

TENTERDEN TERRIER

The Journal of the TENTERDEN RAILWAY COMPANY LIMITED

BODIAM

NORTHAM

TENTERDEN



Photo

Courtesy Kent Messenger

"Hail smiling morn"—3rd February 1974

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EDITOR:

Alan Dixon,
Rails Farmhouse, East Hanningfield, Essex.

EDITORIAL

A truly exciting prospect lies ahead of us with the re-introduction of passenger services. All the long months of negotiating, waiting and hoping are at an end: the railway is ours, and the Kent & East Sussex has made history again by becoming the last surviving standard gauge light railway to be opened for the carriage of passengers.

Once the jubilation of this hard-won achievement subsides, however, it is a sobering thought that with the making of the Light Railway Transfer Order, the Railway Company and its members acquired a whole host of responsibilities, not least of which is the requirement to service the mortgage of £40,000, which has enabled us to complete the purchase.

This is a considerable challenge in itself, but in the second of our new responsibilities lies the key to successful achievement of the first. The second is to the public, and lies in the provision of a leisure service for them, for make no mistake, it is their patronage which will win the day for us.

People often ask whether the Railway will pay its way, particularly as it was closed in the first instance due to its un-profitability. The answer to this question is that it must, and indeed it will, given our continued enthusiasm, interest and endeavour. Achievement of this profitability will hinge entirely upon our power to attract the public, give them a good reliable service, and leave them with the impression that their visit to the Kent & East Sussex was enjoyable. Then, we shall have successfully achieved the right market conditions upon which to make the running of the line viable, and the future extension of services possible.

PROGRESS REPORT

RE-OPENING

On Sunday, 3rd February the first fare paying passengers for just over 20 years were able to travel by train from Tenterden, as the 11.30 a.m. service made its departure. Railcar No. 20 which formed the first service was almost bursting at the seams with people, as were trains throughout the day, but this is jumping ahead of the story, and events of the past few months should be chronicled.

A Light Railway Transfer and Amendment Order having been made by the Department of the Environment on 8th November operating powers for the whole of the surviving ten miles of the Kent & East Sussex Railway between Tenterden and Bodiam, passed to the Tenterden Railway Company officially, with publication of the Order in the London Gazette on 19th November, 1973.

Under the terms of the Company's contract to purchase the Railway, completion of the purchase would be conditional upon the granting of the Light Railway Transfer Order, and with the order made, the purchase was completed late in November, although, in fact, the balance of our deposit of £20,000 had been paid to the British Railways Board some weeks previously, as a gesture of the Company's confidence in the completion.

Ownership therefore passed to the Company, and the staff controlling all the points on the line was collected for the last time from the B.R. signal box at Robertsbridge. We were our own masters at last, but still lacking the power to carry fare paying passengers, which was to await the outcome of the Department of the Environment's formal inspection.

With a quantity of detailed work to be completed on the line in readiness, this inspection was put back for the New Year, and on 21st January, Major Rose of the Department of the Environment paid the Railway a formal visit, during which he examined the track, bridges, drainage and crossings from Tenterden to bridge No. 2329, checked the Rule Book, and observed operations both on and off the special train which had been arranged for the occasion.

The inspection was a great success, with only minor amendments being required to the Rule Book. In addition, Major Rose confirmed that the line's axle loading may be raised to 17 tons, and that services may be extended out as far as bridge No. 2329 as the track is refurbished in this section, without a further inspection being required.

Two very important concessions were granted on the operating side. The first allows trains to pass Cranbrook Road and Tenterden crossings non stop in the up hill direction, provided that the gates are attended, which considerably reduces the risk of stalling on the bank at its steepest points. Secondly, trains may be propelled into the country section beyond Rolvenden to the limit of operation, thereby obviating the need for a second locomotive in steam, with consequent savings in coal.

Events were now moving very rapidly, and with the commencement of our £40,000 mortgage responsibility on completion of the purchase back in November, it was imperative to enter revenue earning service as quickly as possible in order to improve the company's cash flow situation. Consequently, it was decided to commence services for the public twelve days on, with just one more weekend left for timetable trials and training.

However, the usefulness of the Boxing Day exercise in which three trains had been run, successfully carrying over 300 members, and a simple timetable had been adhered to, was proven, and the first day of public passenger services on 3rd February was a success.

The AEC railcar No. 20 was justifiably crowded as this interesting and historic unit provided the first service, whilst tank locos 10 and 17 acquitted themselves nobly with the remainder of the day's trains.

So successful was our public relations effort, that on the following Sunday, even though the weather was poor, almost as many passengers were carried as on the first day, and the pattern has been fairly consistent subsequently, over 4,000 people having travelled to date.

However, because of the shortage of coal stocks, and the uncertainty of future supplies during late February, the train formation had to be reduced to two coaches, handled by No. 10 alone, and a great many hopeful passengers have had to be disappointed as a result, because there was simply not enough room for them. In an attempt to ease the situation, a second additional service has been squeezed into the timetable, with No. 20 providing a 13.30 departure in recent weeks. With the resumption of coal supplies, albeit at a considerably increased cost, three coach trains will again be possible, and the planned introduction of a Saturday service can proceed as intended for the early Spring, and then, with a short break, for the remainder of the Summer season.

MANAGEMENT RE-ORGANIZATION

In anticipation of the responsibilities of running a railway, the operational management of the Company has been divided into two sections, that of Traffic headed by Malcolm Knight, and Commercial, headed by Donald Wilson. With this rationalization, the multifarious sub committees which have grown rather like Topsy over the years, have ceased to exist, or have been re-structured so as to be answerable to the appropriate manager. In addition, on a trial basis, a Line Manager is appointed on each day of public services, who is in overall charge of all aspects of the railway's activity throughout that particular day, and is responsible to the Company Chairman in this respect.

MOTIVE POWER DEPARTMENT

With a requirement to use locomotives with a relatively light axle loading, in order to consolidate the track bed particularly on Tenterden Bank, work is concentrated upon increasing the serviceable fleet of smaller locomotives, in order to ensure that there are always three available for a normal service diagram.

Centenarian Terrier No. 3 "Bodiam" has had repairs carried out to its boiler which included the replacement of several worn rivets in the front tube plate flange, and re-tubing is almost complete.

The second "Terrier", No. 10 "Sutton" has been in use regularly, and has proved itself very reliable. It has also proved to be an economical loco to run, consuming only 10 cwt. of coal on one occasion, for 3 Tenterden Rolvenden return trips with a train plus 2 light engine trips and some shunting.

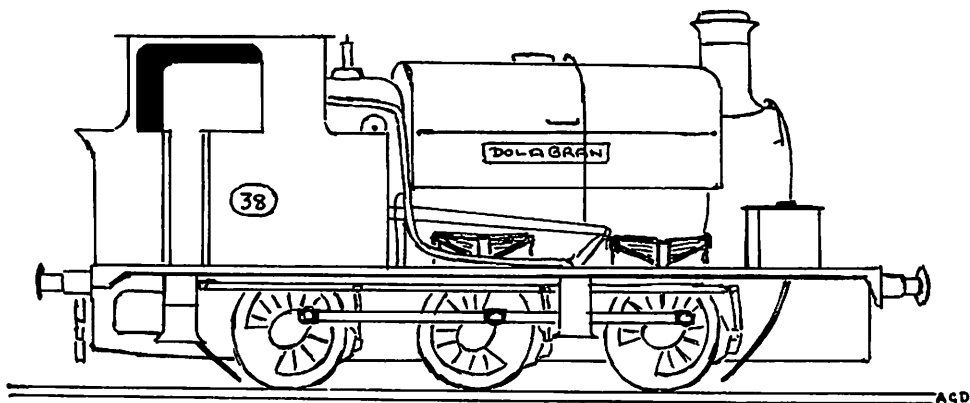
A top priority in recent months has been the completion of the protracted overhaul on Peter Elms' Manning saddle tank No. 17 "Arthur", which has been fitted with vacuum brake equipment and a mechanical lubricator, in order to make it suitable for passenger traffic. After so many years of immobility the locomotive's movement under its own steam for the first time early in January and subsequent test run to Tenterden with one coach on the 26th, was indeed rewarding for all those who have worked on "Arthur" over the years. However, this diminutive locomotive's appearance on the afternoon of 3rd February was crowning achievement, when with chime whistle echoing from the surrounding hillside, it assisted No. 10 with three passenger service trains.

The Norwegian mogul, K. & E.S.R. No. 19, is a fourth light locomotive available. This loco has been in regular use along with No. 10 down to Christmas handling its various trains with ease, and it has proved its suitability for use on the Railway, whilst making a welcome change from the monotony of tank engines. However, No. 19 has had to be temporarily withdrawn from service for the replacement of several boiler tubes and new main steam pipes. Mention must be made of the immaculate appearance of No. 19 in shining unlined black, with brown underframes, and red coupling and connecting rods. Yellow buffer beam numerals and the serif capitals K & E.S.R. on the tender complete the picture.

With two of the four available light weight locos temporarily un-serviceable, attention is focussed upon the need for further reserves in this quarter whilst our heavier loco fleet is proscribed from the Rolvenden-Tenterden section. Another of Peter Elms' Manning Wardle saddle tanks is to receive attention therefore, and since both Rhyl & Dolabran were fully serviceable on withdrawal by Stewarts & Lloyds, their former owners, it should be possible to ready one for service fairly quickly, after fitting the necessary vacuum

brake equipment.

Last of the small passenger locomotive stud is the 'P' class 0-6-0 No. 11 "Pride of Sussex", which now looks decidedly forlorn, deprived of its boiler, which has been sent away for repair. Whilst the boiler is out, advantage is being taken of the improved access between the frames, to overhaul the motion.



Turning to the heavy brigade, USA No. 22 "Maunsell" is fully serviceable whilst Paul Sutton's Hunslet austerity 0-6-0 saddle tank No. 23 has passed its boiler examination, having been successfully steamed for the first time on 3rd March, on wood! Another candidate for use as soon as heavier locomotives can be permitted, is the Robert Stephenson & Hawthorns 0-6-0 saddle tank No. 56 which, once again, was fully serviceable on withdrawal by Stewarts & Lloyds whose running number it still bears. This loco is very heavy indeed, and will probably have to be run in service with reduced coal and water supplies. Nevertheless, this handsome loco is extremely powerful, and potentially very useful

The last few months prior to re-opening witnessed much movement and re-arrangement of locomotives and rolling stock

in readiness for services. Most significant, was the removal of the two Pullman cars from what had been their home for many years on the main line at Rolvenden Station, from whence they were taken to Tenterden to resume duty from the siding behind the platform. The new siding at Tenterden has become the permanent home of a train set of 4 Maunsell coaches and the Woolwich coach. With these seven vehicles removed from Rolvenden, there is now a little more room to breathe there, particularly as the second locomotive siding has been extended to what will be its final length.

CARRIAGE & WAGON DEPARTMENT

The condition of the 4 carriages available for service is a great credit to the Carriage & Wagon section under Rodney Packham's direction, but regular cleaning inside and out, is now an arduous chore that must be undertaken every week in readiness for the fare paying public.

In order to further increase the stock of available passenger vehicles, work is now concentrated upon the two ex South Eastern & Chatham Railway birdcage coaches at Northiam, one of which requires only detailed attention. The other, however, still sports a delicate shade of mauve from its supporting roll in the "Train now Standing" film series made for television, and it consequently needs a re-paint in our own chocolate and cream livery.

Railcar No. 20 looks a lot smarter inside, thanks to the earlier efforts of Paddy Aherne, and more recently, the finishing touch of gold curtains which have been provided by Mrs. Waters. Whilst the mocquette seat covering is currently protected by polythene sheet, it is almost life expired, and consideration is being given to re-upholstery in red leatherette. A window damaged by vandals had to be replaced, and a rapid external re-paint was carried out in readiness for passenger services.

Re-upholstery has also been completed in the Refreshment Pullman, where the seating has been covered in a smart dark green leatherette, which has both improved appearances and made the Pullman more attractive to the public who can now

sit down on clean seats for the first time in many years.

The roof of the second Pullman which is in temporary use for the sale of "Railwayana", is to be Turnerised which process, although expensive, should make it water proof once and for all thereby saving continued damage to both ceiling and panelling inside. If this is as successful as is hoped, the same process will be applied to the Refreshment Pullman's roof.

Amongst the growing departmental stock fleet, the ex S.E. & C.R. six wheeled goods brake has seen a good deal of attention from Dave Stubbs and Brian King, who have replaced a number of timber parts including one new headstock. At Northiam two of the box vans acquired from the mill at Robertsbridge have had their roofs felted.

A start has been made on external painting of the Maunsell carriages at Northiam, which had been in departmental service with B.R. but serious restoration has not yet commenced on any of these three vehicles.

PERMANENT WAY DEPARTMENT

Work prior to the D o E inspection was concentrated upon completion of a multitude of tasks in the Tenterden-Rolvenden section of the line. Some seventy sleepers were replaced above Rolvenden whilst near Cranbrook Road, some packing and re-alignment was required. At Rolvenden, the drainage of the main line was improved and re-ballasting has been carried out through the station area. In the yard here, gypsum waste from the quarries at Mountfield has been used to fill and level the former car parking area.

A major feat at Rolvenden late in December, was the hanging of the crossing gates. This in itself was a difficult task, but making them operational was even more of a problem since their weight repeatedly damaged the jockey wheel which was designed to carry the outer end of the gate. However, after a great deal of work by Colin Edwards, they were made to work satisfactorily in time for the Boxing Day services. These gates were of course, much larger than those at

Tenterden and Cranbrook Road crossings, and had to be made specially, in consequence. Undoubtedly, the lessons learned from their installation and operation will be extremely useful in other situations, particularly on the A 28/A268 crossing at Northiam.

At Cranbrook Road a crossing keeper's hut has been positioned on the Tenterden side of the road, which is connected into the Railway's telephone system, in order that the staff on duty can keep in touch regarding the progress of trains with the line Controller at Tenterden. This is important since the efficient operation of the gates minimises delays both to trains and to road traffic.

Beyond Rolvenden, the curve near to the limit of operation has shown signs of subsidence, and Gordon Laming's group have been active here, packing and re-aligning. Some spot re-sleepering has been carried out in this section, whilst beyond, the seemingly interminable task of scrub clearance continues towards Wittersham Road. Mark Yonge now has this project under his control and preparations are being made for the extensive use of weed killer in the Spring. In the meantime, gorse across the track near bridge 2329 has to be removed by hand, as it is seemingly impervious to weed killer.

Five further containers delivered from British Rail in the Autumn have provided valuable additional storage space, particularly for permanent way materials and tools at Tenterden, where the station and surrounding area is no longer available for this purpose. The effect has been to improve both security and visual appearances, which have been improved still further with the completion of the rail-built fences between the loop and the new car park, and to the rear of the platform garden. Rail for this work is worn out 85 lb. material which was made for the South Eastern Railway in the eighteen eighties, and was lifted from Northiam loop in 1964.

Tenterden Station itself has undergone a transformation with seats, notice boards displaying posters for other preserved railways, and signs, many of which have been beautifully painted by Dave Dine. The garden too is looking cared for thanks to the enthusiasm of Mr. Waller, and a path

has been laid across it from the platform to provide access to the refreshment Pullman in the siding beyond.

A Plant Maintenance Section has been formed, under the leadership of Boris Perkins. This section has taken over responsibility for all the various items of mechanical plant which we have accumulated over recent years. Completion of the overhaul of the Smith crane having been achieved, attention has turned to the Weatherill shovel, whilst Brian Jones has been working on the second Ford/Wickham trolley. This vehicle arrived on the line minus its reverse gear box, and in a very poor mechanical state. However, it is now fully serviceable once again.

TELEPHONE DEPARTMENT

Frank Davies and Chris Lowery continue to work tirelessly at the improvement of the Railway's telephone system, which has been still further adapted of late to cope with operating requirements. In addition to the telephone installed at Cranbrook Road Crossing Keeper's hut, which is connected to both the omnibus line A, and the traffic working line B, a phone has been set up at the temporary limit of train operations beyond Rolvenden. Further down the line, several telegraph poles near bridge 2329 and in the vicinity of Wittersham Road have been replaced due to their being unsafe.

THE APPEAL

On 20th October, our Appeal was launched for a total of £50,000 with which to finance capital projects such as bridges, sheds and track replacement, when invited guests travelled in two special trains from Tenterden to Rolvenden and back.

The event was a success and a great deal of subsequent hard work by helpers, area group leaders and the Campaign Committee itself under the Chairmanship of David Barham, has produced a splendid sum of £14,500 as we go to press. More helpers are needed however, not to mention another £35,500, so if you can help in any way at all, please contact the Appeal Secretary at Tenterden Town Station.

RE-OPENING

by Alan Dixon

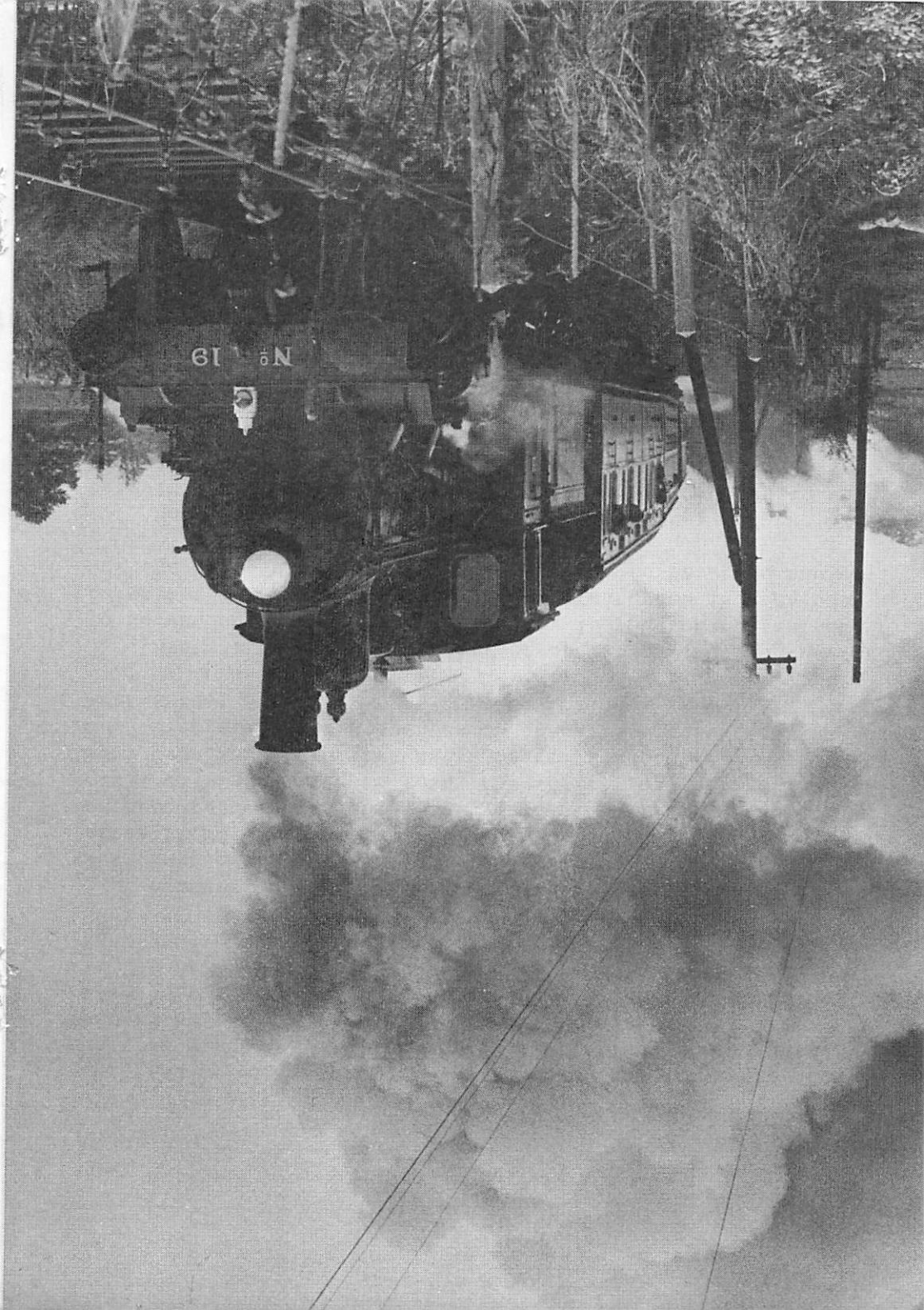
And so we came to the 3rd February not quite knowing what to expect. After a week of miserable weather, the day dawned bright and sunny. The local press and radio had carried our story, and Peterborough had reported our plans in the Daily Telegraph, so it was obvious that somebody must know what we were about and might come to sample our Railway.

However, with the first service scheduled for 11.30 we were kept guessing until the last minute, and it was not until after 11.00 o'clock that would-be passengers started to make an appearance, even then, only in a slow trickle. Nevertheless, with a last minute rush, the railcar was filled, and with some standing passengers and a brief "dee dah" from its horns, No. 20 departed for Rolvenden to inaugurate a new era for the Kent & East Sussex.

After its run to the limit of operation, No. 20 returned to Rolvenden, where Terrier tank No. 10 "Sutton" was attached to make the remainder of the trip to Tenterden in readiness for the next service at 12.30, which was to be steam hauled.

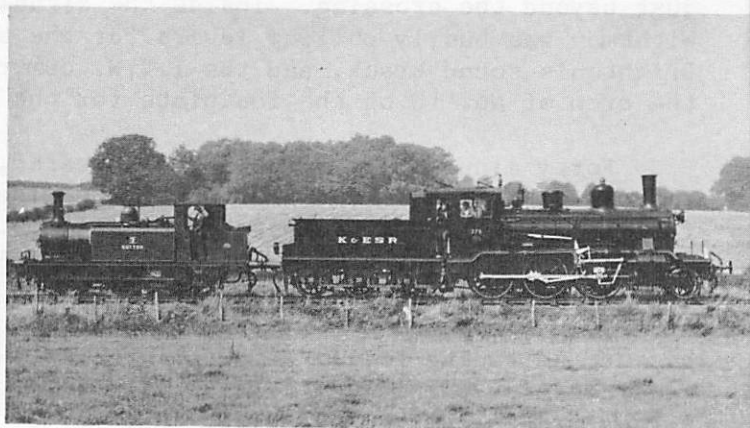
Now, more people were beginning to arrive, and the press television and radio people noticeably disinterested in the diesel railcar, were beginning to show more animation. Independent Television Newsreel were filming passengers purchasing their tickets, and Southern Television were lining up sequences from the signal box stairs, whilst a Radio Brighton reporter organized an interview within. Meanwhile, photographers from the Guardian, the Evening Standard and the Times had made off to the vicinity of Cranbrook Road for some countryside shots whilst our friends of the local press were reporting the scene from the platform amidst the ever increasing crowds.

Preparations on the line in the meantime had seen No. 20 removed to a siding, and No. 10 marshalled at the head of a two coach train was by now standing at the platform awaiting events. By departure time, the two coaches were filled almost

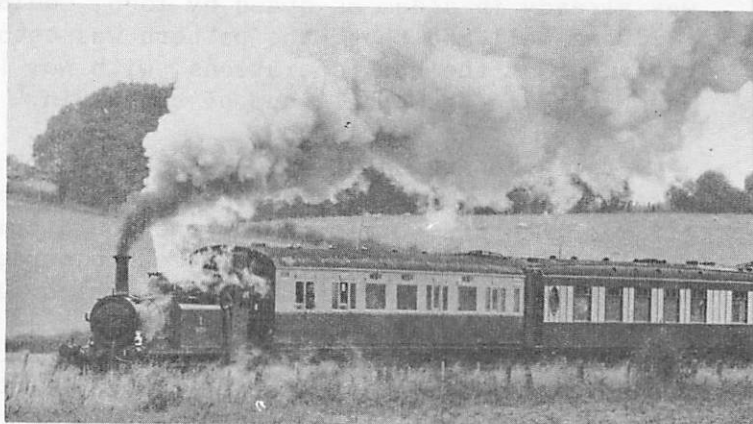


MOTIVE POWER MISCELLANY — THE LIGHT BRIGADE

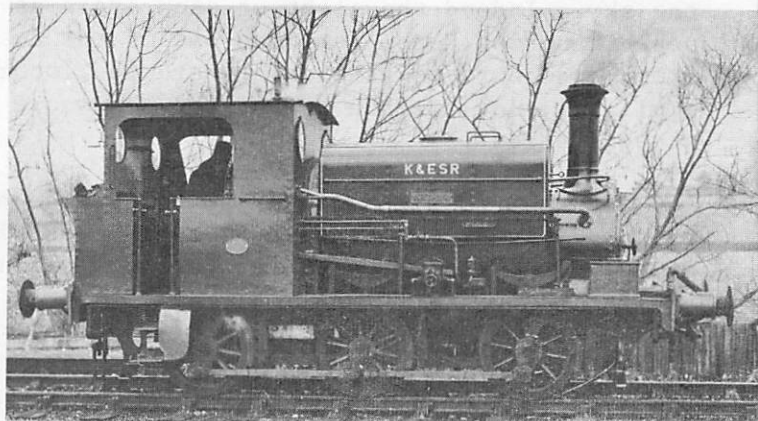
Donald Wilson



Kent Messenger



Donald Wilson



to bursting point, and promptly at 12.30 No. 10 drew out, with much whistling, and accompanied by the whirring of cameras, and the reports of a number of detonators placed on the line just beyond the crossing. Inside the signal box, Steve Wightman was busily pulling levers for the benefit of Radio Brighton's sound track, and the I.T.N. camera crew had joined the crew of No. 10 on the footplate for the outward trip.

Forty minutes later No. 10 re-appeared, making an impressive ascent of the bank, but otherwise none the worse for its first revenue earning run. The footplate crew consisting of Jack Hoad, Colin Edwards and Mike Artlett seemed well pleased, although a trifle hotter as a result of their efforts. It was obvious, however, that the afternoon would be more demanding still, and a third coach was added in readiness for the 14.30. Whilst "Sutton" retired for a well earned breather, it was decided that No. 17 "Arthur", which was already in steam as stand by loco, would be used on the 14.30 as well and thus, the pattern was established for the remainder of the day's operations, with No. 10 on the downhill and No. 17 on the uphill end of the train.

By 14.30, the station was again swarming with people and three coaches seemed almost inadequate, with passengers crammed into the corridors for the round trip via Rolvenden. The 15.30 train was likewise filled to capacity, and an extra service had to be arranged at 16.30 which was hardly less popular. Meanwhile, the two little tank locos were coping admirably with their 120 ton trains, and each return trip proved a magnificent spectacle in the ascent of Tenterden bank with both locos throwing a plume of exhaust high into the sky. Indeed the sight of each train as it came into view near Cranbrook Road, reminded one of the Austrian rack line from Vordenburg to Präbichl where the locomotives are used similarly, one at each end of the heavy ore trains on the steep gradient.

On the footplate of No. 10, Jack Hoad had been relieved by John Hilton, whilst Mike Hart and Dick Dickson, in charge of No. 17, were noticeably cooler in their more spacious cab.

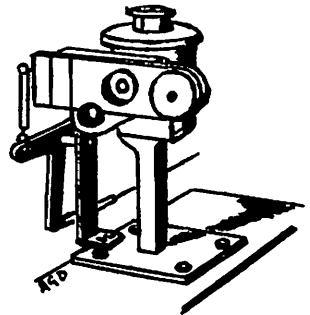
With the extra train's return to Tenterden, proceedings

were brought to a close. As the last passenger wandered away from the Station, events of the day were reviewed, the train coaches were shunted into their siding, whilst Nos. 10 and 17 retired to Rolvenden with their crews, for a well-earned rest.

During the day the refreshment Pullman, and our bookshop, now removed to the booking hall in the station, did a roaring trade with the waiting crowds, thereby contributing substantially to the day's total income which was in the region of £400, over half being from ticket sales.

Over 800 passengers had purchased tickets to ride, and a great many platform tickets were issued as well whilst numbers on the trains had been augmented by news media personnel and members enjoying their privilege journeys.

In the evening, I.T.N. gave us network coverage in both their early and late news programmes whilst Monday's papers carrying the story included The Times, Guardian, Evening Standard and Brighton Argus. On the following Thursday Donald Dougal's contribution to Southern Television's Scene South East was screened at 6.15 p.m., whilst the Radio Brighton "Steam" programme went out over the air on the following day. Friday also saw generous coverage from the local press, and we knew that The Kent & East Sussex had arrived at last, when it was learned that a timetable enquiry had been received via Headcorn Airport and the Kent Messenger's local office, from the captain of a British Air Ferries Carvair en route for Le Touquet.



A RAILWAY VISIT TO HOLLAND

by John Cook

In Holland the Kent & East Sussex Railway would have been a steam tramway, and with this in mind it is interesting to go to the rural lines of the Tramweg Stichting. One is an established going concern, whilst the other has had even more difficulties than we have had.

The really impressive line runs between two real towns, Hoorn and Medemblik in West Friesland, to the North of Amsterdam. Hoorn is a pleasant Dutch country town, and Medemblik lives from the Ijssel Meer - the old Zuider Zee before much of it was reclaimed.

The boatbuilding industry of Medemblik is the reason why the line was never abandoned. If you buy a boat in that part of the world it is delivered by train, and the boatbuilders successfully opposed moves by the main line railway Nederlandsche Spoorwegen (NS), to close the branch. It was the opportunity for the Tramweg Stichting who wanted to re-create a rural steam tramway. Their contract included the obligation to move the Medemblik goods traffic, although to date this has continued to be done by an N.S. diesel loco.

The motive power consists of three steam locos; one of which, "Leeghewater" is a proper enclosed tram engine, whilst the other two are 0-4-0 tanks, one ex Rotterdam Gasworks and one ex Westlandsche Stoomtram. In addition there is a Bo-Bo diesel loco, obtained with the obligation to run goods trains in mind, and two railcars. One of these is the original Westlandsche petrol tram, now dieselised, and the other is an ex-German Talbot railbus. One genuine tram train can be assembled for service with the Gooische loco "Leeghewater", a van from the Dutch Railway Museum at Utrecht, a Gooische open coach with wooden bench seats, and two ex Rotterdamsche trailers, one with the original buffet which is still working.

One can get to Hoorn by train from Amsterdam with services shown in table 1 of the Dutch timetable or by road via route E.10.

We travelled on a Saturday, getting to Hoorn Tram Station, which is 5 minutes walk from the main line station, just in time for the 11.30 departure which was to be formed by the real tram train. It was very genuinely done - smart uniforms, all the details right, refreshments and postcards sold through the train, with plenty of time on the 70 minute run. Our return was on a train consisting of ex-German coaches, complete with transverse wooden seats. Again a buffet counter was in operation for refreshments and souvenirs, and "hard sell" was the order for despite my limited Dutch, I am now a subscriber to "Op de Oude Rails".

The next day we visited the narrow gauge - 1167 mm diesel tram museum at Hellevoetsluis, south west of Rotterdam. On arrival, the first sight is of the skeletons of coaches and wagons on the quayside, but behind them is the old goods shed, where the running stock is kept. Here, there is a sad story of vandalism and fire, but one of the fire damaged railcars, ex Veluwsche Stoomtram, has been restored mechanically, and this propels a trailer about half a kilometer towards Rotterdam. One of the original RTM railcars, "Meeuw" or Seagull, looks to be in quite good condition in the shed, and work is proceeding on other locomotives and stock: but there is no steam here. An indication of the friendliness which greeted us is that when the (stationary) buffet car attendant heard that English enthusiasts were there he prepared a special delicacy - strong tea with milk.

At Hellevoetsluis there is a friendly connection with the Fire Brigade Museum - an old fire engine meets all trams, and you ride on it free!

GUNS OF ROLVENDEN

by Stephen Garrett

With the coming of the Second World War and the disposal of most its collection of vintage rolling stock for scrap the Kent & East Sussex Railway was left with a yard full of empty sidings at Rolvenden. The yard did not long remain empty, though, as 1941 saw the arrival of the Army with a rail-mounted 9.2 inch mobile gun and 12 inch howitzer ready to protect the vital hopfields of the area (and possibly neighbouring Ashford) from enemy attack.

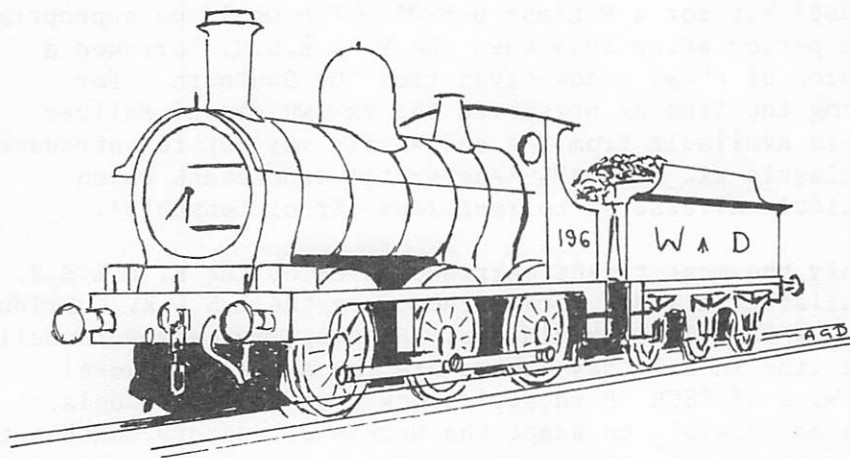
Together with the guns came an ex-GWR 0-6-0 'Dean Goods' locomotive WD 195 (ex-GWR 2531) and a clerestory-roofed carriage thought to have originated on the Metropolitan Railway. The locomotive soon came to grief for, although the Army had taken the precaution of relaying the sidings on which the guns stood, they had failed to exercise the same foresight with the locomotive siding. Here the rails took one look at their new burden and promptly parted company with their sleepers leaving the locomotive firmly stuck in the mixture of soil and ash that served for ballast in the yard. Consequently the locomotive had to be rescued and its siding relaid before the guns could be put through their paces.

Eventually the great day came and the Rother Valley's very own 'Big Bertha' raised her barrel to the Kentish sky ready to dash off a practice blank charge. With a mighty roar Rolvenden challenged the Third Reich to do its worst and with a slightly less mighty shudder the roof of the Railway's carriage shed trembled and collapsed to be followed shortly afterwards by the disappearance of the platelayers' hut into a heap of splintered matchwood. Thus perish all who take liberties with War Department locomotives! Fortunately the Railway's locomotive shed was made of sterner stuff and survived the earthquake effect produced by the guns.

The guns remained at Rolvenden until 1943 though WD 195 was succeeded by sisters WD 196 (GWR 2576) and WD 197 (GWR 2540) during this period. For some reason the Army

seems to have had doubts about the standards of K & E S R workmanship and the servicing of its locomotives was carried out at Ashford instead of Rolvenden. Once a week the first train to Headcorn would be double-headed by a 'Dean' and whichever locomotive the K & E S R had in use at the time. At Headcorn the 'Dean' would take to Southern Railway metals and proceed to Ashford to return the following day. Since the first train of the day was scarcely over-patronised the sight of this cavalcade must have surprised those bystanders who did not know the reason for it.

As a postscript the WD transferred both WD 196 and WD 197 to the Shropshire & Montgomeryshire Railway where they were eventually replaced by Hunslet 'Austerity' saddletanks of the same type as our own Nos. 23, 24 and 25. Even though 'The Haven' and the Rother Valley Timber Company now occupy the site of Rolvenden yard, we can still claim a tenuous link with the days when Rolvenden took its place in the Front Line.



MODELLING THE K. & E.S.R.

by "0334"

The increasing number of new model railway manufacturers means that it is becoming easier to obtain models of rolling stock used on the Kent & East Sussex in the past. Admittedly, most of the models available are kits and none are exactly cheap but inflation has taken its toll in the model world just as everywhere else.

Pride of place must go to the Gauge 0 live steam model of the Kent & East Sussex steam railcar No. 6 produced by Archangel Models.. At £80 this is well beyond the pocket of most modellers but it is certainly a very nice model provided that you have got the space to accommodate the 3'0" radius curves it requires.

More modest in price and size there are a number of suitable locomotive kits available in 00 scale. K's Models provide a 'Terrier' 0-6-0T though as this is in original L.B.S.C.R. condition it would need considerable adaptation to represent 'Bodiam' except as first delivered. Wills have a 'Finecast' kit for a P Class 0-6-0T which would be appropriate for the period after 1939 when the K. & E.S.R. borrowed a succession of these locomotives from the Southern. For modelling the line as preserved the ex-GWR diesel railcar No. 20 is available from K's and Airfix may yet re-introduce their plastic kit of a J94 'Austerity' saddletank which needs little alteration to represent 'Errol Lonsdale'.

Only the most recent carriages used by the K. & E.S.R. are available in model form. These are the L.S.W.R. corridor 3rd brakes from Roxey Mouldings. However, for anyone modelling the line in B.R. days there are the excellent nickel silver kits of SECR 'Birdcage' stock from Mallard Models. It is also possible to adapt the Hornby clerestory coaches to look something like the ex-LSWR stock on the line by fitting new roofs and repainting.

Goods stock is less of a problem as much of the freight on the K. & E.S.R. was carried in the wagons and vans of the

'main line' companies and a good selection of these is available from almost every manufacturer. The basic K. & E.S.R. five-plank open wagons can be produced by repainting appropriate models of other companies' stock.

For the more advanced modeller who wants to scratch build his or her own stock, drawings can be obtained from the Pullman at Rolvenden and Les Darbyshire who drew these up also produced a series of articles in Model Railway News on 'Light Railway Modelling' between 1968 and 1971 which mainly featured K. & E.S.R. items.

CORRESPONDENCE

SIR,

At my age I should have known better than join the ranks of the work force on the Kent & East Sussex Railway. Having been put off by the earlier failure of the Westerham Valley project I was naturally hesitant to rejoin any preservation society without some assurance that the line had an even chance of survival.

Against my better judgement I became a member of the Tenterden Railway Company and occasionally visited the yard at Rolvenden to admire the locomotive stud. I read the various newsletters and thought to myself why do they need so many people to help with the railway?

For years the scene at Rolvenden was one of inactivity (or so I thought) and not much for visitors to see at weekends. Suddenly all this seemed to change - the line came alive and things began to happen. I had so far resisted all ideas of helping the project because I believed that I was not the type for the job.

Not until I took a long hard look at the scene from Tenterden Town Station did it come home to me that here was something worth preserving. In the late summer of last year

I took the plunge and reported for duty at Tenterden station. All my previous doubts about helping were dispelled when a paint brush was thrust into my hand! Now I know the true meaning of "green fingers".

Some people may find solace in the taking of cigarettes and others in spirits and the harder substances, but I am "hooked" on the K. & E.S.R. Come along any time on Saturdays or Sundays and you will see what I mean.

BILL MCNAIR

NEWS FROM AREA GROUPS

SURREY GROUP

During 1973, the Surrey Group under Richard Halton's leadership covered some seventeen events on behalf of the railway, many of these being two-day events, whilst some were even of three-days duration. As a result of this activity, a total of £500 profit was passed to the company at a critical time from the point of view of cash flow.

Plans are well in hand for the 1974 season, and as we go to press, finishing touches are being made to the group's annual Guildford Model Railway Show, which is to be held on Saturday, 30th March.

Surrey Group intend to increase the publicity aspect of their exhibition work in 1974 in order to attract passengers for the railway, but this will not be at the expense of the fund raising efforts.

If you can help with Surrey Group's activities in any way please contact Richard Halton at 47, Haig Road, Aldershot.

BLACKHEATH & SOUTH EAST LONDON

Gordon Laming's group has now become so large that a

single deck bus is no longer sufficient to carry them all. The enterprising Gordon has therefore purchased an ex Southdown Leyland Titan double decker in order to bring his band of youngsters to Tenterden, although he was seen on one occasion at least, at the wheel of an ex London Transport RTL.

Once at Tenterden, these youngsters seem to have a great capacity for hard work, and a great deal is accomplished when they move in on a task force basis under Gordon's direction, to tackle a particular project. Their forte is track maintenance and nothing seems to be beyond their capabilities. For further details of the group contact Gordon Laming at 71b, Foyle Road, London, S.E.3.

PEOPLE PEOPLE PEOPLE

People! We need people! We need you! We need your help in every single department of the Company's activity.

We have reverted to this point over and over again during the years, but it is still only a relative handful of people that has created the success which we are now beginning to enjoy.

Our entreaties to people to come and lend a hand have all too often been greeted with the rejoinder - "who me?" "I haven't got the time; or a car; or the bus is too expensive or, its infrequent, or I live too far away", and so on.

Well, your railway is now running, and with re-opening, the small staff which we have is now spread even more thinly than before, and the essential restoration of the line on to Wittersham will proceed more slowly as a result, - or will it? It need not, for with even one dozen extra pairs of hands or with wishful thinking, perhaps two dozen, the time taken to clear and relay the next section of line would be halved, restoration of carriages essential for the extended service will be accelerated, and the hundred and one other tasks which

are a part of owning, restoring, operating, and paying for this railway of ours would be carried out more quickly.

In our publicity leaflet we list the areas of employment which can be found in the Kent & East Sussex organization, as follows:- track maintenance and relaying, maintenance and restoration of locomotives and rolling stock, signalling, telephone communications, forestry, fencing, carpentry, public relations, clerical, sales, fund raising, and all the hundred and one other tasks associated with the operation of the Railway.

There must be a task there that will suit you, and give you a rewarding sense of achievement at the end of the day. We need you, and we need you now. Please contact Malcolm Knight or Donald Wilson at Tenterden to let us know how you can help.

EDITORIAL NOTES

- The services of a qualified Civil Engineer are urgently required to supervise the re-construction initially of bridge 2329 across the New Mill Channel, and subsequently the bridges over the Hexden Channel and the River Rother. Will anyone who can help directly, or knows of some one with the necessary qualification who would be prepared to assist, please contact Peter Davis at Tenterden Town Station.
- The Postal Sales Officer, Chris Hutson, now lives at No. 79, Carthew Road, London, W.6. to which address all orders for books, magazines etc. should be sent.
- With this last Note we lay down our Editorial pen for the last time, and wish our successor to the editorial chair good luck.

MEMORIES OF YESTERYEAR



Photo

Alan Dixon

Rolvenden with No. 32670 on shed, and No. 31064 in the platform —
September, 1953

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