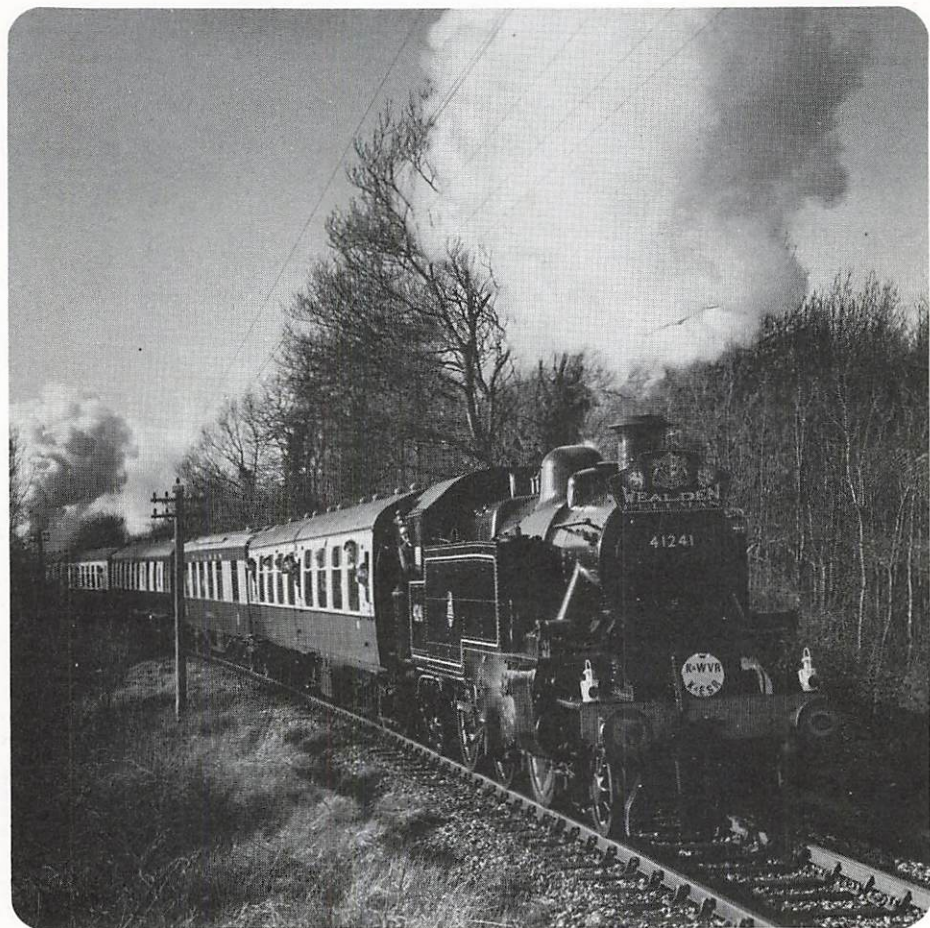


The Tenterden Terrier



Number 30

Spring 1983



Journal of the Tenterden Railway Company Limited
Proprietor of the Kent & East Sussex Railway

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

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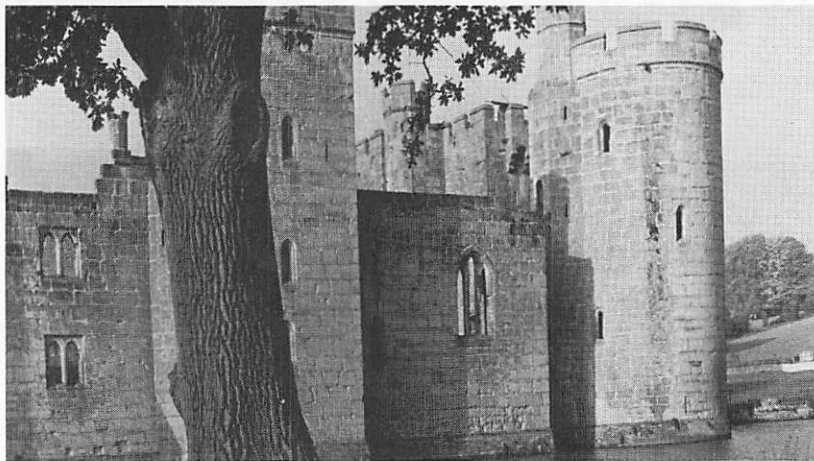
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Bodiam Castle

A National Trust Property.



Sidney Caney

The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 7.00 p.m. or sundown if earlier. Closed over Christmas. 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 café in the car park. About 500 yards from the K. & E.S.R. station.

Come to a very special FIREWORKS Display on Saturday 20th August. Plan to arrive by sunset or bring a picnic supper earlier.

Great Dixter



Sidney Caney

This 500 year old manor hall house is open every afternoon (except ordinary Mondays) from 1st April to 16th October, also weekends October 22/23 and 29/30 2 p.m. to 5.30 p.m. (last admission 5 p.m.). The gardens, well known for the wide variety of plants is open earlier at 11 a.m. on May 29/30, Sundays in July & August, also August 29th. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London.

1½ miles from the K. & E.S.R. station at Northiam; follow the signposts in the village for a very pleasant visit.

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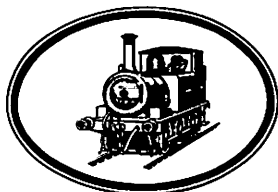


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The Tenterden Terrier



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Editorial

Swap Shop

Borrowing engines is nothing new on the Kent & East Sussex. As far back as 1936 the Railway hired a 'P' class tank from the Southern Railway – now incidentally preserved on the line as "Pride of Sussex". The opportunity to have a "Mickey Mouse", courtesy of the Keighley & Worth Valley, over the New Year weekend was a heaven sent opportunity and resulted in passenger numbers approaching those that might have been expected over a peak Summer bank holiday. Further surprises are planned for 1983 and the hope must be that mobility of motive power will become a feature of the railway preservation movement. After all, variety is the spice of life and photographers and visitors alike must welcome the opportunity to see steam engines in different surroundings. Any suggestions?

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1983

FRONT COVER

*Ivatt class II No 41241 banked by No.
14 Charwelton climbs out of the wet cutting
on Sunday January 2nd 1983*

[Alan Crotty]

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

The article elsewhere in this magazine, together with a splendid illustration, outlining the development plans for the Tenterden station area, must surely be welcomed by everyone. Whether we like it or not we are part of the "Entertainment and Leisure Industry" and as such, visitors, tourists and enthusiasts alike have a right to expect the facilities described when they go out for the day to spend their money. The Kent & East Sussex Railway is making sure that it cannot be counted among the "second liners".

Locomotives

The three month Winter period when public trains are not running could never be described as a "shut down" and the volume of work required to be done in this short time (assuming the weather is reasonable) can be enormous. This is certainly the case in the Locomotive Department as it is only in these few weeks when engines can be worked on without interruptions by people who want to run trains!

No. 14 Charwelton, the 0-6-0 Manning Wardle tank, put in a fair amount of work on Winter trains and double headed with Northiam on a number of Santa Specials. U.S.A. No. 22 Maunsell, is only available for traffic as a last resort and is likely to be the first customer over the new pit, work on which will commence immediately after the Enthusiasts' Weekend at the beginning of May. Much attention will be focussed on the valve chests, valves and piston rings. In contrast, No. 25 Northiam requires only routine maintenance before the start of next season's operations.

Austerities Nos. 23 and 24 have spent some months inside the shed receiving major attention. No. 23 before completion of its retube, had a new injector steam supply pipe fitted in the boiler, the original one ceased to function during its army service at Shoeburyness. Paul Hatcher continued with the plumbing theme by fitting steam heat apparatus which will give it an all the year round capability. Work on No. 24, William H. Austen, is progressing well with nearly all the cab fittings reinstated. It should be in very good mechanical condition for service in this year's trains; however an extensive repaint will be required before a return to traffic.

Work at Rolvenden on Terrier No. 10 Sutton is continuing somewhat slowly as some of the dismantled parts have been found to be in a

worse condition than expected, due to age and neglect. Much time is being spent on making good and manufacturing some new bits and pieces. Our ex S.E. & C.R. P. Classihas made further progress towards being re-wheeled as Lawrence Donaldson and Martin Weekes have machined three new axle box keeps, to replace those stolen several years ago; six keep retaining pins have been made. New axlebox oil pads should be available soon and then the task of putting the engine back together can begin.

Dave Haywood has been working hard to keep our diesels running. The Hunslet 0-6-0 D.M. is the current source of energy with 0-4-0 Baglan as standby. The Fowler 0-4-0 is out of use awaiting parts for its starter mechanism. We are very fortunate to have had the services of late of two B.R. employees (through the good offices of Bob Forsythe) who have taken on the Railbus as a project. They are coming down from Bedford every other weekend and we would like to take this opportunity to thank them for their dedication and hard work. They are currently refurbishing the floor and interior of the vehicle. All external work is being left until later in the year. Some tidying up of the mechanics will be done as well.

Many thanks to electrician Mike Grimwood who kindly agreed to improve our electrical supply points and other fittings in the shed.

During the late Autumn we were rung up by our friends on the Stour Valley Railway to say that they knew of two cast iron water columns in an Essex scrapyard which they could not use and "were we interested?" A rapid visit to the land beyond the Dartford Tunnel followed and, after handing over some crisp blue ones we are now richer by two more water columns – believed to be ex London Tilbury and Southend Railway. Their final "water hole" is undecided but could be Rolvenden or Northiam.

Some news on Terrier No. 3 Bodiam which last turned a wheel in 1976. During a visit to Rolvenden by Norman Payne of Resco (Railways) in January, Bodiam was given an inspection and as a result the loco has been stripped down and the boiler sent to Woolwich. If investigations prove that the preliminary diagnosis is correct, the locomotive could be back in action later this year. The indications

are that only repairs to the front tube plate are required and this could give (with a retube) the engine another 7 years of active service before heavy repairs are required. If not, Bodiam will be reassembled and the Terrier Appeal Fund reactivated in order that a major overhaul can be carried out.

B.T.H. Diesel Electric No.40 has had the refurbished bogie, 2 traction motors and reprofiled wheel sets returned under the No. 2 end. The No. 1 end bogie has been stripped; the wheelsets are at B.R.E.L. Ashford, and traction motors at British Electrical Repairs Ltd., of Woolwich. Two new bogie cross members will be fitted during the bogie overhaul. The 80 gallon fuel oil tank has been removed for painting and the engine compartment has also received the brush treatment.

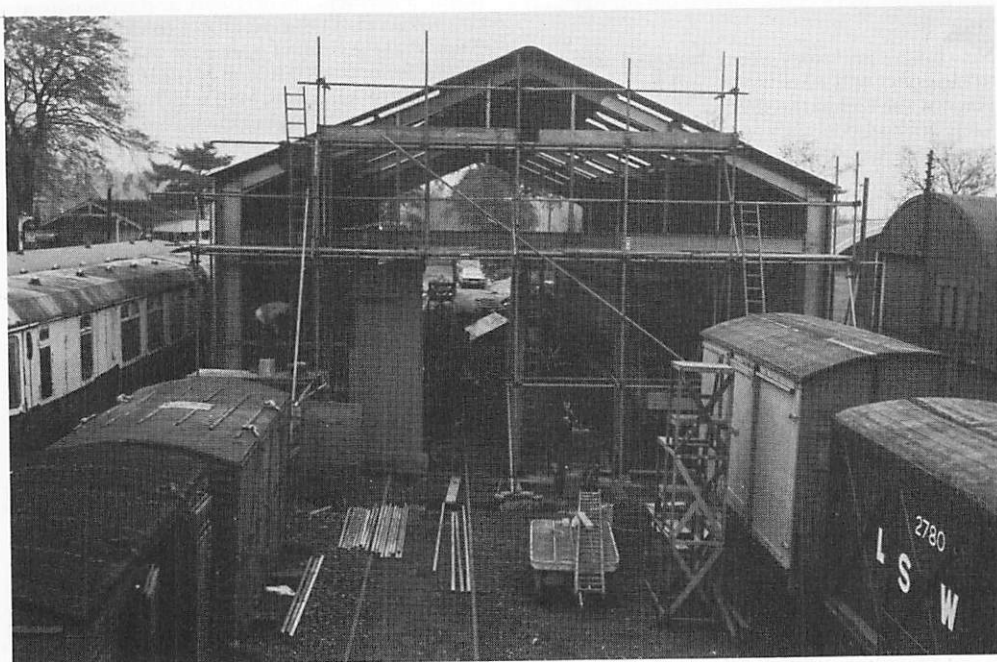
The vacuum brake exhauster control panel incorporating two contactors and relevant fuses is being made and will be installed sometime in the Spring when the area behind the compressor has been painted. The foot plate at No. 2 end has been renewed together with new buffing and draw gear. The other end has been

stripped in readiness for similar treatment.

Congratulations to: Terry Baxter on passing his driving test and Howard Wallace-Sims and Paul Sayce on passing their firing tests. All will be promoted when vacancies occur. Paul must surely be the only railway fireman to have received a Falklands Campaign Medal. The Official Secrets Act prevents us from revealing any details!

Locomotive Mileages

No.	Name	1982	Total Since 1974
12	Marcia	97	307
14	Charwelton	334	334
22	Maunsell	2065	6397
23	Holman F. Stephens	611	8597
41	Baglan	608	885
42	Hunslet Diesel	841	1692
44	A.C. Cars Railbus	771	1636
Total for year		5327	



The ex L.B. & S.C.R. doors being erected on the end of the carriage shed, 7th November 1982 [Paul Ramsden]

We are glad to welcome back Pete Wensley as a guest driver. Pete originally came to us as a driving instructor with George Wright in the mid 70s. He has also been working out at Bodiam with the Thameside Area Group track gang.

Carriage & Wagon

Since the end of September work has concentrated on building the East end of the carriage shed. A steel framework of R.S.J.s and angle iron has been constructed with fixed vertical timbers. A four foot high brick wall continues on from the sides and above this the entire end, save for the doorways over both tracks, has been clad in timber weatherboard. Scaffolding was erected at the end of the shed to enable the work to be carried out safely and the opportunity taken to give the finished end two coats of medium brown creosote.

Two pairs of L.B. & S.C.R. round top doors were delivered in October, acquired from the old goods shed at Tunbridge Wells West. Although generally in good condition, the top framing on most doors was found to be rotten, requiring extensive rebuilding. These were repaired by David Dine and Ray Church, much of the work being carried out on weekday evenings.

New hinges and rides were fabricated and fitted to the doors and stanchions, and then hung in place at the end of the shed in November. After a few adjustments they proved to operate with complete ease. At present they remain in grey undercoat; the top coat will be applied when the weather improves.

Inside the shed, electric lighting has been installed and a start made on concreting the floor as well as cladding the inside of the walls with insulation board. Work is now concentrated on the West end of the building and the concrete base pads have been cast ready to receive the stanchions.

During December the L.N.W.R. goods brake received some attention. The roof was recovered, as the old one had blown off! A damaged headstock was temporarily repaired; a new one will be fitted at a later date, but meanwhile it will continue in use as the Permanent Way department mess van.

Signals & Telegraph

On Wednesday 10 November the Wittersham Road signalling installation and the relayed track to Hexden Bridge were inspected and

passed fit for operation by Major C.F. Rose of the Department of Transport's Railway Inspectorate. This event marked the culmination of some five years' work by the S & T Department. Many thanks go to the large number of volunteers that have assisted in the construction of the signal box, its equipment, the signals themselves and all the associated items that go with them. Indeed we hear that during the inspection favourable comments were made regarding the high quality of the work.

Following Major Rose's visit, the box was commissioned on November 14th. When open, the operational portion of the line is divided into two sections. This enables trains to pass each other at this point and two train operation to be brought into use. The last occasion that these activities could be observed on the K. & E.S.R. was in 1953 before the line was reduced to "one engine in steam" status.

Electric key token instruments are in use between Tenterden Town and Wittersham Road when the signal box at the latter station is open. An intermediate token instrument has been provided at Rolvenden which enables traffic movements to originate and terminate at that location. The section between Wittersham Road and the limit of operation at the Hexden Bridge is controlled by the Medium Section "one engine in steam" staff which is locked into the lever frame at Wittersham Road when the box is closed.

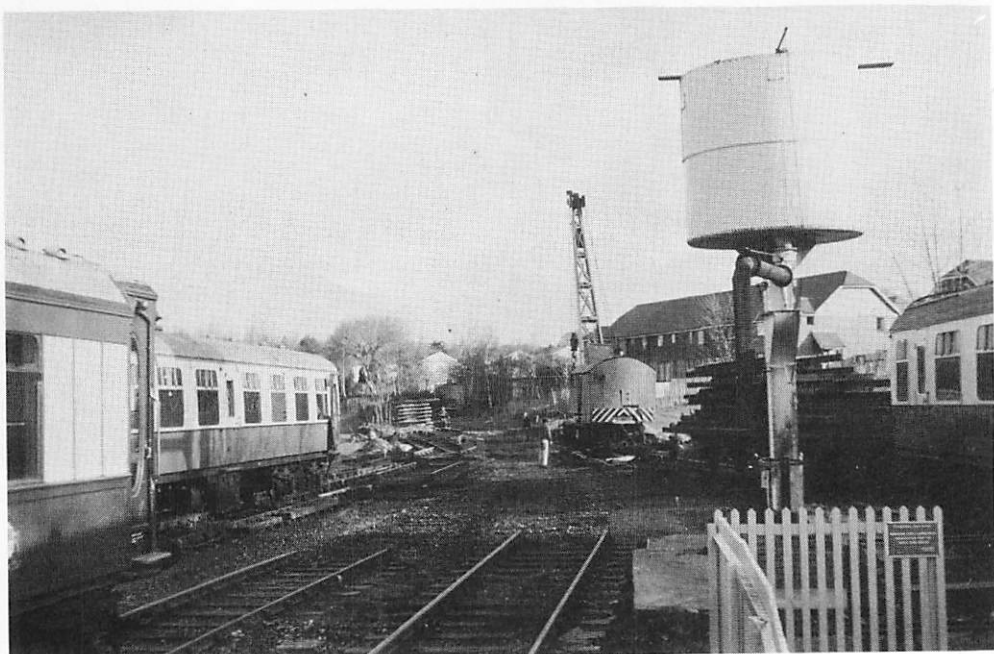
The stored signalling equipment along the side of the headshunt at Tenterden has been relocated in view of the track alterations which took place there in January and February.

Members of the department have been involved in the detailed planning of the next signalling scheme which will be at Rolvenden.

Treadles have been installed on the Rolvenden side of Cranbrook Road level crossing to provide the "up train approaching" indication in Tenterden signal box. Previously this was done with a plunger operated by the gate keeper or train crew.

On the telecommunication side, further progress has been made on the erection of additional overhead wires between Wittersham Road and Northiam.

An article on the signalling of the K. & E.S.R. past, present and future will appear in a forthcoming issue of *The Tenterden Terrier*.



Track and pointwork alterations to extend the loop and allow better storage in the carriage sidings at Tenterden, 16th January 1983.
[Paul Sutton]

Permanent Way

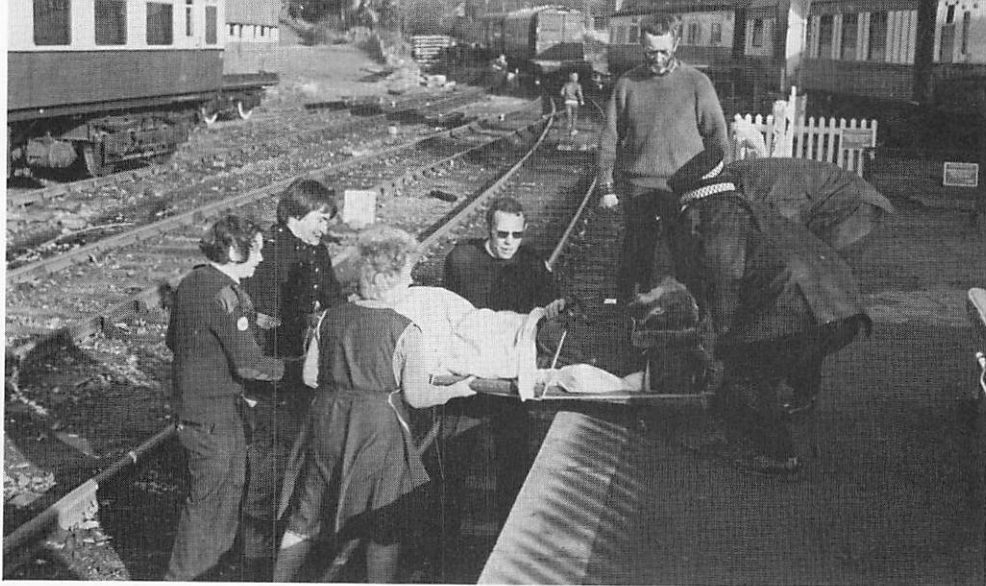
Since the last report in *The Tenterden Terrier*, much has been achieved. Brian Blackman's C.E.P. gang have worked steadily at improving drainage at the worst of our wet spots and this has stabilised the formation sufficiently for some lasting improvements to be made. Sadly, the excessive rainfall this Winter has caused more problems in the shape of several clay slips, including two severe ones in the cutting to the west of Wittersham Road and these will require remedial work before the extension to Hexden Bridge can be used regularly. Other essential work on this section will be lifting and realigning the curve at the bottom of Wittersham Bank, some 40 tonnes of ballast being required. Much of the ash ballast, tipped prior to the abortive Matissa tamping exercise, has been laboriously lifted by hand and redeposited on the Extension.

The wooden keys on half a mile of 91½ lb. rail between Morghew Bend and Newmill Bridge have been deteriorating for some years and by last Summer many had split or shrunk to the point of being useless. As a matter of some urgency they were replaced with locally

produced oak keys, this now non-standard type being unobtainable from other sources.

It is expected that by the beginning of March, the Winter's major projects will have been completed. The C.E.P. gang together with the permanent staff and some volunteer assistance, will crane out the track on the Western approach ramp to Newmill Bridge, where the embankment is unstable and the ballast has become fouled with clay. The formation will be regraded before spreading and compacting a minestone bed followed by ballasting and relaying. A similar exercise will be carried out in the area of the slip at Morghew Bend.

Meanwhile, the volunteer gang has been making excellent progress with the Rolvenden to Tenterden section, joint packing and ballast trimming having been carried out on the first half mile from Rolvenden. Up to fifteen volunteers have been turning out and it is encouraging to report the appearance of several new faces. In addition to the scheduled working parties listed in the last issue of the *Rooter* it has been decided to organise an extra one on 20th March, when it is intended to run a train for



A "casualty" being carried to safety during a Major Emergency exercise held by the Ashford Division of the Red Cross, 20th November 1982
[Donald Wilson]

the purpose of clearing all rubbish and surplus materials from the lineside; departure from Rolvenden will be at 9.30 a.m.

The grant for employing the C.E.P. gang expired at the end of February, but an application for funds for a further year has been submitted to the M.S.C. and indications are that this will be successful.

Buildings

The main work over the past 3 months has been to assist the Carriage & Wagon Department to complete the Headcorn end of the carriage shed and to commence the concreting of the shed floor.

At Rolvenden, the re-erection has begun of the timber building (formerly St. Mary Cray temporary police station!) to provide storage and workshop facilities for our Plant Department. The weekend of 8th/9th January saw eleven people working on this project, mostly drafted in from other departments. This enabled the walls and roof to be 90% completed in the two days and it could therefore be left in a secure state and able to withstand the strong winds that plague Rolvenden. Works in the near future include continuation of the carriage and wagon shed, remedial works to Tenterden station building canopy and the second service pit in Rolvenden loco shed.

Plant

The main structure of the department's

workshop has now been erected at Rolvenden and efforts are being concentrated on making the building weatherproof prior to stores and equipment being installed. The large concrete mixer donated to us by Winget's has been having a much needed major overhaul after mixing many hundreds of cubic yards since it arrived on the railway some 10 years ago. The Weatherill loading shovel remains inoperative as we are still unable to locate new oil seals for the hydraulic rams.

The tractor continues to give good service and has had its cylinder head reground and fitted with new valves and guides. It is intended to buy a J.C.B. later in the Spring, which will be based at Wittersham Road, where its main task will be the loading of permanent way materials. However, being fitted with a back acter it will be kept busy with other tasks as well.

Clearance

During the Autumn months the group had almost completed a thorough cut back to the boundary fence along the Hexden straight up to the permanent way hut, which is halfway between Wittersham and Northiam.

Tenterden Station coal yard site was cleared of years of accumulated junk and debris. The sleeper wall was removed, which revealed the old cattle loading dock. The undergrowth and a few trees behind it were cleared away to gain access to the proposed picnic site.

December saw the group back at Hexden

Bridge to remove eight large willows which had started to fall over due to the recent gales. There were similar problems at Newmill Bridge where willows were falling into an adjacent field. The farmer naturally asked for them to be removed from his land and this was completed by January. From Spring onwards, work will continue towards the Rother Bridge and Northiam.

The permanent way gang have almost caught up with Clearance along the Hexden straight, therefore more volunteers are desperately needed so that the other departments are not held up with their work.

Any youth group leaders who feel that their groups would like to help, or anyone who would like to spend an enjoyable day in the country helping the Railway to reach its goal, should contact Allan Tebboth on Maidstone 676818. (Camping facilities are available by prior arrangement.)

Commercial

The report on 1982 passenger figures appearing elsewhere shows only a marginal drop on 1981, which in the light of the current economic climate is a not unreasonable result,

considering that the whole of the tourist industry in the South has suffered a downturn.

No doubt the new facilities now being considered will go a long way to improve our performance in the long term, but 1983 is of more immediate concern. Judging from the tremendous success of our 'guest' locomotive on January 2nd, it is similar events that we should concentrate on in the current season.

The shop's first year of trading as "Colonel Stephens' Railway Shop", has been reasonably successful and improvements will be made to increase our turnover for 1983. The 'mobile' shop which has made several very lucrative visits to exhibitions, film shows, etc during the past year will be even more active this year.

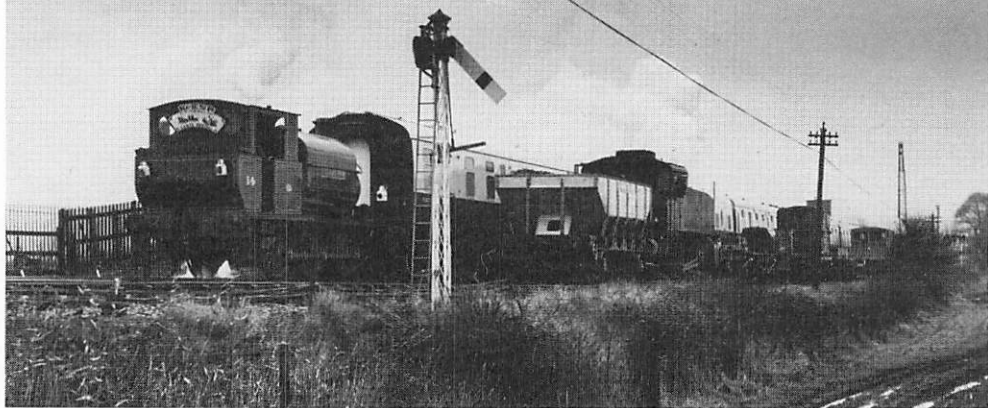
A significant increase has also been achieved during 1982 in our "special traffic" figures. These include filming, photography and charter work. We have been chartered for 'still' photography for two luggage advertisements, plus London Weekend T.V.'s 'Agatha Christie' and laid on a special train for the very successful 'Sealink' promotion on which lunch was served in our Wealden Pullman set.

Several major events are planned for 1983,



Petros as a conference coach on the Sealink Special, 9th December 1982

[Jim Berryman]



Charwelton at Wittersham Road on 19th December 1982 with a Santa Special together with No. 22 Maunsell on an engineers' train.
[Brian Stephenson]

some involving visits of "guest" locomotives, which will bring our railway to the attention of not only enthusiasts but everyone who is seeking an interesting and nostalgic day out.

Northiam Study Group

At the January Board Meeting, approval was given for the formation of a Northiam Study Group, those involved – some six people – being led by David Dine. Northiam will be the next station to be reopened but much ground work is required before public passenger trains will be seen there again. The group will bring together ideas for the rebuilding of the station area and the proposal will form the basis of an article to be published in a future edition of *The Tenterden Terrier*.

Marketing

The 1983 leaflet will follow the basic format of last year, although there will be some improvements to the layouts and presentation of the timetable section. The bar card has been restyled – if only to make it readily identifiable from last year's and there is also a new poster, the first for at least three years. The Achilles heel in our publicity continues to be distribution; all this expensive material is quite useless unless it is displayed; surely this is something with which most members can help by persuading the local pub, library, village shop, etc. to display a bar card or poster and have some leaflets on the counter. Supplies of everything should be available at the beginning of March.

The "Seven Wonders of the Weald" was judged to have been a success by those taking part, and some directly attribute part of their increase in attendance to this joint venture.

Following the special train which was hired by Sealink to promote their 1983 holiday

arrangements to Travel Agents, Mark Toynbee, who is the Sealink Press Officer, was able to send out a Sealink Press release to various publications which would not normally give coverage to the K. & E.S.R.

This train was also used by the B.B.C. to film sequences for one of the "Weekend Break" features in the Cliff Michelmores holiday programme on BBC 1. The item was included in the transmission on Sunday January 16th.

Woman's Own magazine also visited the Kent & East Sussex Railway in January in connection with its series on unusual eating places. Consequently, the last issue in March should be featuring an item on the "Wealden Pullman". By mid-January over half the seats on this year's trains had already been sold.

Area Group News

Ashford. The Group's programme of meetings is given in the *Rooter* and new members are welcome to our monthly meetings held at Batchelors Foods Social Club, Henwood Estate, Ashford on the third Wednesday in the month at 7.30 p.m.

The model railway exhibition at the Centrepiece, Ashford is on Saturday 5th March and the Group is organising stands at a number of events during the Summer months.

Maidstone. There has been a change of venue and day for the Group's monthly meetings, so will members please note that for 1983 they will be held at the Kimberly-Clark Social Club on the last Wednesday of each month (Not Thursday as previously). The club is situated on the left hand side just before Bower Terrace and about 50 yards past Rocky Terrace on the right, which leads up to the London Road. There is parking space at the rear of the building.

The waste paper collection in 1982 was 74.34 tonnes, which produced £530 net. after deducting transport costs. The balance, after meeting maintenance and running costs of the box trailer, was donated to the B.T.H. Diesel loco fund to which the profit of £510 from the Sponsored Walk held on 17th October also went. A full report of the walk appears in the *Router*.

As in previous years, the Group was responsible for actively publicising the Santa Specials and bookings from the Maidstone area confirmed that this had been very successful.

The Annual Model Railway Exhibition will be held at the Community Centre, Brewer Street, Maidstone on Saturday 19th March from 10.00 a.m. to 5.00 p.m. and a warm welcome is extended to model railway enthusiasts. If any member knows of a suitable hall in the Maidstone area which could be hired for a 2-day exhibition for 1984, please contact Marshall Vine on Maidstone 670542.

Sussex. Work is continuing at Northiam station. The booking hall and ticket office have been rewired and a start had been made on the internal decoration. The canopy supports outside are also being replaced.

The group has also held several meetings at Westham which continue to receive support. Recent talks have been on the Tallyllyn Railway and Danish railways. Sales stands have also been active in the Eastbourne area promoting the railway. During the coming year, the group hopes to stage a model railway exhibition at Westham as well as attending local events to publicise the railway and hold regular meetings at Westham village hall.

Thameside. Towards the end of the last year group members George Wright, Pete Wensley, Mark Stutchbury, Iain Pringle and Charlie

Masterson, together with the valuable assistance of Paul Hatcher and Dave Levett, erected four level crossing gates, complete with red "Bulls-eyes" at Bodiam. The gates were purchased by the group from British Rail and had been in use at Belvedere until last March when they were replaced by more modern lifting barriers. A pair of red gate lamps have also been obtained and these will be fitted to the gates shortly.

If all goes to plan, the first of this year's "Steam at Bodiam" events will take place on the Spring Bank Holiday Sunday and Monday, 29th and 30th May. Attractions will include a model railway, fairground organ, children's fun castle, beer tent plus various other stalls. For the first time at this event, Charwelton will be used as motive power to haul passenger trains together with Marcia. Admission prices to the event will remain the same as for the previous two years.

In preparation for the now regular Steam at Bodiam events, the group has been very busy during December and January replacing approximately 300 sleepers on the first section of line leading from Bodiam level crossing towards Northiam. In order to use the existing 91½ lb. rail and vintage S.E. & C.R. chairs, the new sleepers were plugged and re-drilled accordingly on Bodiam platform and trolleyed on to site using the group's two permanent way trolleys.

Group meetings are held every six weeks at the "Corner Pin" public house, Slade Green and new faces are always welcome. The next meeting will take place on Monday March 28th at 7.45p.m. when there will be a discussion on group projects and matters of general railway interest followed by a film show.

Any enquiries concerning the Group's activities should be addressed to the Group's new secretary: Sue Jarvis, 66A Windsor Drive, Dartford, Kent. Telephone Dartford 78624.



K. & E.S.R. driver George Wright and K & WVR driver Chris Hume await the right away at Wittersham Road on 30th December 1982.

[Brian Stephenson]

Taylor's Health Foods

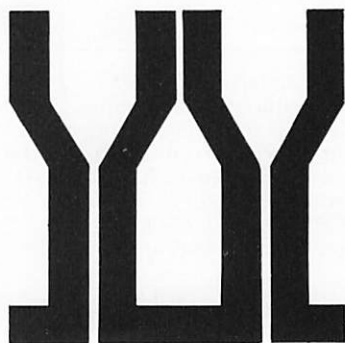
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A good selection of animal & pet foods

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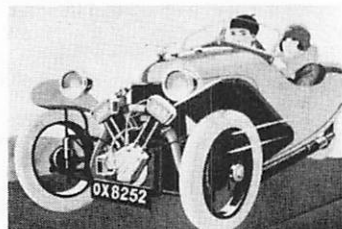


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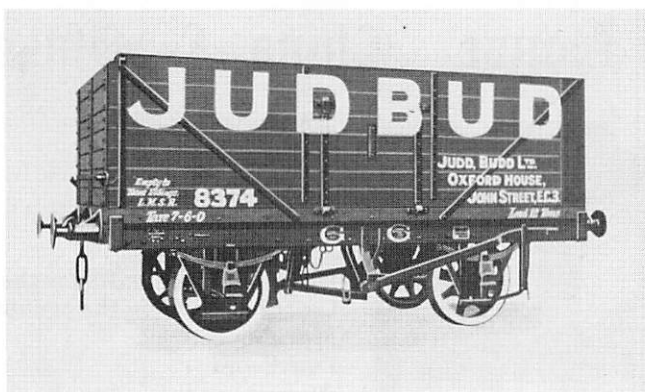
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Commercial Manager, Donald Wilson, assesses last year's passenger traffic, outlines plans for 1983 and makes a plea for the 'P'.

	1981				1982			
	Op Days	Trains	Passengers	Av per Train	Op Days	Trains	Passengers	Av per Train
April	10	44	2913	66	9	40	2714	68
May	13	60	4327	72	13	70	3199	46
June	12	48	3490	73	12	50	3331	67
July	31	104	7663	74	18	75	7275	97
Aug.	31	124	8336	67	31	133	9517	72
Sept.	12	54	3665	68	11	51	2805	55
Oct.	9	36	917	25	11	53	771	15
Nov.	5	15	169	11	5	20	106	5
Dec./Jan.	9	29*	54	191*	9	31*	427	177*
	<u>132</u>	<u>514</u>	<u>31534</u>	<u>72*</u>	<u>119</u>	<u>523</u>	<u>30145</u>	<u>67*</u>
Ticket Inspectors Sales			1110				2082	
Wittersham			505				427	
Rolvenden			1033				844	
Santa Specials			5493				5049	
			<u>39675</u>	<u>77</u>			<u>38547</u>	<u>74</u>
Wealden Pullman			1980	64			2283	65
Fare paying passengers			41655	76			40830	73
Privileges & passes			1786				1624	
Total			<u>43441</u>	<u>80</u>			<u>42454</u>	<u>76</u>

* including Santa Specials

Note: The statistics include a total of 707 single journeys made by fare paying passengers (1981 898) and 77 rover tickets (1981 128). Otherwise all bookings are returns. Special charter trains have been excluded. 35 Wealden Pullman trains were run (1981 34)

The past year has seen a fall in the number of passengers carried, but our special trains continue to attract custom in almost embarrassing proportions. The "Wealden Pullman" continues to feature prominently and it is a great credit to the dedication of our regular helpers that we continue to attract more bookings than we can in fact accept. Already nearly half the trains in 1983 have been provisionally booked and relief trains will run on certain Fridays in the peak season. The highlight of the year, after the honour of the Royal Visit, must be the special operating day arranged on 2 January when the K.W.V.R.'s Ivatt Class 2 tank locomotive hauled three special trains over the line. The loco (at 63 tons) was the heaviest to operate over our metals and special speed restrictions were imposed, but she rode exceptionally smoothly and no problems were encountered. Over 580 people travelled in the trains and probably a

similar number of photographers (from as far afield as Leicester and Bristol!) attended.

The pattern of train operation will be similar to last year, but with the added run of $\frac{1}{2}$ mile to Hexden Bridge from 1 May. The 11.45 train on Saturdays, which has always been lightly loaded, will not run to give more line time for works trains on the extension. Daily running will be for the month of August and Wednesday and Thursday trains will operate mainly for schools in June and July. An enthusiasts weekend is planned for 1/2 May when it is hoped that at least 4 locomotives will be in steam and displays set up at each station. The Thameside group will again be organising "Steam at Bodiam" on 29/30 May and 28/29 August, but publicity for these fund-raising events will be kept to a minimum so as not to take visitors (and working members) from Tenterden.

Because of his other railway commitments, Doug Lindsay has retired as Pullman Manager. We owe a great debt to Doug for all the hard work he has put in over the last 4 years to build the train up to the undoubtedly high standard which it now has achieved. Even our friendly rivals at the Bluebell are among other private railways following our lead and exploiting the 'wine and dine' market which seems to flourish even in these recessionary times. We welcome Kit Lindlar to the position of Pullman Manager and wish him every success in this vital sphere of our operations. Ken Lee has been appointed Catering Manager to look after our buffet activities in 'Theodora'.

In the dark winter months, the Marketing Committee has been working on the publicity and special events for the new season. Amongst the promotions is a joint approach to tour operators of the "Seven Wonders of the Weald" which has the hallmarks of increasing in popularity with a 'loyalty card' to be issued at each booking point to every family. This will offer a discount at the remaining 6 Wonders with the offer of a bonus prize draw on return of a completed card. Our own timetable will be improved and it is hoped that the Woolwich Building Society will again sponsor our Schools leaflets.

There is widespread concern that distribution of our bar cards, posters and promotional material is still very haphazard, even where there are Area Groups supposedly covering major centres of population: John Emmott has been appointed with the specific task of co-ordinating publicity distribution and members in the following areas are invited to apply to become Area Publicity Agents: Eastbourne, Hastings, Hawkhurst, Deal, Canterbury, Ramsgate, Whitstable, Sevenoaks, Medway towns. The plan is for each 'agent' to recruit several assistants, so that all the smaller towns and villages can eventually be covered on a regular basis. If you are not at present helping the Railway and can offer some assistance please call John on Tenterden 2092.

Last year saw a great improvement in the appearance of our staff. Clean overalls and cap or smart uniform give a professional appearance to our visitors. A signalman in jeans and tee shirt, with his legs hanging out of the signalbox window is an example of where just one individual can 'let the side down'. So if it's your turn of duty, don't let that person be you. Remember your 'p's . . . PROFESSIONALISM, PUNCTUALITY and PRIDE

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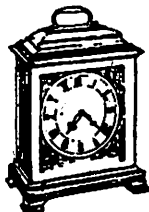
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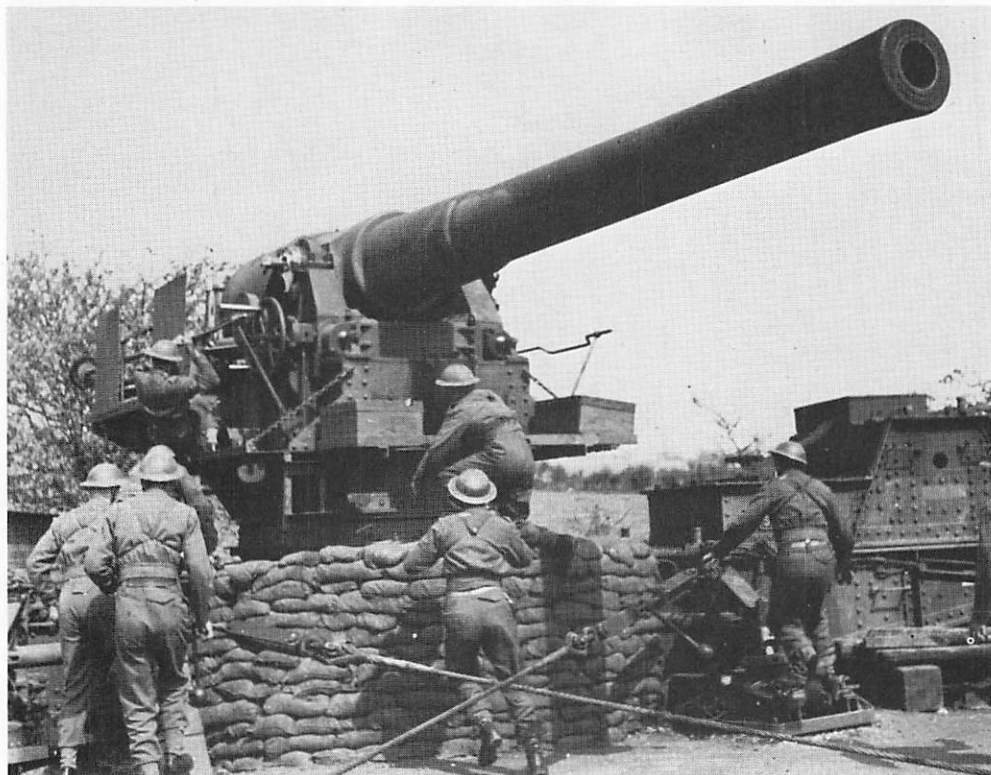
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The Railway in Wartime



Being prepared for action at Wittersham Road siding early in 1941.

[Imperial War Museum]

The role of the Kent & East Sussex in the defence of the Nation during the last War has not been well documented. Until recently very little information was available on the subject, but amongst the papers inherited from the late W.H. Austen (Junior) was a short article written by his father, also W.H. Austen, the General Manager and Receiver of the line during this period. Austen also referred to the wartime activities in a statement in support of an application for increased remuneration as Receiver, dated 1st March 1945. It is believed that neither of these documents, extracts from which are reproduced below, have been published before.

Austen recalls . . . "I was appointed Receiver and Manager to the Company in April 1932, when the Railway was in a very low condition regarding its general maintenance, brought about by its unfortunate financial position. It was really not until assistance was rendered by

the Southern Railway Company in 1938 by way of serviceable materials, followed by the additional annual sum allowed by the Ministry for maintenance during the control period, that any material improvement could be made. Between 1938 and 1945 some 9 to 10 miles of track was either entirely or partially relaid, but for which the railway could not possibly have carried the heavy traffic which had passed over the line since the outbreak of War."

To commence with, during the latter part of 1940, the railway was called upon to receive trains of barbed wire from the Southern Railway and to work these to various stations on the system. Some of these trains had to travel at night. During September and October 1940, as a result of enemy action, Hastings was entirely severed of rail connections to Ashford, Tonbridge and Polegate and all traffic for Hastings, including the gypsum mines workings from Mountfield sidings passed over



Loading the gun with a 9.2 in shell – note the hoist

[Imperial War Museum]

the Kent & East Sussex Railway via Headcorn and Robertsbridge. This was done with the Southern Railway's engines and staff as well as those of the Kent & East Sussex. Some 500/600 wagons were hauled over this period.

This was apparently not achieved without mishap, for Austen recalled that "on Sunday 18th August 1940, when the Battle of Britain was at its peak, several enemy H.E. bombs were dropped in the Tenterden district, one of which pierced the northern entrance to St Michaels tunnel. The bomb, however, did not explode until it had penetrated about 8 feet of cover soil and the brickwork in the crown of the tunnel and struck the permanent way. One length of track was badly distorted and had to be renewed and a considerable amount of clearing had to be undertaken by the removal of brick rubble, coping etc which had been brought down and fouled the track as a result of the explosion. Permanent way gangs were soon on the scene and immediately set to work. The track was repaired and such work carried out so as to enable the ordinary train service to run to schedule the following morning."

On 10th February 1941, the 4th Super Heavy Battery, Royal Artillery, entered the line with two 9.2inch rail mounted guns, each weighing 82 tons per carriage. One based at Wittersham Road and the other at Rolvenden, the Battery H.Q. being at Wassall House, Rolvenden. The guns were accompanied by 3 ex G.W.R. "Dean

Goods" 0-6-0 locomotives, G.W.R. numbers 2531, 2576 and 2540. These were fitted with condensing gear and pannier tanks, carried on each side of the boiler, into which exhaust steam could be directed. In this way the problem of steam being visible to enemy aircraft could be minimised as far as possible. The guns remained on the line until 8th August 1944 and during this period W.D. trains ran 2,689 miles over the system.

Frank Matthews, who now lives in Rolvenden, was a gunner at Wittersham Road at the time and, to the best of his knowledge, the gun there was fired only once, for official photographic purposes. It shattered all the windows in the station and in the bungalow adjacent. With a range of only 20 miles, both guns were only suitable for defensive purposes. Matthews remembers on one occasion the Wittersham gun being taken to Robertsbridge; a locomotive was attached to both ends, except when passing over the bridges, when it was uncoupled and winched across with ropes. Likewise, the Rolvenden gun is believed to have mounted the bank to Tenterden.

Austen recalled that between March 1942 and September 1944, some 22 heavy troop trains, composed of L.&N.E.R., G.W.R., L.M.S. and S.R. bogie stock worked over the line, in most cases double headed. Between June 1943 and May 1944 some 110 special trains conveying material for aerodromes in the vicinity were run



The window shattering result at Wittersham Road as described in the accompanying text. [Imperial War Museum]



Former Battery H.Q., Wassall House, Rolvenden, 9th January 1983

[Paul Sutton].



The old ammunition bunker at Wittersham Road, now in use as a tool store, 9th January, 1983 [Paul Sutton]



Personnel shelter now in the Picnic Area at Wittersham Road Station, 9th January 1983. [Paul Sutton]

between Headcorn and Tenterden. It is sad that no photographs of these extraordinary workings or indeed 'Dean Goods' locomotives on the line have ever been traced.

Two other incidents involving bombs have been recorded; at about 5.10pm on 22nd June 1944 a flying bomb was observed by the driver of the 4.35pm train from Tenterden to Robertsbridge, falling to earth in a direct line for the railway towards Bodiam. Fortunately, the driver had the presence of mind to stop the train, for the

bomb dropped within 50 feet of the railway and had the train continued it would have undoubtedly been opposite the spot at the point of impact. Another incident occurred on 2nd August 1944, when a flying bomb exploded almost opposite Bodiam station, partly lifting the roof, blowing in all the windows and doors and casting lumps of soil, weighing as much as half a hundredweight on to the platform and into the goods yard. Fortunately, no one was in the building at the time, but several men working in the station

yard avoided injury by taking refuge under the trucks.

With so much additional wartime traffic on the Kent & East Sussex and indeed on the nearby East Kent Railway, Austen was obliged to devote practically all of his time to administering these two lines. He resigned his position as consultant engineer to the Festiniog just before the outbreak of War and to the Ashover Light Railway in about 1940; the Weston Clevedon & Portishead closed in 1940

and the Shropshire & Montgomeryshire came under War Department control in 1941, although arrangements for the small amount of civilian traffic continued to be handled from Salford Terrace.

The extent of the increase in traffic on the Kent & East Sussex during the War years can be seen from the table below.

Philip Shaw

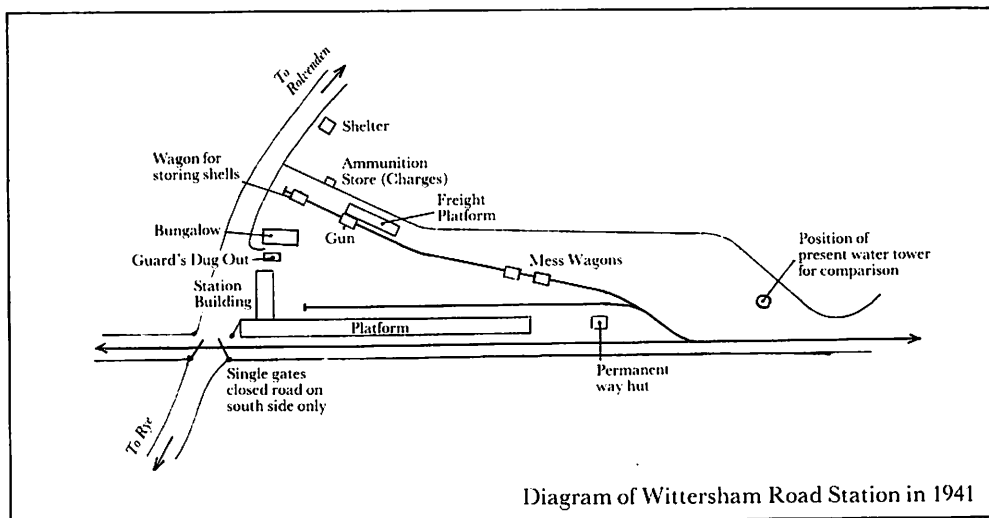


Diagram of Wittersham Road Station in 1941

Traffic handled on the Kent & East Sussex Railway during the war years compared with the immediate pre war period

	Average P.A. 1936/38	Average P.A. 1940/44	Increase %
Tonnages handled			
Goods	5,000	13,000	150
Minerals	12,000	17,000	42
Coal & Coke	13,000	18,000	34
	30,000	48,000	58
Net ton miles			
Goods	27,000	80,000	198
Minerals	47,000	82,000	76
Coal & Coke	99,000	132,000	33
	173,000	294,000	70
Passengers carried			
	17,000	22,000	29

The figures exclude movements of the gun batteries and War Department locomotives

Tenterden's New Development

Company Chairman, Mark Yonge, outlines plans for the improvement of visitor facilities at our main station site

It must be obvious to any visitor to the Railway at Tenterden that we are lacking in several basic amenities necessary for their enjoyment – adequate lavatories, catering facilities and entertainment between train services. This has probably had the effect of limiting our visitor numbers and has certainly discouraged coach parties. Recently the opportunity arose to purchase the coal yard on the town side of the station, which had previously only been rented from British Rail. Coincidentally, at the same time we were able to sell approximately one acre of surplus land adjacent to the railway by the home signal for housing development, which more than financed the purchase of the coal yard. A study group of members was formed to look in detail at the whole site, together with the guidance of Olga and Nigel Wikeley as architects for the development scheme. Nigel is Regional Architect for British Rail, Southern Region and co-author of a book entitled "Railway Stations – Southern Region", which outlines surviving architectural station styles still to be found in the area.

The decision was taken, therefore, to purpose build the lavatory and catering blocks to match as nearly as possible, architecturally, the existing station building. Included in the plans is the re-erection of the former Maidstone Bus Station, now stored in sections locally, as a

feature of transport history and which will also accommodate at some stage the relics presently situated in the Town museum at the top of Station Road and the Company's extensive archive collection relating to the Stephens lines. The Bus Station was built in 1922 and is believed to have been the first of its type in Europe, probably in the World. The plans allow for only limited parking facilities for about 20 cars, but fortunately our neighbouring farmer, Henry Edwards, has generously agreed to lease us a parcel of land immediately to the North and West of the carriage shed. This will involve moving one of the warehouses there and resiting it at the Headcorn end. The new car park will accommodate up to 130 cars and coaches. The present picnic site will disappear, to be replaced by a small parcel of land adjacent to Mercer's Garage business, also at the courtesy of Mr. Edwards. The effect of the plans will be to create a car-free area for visitors on the Town side of the site, the few spaces in the yard being allocated for special occasions, deliveries and the disabled.

The outline plans have received the planning approval of the Tenterden Town and Ashford Borough Councils with commendation.

The catering building will accommodate up to 70 people seated, on a self-service basis and



Tenterden Station Yard immediately prior to redevelopment 16th January 1983. The old cattle dock was on the right, below the tyres on the bank.

[Paul Sutton]

there will be a messroom for working volunteers in a separate area.

Detailed planning approval has been obtained for the lavatory block and work will commence shortly, being due for completion by the early Summer. Detailed planning for the catering building and building regulations approval has yet to be obtained.

The Company is exploring the possibility of obtaining grants towards the cost of the whole programme and already the English Tourist Board has authorised a grant of £2,600 towards

the cost of the new lavatories. Further applications for grants are in the pipeline and this will determine the priorities of the total programme. In any event, the target date for the completion of the work is the Spring of 1984 and we should then have reason to be proud of our main station site.

In conclusion, the author would like to thank the Study Group and everybody who has offered goods and services at little or no cost. This has not only eased the financial burden, but enables us to process the planning with a high degree of professionalism.

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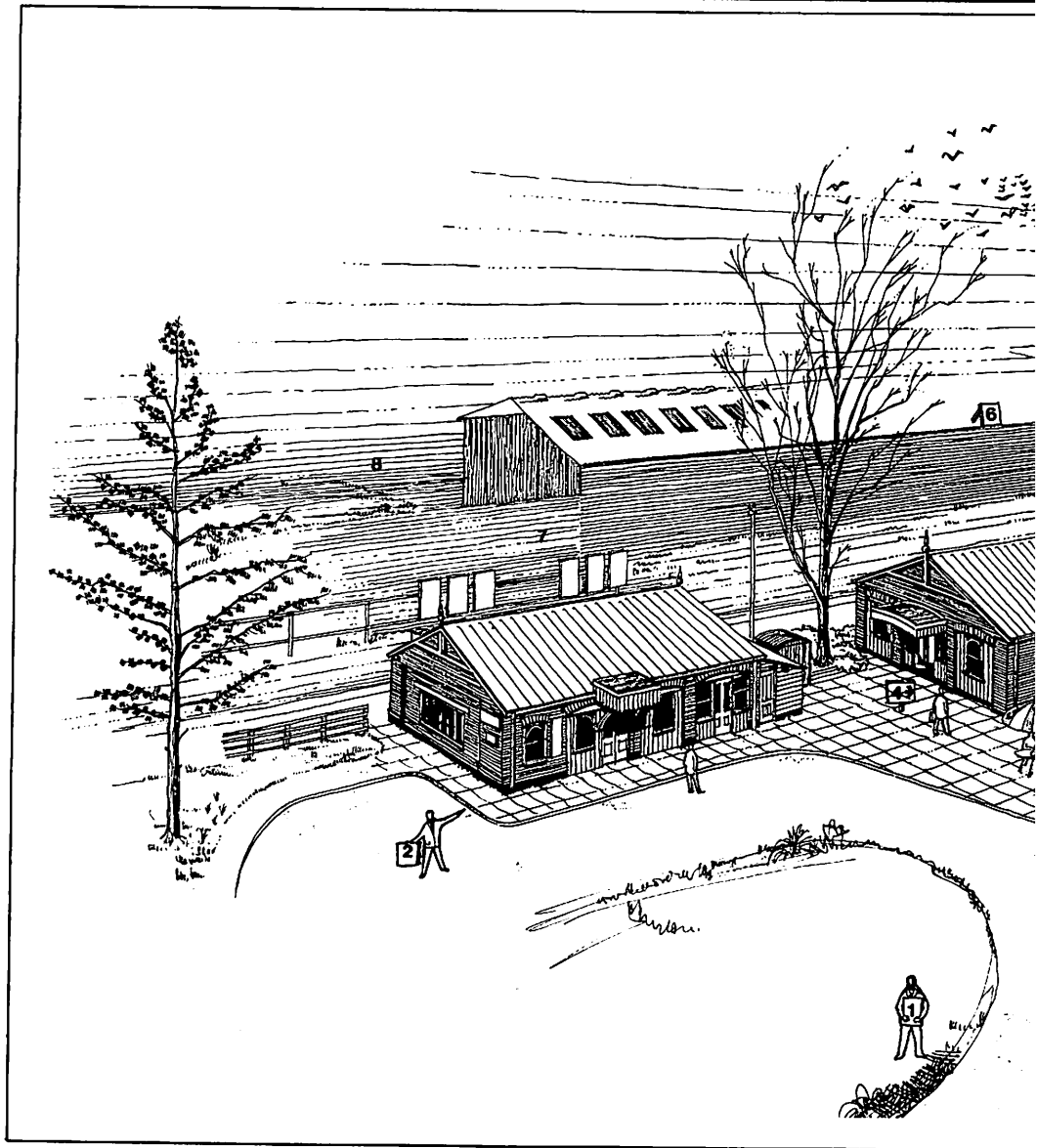
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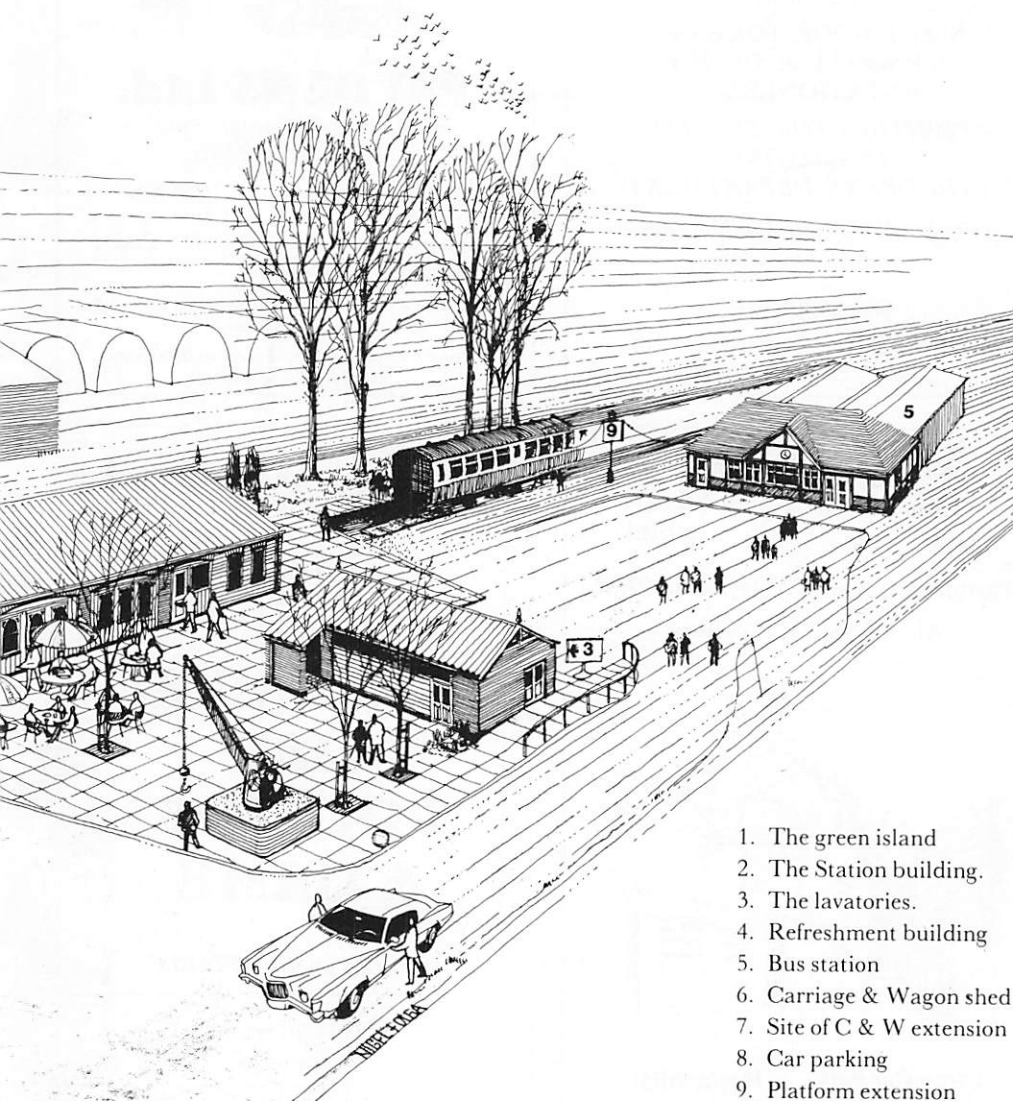
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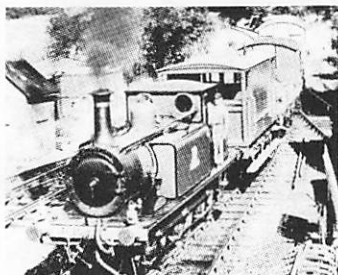
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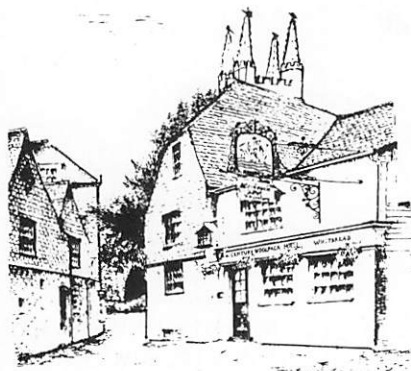
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Previous Royal Visits to Tenterden



The Grange, St. Michaels, Tenterden.

[E.C. Wilkes Collection]


The occasion of the visit by Her Majesty Queen Elizabeth The Queen Mother to Tenterden and the Kent and East Sussex Railway last June prompted some investigations into previous royal visits by Her Majesty. This in turn produced some interesting information on a Pullman Car.

Her Majesty's first visit to Tenterden was on December 11th 1935 when, as Duchess of York, she opened the Service Training Centre for the unemployed at St. Michaels Grange. The visit, which received much publicity at the time, was the first by Royalty to Tenterden for some 300 years.

After opening the Service Centre, the Duchess went on to an official reception in the Town Hall. No sign of the Grange remains today as it was destroyed by enemy action early in World War II, possibly in the same raid that bombed St. Michael's Tunnel.

The next occasion was on July 6th 1950 when as Queen, Her Majesty visited Tenterden after paying an inspection to the National Sanatorium at Benenden. (Now known as Benenden Chest Hospital.)

This visit was interesting from another aspect

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Liqueurs	Coupe aux Framboises
	Café
Joué le 6 Juillet 1950	

The Royal menu, 6th July 1950



Malaga at Shepperton, November 1980.

[Ian Allen Ltd]



Outside Tenterden Town Hall 6th July 1950. L to R, Rex Pearson, Edith Adams, John Diggle, Ivo Emberson, Alex Fuggle, Dawn Day, Mrs. Marguerite Day, Stanley Day and H.M. Queen Elizabeth. [Douglas Weaver]

as this time Her Majesty travelled by train to Cranbrook station and then by car to Benenden and Tenterden. Was this the first Royal journey on a line with a Stephens connection? The coach used for this occasion has proved to be "Malaga", a Pullman built at Longhedge Works in London in April 1921 as a 16 seat, 12 wheeled kitchen car. It is 63 ft. 6 in. long, 8 ft. 7

in. wide and weighs 42 tons and was rebuilt in 1949 at Preston Park for Royal duties and Golden Arrow trains. Apart from the journey referred to above, on November 8th 1949 it conveyed H.M. King George VI to Portsmouth on a visit to the U.S. cruiser Columbus. Motive power on this occasion was provided by Lord Nelson class locomotive No. 30863 "Lord Rodney"



H.M. Queen Elizabeth arriving at Cranbrook Station 6th July 1950

[Kent Messenger]

In 1962 Malaga became surplus to the Pullman Car Co. requirements, but as they wanted one preserved it was given a "spruce up". Coincidentally Messrs. Ian Allen Ltd. were moving from their Craven House premises at Hampton Court to some larger ones at Shepperton. One reason for the move was that the new location was adjacent to the railway and there were ideas to have their magazines delivered by rail. It was thought that a Pullman Car would make ideal V.I.P. accommodation at the new office block. Accordingly Malaga was purchased and hauled to the site by rail and then craned over to a special piece of track

which was not rail connected. A bar has been fitted in the interior and the car has been refurbished at least twice, the last occasion being in 1981 when paint and transfers were supplied by Steamtown, Carnforth.

Paul Sutton

The author is grateful to Michael Harris, Editor of Railway World, for supplying details of Malaga's latter day history and to the Cranbrook Historical Society for material relating to the 1950 Royal visit. The Cranbrook Museum which contains many items of local historical interest is open on Wednesday and Saturday afternoons between 2.00pm and 5.00pm.



The Royal Train en route for Cranbrook on the Hawkhurst Branch hauled by Class E1 4-4-0, No. 31067, 6th July 1950.
[Kent Messenger]

Rolling Stock Restored



The ex L. & S.W.R. 10 ton van, Tenterden, 1981

[Paul Sutton]



Repainted 6w S.E. & C.R. Brake Van, 25th September, 1982

[Paul Ramsden]



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A Yorkshire Mouse in Kent

Paul Sutton recounts the visit of the K. & W.V.R. Ivatt Class 2 MT to Tenterden

A Strange title perhaps for an article in *The Tenterden Terrier*, but like so many locomotives, the Ivatts were given a nickname and in their case were known as "Mickey Mouse" tanks – very puzzling as the writer cannot see any resemblance to the family *Mus Musculus* as No.41241 has a very nicely proportioned shape of its own! George Wright, who had some 18 months rostered on them says that on the Southern Region they were always known as "Teddy Bears".

The Ivatt was one of the early locomotives to go to the Worth Valley and indeed shared the working of their inaugural train with U.S.A. No.72 in June 1968. Since then, it has become perhaps their most well known locomotive and has occasionally made forays on to the Main Line, the 1975 Shildon cavalcade being the most notable.

By 1982, however, 41241 required some boiler work and the K.&W.V.R. decided that this should be done by Resco (Railways) Ltd. in London. Following completion some tests were needed before being sent back to Yorkshire, so where better than the Kent & East Sussex Railway?

The locomotive arrived safely at Tenterden late in the afternoon of Wednesday December 29th and was taken down to Rolvenden behind the Hunslet Diesel No.42.

After some careful thought by those concerned with permanent way, it was decided that 41241 could be allowed up the Tenterden Bank at strictly limited speeds.

Accordingly, the following day steam was raised and the Ivatt moved cautiously over the level crossing and proceeded at a sedate pace to



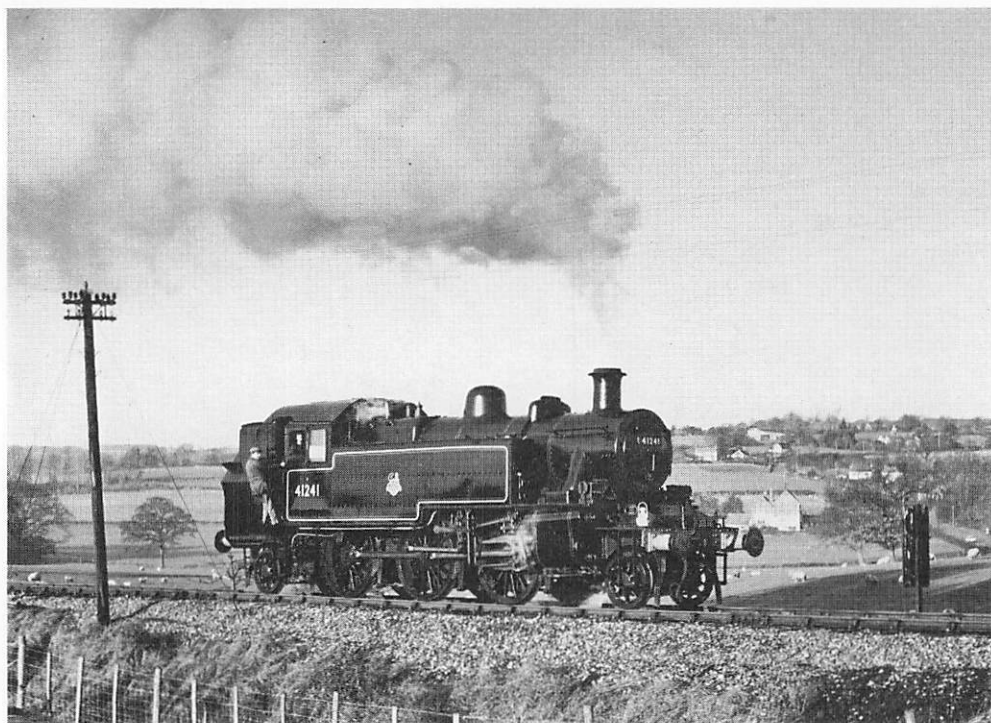
Coaling up at Rolvenden 30th December 1982

[Brian Stephenson]



Restarting from Cranbrook Road 2nd January 1983

[Alan Crotty]



Light engine from Rolvenden stopping at Cranbrook Road 2nd January 1983

[Brian Stephenson]

Tenterden where, after a little shunting, a five coach train was assembled and three successful return trips to Wittersham Road were made. Friday was a "rest day" and Saturday was spent partly at Wittersham Road and Hexden Bridge rearranging the stock, then the steam crane was taken up to Tenterden in the afternoon in readiness for the track alterations the following weekend. Sunday was THE day as public passenger trains had been mentioned in the press and on T.V. and local radio. The weather was very kind – a cloudless blue sky all day – and for January quite warm as well. The trains were well filled and lunch was served to some 30 people on the first service, making this the last Wealden Pullman of the operating year and the first of 1983. In some places the number of "festoons", to use a K.W.V.R. expression, seemed to outnumber the people inside the coaches!

All the footplate staff who were rostered during the 3 days of steam were impressed with the class 2's free steaming and excellent riding qualities. If ever they get tired of No.41241 at Haworth, I am sure we would offer the locomotive a good home!

Finally, our grateful thanks to all those concerned on the Keighly and Worth Valley Railway and Resco (Railways) Ltd. for making it all possible and providing a very good start to 1983.

41241 was built at Crewe Works in 1949 to a three year old design by Mr. H. G. Ivatt. Thirty were built before nationalisation and 100 more followed in the same series by British Railways who then went on in 1953 to produce another 30 engines to a very similar specification, the 84XX std. class 2's.



Works train on the Wittersham Road loop, 1st January, 1983

[Alan Crotty]



The last train of the 1982 season departs from Wittersham Road on 2nd January 1983

[Brian Stephenson]

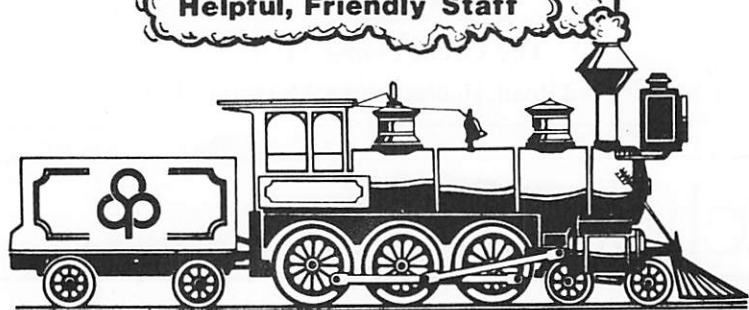
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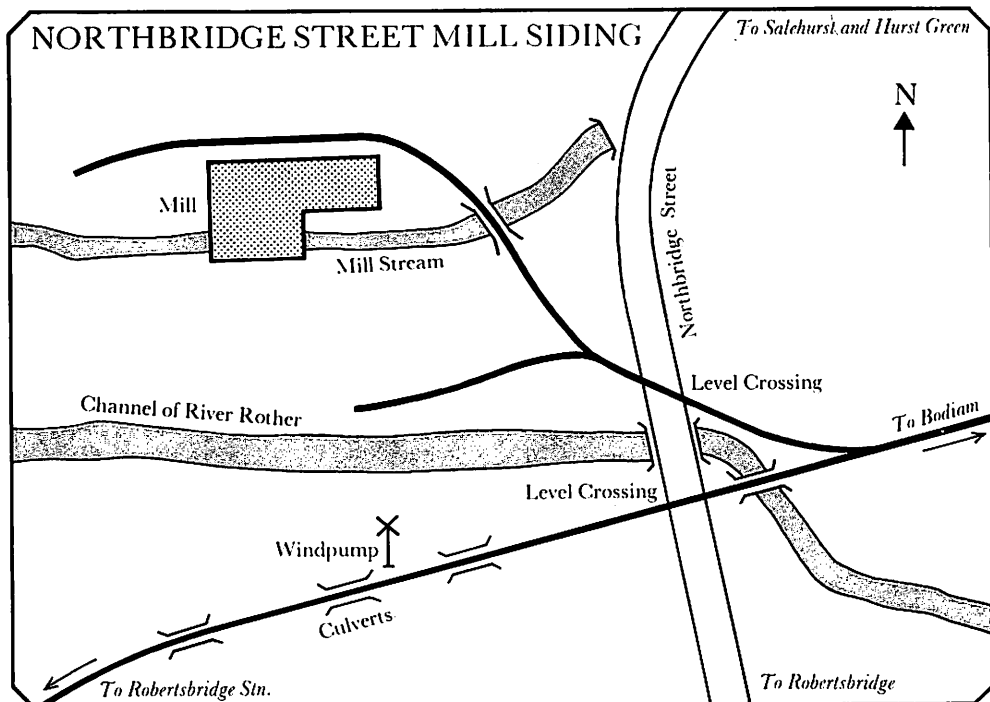
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Traffic at Hodson's Mill

Neil Rose reviews the history of the sole industrial siding of the Kent & East Sussex Railway



There has been a water mill at Northbridge Street, Robertsbridge since medieval times when it was in the hands of the Abbot of nearby Salehurst Abbey. It is outside the scope of this article to chronicle its fortunes, except to note that by the latter half of the nineteenth century it was of sufficient importance to the local community to warrant rebuilding from a wooden building into a five-storey brick structure; this occurred in 1878, and ten years later an extension was added to the north side of the earlier building. In 1902 the first building was destroyed by fire and was replaced the following year. From the Hilder family, ownership of the mill passed to John Catt and it was his trustees who sought a siding connection with the Rother Valley Railway.

The Rother Valley (Light) Railway Act 1896 contained provisions that not only protected the mill from possible flooding by requiring the railway to provide sufficient culverts and bridges to carry away flood water, but also

stipulated that the railway company should construct and maintain, at its own expense, a siding plus any subsidiary siding, for the exclusive use of the mill.

Although the railway opened in 1900 it was not until 17 June 1902 that Major Pringle of the Railway Inspectorate examined and approved the siding, by which date the mill had passed into the ownership of James Hodson. A further year elapsed before the siding was first used on 12 August 1903: until then Hodson had carted from Robertsbridge station because of difficulties with a bridge over the mill's tail-race stream.

No doubt the 1902 fire delayed completion of the siding and rebuilding work evidently caused part of the track to be blocked. At the same time Hodson believed that the subsidiary siding as constructed was very much shorter than had been specified. In December 1903 he engaged in a somewhat acrimonious

correspondence with H.F. Stephens through his solicitor. Stephens contended that both the main and subsidiary siding were in accordance with plans agreed with John Catt's trustees and he countered that Hodson had stopped up 50 yards of the main siding to suit his own purpose. He added that –

"The traffic to the siding in question is comparatively insignificant, the receipts from the rates not averaging 35/- (£1.75) per week, and although I shall be happy, without prejudice, when we have any spare material, to meet your client's wishes by lengthening the subsidiary siding, whether it is required or not (we distinctly say it is not) I fail to see there is any question for arbitration . . . should the Company be put to any expense in the matter, the question of rates will certainly have to be reopened as at the present moment the working even on the present outlay is unremunerative."

Hodson was not enamoured of Stephens: he wrote to his solicitor –

" . . . the cost of doing the work is so small that I feel sure Mr. Stephens has some ulterior object in view. His promises are not worth the time extended in listening to them – I have done all I could to work amicably with him but I am now absolutely convinced that force is the only remedy."

A few exchanges of letters later an arrangement was reached although Stephens could still find difficulties –

"I note Mr. Hodson's offer, but it will not suit our purpose to bring earth a distance of forty yards. If Mr. Hodson does not like a ditch dug near the siding (it need not be a deep one) we think he should bring the earth there himself, or at any rate to assist us in bringing the earth. On hearing . . . that he will agree to do this, and as soon as the siding which Mr. Hodson has blocked without reference to us, is freed from obstruction, we will carry out our part of the work as promised."

The dispute appears to have been concluded to the mutual satisfaction of both parties.

However, shunting restrictions over the level crossing at Northbridge Street posed further difficulties for Hodson. Boxing Day 1903 saw him writing to the Roads & Bridges Committee of the East Sussex County Council asking that the time limits (before 8.30 am and after 5.00 pm) might be relaxed to permit a further shunting movement between 10.30 and 11.30 am. The need to time the first train from Tenterden to connect with South Eastern & Chatham Railway main-line trains at Robertsbridge meant there was scarcely time to shunt before 8.30 am, and he was unhappy shunting after dark in the evening. The request was approved.

The mill siding was situated less than a half-mile from the line's end at Robertsbridge, 34 chains away to be exact. Access was by a



Bridge collapse at the Mill in December 1928. The 60 lbs Vignoles rail used in the siding should be noted.

[T.R. Dadswell]



Terrier No. 32655 shunting on the Mill sidings, 28th July 1953

[Col. Stephens Railway Museum]

trailing connection for trains proceeding towards Tenterden, the points being worked by a ground frame locked by Annett's key on the train staff. To reach the siding from Robertsbridge, the line curved sharply away from the station to the east on a ten-chain curve and descended at 1-in-80 to Northbridge Street level crossing, thence over the River Rother with the siding joining the line immediately beyond. This ran back over the main road before entering the mill premises. The two lines over the highway, separated by a river bridge, were protected by only one gate; to the north of the crossing the road curved sharply and protection was provided by a crossing keeper standing in the roadway. Once inside the mill property the shorter subsidiary siding, which could hold eight wagons, branched off to run beside the river, whilst the main one crossed over the tail-race and after a severe six-chain curve continued beside the north side of the 1888 building towards an oast house at the rear of the premises.

The siding was worked exclusively by the Kent & East Sussex Railway. Main-line engines shunting at Robertsbridge were not allowed to take traffic to the mill. Special trips were run to and from the siding. On arrival at

Robertsbridge the Kent & East Sussex engine, having run round its train and left it in the bay platform and taken water, would collect vans and trucks for the mill which would be marshalled ready in the goods yard. At Northbridge Street the empties would be removed first. Engines were not permitted to cross the tail-race bridge and hence the sharp curve beyond, so it was necessary to loose shunt vehicles into the mill. The train would draw down the line towards Salehurst, uncouple, and propel smartly back over the level crossing letting the wagons run down the siding. Mill employees pinned down the brakes to stop them in the required unloading positions: in wet weather, despite sanding the rails, the brakes often wouldn't hold and several attempts were needed to berth the vehicles correctly. Only four wagons could be placed in position for unloading at any one time.

Most traffic for the mill came to Robertsbridge via Tunbridge Wells. A few wagons were prohibited over that route because of the narrow tunnels and had come via Headcorn; for example 10-ton North Eastern wagons containing fish meal from Grimsby.

Hodson served the local community as flour

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mill, provender and coal merchant, the coal business ending in the early 1930s. The siding was used to bring in raw materials; for example, imported wheat and other grains, animal feeds, fertilisers and sugar beet. Traffic was regular over the years with wagons received most days of the week. Hodson noted that in the 17 weeks from August 1903 some 140 trucks had arrived at the mill, each averaging six tons of goods. Mr. Thomas Dadswell, who joined the firm in 1928 and became Managing Director upon the death of his father in 1957, recalls that turnover averaged 400-500 trucks year after year. The KESR Receiver's accounts for the years 1935-1948 suggest that while traffic may have remained reasonably constant, receipts were very variable, ranging from nothing some months (presumably delayed invoicing by Salford Terrace) to £178 in January 1945.

Although most of the mill traffic was inwards, there was some outward traffic during and after the Second World War. Occasional consignments of flour were sent to various WD depots. One destination was to an army depot situated on the Appledore Road at Leigh Green near Tenterden – there cannot have been many instances of freight traffic both originating and terminating on the line!

The Receiver's accounts provide other glimpses of the railway's business with the mill, for example, various claims by Hodson for damage to goods, ranging from 2/8 (13p) for grain lost in transit (Jan 1936) to a princely claim of £2:9:6 (£2.47) in November 1947. Rain leaking

through a truck sheet was the usual cause of the damage. In return the Kent & East Sussex Railway received £1:2:4 (£1.11) in July 1943 following damage to a wagon and repairs to the siding in October 1945 cost the mill £19:5:4 (£19.26). A blitz on demurrage in March 1947 resulted in the mill having to pay out £7. How the value of money has changed!

Over the years the mill siding enjoyed a relatively incident-free existence. In December 1928 the bridge over the tail-race stream collapsed and had to be rebuilt. The main road was blocked for a day to all save pedestrians and cyclists once during wartime when the KESR engine left the rails on the level crossing. Loose shunting had its inherent risks – in one incident three children were lucky to escape with their lives when a car they were in was struck and had its side removed. Attempts were made over the years to have the prohibition on engines lifted; on one occasion an engine successfully negotiated both bridge and curves to take water at the mill after the supply at Robertsbridge had failed – still there was no relenting.

Nationalisation brought few changes. Traffic to the mill remained the same as it always had – only now the engines identified themselves as belonging to British Railways. The end of passenger services over the line six years later brought no immediate change. The situation was to alter quite dramatically soon afterwards, as will be related in Part 2 of this article.

(To be continued)

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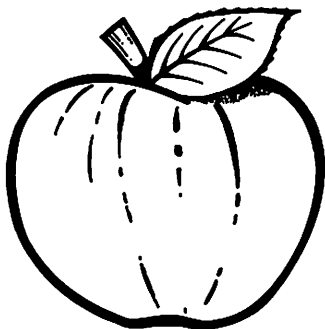
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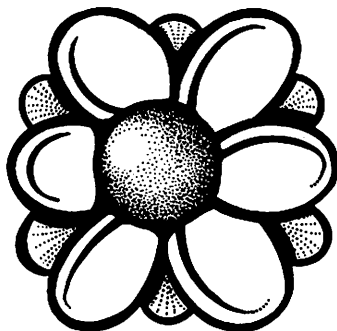
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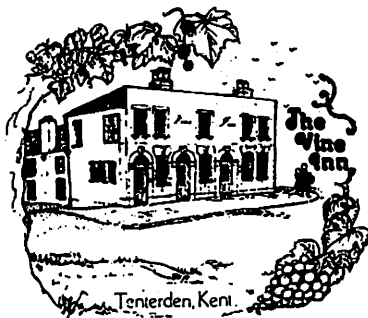
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DS 451 comes to the K&ESR

By George Wright, who was a prime mover in its preservation

Tuesday 31st August 1982 saw the delivery of a travelling steam crane to Tenterden Town Station. Built in 1949 by Messrs. Taylor & Hubbard, it spent most of its working life at New Cross Gate and, more recently, Hither Green and Ashford pre-assembly depots. Numbered DS 451, it was selected for preservation and purchased, together with Match wagon, number DS 70003, by a group of 25 members. With a capacity of 10 tons, the crane will be used on track relaying between Hexden Bridge and Bodiam, in addition to numerous other jobs about the railway which would otherwise require the hire of a lorry mounted machine.

The crane's acquisition came about after a visit to Ashford in January 1982 by Paul Hatcher and Adrian Landi, who discovered that it had recently been withdrawn. Shortly after this visit Paul and I were working together, and the subject of the crane came up in conversation. After discussion, we agreed that if sufficient money could be raised, and the crane purchased, it would be a very useful addition to our stock on the railway. We decided that the best way to raise the finance was to set a target of £2,000 and persuade 20 members to subscribe £100 each. He had no difficulty in reaching this target; in fact we found 25 members were willing to subscribe, thus with £2,500 capital, the K.&E.S.R. Crane Group was formed.

We were informed by British Rail that the tender form should be available by late February, so a period of waiting followed. It was, in fact, early summer before the form actually reached us and, after our bid of £1,500 was tendered, we waited once more, this time with fingers crossed. British Rail were certainly masters of suspense for, in the weeks that followed, they would not divulge any information as to our success or otherwise, despite several telephone calls to Derby. Eventually, our patience was rewarded for we were told, that subject to one or two conditions, our bid had been successful. All that then remained to be done was to arrange transport from Ashford, the move being planned for 31st August.

Shortly after its arrival, DS 451 was subjected to boiler and rope tests to satisfy our insurers, and also to enable it to be in action for the Steam & County Fair. On the Saturday

evening of that week-end, a meeting of the Crane Group members was held and a Chairman and Treasurer were appointed. At the same time, Paul Hatcher was elected engineer responsible for the crane's maintenance. It was decided by a majority that it would eventually be repainted in breakdown red livery. Since then, DS 451 has been in steam most week-ends and has already proved its worth by taking out the track panels on the approach embankments at Hexden, as well as undertaking several lifting jobs around Rolvenden.

Once all the loose ends had been tidied up, I decided to do a little research into our crane's history. I discovered, by talking to Jock Wilson and Jim Woodlands, the supervisors at Ashford and Hither Green Pre-assembly Depots respectively, that DS 451 had only spent a very short time at these places.

My enquiries led me to New Cross Gate where I was introduced to Ginger Sweet and Peter King, both men having been regular drivers of the crane during the 1950s and 1960s, and now employed as diesel crane drivers in the depot. Ginger remarked that he had a soft spot for the "Old steamers" and I told him that I knew the feeling well. He also told me that DS 451 was sometimes used as a floating crane, that is, it was transferred to other P.A.D.'s whilst their cranes were away for repairs.

Peter recalled a hair-raising incident at Peckham Rye during 1963, when the jib brake failed whilst lifting a heavy crossing. The jib began to run away, he said, and as the radius increased, the rear of the crane began to lift. The situation was saved, however, when the crossing hit the ground. Luckily he was able to shout a warning and nobody was injured. It was an incident that he had no wish to experience again, he told me. Peter suggested that I called at the O.D.M. office and asked for Mick Wright, who might still have some records of our crane's period at New Cross Gate.

I found Mick relaxing during his lunch-hour, but he was kind enough to see me. I spent some time talking to him and discovered that it was he who had been responsible for DS 451's maintenance and well being for most of the time it had been allocated to New Cross Gate. As he had lost contact with it some two years



The steam crane in action at the top of Tenterden yard, 13th November 1982.

[Paul Sutton]

ago, he was delighted to hear of its preservation. He said that in 1977 the crane had undergone a heavy overhaul at New Cross Gate, including the fitting of a new bedplate, hoist pinion and crankshaft. The original shaft had become distorted due to the main bearing bolts working loose. The latter, Mick told me, was quite a common occurrence. The machining work, at the time of the overhaul, was carried out by Dilloways of Southall. He concluded by saying that the last he saw of her was during the winter of 1979/80, when V. Fallarino was her last regular driver.

A new diesel crane caused her transfer to Hitcher Green and, finally, Ashford, where she spent the last few months of her B.R. career. As

drivers at these depots were used to their regular cranes, she became 'nobody's baby', only being used when the other cranes were due for washout, repair, etc. She was finally laid aside in the summer of 1981, her future uncertain, shortly to be joined by the four remaining steamers that had been replaced by the new Plasser hydraulic cranes. DS 451 proved to be in by far the best condition of the five, hence our choice for the K.&E.S.R. Ray Stamford, a former steam crane driver at Ashford, has very kindly agreed to give three of our members valuable tuition, having already spent several days at Rolvenden, and Mick Wright had promised an early visit, so, who knows what may happen when he and DS 451 meet again.

Letters to the Editor

Why do the numbers keep falling?

Sir – I feel that visitors and tourists cannot entirely be held responsible for the drop in passenger numbers over the last two years. Indeed the revived K.&E.S.R. may well be a nine-day wonder if it is billed simply as a tourist attraction and does not seek to earn its bread and butter by providing a local service for people who would otherwise travel by bus or private car.

Granted that from this viewpoint, the position of stations is not very favourable – Rolvenden is 1½ miles from the village and Wittersham Road is in the middle of nowhere – but if a service from Tenterden to Northiam is implemented in the near future, cannot more local people be encouraged to use the line even though the journey time would be 30 minutes or more?

Beckenham, Kent

F. D'Olquen

Sir – I doubt that our three stations currently open would ever generate more than 50,000 daytime passengers in a season. Before doubters are tempted to put pen to paper, consider the events laid on by a near neighbour this year to celebrate their anniversary. The result? Passenger carryings only up by some 5%. Admittedly, whilst the K.&E.S.R. and other lines have suffered a slight drop, any increase may be seen as an improvement, but, even so, this is a pittance of a return for such a worthy effort.

I would ask, however, that for an extended

period (weekends whenever possible) Marcia and the District Coach, for example be used over the extended head-shunt to keep waiting passengers amused.

High Halden, Kent

Hugh Nightingale

Sir – I was very interested in Philip Shaw's article in the Winter 1982 issue of *The Tenterden Terrier*, which compares the K.&E.S.R. with the Bluebell Railway and its continuing success and huge numbers of passengers carried. I would like to point out that the Bluebell, although in an isolated position, is in the fortunate position of being near to Brighton (12 miles) from which regular trips are operated by Southdown National and other coach operators. Brighton and district is a huge catchment area, both in respect of visitors and the indigenous population who want to experience vintage steam at its best. They can also see substantial railway and station buildings with an excellent museum right in the station at Sheffield Park.

Furthermore those who go are not limited to the Bluebell alone. There are four other attractions at Sheffield Park, viz: the beautiful Sheffield Park Gardens (National Trust), Sheffield Park House, the Wings Haven Bird Sanctuary and a reasonably acceptable and adequately large tea room. All these five attractions are within a stone's throw of each other. Conversely, as Mr. Shaw points out, Tenterden has little or nothing to offer between

trains, although one cannot dismiss the charming old Wealden town itself. The K. & E.S.R. has to rely entirely on itself for its drawing power.

Recent letters to the editor do point the way ahead and could serve as a basis for the future comprehensive survey of the K. & E.S.R. Railway's position. I agree that neither Northiam nor Bodiam are likely to produce very much in the way of passenger traffic, no more than Wittersham Road had done*. Whether people will want to take the 10 mile return trip to Bodiam is a matter for speculation.

On the question of making Tenterden more interesting between trains. Yes there must be more activity, more engines – in or out of steam – to be seen, better catering facilities and better P.R. as Mr. Leach points out. Finally, I would like to echo Mr. Chalfont's point about the line of rusting junk on the loop at Rolvenden which must be the biggest eyesore for miles around. It spoils an otherwise acceptable image.

Croydon, Surrey

R.A.H. Sadler

**Passengers from Wittersham Road were 427 in 1982!*
– Ed.

Diesel from Dagenham

Sir – I was interested to see Andrew Webb's recent articles on the Ford diesel-electric locomotive and the progress being made on its restoration. I was also pleased to see that this valuable machine is now, at long last, being kept under cover.

This locomotive is by far the most historically valuable item of equipment on the railway. I do not claim to be much of a railway historian and so when I came to preserve it (largely by chance – I was a Ford employee at the time) I did not appreciate its true worth. At the time, it just seemed to me to be an attractive machine that would look nice on a preserved railway. Had I known then what I know now, I think that I would probably have tried to get it into the National Railway Museum collection – the place where, I have been told since by experts in diesel locomotive history, it should be.

It could well be the oldest surviving diesel-electric locomotive in the world and is almost certainly the oldest surviving large British built diesel-electric. At the time that it was built there had been a long history of small petrol,

petrol electric and diesel-mechanical locomotives going back to the time of Col. Stephens's experiments with an oil engined locomotive for the Rye & Camber in 1895. These had been mainly for narrow gauge, although the small diesel-mechanical standard gauge industrial shunter was becoming established.

Serious development of mainline diesel-electric traction was begun in 1929 by the Buenos Aires & Great Southern Railway (a wholly British owned and directed company) as the idea of their CME Mr P.C. Saccaggio. Most of the locomotives were built by Armstrong Whitworth & Co and this led to the formation of their Diesel Traction Department in 1931, which was closed in 1937/8 after supplying a number of highly successful locomotives to several overseas railways. A number of diesel-electric mobile power-houses for multiple unit trains had been produced by the time that our locomotive was built and the first Armstrong Whitworth diesel-electric locomotive, as such, appeared in 1932. These machines remained in full intensive mainline railway use in Argentina and Brasil until around 1960 when spares became difficult to obtain.

This, then, was the context in which the 3 locomotives were built by BTH for Ford. Diesel-electric traction was being demonstrated to be technically and economically feasible, but, even so, the BTH locomotives were a one-off exercise that was not repeated by the AEI group before the war. The most that the main line railways in the UK would venture into this field in the 1930s and 1940s was a few 0-6-0 shunters. Not only is the locomotive a monument to the technology of the 1930's, it is also a monument to the reactionary railway engineers and managements of that time.

Finally, to correct a small point (which, I understand, has caused concern to some members), the locomotive was not purchased by AEI and presented to us. I bought the locomotive on behalf of the old Preservation Society using borrowed money which was subsequently repaid from a donation by AEI to the Society's funds. Andrew's remark about generosity still stands of course, but then AEI were justly proud of their achievement. They used the 30th anniversary of these locomotives in their traction equipment advertisements. It is only a pity that they are no longer with us to make use of the 50th anniversary.

Bromley, Kent

Paul Waters

Book Review

THE FALL AND RISE OF STEAM by Brian Cooke. Published by James Publishing Co. Ltd. 128 pages B/W photographs. Price £9.95

This book, as stated by the Author, is in two distinct parts; steam on British Railways in the early and mid sixties with a gap of several years when Brian Cooke's interest waned as the main line locos diminished and disappeared, until it was reawakened when steam preservation was well into its stride in the early 70s.

are a number of pictures that the reviewer found refreshingly different. However many of the photos are deliberately "grainy" – a type of finish for which the Author expresses a liking – but may not be to everybody's taste. As well as some action shots on our line, there is an interesting study of a stalled N.Y.M.R. train in the hands of a K.&E.S.R. crew. The face in the cab of the luckless 80XX tank is easily identifiable!

Apart from the usual three quarter views, there

Paul Sutton



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