?

An explanation, palliative and cure suggested by Philip Shaw together with some observations raised in recent letters to the Editor.

The opening remarks in last July's *Rooter* brought forth more correspondence on a single subject than has ever been received before. Comment is, in itself, encouraging as it shows a healthy concern by the membership for the future direction that the Railway should take. What are the facts? The table below shows the number of fare-paying passengers carried on the Railway since 1974.

Excluding Pullman services, numbers of daytime passengers last year were only 5% up on 1974, and perhaps most disturbing of all, the number of passengers per operating day reached an all-time low. Even in the peak year of 1980, the numbers carried were only 25% higher than in the opening year and comparisons are not strictly valid as in 1974 services were only operated over the short section of line from Tenterden to Rolvenden.

The accounts of the Tenterden Railway Company Ltd highlight the problem of running trains with such low average passenger densities. The Railway achieved an excess of income over expenditure amounting to £7,681 in 1981, but this included a surplus of £12,500 on the Wealden Pullman trains (equivalent to £6 per passenger carried) and £10,278 on the Steam & Country Fair. Without these sources of income the Railway would have clocked up a staggering loss of some £15,000, despite the fact that most of the operational tasks are carried out by volunteers. Losses of this order could not

be sustained and without the income from Pullman trains in particular we would have had to drastically curtail the whole field of our existing operations and possibly give up all hope of getting to Bodiam.

The objectives of management must therefore be to increase our passenger loadings to a level which makes them viable in their own right, rather than relying on a subsidy from specialist activities. The question is, how can this be best achieved?

The attractiveness of the line itself is unquestioned; steep gradients, curves, level crossings and a friendly informal atmosphere all contribute much to the well being of both passengers and the volunteers who operate the line. Factors missing in the equation are adequate catering and toilet facilities (soon to be remedied) and perhaps most of all, a variety of vintage locomotives and rolling stock in operable condition for all to see and enjoy. The pulling power of vintage equipment is exemplified by the continuing success of the Bluebell Railway, which carries huge numbers of passengers each year over a line certainly no more attractive than the K.&E.S.R.

The sad fact is that the ingredients are there – "Terrier" locomotives, "Birdcage" and "Maunsell" coaches, but with an enormous backlog of restoration and maintenance, hampered by a shortage of manpower and

	Operating Days	Daytime Passengers	Passengers per operating day	Wealden Pullman Passengers	Total Passengers including Wealden Pullman
1981	132	39,675	300	1980	41,655
1980	121	46,768	386	2085	48,853
1979	116	42,853	370	1677	44,530
1978	121	47,425	392	1876	49,301
1977	107	34,502	322	1140	35,642
1976	99	38,325	387	820	38,145
1975	98	33,335*	340	200	33,535
1974	+	37,833*	+	Nil	37,833

*includes privileged tickets +Not available



Baxter shunting with the District line coach at Tenterden Town Station on 28th August 1982.

[Brian Stephenson]

funds. This has meant that the Railway has had to rely for several years on a service operated by relatively modern and unlovely locomotives hauling a rake of British Rail coaches, the like of which can still be seen in service all over the Country. Furthermore, between services there is little or nothing to do at Tenterden. Is it surprising, therefore, that the numbers keep on falling? The irony of the situation is highlighted by the outstanding success of the Pullman trains. Here we have to offer a service which is unparalleled in its style and excellence. As to the secret of its popularity, a regular customer, asked for her views on our relatively limited choice of menus and why she kept on coming remarked "I come for the occasion, not for the food".

How can we therefore bring that sense of "occasion" to our normal service trains? It is doubtful if an extension of services to Bodiam would make much difference at the Tenterden end. It would certainly increase the expense of travelling and might even prolong the boredom for those passengers who decided to make the whole journey. The majority of our daytime passengers are not enthusiasts, they are

families with children out for the day. The distance that they travel will largely be dictated by the depth of their pockets and what is offered in addition to the ride. Bodiam Castle may ultimately prove to be an attraction, but why travel there by train? The distance on foot from the station to the Castle will undoubtedly be a deterrent to some families used to travelling by car over even minor distances. Some traffic will, of course, originate from the Bodiam end, but passengers will need encouragement if they are to travel the whole way to Tenterden.

Publicity is important to any organisation and the K. & E.S.R. has had plenty of coverage over the last twelve months. Nevertheless, even the privilege of a visit by a much-loved member of the Royal Family last June has failed to stimulate any significant increase in numbers this summer.

Action is required now; if we do not have the manpower resources to carry out the heavy work programme of restoration, then we should explore the feasibility of contracting out more

of the work and thereby invest in the future. A limited amount of progress in this respect has already been made and our historic "Terrier" locomotive 'Sutton' is now undergoing heavy repairs at Resco (Railways) Ltd, with money raised from last Year's Steam & Country Fair. Another vintage locomotive, 'Charwelton' is currently on loan to us, through the courtesy of Resco.

So much for the longer term remedies, what of the short term palliatives? Firstly, a small engine in steam at Tenterden, whether it be 'Marcia' or any other, will do much to add to the variety and interest of the station environment. The recent loan of 'Baxter', a 105 year locomotive from the Bluebell Railway, for

two weeks in September, was an immensely popular attraction shunting at the station. Properly attired staff (something of a rarity) will also be visually more attractive to visitors. Finally, special events at weekends, on the adjacent fields, will encourage people to come to Tenterden Station and past experience has shown that this does increase railway passengers when taken as part of the package of a day out.

The Author would like to thank all correspondents for their contributions on this subject. A selection of their very helpful suggestions is shown on this page. It should be stressed, however, that the views expressed are not necessarily those of the Directors or indeed of the Editor.

Some points raised in recent letters to the editor

Run 'Marcia' with a single coach over an extended head shunt for passengers, charging a separate fare.

(Norman Chalfont)

Remove scruffy rolling stock from public gaze at Tenterden and at Rolvenden where "passengers can only see a line of rusting junk standing on the loop"

(Norman Chalfont)

Extend the line to Northiam which has a lot to offer visitors in the form of Great Dixter, Brickwall Manor and a church with some of the oldest stained glass in the Country.

(F. Stride)

Improve publicity and marketing, particularly back up "for the dedicated stalwarts of the Ashford & Maidstone Area Groups who attended the Kent County Show with 'Marcia'"

(David Leach)

Some train crews appear to show as much P.R. ability as a lump of fish on a fishmongers slab. Send engine crews on public relations courses in order to make the public and volunteers welcome on the Railway.

(David Leach)

Increase newspaper and local radio advertising. Hire, exchange or borrow a large tender engine from another operator. Put engines on static

display at Tenterden. Install passengers systems in trains and describe the line to passengers as they travel. Introduce lunchtime pullman trains.

Provide camping coaches for holiday makers at Wittersham Road and Bodiam.

(Allan Sinclair)

Introduce two train running.

(T. Bush)

Do away with unswept platforms, full litter bins, dusty window sills, grimy carriage floors. Encourage staff to be smart in appearance, courteous and helpful.

(Norman Johnson)

Increase publicity and keep 'Marcia' on the road as a static exhibit at shows and exhibitions.

(Jack Fox)

(This sentiment is also shared by Richard Halton)

Give the public better value of money by pegging or reducing fares and also provide additional entertainment in the form of a "special" every 4 to 6 weeks. This could include a "Railway at work" weekend, with demonstrations by the steam crane, footplate rides, a photographers weekend with facilities for lineside photography.

(Richard Halton)

Book Reviews

THE SHROPSHIRE & MONTGOMERYSHIRE LIGHT RAILWAY by Keith & Susan Turner, published by David & Charles. 48 pages photographs and text. Price £4.95.

It is quite some time since a book appeared on the 'Potts' and now that Eric Tonks' history is out of print, this attractively produced pictorial history is a useful introduction to the subject. There is little in the way of new archive material, although some of the photographs are previously unpublished and the sketch maps of the W.D. sidings laid during the last War make interesting reading. The Authors' knowledge of rolling stock is sketchy, which is a pity, considering the wealth of information available in the Colonel Stephens Railway Museum archives and the section on the Wolseley Siddeley railbus is hopelessly inaccurate, as long-standing readers of *The Tenterden Terrier* will be aware. Nevertheless, shortcomings apart, this is an eminently readable little book, which should attract interest from the non-specialist as well as Stephens' devotees.

P.D.S.

THE HAWKHURST BRANCH LINE by Peter A. Harding. Published by the author. Card covers. 32 pages. Price £1.50.

This is an attractive concise history of the Kent & East Sussex's northern neighbour, scene of Colonel Stephens' first major railway appointment. It is well illustrated with many clear photographs and track plans of the four stations on the branch. One strange feature is the inclusion of timetables for 1895, 1905, 1921 and 1941 but in the down direction only! The text gives a straight forward account of the building, operation and closure of the line, together with a thorough description of the route and stations though it is a pity that no gradient profile is included. This is a creditable production at a reasonable price.

S.R.G.

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Fair, despite the Weather

For the third year running the Steam & Country Fair was dogged by bad weather and this year the rain began to fall at the worst possible moment – just after mid-day on Sunday, following a glorious Saturday and indeed in the run up to the Fair. Furthermore, unexpected competition came in the form of the West Malling Air Show, held over the same weekend. As a result, attendances were well down on last year – 11,250 visitors compared with 15,400 in 1981. This was disappointing, particularly in view of the glorious weather that had preceded the Fair, but nevertheless over £6,000 has been raised towards improvements to the locomotive works at Rolvenden, making the effort very worth while.

Special attractions this year included the Band of the Royal Engineers (Chatham), Tony Drewitt's recently restored double deck horse omnibus of 1880 vintage, which conveyed passengers around the perimeter of the arena; the Death Cheaters, an escapologist act, involving 4 stunts, including an escape from a straight jacket whilst suspended high above the

arena on the end of a burning rope!

The usual displays of agriculture, livestock and country crafts were present, together with vintage cars, buses, commercial and military vehicles. The Harris Brothers fairground included for the first time a traditional bumper car set (complete with sparks) and electricity to drive the golden gallopers was provided by Mr. D. Eastwood's magnificent Burrell showmans scenic engine, "King George V".

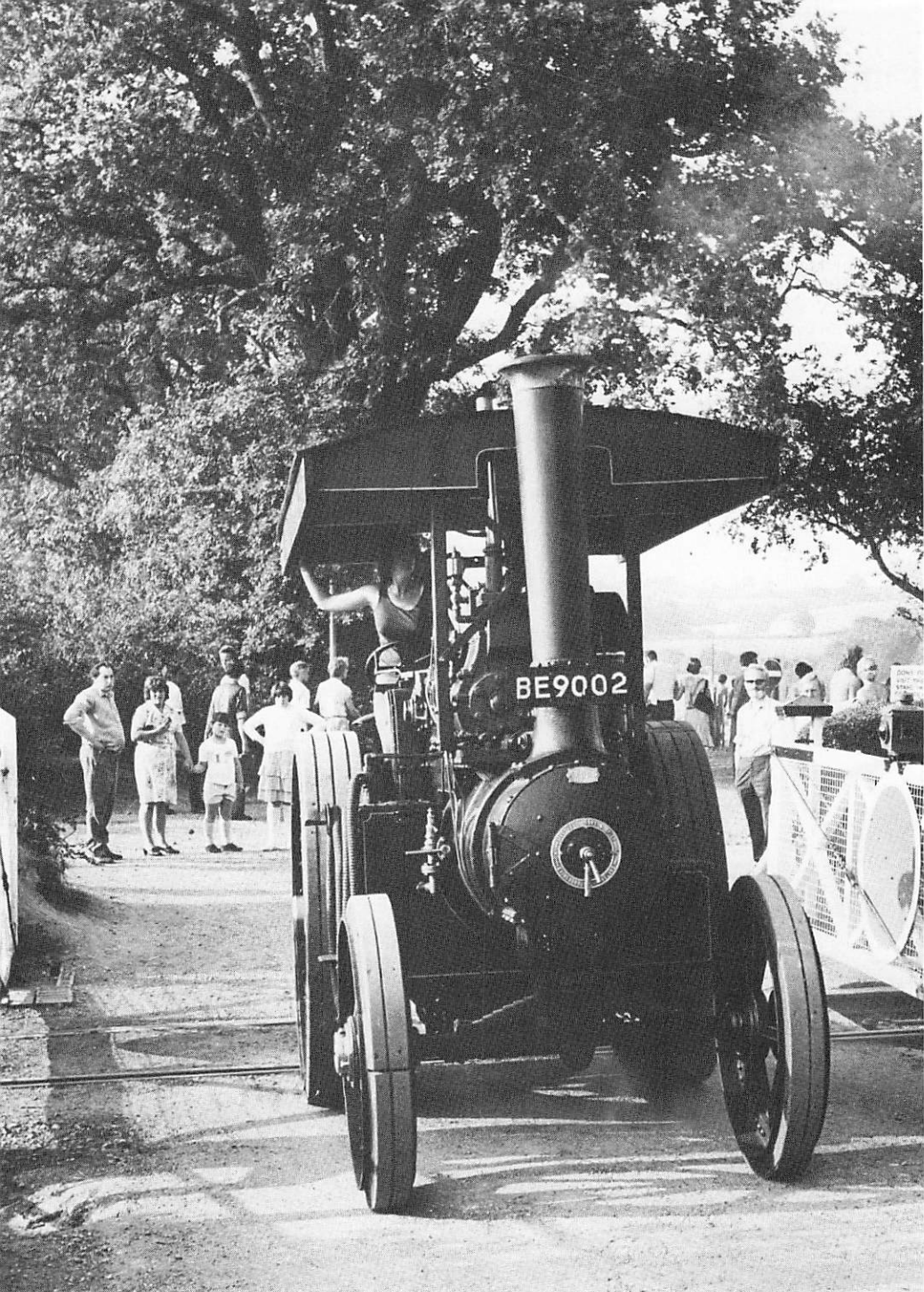
A particularly popular attraction was a threshing display, driven by a Marshall agricultural engine and utilising a Marshall threshing drum of circa 1940 together with a Massey Harris trusser of 1930.

The highlight on the railway was the return to service of Manning Wardle saddle tank, "Charwelton" of 1917 vintage, magnificently restored to virtually new condition by its owners, Resco (Railways) Ltd and now hauling scheduled passenger services for the first time in its history.



Tony Drewitt's Victorian horse drawn omnibus in the lower field, 18th September 1982.

[Brian Stephenson]



*Les Birch's 1921 Marshall road locomotive negotiating the Tenterden Crossing,
18th September 1982.*

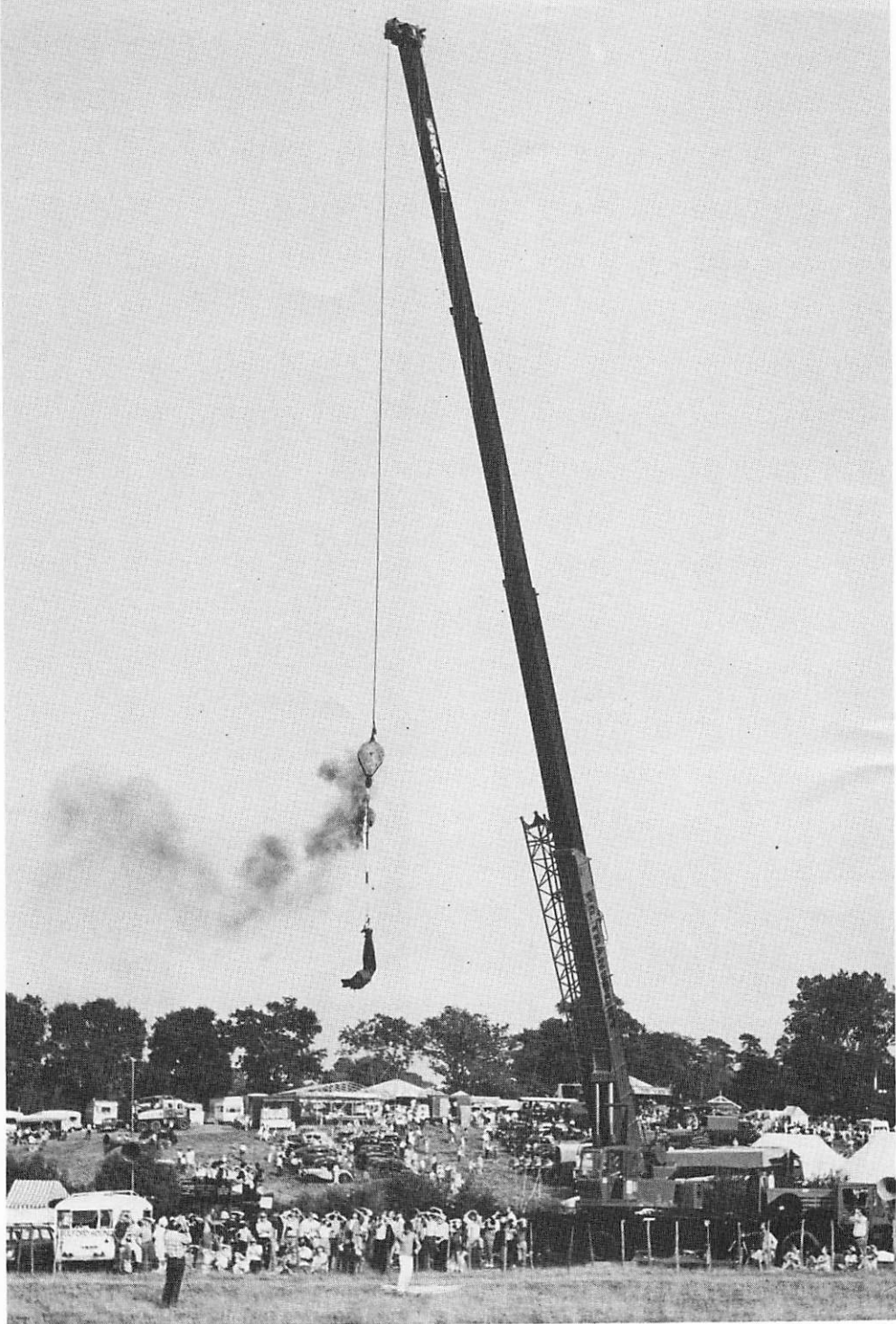
[Brian Stephenson]



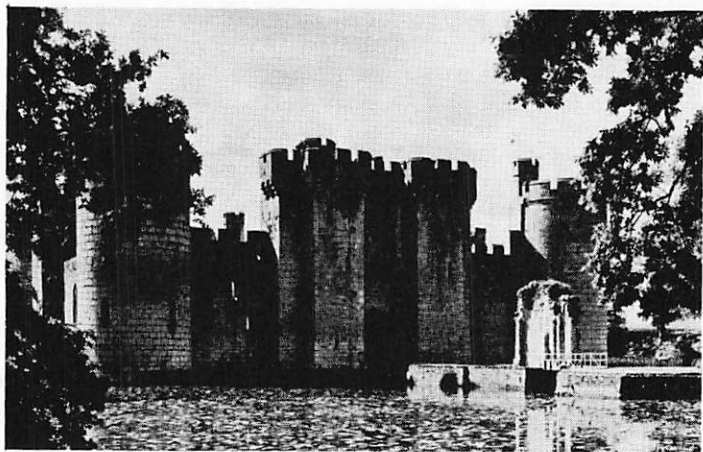
1908 Marshall engine, "Old Nick" driving 54" Marshall threshing drum of 1940 vintage, together with a Massey Harris Trusser of 1930.
[Brian Stephenson]



Power for the Harris Brothers' Golden Gallopers was supplied by Mr. Don Eastwood's magnificent Burrell Showmans engine, 18th September 1982.
[Brian Stephenson]



A blindfolded Leo Ward attempts to escape from a straight jacket, whilst suspended from a burning rope, 18th September 1982.
[Brian Stephenson]



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. $\frac{1}{2}$ miles from the K & E.S.R. station at Northiam. Follow signposts in the village of Northiam.



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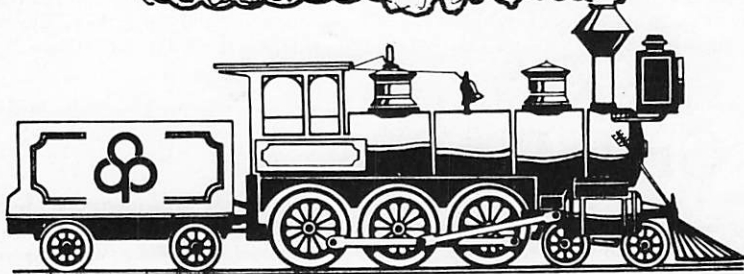
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