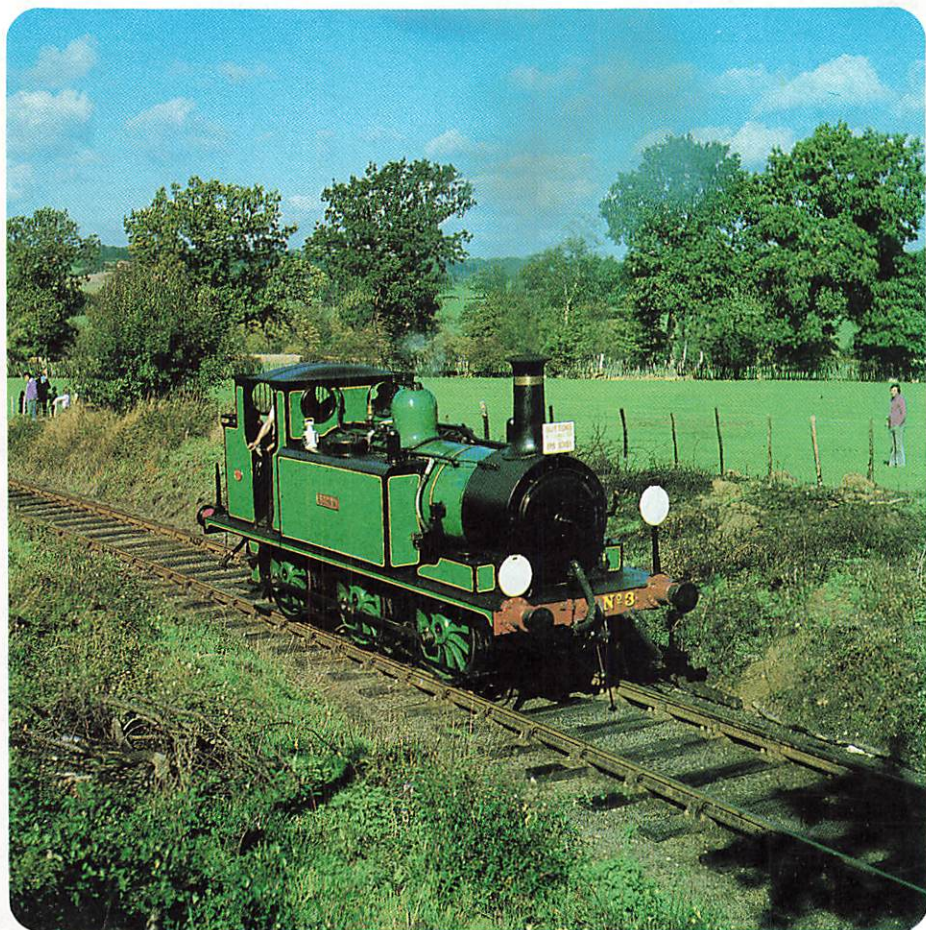


The Tenterden Terrier



Number 31

Summer 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)

Registered charity 262481

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D.H. Wilson
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SECRETARY & REGISTERED OFFICE

J. Jeffries, Tenterden Town Station, Tenterden, Kent TN30 6HE

Telephone: Tenterden (05806) 2943

Membership Secretaries: *New members*

A-K Renewals

L-Z Renewals

J. Head, 1 Limes Close,
Tenterden, Kent TN30 7BB
A. Piggins, 98 Warwick Avenue,
Thorpe Lea, Egham, Surrey.
N. A. Johnson, 10 Weald View,
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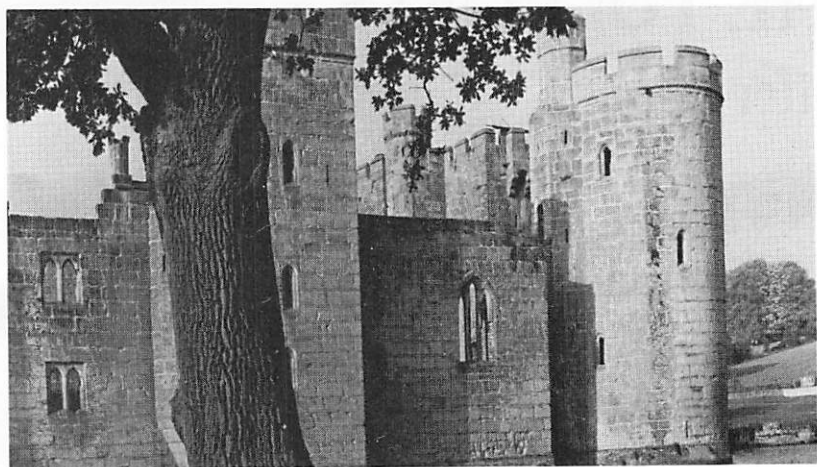
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<i>Editor of "The Tenterden Terrier"</i>	P.D. Shaw
<i>and editorial office</i>	17 Chartfield Square, London SW15 6DR Telephone: 01-788 6608
<i>Assistant Editors</i>	P.C. Sutton, Telephone: Cranbrook 240236
<i>Magazine Advertising</i>	S.R. Garrett G.H. Benbow Telephone: Tenterden 3477

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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.

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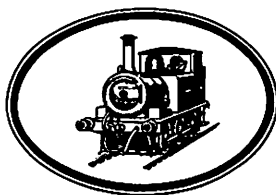
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The Tenterden Terrier



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1983

Front Cover:

A FORETASTE OF THINGS TO COME

"Terrier" No. 3 Bodiam is expected to re-enter service early next year following extensive boiler repairs at Resco (Railways) Ltd. Bodiam is shown during the locomotive cavalcade, climbing Tenterden Bank on 26 September 1976.

[Brian Stephenson]

Editorial

We don't make a drama out of a crisis

The de-railment near to Pope's Cottage over the Spring bank holiday weekend was a serious matter – but the consequences would have been much worse had the locomotive and carriages become completely detached from the rails. The encouraging feature was the way the members pulled together in the midst of a crisis – working virtually all night to get the Railway operational again by the next morning. Of course, we cannot legislate for the weather and the Kent & East Sussex has always been bedevilled with a wet formation. For the record, the last time a Manning Wardle left the track may have been in February 1916, when "Hesperus" became marooned at Padgham Curve. Here again, there was a rush to the scene at Midnight and she was quickly repaired and returned to service none the worse for the experience.

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

Lineside News

Compiled by Paul Sutton

The operating season has got off to a good start and notwithstanding the Commercial Director's comments on the lack of coaching stock over the early May Bank Holiday weekend, the figures are well up on last year.

With the extra length of run, some sunshine and especially if the promised variety of locomotives materialises later in the year, the 1983 Season could be very successful.

Locomotives

The Mechanical Department now possesses a fully functional workshop and jobbing area situated at the far end of the shed. With these facilities, we have been able to machine the P-Class axle boxes so that the locomotive is now reunited with its wheels. The frames were moved, for the first time in many years out of their long occupied space, during Sunday May 8. Work on this engine will now cease for a brief period as we have to complete our newly acquired pit on the shed through-road. Many thanks to all those who have helped in its construction.

Our two Terriers, Nos. 10 and 3 await the return of their boilers from Erith. The Westinghouse pump for No. 10 has been returned from Spirax Sarco (valve makers) of Cheltenham. Our grateful thanks go to Mr. Trevor David and his team of apprentices who have made an excellent job of refurbishing it. No. 24 will return to service once lining out has been completed and the painting of No. 10 will then commence. No. 22 Maunsell has been temporarily withdrawn from service for its yearly boiler inspection. It has also been relegated from heavy duties pending a front end overhaul, which will not take place until the end of the season.

It is with regret that we have had to withdraw No. 14 Charwelton from service as a result of a de-railment during the May Day Bank Holiday weekend. (Repairs to this engine are likely to be costly and lengthy.) Marcia is currently awaiting its ten-yearly boiler lift which will be started as soon as time, labour and funds are available.

On the diesel side, we have problems: progress on the Railbus is slow but when finished, this vehicle will be a credit to all who have worked on it. Our Hunslet 0-6-0 diesel is temporarily withdrawn from service with clutch problems and Baglan has had a short spell of inactivity due to failure of the starter motor.

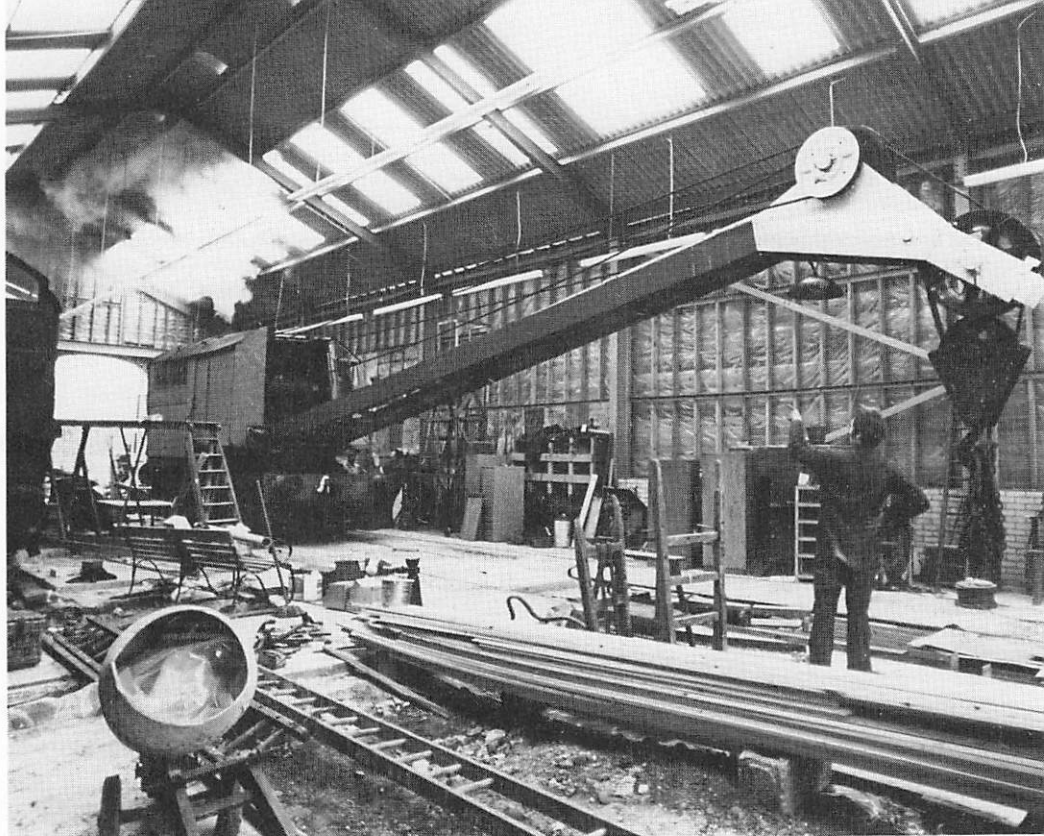
Carriage & Wagon

During the Winter, work was concentrated on completing the shed. Over 50% of the floor area has now been concreted and workbenches and storage cabinets are being progressively installed. The stanchions for the Rolvenden end extension were cut to size and prepared during January and two new roof trusses were supplied by Resco (Railways) Ltd. These were craned into position on 30 April by our 10 ton steam crane which stood inside the shed while erecting the steelwork. During March, Departmental activities moved out of the shed and up to the Tenterden headshunt to construct a pair of points for the new No. 3 siding leading into the shed. These had been brought up from Northiam where they had lain since being acquired three years ago from Batchelor's sidings at Ashford. New timbers were laid out and the points constructed in a gap in the headshunt which had been created during the track alterations in Tenterden Yard. The new No. 3 siding will be laid and connected up to the track inside the shed during the Summer after part of the trackbed site has been levelled.

The S.R. goods brake van received a heavy overhaul during April. Several bodyside boards were renewed and the roof recovered with canvas. The vacuum brake cylinders, which had been causing trouble, were renewed and the train pipe modified and fitted with new hoses. A replacement buffer was fitted along with fresh stepboards and glazing to the side duckets. The van has been repainted in Southern Railway freight brown livery with venetian red ends, lettered "S.R." 18 in. high and carrying the number 56495. Although never possessing an S.R. number, being built for the War Department, it is of pure Southern design and was constructed at Lancing Works near Brighton.

The P.M.V. for the Wealden Pullman is receiving steady attention. All the doors have been removed and replaced with others fitted with droplights. These have been repaired where necessary and the bodysides have been painted undercoat malachite green. Internally, framework for the partitions has been constructed.

On Wednesday 27 April, 3 new wagons arrived on the railway from Chatham Dockyard. These are box vans originating from the Lancashire &



Steam crane at work in the carriage shed at Tenterden, 30 March 1983.

[B.G. Malcolm]

Yorkshire Railway and the Midland Railway and a 30 ft. long 4 wheeled double bolster wagon believed to be of Southern origin. More details of these wagons will appear in the next edition of *The Tenterden Terrier*.

Signals and Telegraph

A meeting of all interested parties was held recently to discuss final plans for Rolvenden signalling. It was decided that Rolvenden should be designated as a "passing place" with its own box, which will probably be custom-built. This is thought to be a more satisfactory alternative to finding, dismantling and rebuilding a second-hand one, and cheaper as well! Work has begun on reconstructing a Stevens lever frame for use in this box.

With the commencement of the new Season and opening of the extension to Hexden Bridge, the Department has been pleased with the almost trouble-free operation of the installation at Wittersham. Telegraph wires between Wittersham and Northiam have been completed for the time being and during the Winter period, a number of S & T personnel were seconded to Roger Rowe's permanent

way gang, doing trackwork in Tenterden yard. A small but interesting exhibition of equipment was also mounted for the Enthusiasts' Weekend in early May.

Permanent Way

The major track alterations at the top end of Tenterden Yard were completed in time for the commencement of the new season at Easter. Many congratulations to all concerned with this work, especially Operating Manager Roger Rowe, who put in many hundreds of hours, often coming down to Tenterden after work to pack the newly relaid track on his own. The new layout is a great improvement but there are several items, such as the platform extension and the connection of No. 3 carriage siding to be done before the programme of new works can be called complete.

On the Bank Holiday Sunday, May 1, No. 14 Charwelton's leading wheels left the track near Pope's Cottage while working a Wittersham Road to Tenterden Service. Apart from damage to the locomotive, some chairs were broken and the formation undermined. The cause of the trouble is believed to have been the

wet weather which resulted in the worst April on record. British Rail and the Severn Valley also had problems over the same weekend.

The heartening thing was the immediate and total response from volunteers on the railway to remedy the situation that weekend, with the result that some 20 people worked through most of the night and others restarted the work at 6.00 a.m. the next morning. Due to magnificent efforts of everyone we were able to resume scheduled services on the Bank Holiday Monday.

As the Rolvenden loop will be used as a passing place sometime in the future, a new site has to be found for the locos being stored on it awaiting renovation. It was found that the best (and possibly only) site within our existing boundaries was out by the sewage treatment works. Accordingly the site was levelled and the track slewed to allow the installation of a turnout. Concrete track panels are being laid and the siding will have a length of some 100 yards.

Building

Work has continued on the Plant workshop at Rolvenden and a pair of large doors have been fitted to the end of the shed. Part of the timber floor has been removed and then concreted to provide a hard-standing within the shed for plant.

The second locomotive maintenance pit in Rolvenden shed was commenced in early May. The digging work was carried out by a contractor and a metal water tank was then fabricated for us by Braithwaites Structural Steel Work Ltd. of Leatherhead (at a very advantageous price), within the excavation to provide a waterproof pit. Reinforced concrete side walls were then added and the rails were fixed to these. The remainder of the shed floor will now be concreted.

Stations

Work on the new toilet block started in March and was due for completion during June. Favourable comments have been received on the type of bricks chosen, which will also be used for the buffet building. We are extremely grateful to the many suppliers and manufacturers who have either donated money or materials or supplied goods at very favourable rates, enabling us to have a splendid toilet block at a price well under current commercial costs.

A sign-written notice has been erected near the

construction site apologising to the public for the inconvenience and explaining briefly our development plans.

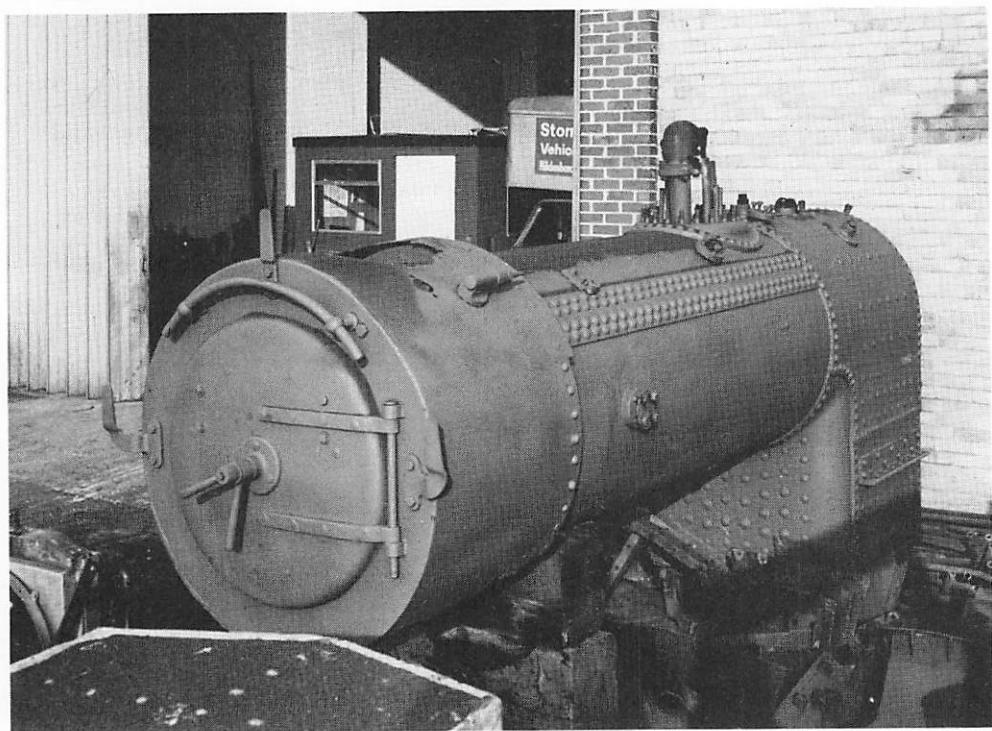
Prior to the May enthusiasts' weekend, the Tenterden Station area was given a good tidy up, with the "Wendy House" being relocated on the mound between the two entrance gates and a large quantity of R.S.J.s removed from front of the station building.

Wittersham Road station has now been repainted in the new standard colours together with some fresh signs, and these combined with the splendid spring flowers, made the area look extremely attractive.

Commercial

Passenger numbers so far this season are a little difficult to compare as the weekends and Bank holidays do not exactly meet those of last year, however, it is gratifying to note that, despite our problems over the May Steam Gala Weekend, by May 2 the number of passengers carried so far this year was some 10% up on 1982. This figure would, of course, have been much higher if we had not had to cancel services on Sunday May 1, and also if we had had more passenger carriages for passengers to ride in on May 2. Our shortage of servicable rolling stock has never been so acute as on that second day of our Gala Weekend, when many people just had to be turned away for lack of space. Additionally, those who did manage to get on the trains, were at times so tightly crammed in as to be very uncomfortable, and this in itself could produce some adverse publicity. Looking on the positive side, we have proved that we are able to attract large crowds to a purely "Railway" event, and need not rely on providing "field" events to swell numbers, although these obviously do help.

Regarding the "Wealden Pullman", no doubt most readers will have seen the superb two-page colour spread in *Womans Own* of April 9, featuring this, our most prestigious service. The result of this article has produced yet another record for the Pullman in that for the first time ever, every seat was sold for the whole season before the first train ran on April 30, in spite of some eight extra trains being added to the scheduled 29 or so. This again reflects the fact that we are able to draw the public to our Railway providing we are prepared to be just that bit better than the others, or are prepared to lay on a little more than "just a steam train ride". This very fact was brought out again by



"Terrier" boiler repairs at Resco (Railways), March 1983. (top) Boilersmith, Norman Payne, checks the dimensions of smokebox saddle opening in Sutton's new smokebox. (bottom) Bodiam's boiler outside the works awaiting attention.

[Brian Stephenson]

the four special afternoon tea trains which ran on Sundays April 17 and 24 when the response was quite overwhelming. Plans are afoot to purchase a Buffet Car in the near future to provide a regular afternoon tea service which will add a considerable amount to our revenue, as well as adding interest for our visitors and make the whole Railway much more attractive to the coach operators with whom we must do much more business if we are to survive. Finally, early though it is in the season, the good start we have made looks set for the season as a whole and the Commercial department will be doing all it can to reverse the recent downward trend of the past few years.

Colonel Stephens' Railway Shop

Turnover so far for this year (Jan-April) is showing an increase of some 25% on last year, due mainly to the fact that we were virtually closed for the first two months of 1982 just after the changeover from the Buffer Stop Shop. Nevertheless, we are still some 12½% ahead of our "target" figure for the same period which is very encouraging for the coming season. A considerable amount of our business is now being done on mobile stands at various exhibitions and outside events which not only helps the figures but also provides a very useful publicity exercise for the Railway as a whole. Thanks are due to all the volunteers, especially Richard Osborne, who have spent many hours organising and attending these "off-railway" events.

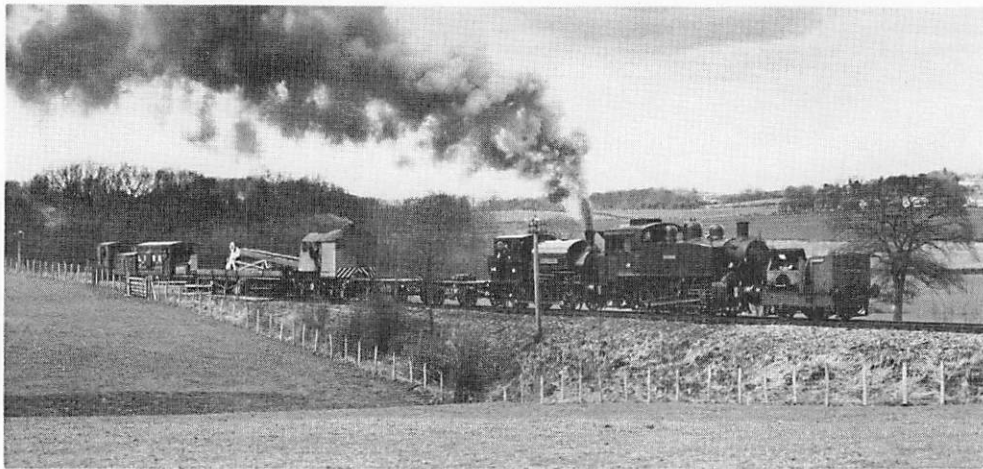
Area Group News

Ashford. The Model Railway Exhibition held in March was a success and £300 was raised towards the Rother Bridge Restoration Fund. The last meeting of the Group in the Summer is an evening visit to Chart Leacon Works on Wednesday 20 July and a visit to Kew Engineerium is being arranged. Autumn meetings start on Wednesday 21 September and thereafter on every third Wednesday in the month at Batchelors Social Club, Henwood Estate at 7.30 p.m. New members are always made very welcome.

East Kent. Agreement has now been finally reached that the Group will be responsible for maintaining a section of the running line south of Rolvenden from the Wittersham side of the new siding to a point beyond Pope's Cottage known to working members as "Lamings Slip".

Sunday 1 May saw a party of approximately 45 visit the Bressingham Steam Museum in Norfolk where the variety of gauges and some 25 assorted locomotives made for a very interesting day out. On the evening of Wednesday 18 May a visit was made to Ashford signal box where we were made most welcome. Several non-members were included in these visits and it is hoped that as a result they will become "converted".

Sales stands have been active within the Group's area and at the Thanet & District M.R.S. exhibition over £200 was taken. A similar sales point will be at the Gravesham Exhibition.



"Works Train" below Cranbrook Road, 26 March 1983.

[Brian Stephenson]

Maidstone. The Group Treasurer, David Felton has produced a summary of donations made to the railway by the Group since it was formed in 1976. The total is £5,494 made up as follows:- Newmill Bridge appeal – £2,015, Purchase and erection of water tower at Wittersham Road – £487, Maunsell restoration appeal – £400, Cafe/Toilet fund appeal – £528, Micro-wave oven for buffet car – £261, Purchase and delivery of Wealden Pullman PMV – £462, Low loader purchase fund – £232, Pump trolley restoration and maintenance – £147, Purchase of tipping trailer for tractor – £125, Purchase of telephone kiosk – £90, Sutton restoration appeal – £285, B.T.H. loco restoration appeal – £250, Tools for clearance department – £202, Platform seat – £10. The Group is also committed to provide another £1,000 towards the B.T.H. loco restoration fund. This is because the wheels on the second bogie, sent away for reprofiling, have hairline cracks and will have to be replaced. Despite our balance in hand, it will need at least two loads of wastepaper to enable us to meet this extra expenditure, so please look out every newspaper that you have. Computer paper is very acceptable as well.

The Group is aware that the box trailer is not the most attractive feature at Tenterden, but we are hoping that eventually a convenient and unobtrusive site will be found – after all it raises £1,000 a year!

The “Maidstone Road-Show” (pump trolley and sales/publicity stand) have appeared at

Gravesend Model Railway Exhibition (30 April, 1 and 2 May), Sandown Park exhibition (14 and 15 May), Moat Park May Fair (21 May) and in a joint effort with the Ashford Group, Sellenge Steam Rally (29/30 May), Gravesend Festival (4 June) and of course, again with Ashford Group, will be at the Kent Show at Detling on 14, 15 and 16 July.

Meetings at the Kimberly-Clark Social Club, Tonbridge Road, will resume on the last Wednesday in September.

Sussex. The Group has completed redecoration of the booking hall at Northiam and this will now be open on the last Sunday in each month as an Information Point. It is also hoped to stage a small permanent exhibition there.

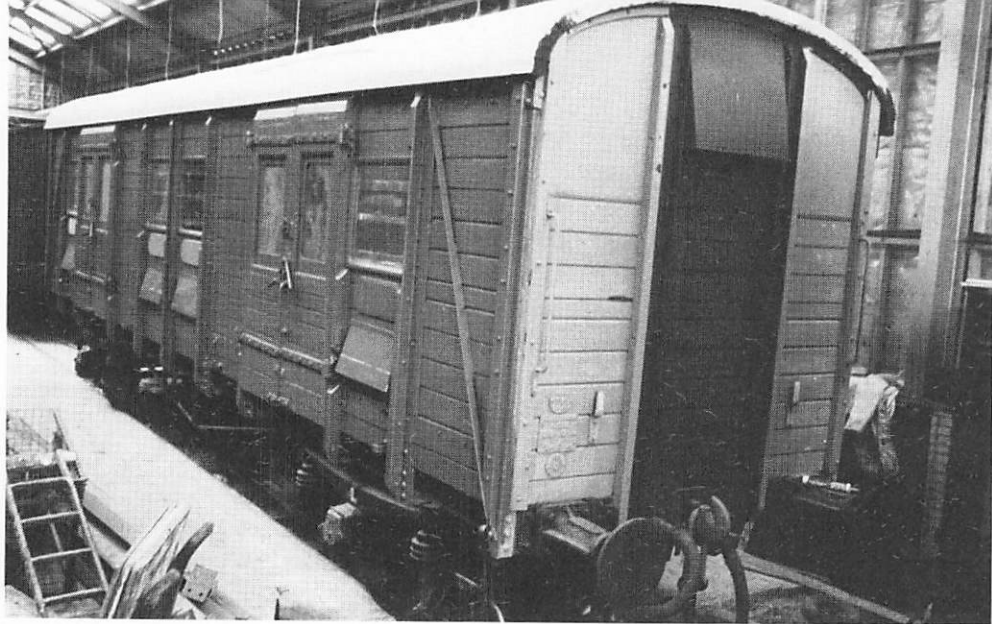
The Group attended the prestigious Society of Sussex Model Engineers’ three-day model railway exhibition in Brighton with a sales and publicity stand and took £350. Events in Eastbourne and Heathfield have also been supported, and there are still some major local ones to come. The meeting on 12 July will feature the Southern Electric Units, there is no meeting in August and the subject for September will probably be the S.E. & C.R. Anyone interested in joining the regular audience of about 25 members should contact Tim Lawrence on Hailsham 845108.

Thameside. The last of the track work at Bodiam has now been virtually completed with the “golden spike” being driven in by George



Austerities Nos. 23 and 25 crossing at Wittersham Road on 2 May 1983.

[Mike Esau]



*P.M.V. for the Wealden Pullman undergoing restoration in the carriage shed at Tenterden, December 1982.
[Paul Sutton]*

Wright on the 300 yard section of track on the Northiam side of the level crossing. In the station area itself, timbers in both sets of points have been replaced as well as several sleepers in the siding. The catch points have been reconnected to the ground frame after being disconnected some years ago.

The wives and girl friends of the Group's members have been taking a very active part in the railway. Debbie Jordan and Sharon Sparrowhawk have repainted the inside of the former booking office at Bodiam in the new standard Company livery, whilst Sue Jarvis has been assisting her husband Kevin in looking after the rail flange greasers on the operating section. These could in no way be called "clean" jobs and it is obvious that our feminine colleagues should not be confined to the shop and buffet and suchlike activities, as Debbie, Sharon and Sue have had as much fun as their partners in doing real railway work. Who will be the railway's first Firewoman?!

Full reports on the May Steam at Bodiam Event and the Inter-Group Quiz (Maidstone vs Thameside) appear in *The Rooter*.

Weald. The consensus of opinion at the Group's A.G.M. on 10 May was that 1982 had been a very successful year, one of the high points being the two-day Model Railway Exhibition at Bligh's Hotel, Sevenoaks when a net profit of around £800 was realised. The Group has been able to discharge its debt to the Company for the repainting at Wittersham

Road Station as well as making the final payment for R.U. Car "Diana", and there is still a surplus of £1,600 in the kitty! There will be another exhibition in the same hotel on 1 and 2 October when Dr. Frank Noakes's model Victorian fairground will once again feature together with many new layouts. The Group's Tuesday evening meetings attract around 25 people and lately members have been assisting in repainting the Cranbrook level crossing area, including the hut and gates. Meetings resume on 11 October and new members are always welcome – please contact Clive Norman (Tunbridge Wells 22532) for further details.

We've won the Cup!

In January 1983 we again entered the A.R.P.S. Magazine Competition, submitting the Summer 1982 issue.

The following is an extract from their press release, dated 18 April 1983:

"The Noel Draycott Award for 1982 has been made to the Kent & East Sussex Railway for its magazine The Tenterden Terrier. The award, which is made annually in memory of the late D. Noel Draycott, Founder Secretary of the A.R.P.S., is for THE BEST regular publication produced by a Railway organisation."

The award, a large silver cup, was received on behalf of the Company by Editors Philip Shaw and Paul Sutton on Saturday May 21 at the A.R.P.S. General Meeting at Cranmore, on the East Somerset Railway.



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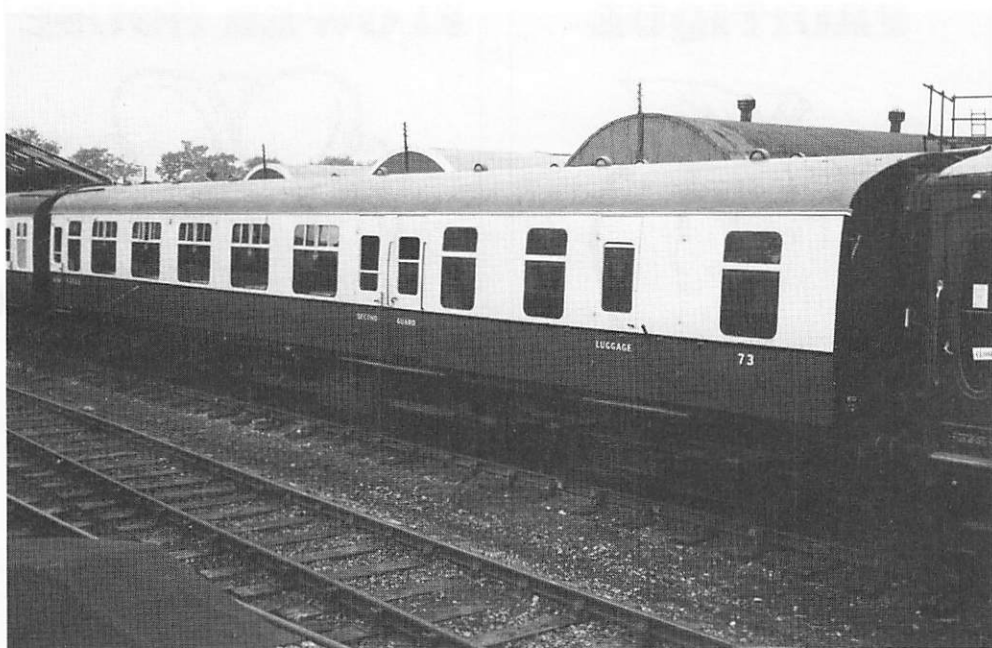
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Mark 1 B.S.O. No. 73 at Tenterden, 19 November 1982.

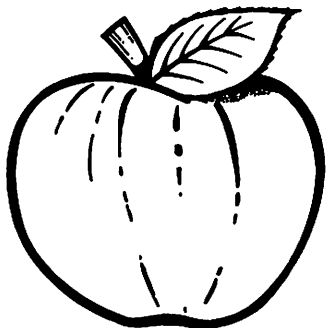
[Paul Ramsden]



Esso tank wagon, at Tenterden, 19 November 1982.

[Paul Ramsden]

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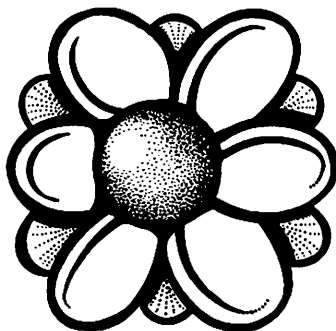
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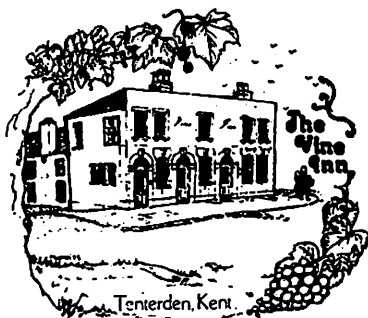
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Colonel Stephens - The Twilight Years



**O death, where is thy sting?
O grave, where is thy victory?**

✱

Colonel Stephens died at the Lord Warden Hotel, Dover, on Friday 23 October 1931, in his 63rd year. A tragic figure in his declining years, Stephens had suffered a debilitating illness which paralysed the right side of his body and deprived him of the power of speech. The Lord Warden, a grand, Mid-Victorian establishment situated adjacent to the Marine Station and catering mainly for boat train traffic, had been his principal residence throughout the 1920's and he travelled each day by train to Tonbridge, from which it was but a stone's throw to his offices at Salford Terrace.

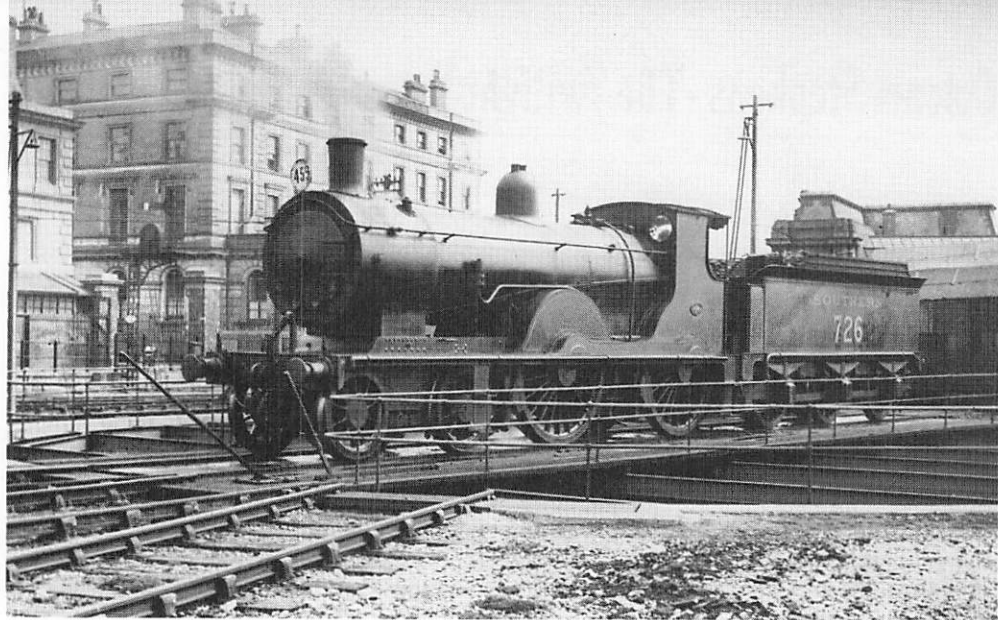
Stephens was well known to the train crews, as he would frequently tip the driver half a crown, particularly if he had to pass directly by the engine cab for the station exit. Certainly, he would have had no lack of opportunity for implementing these little gestures of generosity. According to Bradshaw, an early-morning journey from Dover to Tonbridge in 1926 would have involved catching the 7.01 a.m. train from the Marine Station, changing at Ashford with a wait of 41 minutes, arriving at 9.15 a.m.

Ernie Rodgers, now living in retirement at Dover, was employed at the Lord Warden between 1927 and 1934, initially as a page boy and latterly as hall porter; he remembers Stephens quite clearly as the occupant of room 11 on the first floor and one of only two permanent residents at the hotel:- "The Colonel was a distinctive figure, punctilious in dress and usually attired in dark clothes, including an overcoat or Burberry and he always carried an umbrella. He was quiet and courteous with the staff, but mingled little with the other guests and usually dined alone, returning to the hotel lounge afterwards for whisky, which he drank in large quantities without any noticeable effect, and a cigar."

Stephens may have first become acquainted with the Lord Warden at the time of the construction of the East Kent Railway at Shepardswell nearby, but it was not until some years later that he took up permanent residence there. In the early years of the century he had rented rooms at a house in Station Road, Robertsbridge, and also lived part of the time at Ashby House, Priory Road, Tonbridge, premises which he owned and kept going even when he was at the Lord Warden, presided over by his housekeeper, Miss Flo Standen. The move to Dover may have taken place in 1923 (surviving correspondence shows him to have been there in 1926) possibly for the reason that he could be close at hand to his Territorial Army activities, the Cinque Ports (Fortress) Company, Royal Engineers, for which he was Commanding Officer and which he regarded as his only hobby. Stephens' military activities had been spasmodic; he spent a certain amount of time at Pier Road, Gillingham, as a recruiting officer between 1914 and 1916, but when the War Office told him to devote all of his time to Army matters or resign, he did the latter. A staff dinner for the Salford Terrace employees was held at the Criterion Restaurant on 4th February 1916 to commemorate his return to railway work.

Stephens was transferred to the Territorial Force Reserve in 1921 and appointed Commanding Officer to the Sussex (Fortress) Company, Royal Engineers, at Seaford in 1922. This unit was disbanded in 1923 and transferred to Dover as the Cinque Ports (Fortress) Company.

Former R.S.M. Jacomb, permanent staff instructor throughout this period, was



The Lord Warden Hotel, 14 July 1939. Colonel Stephens' bedroom is to the immediate left of the signal arm. Ex L & S.W.R. Class "T9" No. 726 on the turntable.
[J.P. Wilson]

interviewed by the writer in 1976. He recalled Stephens as an independent old-style officer and a gentleman; a very eccentric figure who sometimes refused to go on parade and at Seaford watched the activities through field glasses from his hotel bedroom. He was generous with his men, frequently buying them drinks and on one occasion a boat, so that they could row round Dover harbour. On another occasion, he decided to form a string, pipe and brass band and bought all the instruments personally. Being somewhat erratic by nature, Stephens' arrival would often be preceded by a telegram at the last minute, asking to be picked up at the station and it had been known for him to cancel weekend camp at a moment's notice and pay personally for all the provisions wasted.

The heyday of Stephens' light railway empire was immediately after the Great War and by the end of the 1920's the creative days were over. The last two lines that he engineered were the North Devon & Cornwall Junction Light Railway and the Ashover, both of which were opened in 1925. Several others were planned at around this time but not built, including the Newport & Four Ashes, Worcester & Broom, Southern Heights and various extensions to the East Kent. Apart from this, it was merely a case of administering the existing railways, including the tiresome Festiniog and its truculent Traffic Manager, Robert Evans, with whom there was a voluminous exchange of correspondence (but more one way) between

1925 and 1930. Indeed, it is following a perusal of the Festiniog archives, which have miraculously survived virtually intact, that one can pinpoint almost exactly the onset of Stephens' illness. The Great Man always insisted on signing all letters emanating from the office personally, but after 24 January 1930 this became at first spasmodic and then stopped altogether. Nevertheless, all correspondence continued to go out under his name, although written by his clerks, right up until the end. Inevitably, the style of the writing changed and by the early Spring of 1930 the urgency and the humour of the prose, so characteristic of the man, had gone forever.

Stephens is believed to have suffered his first stroke at the end of January 1930, following a visit to London to attend a function. Nevertheless, he still managed to make his way regularly to Salford Terrace, despite a pronounced limp, some paralysis and impairment of speech. By the late Spring he suffered a second and more serious stroke, which further incapacitated him. In June, he was reported as "not being well enough to be consulted" and about this time, at the suggestion of his physician, Sir Percival Horton-Smith Hartley, entered a London nursing home, where from all accounts he proved to be a difficult patient. A nurse confided to a member of the Salford Terrace staff that on at least one occasion he had to be restrained from throwing banknotes out of the window, during a period of frustration with his

condition. After 6 weeks he discharged himself and went to convalesce at Hastings. Unable to communicate either physically or verbally, Stephens grew tired of his isolation and arrangements were made for him to return to the Lord Warden, where at least everybody knew him.

From then on he was nursed, virtually night and day by the hotel staff, communicating by means of a nod or a shake of the head and unable to feed or dress himself; clear in the mind, but totally inarticulate, except for a pathetic utterance "Wo, Wo, Wo", which he used to draw attention. Several times a week, Arthur Iggulden, his Secretary, went down to see him, often being kept so late that he would arrive back at Tonbridge at midnight, having just caught the mail train. Iggulden had been granted Power of Attorney to deal with Stephens' personal affairs on 17 January 1931.

Despite his grave disabilities, Stephens continued to visit his lines when he felt able, going even as far as the Festiniog at Portmadoc, where it is recorded he went in April 1931. On these occasions he was accompanied and

physically supported by a member of the staff (usually Alfred Willard) or in the case of the nearby East Kent, frequently by Ernie Rodgers, who would hire a taxi to take him to Shepherdswell for the afternoon. The end came quite suddenly, when the night porter, Rigden, went up with the morning papers, drew the curtains and found him dead in bed – he had suffered a fatal heart attack.

The funeral was held at St Peter's church, Hammersmith, the mourners consisting mainly of staff members and business acquaintances, there being no surviving relatives. Amongst several representatives of the Southern Railway were C.F. Barfoot, on behalf of the Chairman, Sir Herbert Walker and in person R.E.L. Maunsell, Chief Mechanical Engineer. Interment was in the family grave at the Brompton Cemetery, Fulham Road, but Stephens' name was not inscribed on the tombstone – probably due to an oversight. Four staff members shared equally in his estate of some £30,000, under a will dated 19 January 1931, initialled "H.F.S." in a shaky hand and included W.H. Austen, J.A. Iggulden, A. Willard and G.H. Willard. The family



Southern House, Sealink U.K. Headquarters in 1982, formerly the Lord Warden Hotel, Dover. Stephens' bedroom was second row up, second from the right.
[John F. Hendy]



The interior of Colonel Stephens' bedroom in 1983, now occupied by a freight forwarding company, Colvanbridge Ltd. Stephens did not have use of the adjoining room on the left, the door to which was kept locked.
[John F. Hendy]

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collection of mainly Pre-Raphaelite paintings was bequeathed to the Tate Gallery.

Stephens' close friend, Gilbert Szlumper, General Manager of the Southern Railway, wrote after the funeral to Austen, "My little mother sent the poor old Colonel a photo of herself as he always had a soft spot in his heart for her and she is wondering if you can send it back now he is gone? I am glad he looked after you and some of his other 'boys' in his will – you were certainly very good friends to him and it is a just reward. I suppose you have not had time yet to consider what you are going to do about carrying on the office and some of the jobs".

In the event, Austen assumed overall responsibility for the office after Stephens' death – a role that he had been obliged to fill anyway since the beginning of 1930, but with the depression years ahead and the growth in road competition, its days were clearly numbered. The War provided a temporary respite for the East Kent, Kent & East Sussex and Shropshire & Montgomeryshire lines, but with nationalisation in 1948, the doors of number 23 Salford Terrace, Tonbridge were finally closed to light railway administration forever.

The Author would like to acknowledge the assistance of A. Michael Davies, John Miller and Paul Sutton in the preparation of this article.

Philip Shaw

Our medical correspondent writes:-

The Colonel's death certificate shows the primary causes of death as Coronary Thrombosis and Polycythaemia Vera. The latter condition is interesting

in that it was undoubtedly the real cause of the deterioration in his health in the last years. The disease is one of middle age and is more common in men. It is characterised by the over production of red cells in the blood and may give rise to a rather ruddy appearance in the sufferer. The patient may complain of headache, dizziness and tiredness and indeed it is possibly not surprising that the Colonel, feeling far from well, may have seemed rude and lacking in patience in his latter days. Among the complications of Polycythaemia is the possibility of blood clot formation and this may be particularly devastating if a clot (thrombosis) occurs in the brain.

Stephens had probably suffered from the complaint for some time and the earlier episodes of cerebral thrombosis (or "strokes"), may well have been attributable to this. Because the nerve pathways cross over at the base of the brain, the left side of the brain controls the right hand side of the body and vice versa. Stephens seems to have had firstly a "mild" thrombosis in the left side of the brain which resulted in a partial paralysis on his right side, hence the limp and difficulty with writing. Unfortunately for the Colonel, the left side of the brain also controls our powers of speech, so that when he was struck down with a more "severe" thrombosis, he lost not only his power of writing but verbal communication as well. If only he had been left-handed!

Although the emotions may be disturbed following a "stroke", the victim of such a catastrophe may be intellectually un-impaired. The frustration of a man such as Stephens, unable to communicate his ideas and wishes either in writing or speech may be imagined. The fatal coronary thrombosis in the early hours of the 23 October 1931 at least spared him from further suffering from Polycythaemia Rubra Vera, to give the condition its full name.

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Letters to the Editor

Previous Royal Visits to Tenterden

Sir – I was interested in the article by Paul Sutton on the Royal Visit to Cranbrook of H.M. Queen Elizabeth, now the Queen Mother, on 6 July 1950 (*The Tenterden Terrier*, Spring 1983).

Your readers may like to know the train timing and empty workings of the special.

London, Victoria (platform 2) dep. 12.35,
Cranbrook arr. 14.00.

Empty Workings

Cranbrook	dep. 14.10
Hawkhurst	arr. 14.15*
Hawkhurst	dep. 14.35
Cranbrook	dep. 14.40
Goudhurst	dep. 14.51
Horsmonden	dep. 14.59
Paddock Wood	arr. 15.11
Paddock Wood	dep. 15.16
Tonbridge	arr. 15.58**

* Engine run round train and take water

** Stock to be sent empty to Stewarts Lane as ordered

The special was, of course, a one way journey. Pullman Conductor A. Werry was in charge of "Malaga" and can be seen in the photograph on page 29; the writer composed the menu.

Frant, Sussex

Julian Morel

Sir – I was particularly interested in the photograph on page 27 of the Spring 1983 issue of *The Tenterden Terrier* as I lived at The Grange for thirteen years from the early days of the first world war. During the second world war I was staying at St. Michaels very near The Grange on the Sunday when the bombs dropped which hit the tunnel. The first of the stick landed by St. Michaels Church and I am sure The Grange was not damaged in that raid as we walked past it on our way down to church soon after, where we found the Vicar picking up glass from the windows.

The photograph which you reproduce is a most unusual aspect of the building taken from the north east. From the south it overlooked Tenterden and we could see the plumes of white smoke as the trains stood in the station and often heard the whistles and watched the trains go round to Rolvenden.

Crawley, W. Sussex Winifred la Suze Budding

Tenterden's new development

Sir – My heart sank when I saw the plans to destroy the intimate charm of Tenterden Town

Station. The rot, it seems, began sometime ago when a carriage and wagon shed was erected which effectively blotted out the attractive rural scene from the station platform. Now the planners seem hell-bent on a programme of modernisation of amenities. Is it really necessary to go to such lengths to attract passengers to our railway, when major alterations are repugnant to many who work for and intend to support the original terms of reference. I firmly believe that belonging to the Kent and East Sussex railway means preserving the individual, albeit bumbling, character of the line, but not to ape other railways.

If the "likely Wikeley" plan is carried through to fruition then we can say goodbye forever to what was once an attractive small town station.

Orpington, Kent

Bill McNair

Yorkshire Mice and Teddy Bears

Sir – The excellent coverage in the last issue of our New Year visitor, entitled "A Yorkshire Mouse in Kent", prompts me to shed a little more light on locomotive nick-names. The title of this very publication is, after all, taken from the popular name for the A1X locomotives known universally as "Terriers", supposedly for their ability to start and stop rapidly. The name "Rooter" (from which our newsletter derives its name) was also applied colloquially to the same locomotives.

Colloquialism also seemed to play a part in the various nick-names applied to the Ivatt Class 2 2-6-2T locos of which our visitor, 41241, was a member. It is generally accepted that they were known as Mickey-Mouses (Mickey-Mice?), but it would seem that various South London depots referred to them as "Teddy Bears" whilst in the Dover area they were known as "Brumases". Some connection is to be found here in that the south eastern country area depots normally used the nick-name "Teddy Bear" for the larger LMS type 4MT 2-6-4T's which were common in the 1950's in Kent and Sussex, and it would seem that the Ivatt 2-6-2T, also to be seen in regular use in the same area, being a smaller version, became known as "Brumases" after the popular baby Polar Bear of the early 1950's.

Finally, quite why the names Mickey Mouse or Teddy Bear came into being at all will probably remain a mystery, but one theory put forward by many railwaymen is that when these locomotives were first drafted to the

Southern Region in the early 1950's, they had to be fitted with the two extra smokebox lamp irons to conform to the standard SR headcode system. When these were both carrying headcode discs the front profile then resembled, with a little imagination, either a teddy bear (2-6-4T) or Mickey Mouse (2-6-2T). However, the whole subject of locomotive nick-names could easily fill a lengthy volume, suffice to say that whether one's favourite loco was a "Charlie", "Spam-Can", "Terrier", "Black Motor" or "Paddlebox", the etymology of these names will remain enigmatical.

Maidstone, Kent

D.S. Lindsay

Railway Ghosts

Sir – I am compiling a book on Railway Ghosts and other unexplained Happenings and now find that I require additional material to enable me to complete the manuscript. I wonder if your members can help me with their experiences?

Humberston, Grimsby

W. Barry Herbert

Actually, we have quite a lot of them round here – members who can be relied upon to disappear when any work needs doing and materialise when it is finished!
– Ed.

E.K.R. Services

Sir – S.E. & C.R. and S.R. public timetables, also Bradshaw, show a service of passenger trains on the East Kent Light Railway from Shepherdswell to Tilmanstone Colliery Yard – obviously continuing for the use of miners – between 1922 and 1929. I can find no reference to this service in any published work on the East Kent. Does any reader know when these trains commenced operation and when they ceased?

Kemsing, Kent

Godfrey R. Croughton

Why do the numbers keep on falling?

Sir – I have read with much interest the correspondence concerning the fall in passenger numbers (*The Tenterden Terrier*, Winter 1982). Significantly it has come at a time when similar articles have appeared in the national railway press, as the preservation movement takes a long hard look at itself.

It is probably fair to say that the public, who pay for our hobby, no longer feel that a ride behind any old steam engine is of sufficient interest to part with their money.

Essentially, we need to provide value for money

and an interesting and varied day out. To achieve this we need to progress on two fronts – the basics and uniqueness or "atmosphere". The Tenterden development goes a long way to meeting the first requirement, and enhances the second. Clean lavatories, food and all weather entertainment go a long way, providing car parking is close to hand – and we haven't even lit a steam engine yet!

Turning to the railway itself, your correspondents have said we need to provide greater interest, and I agree entirely. The one place that holds great interest for the public, which is largely "out of bounds" is Rolvenden Locomotive Works. I feel that we must separate the paying public from the potentially dangerous pits in the shed. A catwalk, or viewing gallery, within the building, with access from Rolvenden station is feasible, and commercially viable if a small fee is levied.

Turning to the question of "atmosphere", this is rather more difficult to define. We undoubtedly suffer from being unable to pursue a "big engine" policy of other railways, which have a strong appeal. However, this disadvantage we can turn to our advantage and establish our uniqueness. We must not ignore our history, we are after all the first light railway. The restoration going on at the moment in Rolvenden of the two Terriers and P Class; the building of a replica Model T railbus; the restoration of Edwardian Birdcage coaches and a Great Eastern 6 wheeler together with the careful study now going on for the development of Northiam Station area, will all provide attractions for visitors in the future.

Eynsford, Kent

Tim Stanger

Swap Shop

Sir – In your editorial in *The Tenterden Terrier*, Spring 1983, you invited suggestions for steam engines which would be welcome visitors to the Kent & East Sussex.

I believe the movement of preserved locomotives between various preserved railways is most worthwhile. The close links with Resco (Railways) and the Bluebell Railway have already provided the opportunity to bring interesting engines to Tenterden.

The locos which would be most welcome are those which helped to keep services going during either the independent or nationalised periods. It is surprising how many of these have been preserved, in particular several Terriers,

the class of locomotive with the closest relationship to the Kent & East Sussex.

Most of the Terriers which have been preserved ran on the line at various times but No. 78 in particular completed a very high mileage after its return from service on the Isle of Wight. No. 55 also worked on the line for a considerable period before and after nationalisation and its present stable-mate, No. 72, was present on several occasions towards the end of B.R. steam.

I think it would be most worthwhile to run a Terrier Rally to commemorate the return to steam of our own Terriers, inviting others to attend, which would provide an opportunity to see a wide range of liveries.

Two other preserved locos have close links with the line. No. 65, the 01, worked as No. 31065 on the Headcorn extension through most of the B.R. steam period and is the only tender engine remaining which worked on the line before preservation. This would provide ideal motive power for the mixed trains planned for the October timetable. The second is former

E.K.R. No. 5, the Adams 4-4-2 tank, now based on the Bluebell Railway, which worked on the Colonel's other line in Kent.

Most of the engines I have mentioned above would not have to travel very far to the railway. In particular the Terriers, being small, are comparatively easy to transport. The one engine which would have to be hauled some distance is No. 78 on the West Somerset Railway. However, as the railway is short of heavier motive power, maybe No. 78 could be exchanged for one of our larger tank engines, thus providing a return load for the low loader, which might also justify borrowing 78 for a longer period?

Warwick

Paul Davison

Terrier No. 78 has been acquired by Resco (Railways) Ltd. and it is hoped that the locomotive will run on the K&E.S.R. from time to time, once restoration has been completed. The 01, 31065, is due to be auctioned by Christies at Ashford, together with the other items at the former Steam Centre, in August - Ed.

If there was a railway magazine that was head-and-shoulders above the rest for the depth of its news coverage, the quality of its articles and the imagination of its photographs, you'd buy it, wouldn't you?

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First Trains to Hexden Bridge

On April 25, 1983, one of the few sunny days experienced in the wettest April on record, the official reopening ceremony of the line between Wittersham Road and Hexden Bridge took place.

A lunchtime Pullman train was run from Tenterden to Wittersham Road for guests which included Robert Neame, Chairman of the South East England Tourist Board, who had kindly agreed to perform the ceremony; Councillor and Mrs. S. Brown, the Mayor and Mayoress of Tenterden; Councillor Mrs. J.J. Winnifrith, Deputy Mayor of Ashford Borough Council; Councillor Linklater of Rolvenden Parish Council and Mrs. Keith Speed, wife of our local Member of Parliament.

On arrival at Wittersham Road, the Chairman of the Tenterden Railway Company, Mark Yonge, first welcomed Mr. Neame as our special guest and went on to say that this was a very historic day for the Kent & East Sussex

Railway as it would be the first official passenger train to travel over the section of line for almost 30 years.

In his reply Robert Neame said that the tourist industry in Britain was notoriously under-financed and the revenue earned by tourist attractions from overseas visitors was of great benefit to the balance of payments. It gave him great pleasure to witness the expansion of the Kent & East Sussex Railway, a steam-operated line of tremendous value and interest in South East England. He wished it every success for the future and hoped that trains would soon be running through to Bodiam Castle.

Mr. Neame then boarded the locomotive Charwelton at about 2.30 p.m. and "drove" the train through the tape to the applause of the assembled guests on the platform.

P.D.S.



South East England Tourist Board Chairman, Robert Neame, flanked by the Mayor of Tenterden, Councillor Stuart Brown and Tenterden Railway Company Chairman, Mark Yonge at the opening ceremony for the Hexden extension, 25 April 1983.

[Brian Stephenson]



*Charwelton bursts through the tape, amidst exploding detonators to formally reopen the Hexden extension.
[Brian Stephenson]*



Charwelton leaves Hexden Bridge for Wittersham Road, with the reopening special.

[Brian Stephenson]



Maunsell climbs Wittersham Road bank en route for Hexden Bridge, 2 May 1983.

[Mike Esau]



*Northiam coasts through the cutting on the approach to Wittersham Road Station from Hexden on 2 May 1983.
[Mike Esau]*

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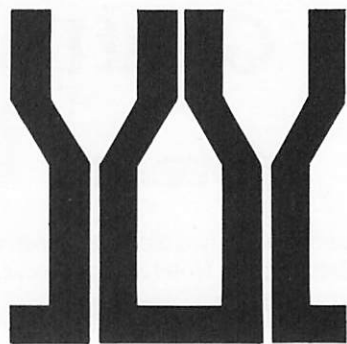
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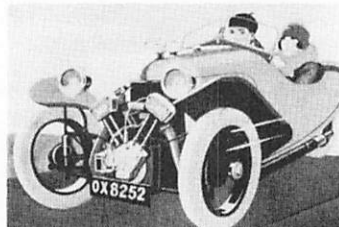


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Men Against the Jungle

The Clearance group on the Railway is at work every third Sunday in the month, generally from 10.30 a.m. in the Summer and 10.00 a.m. in the Winter. For the past three years the meeting point has been Wittersham Road Station and "jungle bashing" has been carried out back along the operating section to Newmill Bridge and recently, and more importantly, over Wittersham Bank to Hexden Bridge and on towards Rother Bridge.

Tools are kept in store at Wittersham Road and after a quick check on numbers, handed out to helpers. These include machetes, hand saws, long handled brush wood cutters and pitch forks, together with four chain saws which have to be kept fuelled, oiled and maintained in tip top condition. Equally important are bags of paper and kindling wood for lighting fires, and ropes for persuading trees (sometimes) to fall in the right direction! As members will appreciate, walking with one's food and collection of equipment can prove tiring, particularly if the working area is a mile away so the chance of a ride on a passenger or a works train from Wittersham Road is greatly appreciated.

Having arrived on site, a decision is made as to where the fires are to be lit. Because of the cost and operational problems of transporting and stacking wood for sale, all felled timber is burned on site. Visiting groups are given a short lecture on the hazards associated with using the tools. Members who have been involved with clearance in the past will realise that it is all too easy to work dangerously close to one another, especially when dealing with hawthorn and blackthorn thickets and dense areas of brambles. A precipitate move under these conditions could quickly result in a serious injury so safety lectures are vital. Thick clothing is also important to avoid the appearance of a pin cushion at the day's end!

No rigid work profile is laid down, as people are happier doing what they are best at. A reasonable day's target is to clear back to both fences for a distance of two telegraph poles.

Much of the track between Wittersham and Bodiam is lined with hawthorn and blackthorn trees and these can be very difficult to cut down as they often intertwine branches. As soon as practical, a fire is lit. Dead grasses, brambles



*Clearance party working towards Northiam near to the Rother Bridge, on the Hexden side, 28 May 1983.
[Alan Tebbott]*

and willow branches are plentiful and burn very easily and quickly, but lighting and maintaining a fire initially is quite an art, laying all the wood in the same direction on a raised "grate".

Neither hawthorn nor blackthorn burn very easily, as the thorns and twisted branches snag each other, preventing the wood from pressing close enough together to build up a good heat, however the smooth, straight-growing willow produces a very hot fire. Progress in the Winter and early Spring is often slow because ditches are full of water and it can be very tiring and depressing to have to walk a long distance carrying logs to an accommodation crossing, just to traverse a ditch and reach the fire.

A break for lunch is generally made at 1.00 p.m. when the latest railway management meeting minutes usually prove to be a popular topic of conversation, providing an important link for the Clearance Department which has been working for a long time in "the outback" where the sight and sound of a steam locomotive is only a rumour! After lunch, the gang may fell several of the large willow trees which are in a bad condition, to avoid damage to the embankments and permanent way. Occasionally, this work has snapped the telephone wires but with the introduction of electric token working it is now essential that

these are not damaged in any way. Much of the fencing is held together by the trees and will require attention to satisfy adjacent landowners. Several groups of willows and hawthorn and individual oak, beech, ash and sycamores are being kept, between Wittersham Road and Northiam, to give interest to the landscape and to create an impression of distance and speed to what could otherwise be a very uninteresting part of the railway.

A number of larger areas are being kept as nature reserves, where only limited work is being carried out to maintain the existing environment. Many different animals have been noted over the years on or near the railway and mink have even been seen walking along the metals.

Much of the natural ground cover is provided by brambles and dog rose, the latter sometimes growing to over 20 feet. The only satisfactory method of dealing with these is to cut them back as close to the ground as possible and to roll the remains up into a giant bramble ball which is then pushed along the track to be burned. "Controlled burning" is also carried out in areas of bramble which eliminates most of the fibrous material and stimulates grass growth, the grass roots proving beneficial in stabilising embankments as well as improving appearances.



The boys of Wilderness School, Sevenoaks, on a clearance party in June 1982. Keith Russ is in the back row on the extreme left, holding the map.

[Frank Tullett]

Last Summer was notable for fine weather on clearance days. On two consecutive Sundays it was so hot that members stripped off and took the plunge in the Rother to examine the bridge from the underside – it didn't look any better than it does from the top!

The day is rounded off with a final clear up of the site and tidying of the fires, which then probably burn for another day or so. Tools are collected and counted before the works train is taken back to Wittersham Road. It is a sobering thought, whilst sitting in the pub on a Sunday evening following an energetic day that one's aches and pains will only be worse in the morning!

Robin Dyce

School parties, Venture Scouts, Rotoract and other youth groups often come down for a day's clearance, including boys from the Wildernesse School, Sevenoaks, one of whom, Keith Russ, wrote recently describing their experiences.

Wildernesse in the wilderness!

Groups of boys from our school have been coming to work on the Kent & East Sussex Railway for some years now. Our involvement followed a talk by the railway's Mr. Stanger to the Sevenoaks Society attended by Mr. Tullett who organizes conservation activities in the school. He "volunteered" our assistance and we have been grateful ever since!

In the early days, the boys arrived not quite knowing what sort of work would be required. A great variety of tasks was tackled, ranging from litter collecting to cleaning and painting locomotives. However, for the last two years or so we seem to have settled down under the wing of the Clearance Department and most of our efforts are directed to helping with the extension to Northiam (there are faint

murmurings occasionally – some of the boys still want to be engine drivers!). We usually travel in the school minibus to Wittersham Road where we meet other members of the Clearance Department, collect the tools, and set off to the work venue. This generally means a slog along the line but sometimes we have the treat of a ride by diesel train. The actual work can be quite hard as there are often huge trees to be felled, sawn up and dragged to large fires. The fires are always an attraction, but specially on cold Winter days; we never seem to remember to bring our potatoes for baking!

The group usually numbers ten or twelve but we have had up to seventeen boys present. They are of all ages, from first year's to fifth formers, and some of us "older hands" now know the railway very well. A few boys have gone on to become individual members, helping out in other departments. All of us are of course volunteers and we come well prepared for any kind of weather, also well stocked up with food and drink. This is essential because most of the time we really are working out in the wilderness, far from civilisation. On hot Summer days all drinks are at a premium and at these times we are always pleased when we are working near the Rother bridge, for this provides an excellent diving board into the cool waters below during our lunch break. At the end of the working day we are all usually very tired but everybody seems to have enjoyed every minute of it.

Most of the boys who come belong to the school's Field Society, which also does other types of conservation work and organizes many excursions. All activities concerned with railways seem to be popular and we have made visits to several of the K. & E.S.R.'s rivals, but so far we haven't been tempted to go to work for them!

Keith Russ

Wildernesse School, Sevenoaks

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Traffic at Hodson's Mill

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

Passenger services over the former Kent & East Sussex Railway ended on 4 January 1954. This barely affected the siding at Northbridge Street. Two freight trains daily served the line as far as Tenterden. Wagons for the siding were left on the outward trip from Robertsbridge and the empties were normally taken all the way on to Tenterden and brought back again. Only occasionally were there sufficient wagons to warrant a special trip from Robertsbridge to the mill siding and back. From October 1955 the number of trains was reduced to one daily trip along the line and following trial runs, diesel engines took over the freight workings in June 1958 but steam continued to put in an occasional appearance until 1959. "Terriers" were called back to take over when the branch diesels had to return to works for attention.

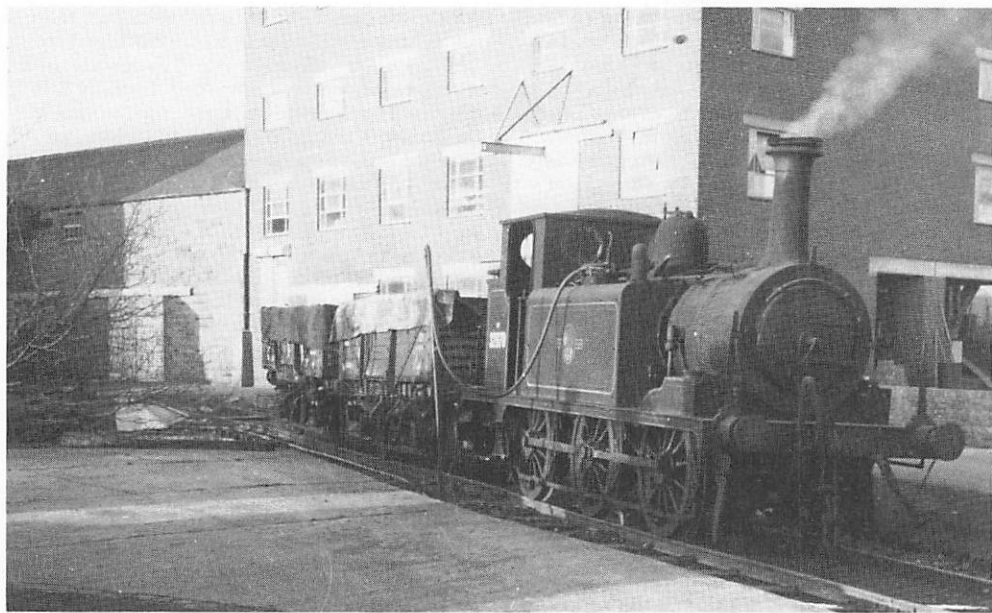
In the late '50s, Mr. Thomas Dadswell – proprietor of the mill – began to import through Avonmouth Docks which enjoyed cheap rates: it was more economical to forward to the mill from Avonmouth by rail rather than by road, 10-ton vans being used. In 1959, or thereabouts, 20-ton bulk wagons were first employed to bring wheat from Millwall Docks in 60- or 80-ton lots. Tests had shown that these wagons could traverse the siding and

their use made unloading much easier. Hitherto wheat had arrived in sacks and much man-handling was needed to get them into the mill; now the wheat was allowed to flow out into the circumference of an old tractor tyre where it was gathered up by power auger. When a wagon was derailed in transit at Tonbridge West Junction it had to be unloaded in Tonbridge East Yard and wheat was seen growing sometime afterwards where the derailment occurred.

Following announcements the previous year, public notices confirming the impending closure of the line were posted in the Spring of 1961. There may have been some presumption that the mill siding would continue to be served from Robertsbridge. Complete closure of the line on 12 June 1961 came as a surprise to both Mr. Dadswell and British Railways traffic control for three bulk wagons arrived at Robertsbridge for the mill shortly afterwards. He was told that the wagons would have to be unloaded in Robertsbridge goods yard and the contents transferred to the mill by road, a distance of barely a mile. Not enamoured by the idea Dadswell suggested that if B.R. found him an engine he would continue to take wagons round to the mill himself. Rather to his



Shunting into the Mill, across the A21 on 2 January 1954 – the last day of passenger services. [Pamlin Prints]



"Terrier" 32670 takes water during a pause in shunting, probably in October 1959, when the usual branch engine was unavailable. Note missing smokebox number plate.
[Lens of Sutton]



"Terrier" 32678 with steam to spare, shunting across the Mill bridge in the 1950's. This locomotive is now owned by Resco (Railways) Ltd.
[Lens of Sutton]

surprise B.R. told him that they had an engine that might well suit his needs at Brighton. In the company of his boiler inspector, John Unsworth, he inspected "P" Class No. 31556 which had been employed as shed pilot at Brighton until the previous April. With the inspection proving satisfactory, the engine was worked light to Robertsbridge two days later on Friday 30 June, arriving at the mill around 4 p.m. The B.R. crew gave the mill staff some rapid instructions as to what to do and what not to do, and were soon off home. The Robertsbridge policeman, Pc Young, called by and offered to instruct the men in the arts of firing and driving: he had been a fireman on the Newhaven West Quay line. The engine was first used by its new owners the following day.

The engine, no stranger to the area, for it had been hired to the Kent & East Sussex Railway by the Southern Railway in 1936, 1938 and 1947 (see *The Tenterden Terrier* number 29), was quickly named "Pride of Sussex" after the flour made at the mill. When crossing the main road, and being berthed on the short subsidiary siding near to the highway, it was under the public eye and hence a good advertising feature. The engine was steamed four or five times weekly. Jim Barber, Albert Button and Ivor Baldock – all mill staff – made up the usual crew. Mr. Dadswell drove it on some occasions. "We all loved it" he recalls; he also recalls that although all were inexperienced in the skills of engine driving they never once had a mishap.

The engine allowed the rail connection to be kept, the line to the siding being maintained by B.R. It facilitated the continued use of Avonmouth Docks, bulk grain wagons, and the carriage of fertilisers from Fisons and ICI

which was better suited to rail transport than road. After the closure of Robertsbridge yard in 1963 they were given the use of the goods shed where sugar beet was unloaded. Initially B.R. staff used to come down to the mill to unlock the points to the siding but after a while the practice was discontinued. After boiler repairs by an Ashford fitter "Pride of Sussex" was taken up the line to Salehurst which must have surprised the local residents. On occasions when the engine was under repair, the newly inaugurated Preservation Society lent the mill motive power – the Ford B.T.H. diesel and No. 3 "Bodiam" were certainly used under the watchful eye of the late Charlie Kentesley from Rolvenden. In 1966 the mill was sold to Joseph Rank and Mr. Dadswell retired in December 1968. Ranks continued to use the siding for a few more months, probably until February 1969. The flour side was closed down with the mill concentrating on animal feedstuffs. Thus Hodson's siding was officially closed on 1 January 1970, it having served the mill for some 66 years. "Pride of Sussex" and several wagons from the mill were acquired for the Preservation Society and the track removed shortly after official closure.

Today the mill is owned by SCATS and flourishes as a Farmer's Centre and Animal Feedstuffs Mill. No trace of the siding remains on the mill property although its course can be traced over the road to its convergence with the main Kent & East Sussex line.

Neil Rose

The writer would like to thank both Mr. Thomas Dadswell and Stephen Garrett for their generous assistance in the preparation of this article.

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Carriages in Camera -Part 1

A History of Kent & East Sussex Passenger Vehicles from 1900 to 1932

Previous attempts to chart the history of the carriages on the K & E.S.R have foundered through the absence of firm information. At last, irrefutable evidence is available from amongst the papers left by the late Mr. W.H. Austen, notably in the form of a A "Register of Rolling Stock" kept in detail from 1908 to 1911 with a number of later, albeit less complete, additions into the 1920s. Some mysteries remain concerning stock received after 1911 and there are no details at all of the carriages acquired from 1932 onwards.

The carriages acquired before 1932 fall into two distinct groups. The first group, a mixture of new and second-hand vehicles, was numbered in sequence from 1 to 22 and came from a wide variety of sources. The second was numbered in a random and often inexplicable way and consisted entirely of second-hand stock originally built for the London & South Western Railway. This article deals with the first group and the remainder will be dealt with in Part 2.

The Hurst Nelson/Pickerings

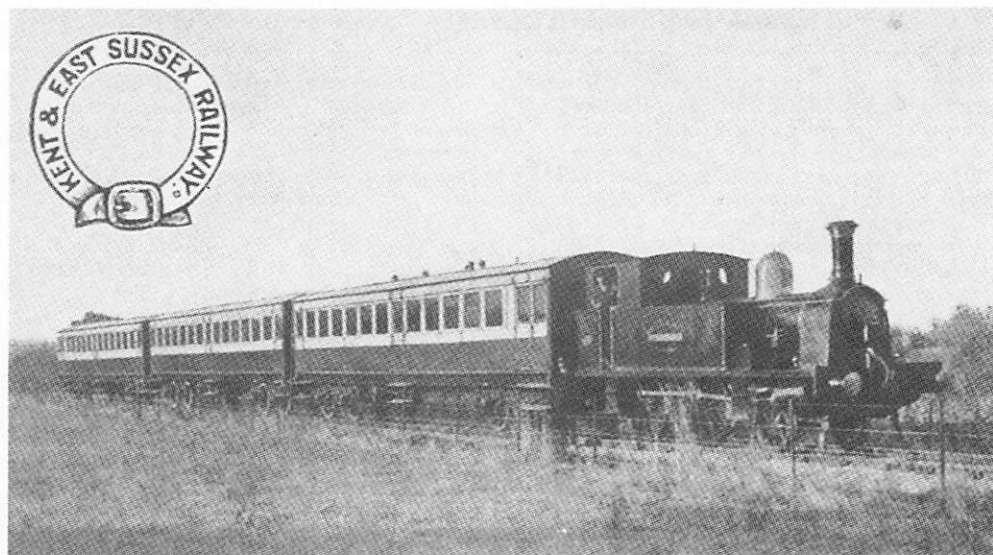
When the Rother Valley Railway opened in 1900 it had six four-wheeled carriages built by Hurst Nelson in 1899. Nos. 1-4 were 3rd class and seated 32; Nos. 5-6 were 1st class with 28 seats. In 1904 they were sent to R.Y. Pickering of Wishaw and converted into three bogie coaches. No. 1 was a 3rd brake seating 48, No. 4 was a brake composite seating 16 1st and 28 3rd, No. 6 was an all-third seating 64. The Nos. 2, 3 and 5 then remained blank until the 1930s.

In 1932 all three carriages were said not to have been used "for some 20 years past". No. 1 lost its body for £5 in 1934, No. 4 went to a Mr. Brazil for £10 in 1935 whilst No. 6 earned £6 for its body in 1932 but only 10/- for its underframe in the following year.



The Hurst Nelson carriages with brake van No. 8 at Rolvenden, 1900.

[Real Photographs]



*The Hurst Nelson carriages as rebuilt by R.Y. Pickering, shown in an official Railway Company postcard.
[Tenterden Railway Company]*

The Hurst Nelson Brakevans

The Rother Valley bought two brakevans from Hurst Nelson to go with its four-wheelers or on goods trains. Nos 7 and 8 do not seem to have been used very much but enough to warrant a repaint and general overhaul in 1916. No. 7 was later transferred to the West Sussex Railway and eventually sold to a Mr. Hayes for £3.15s. in 1936 though whether at Rolvenden or Chichester is not recorded. No. 8 went to Mr. Brazil for £5 in 1935.

The Great Eastern Brakes

Two four-wheeled third brakes were bought from the Great Eastern in 1901. No. 9 had two compartments and seated 20 but was stripped internally in 1910 to become an "open brake van". At some later date its guards lookouts were removed but it lasted until 1935 when Mr. Brazil took it for £5. No. 10 had three compartments and seated 30. In 1916 it was sold to the Shropshire & Montgomeryshire Light Railway where it became No. 17.

The "Cheshires"

Two four-wheeled carriages, originally built for the Cheshire Lines Committee, were bought from R. Frazer of North Shields in 1902. No. 11 was a 5-compartment all-third seating 42 which went after 1911 to the East Kent Railway to become their No. 6. No. 12 was a 4-compartment composite seating 20 3rd and 12 1st which also went to the East Kent where it ran as all-third No. 3.



Locomotive No. 1 "Tenterden", leaving Headcorn with carriages Nos. 9, 12, 11 and 10.

[Ken Nunn Collection, L.C.G.B.]



Locomotive No. 1 "Tenterden" at Biddenden with carriages Nos. 15, 12, 11 and 14.

[S.R. Garrett Collection]

"No. 13"

This Great Eastern four-wheeled all-third seated 42 and was purchased in 1903. It went to the East Kent Railway after 1911 but was not included in the earliest known East Kent carriage list of 1927. There is no known photograph of this carriage.

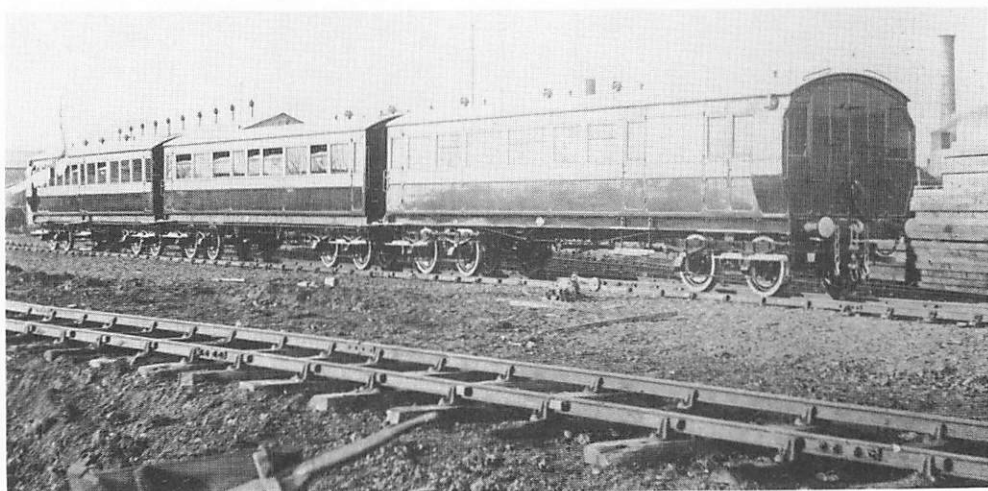
The North London Brakevans

The North London Railway had very distinctive four-wheeled brakevans for its suburban trains. Two of these were bought from W. Jones of Upper Thames Street, London at an unrecorded date. No. 14 went to the East Kent Railway after 1911 to become their No. 2 but No. 15 survived on the Kent & East Sussex until shortly before nationalisation latterly serving as a stores van at Tenterden.

The Pickerings

The number 16 was briefly allotted to a steam railmotor built by R.Y. Pickering in 1905 which actually ran as No. 6 in the locomotive list. There is no record of any carriage No. 16.

Nos. 17–19 were also built by Pickering in 1905 and were a very neat rake of bogie carriages. No. 17 was a brake composite seating 16 1st and 28 3rd. It became East Kent Railway No. 1 in 1912 though credited as seating 20 1st and 32 3rd on the East Kent! Nos. 18–19 were an all-third seating 56 and a brake third seating 40 respectively; in August 1910 they were resold to Pickering who subsequently disposed of them to the Woolmer Instructional Railway at Longmoor.

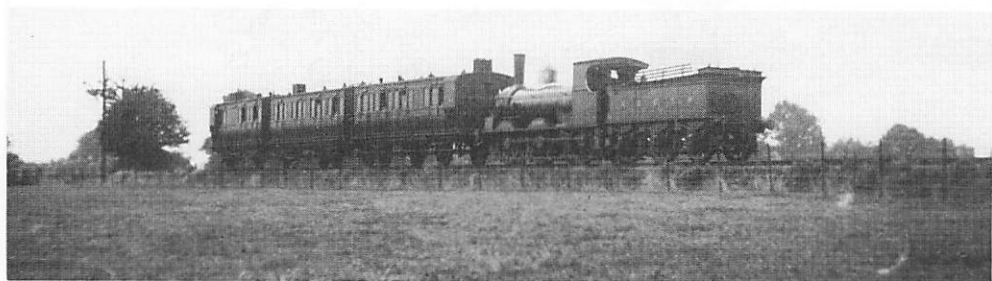


Pickering carriages Nos. 17, 18 and 19 at Robertsbridge.

[Tenterden Railway Company]

The Second Great Eastern Set

Nos. 20–22 were Great Eastern four-wheelers bought in May 1908. No. 20 was a 2-compartment brake third seating 20, No. 21 was a 3-compartment brake third seating 30, and No. 22 was a 4-compartment composite seating 12 1st and 20 3rd. In 1920 Nos. 20–21 were extensively overhauled at Rolvenden and No. 22 returned to the Great Eastern at Stratford for overhaul. They were used regularly throughout the 1920s and, although recorded as “unfit for further service” in 1932, saw intermittent use until sold to Mr. Brazil for £6 each in 1935.



No. 7 “Rother” near Headcorn with carriages Nos. 21, 22 and 20 on 15 September 1910.

[Ken Nunn Collection, L.C.G.B.]

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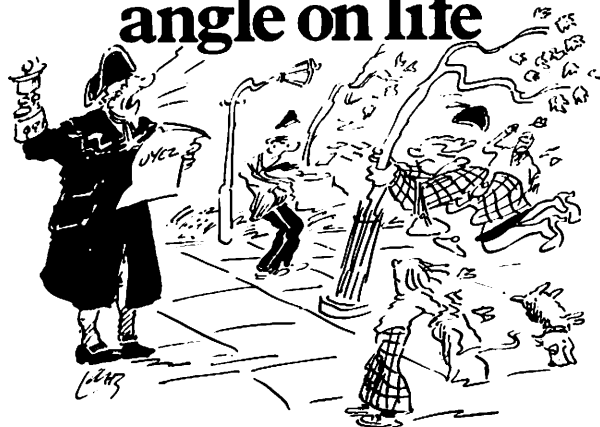
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Brief Encounters

The Railway's involvement with the world of advertising and film making has been little documented but is nevertheless a significant part of the organisation's commercial activities. On these occasions, the line, or a part of it, enters a world of make belief and becomes the set for an advertisement, film sequence or backdrop for photographic work. Filming contracts fall mainly within three categories – sequences in feature films, television & advertising films and stills. The work, by its very nature is spasmodic, but the Tenterden Railway Company does generate a gross income of up to £2,500 each year from it and the profit margin is higher than on the day to day operations. In addition, the Railway often picks up some useful media coverage, particularly if accredited in some way with the location, as was the case in the Kaleidoscope/W.H. Smith catalogue for 1980.

Steam railways are forever being sought after for suitable period locations and whilst some of our contemporaries with large locomotives, grand stations and "main line" looks are much in demand, there are occasions when a "rural line" with simple structures more adequately fits the bill. Furthermore, we have the added attraction of Pullman car "Barbara", which has earned its keep many times over this way

apart from doing sterling service on "The Wealden Pullman".

The initial contact for film work usually comes with a telephone call from the designer or stylist, enquiring whether we have suitable facilities and this is followed up by a site visit from the director/producer and a cameraman, who weigh up the merits of the location. If suitable, a fee is agreed, which varies with the nature of the job, but T.V. advertising, which operates on fairly generous budgets, invariably commands the highest amount, whereas a request for a coach or locomotive as a backdrop generates only a modest sum. Having agreed contract terms, the date is fixed and arrangements are made for train crews and signalmen to be available and for the approval of the managers responsible for operating, locomotives and rolling stock.

Some unusual workings may be involved, including the propelling of a "dead" locomotive, apparently in steam, hauling vintage rolling stock which is not normally seen in service. This was the case in the I.T.V. series "Vice Versa", when a "Terrier" and two birdcage coaches were required.

Quite apart from arranging the "hardware" for the contract, other facilities may be required by



*Iain Cuthbertson together with the youthful cast of Vice Versa, an I.T.V. production, 30 January 1981.
[T.V. Times]*

List of occasions when K & E.S.R. facilities were hired for Film, Television and Photographic Contracts.

1969	Nationwide – “Rowboat” demonstration	TV
1972	Film “Scoop” featuring “Arabic” Mogul	Film
1972	The Train Now Standing – Comedy Series	TV
1973	Dracula – Sequence for Feature Film	Film
1975	Sequence for War Film – Gestapo Soldiers + Dogs	Film
1976	Mateus Rose Advert – in Pullman Car Barbara	Still Ad
1976	“Mexican” Brandy Advert – featuring Mogul	Still Ad
1977	Schweppes Advert – in Pullman Car Barbara	TV Ad
1978	Aero Advert – “Whitstabubble”	TV Ad
1978	Jim’ll Fix It – Girl tied to Track	TV Feature
1978	Horizon – Doppler Effect	TV Feature
1979	Smiths/Kaleidoscope Catalogue	Stills
1980	Sequences for “Bunny Hole Murders”	Film
1980	Oxford Marmalade Advert – in Pullman Car Barbara	Still Ad
1981	Martini Advert – in Pullman Car Theodora	Still Ad
1981	Gratten Catalogue Fashion Shots	Stills
1981	Sequences for Vice-Versa Television Serial	TV
1981	Sequences for We’ll Meet Again Television Serial	TV
1981	Sequences for “Retribution”	Film
1981	Rick Wakemans “I’m so straight I’m a wierdo”	Pop Video
1981	Title sequences for “Coast to Coast” programme	TV
1982	“Pullman” Luggage Advert – Pullman Car Barbara	Stills
1982	American Express Luggage Advert	Stills
1982	Visage “The damned don’t cry”	Pop Video
1982	Sequences for Agatha Christie Television Series	TV
1982	Film report for “Holiday” programme on Tenterden	TV
1983	Sequences for Pop Group Film “Manhunt” with ABC	Pop Video
1983	Sequences for “Number 73” Childrens Programme	TV
1983	Jim’ll Fix It – “1918 Hero”	TV Feature



Examples of advertising material.

[Tenterden Railway Company]

the client, such as catering, extras and power supplies. However, the elaborate rules governing the feeding of T.V. crews, cast and extras dictated by the trade unions are such that the Companies themselves usually make their own catering arrangements. This is normally contracted out to field caterers, who arrive with two vehicles, one of which is fitted out as a kitchen capable of turning out three meals a day, with a mandatory choice of three dishes for each course, for at least fifty people! The other vehicle is fitted out with tables and chairs for eating purposes. A further two vehicles contain male and female toilets, complete with hot and cold water.

As for the real job in hand, some dozen vehicles are positioned at or near to the site to accommodate make up, wardrobe, props, dressing rooms, generators, camera equipment, electricians and carpenters. Needless to say, these often provide considerable parking problems.

The Railway appoints a liaison officer for the day, who acts as the contact between the railway operations and the producer/director and it is through him that requests are made for movements, alterations and special effects in order to ensure that everything proceeds smoothly and in safety. Above all, the liaison officer is responsible for collecting the Railway's hard earned cash at the close of business and ensuring that the equipment is returned, undamaged before the film crews leave the site.

Inevitably, filming contracts produce their incidents and some of these have been noteworthy. On one occasion, whilst filming between Rolvenden and Wittersham Road for

the I.T.V. Agatha Christie series, "The Unbelievable Alibi", some faulty smoke canisters exploded whilst being held out of the pullman door to create passing smoke – the wind was blowing the wrong way for the genuine article! The first canister set fire to undergrowth, which eventually spread to the corner of Gaysdown Wood. The train was halted and reversed back to the scene, when the film crew and "stars" attempted to contain the fire, utilising a human bucket chain with water from the injector overflow of the locomotive. When this supply was exhausted, a hasty retreat was made to Wittersham Road to water the engine and call the fire brigade to attend to the fire. Later on, a second smoke bomb exploded and scorched the paintwork on the end of the coach, which enabled us to claim a substantial amount for repainting from the T.V. company's insurer.

On another occasion, whilst filming the "Visage" pop video sequence on a cold January morning, the temperature dropped so low – to about minus 15° centigrade – that filming had to be curtailed as the water froze whilst watering the locomotive. Sufficient snow was shovelled into the tanks to get her back to Rolvenden and work finished at 2.30 a.m., some 2½ hours after the allotted time for the job.

In conclusion, it would be appropriate to thank the many helpers who have given up their time during the week to man the trains on these occasions. Without their presence, the Railway would be deprived of a very valuable source of income. The adjacent list of some 30 jobs undertaken since 1969 may not be complete and the writer would be pleased to hear from readers of any omissions.

Doug Lindsay



Make-up adjustments to Francesca Annis during the filming of Agatha Christie's "The Unbreakable Alibi" in Pullman car Barbara on 14 September 1982.
[Doug Lindsay]



Francesca Annis and James Warwick discuss tactics for "The Unbreakable Alibi"
[London Weekend Television]



Sandi Torsvig alias "Ethel" during the filming of "Number 73" at Tenterden, 29 March 1983 with K&E.S.R. members (L to R standing) Dick Dickson, Simon Long, Clive Norman, Doug Lindsay (L to R kneeling) Iain Pringle, Norman Johnson. [T.V.S.]



"Maunsell" storms into Tenterden Town at 0130 hours on 20th January 1982, during filming of the Visage pop video.
[Brian Cooke]



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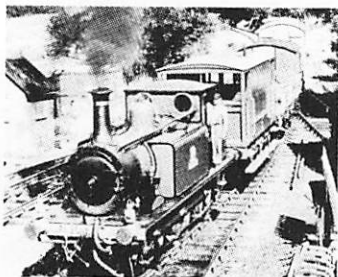
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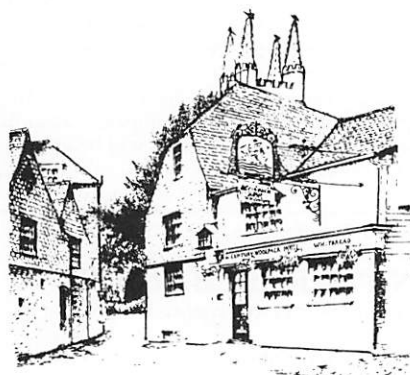
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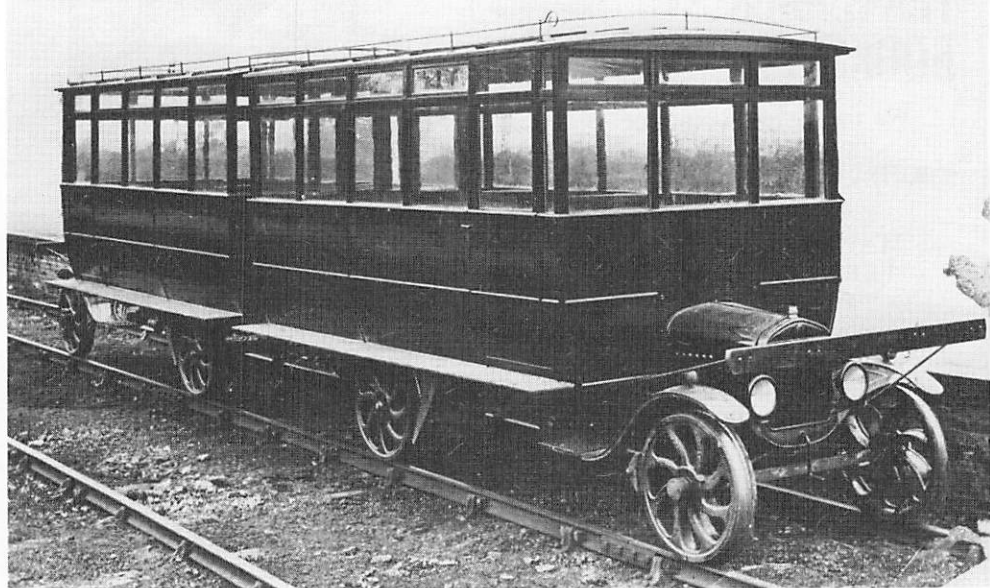
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The 'Bumper' is coming back



*Ford Railbus set built for the Selsey Tramway in 1923, pictured at Rolvenden prior to delivery.
[Tenterden Railway Company]*

Colonel Stephens was an early pioneer in the development of petrol railcars and all his standard gauge lines had them, with the exception of the East Kent Railway. Three back to back railcar sets were used on the K & E.S.R.; the first, based on a Ford Model T commercial chassis was introduced late in 1922, followed by a similar set in 1924. The third set was purchased from Shefflex Motors in about 1929. Sadly, none of these unique vehicles survived the War. The last run by a Ford set was on 27 August 1937 and by the Shefflex on 8 March 1938. It is therefore particularly gratifying that, through the generosity of the Ford Motor Company, a replica Model T set will be built in workshops adjacent to their Swansea factory for use on the

line. Approval has been obtained for a Youth Opportunities Programme grant and work will be carried out by local young people under the supervision of Ford engineers.

From all accounts, the original cars were built with economy in mind – noisy engines, hard wooden seats and pin & link couplings. No attempt will be made to introduce modern comforts into the replica set, although diesel engines will be fitted rather than petrol. A correspondent to the Kent Messenger newspaper wrote in 1935 – “one’s lunch is thoroughly bumped down by a short ride in Kent’s strangest train”; it is hoped that some 50 years on, hardy passengers will be able to repeat this unique experience!

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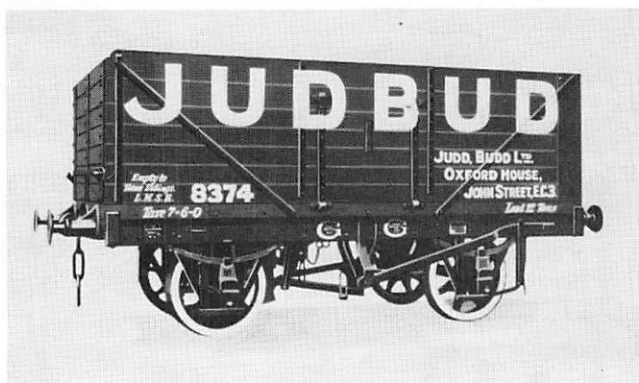
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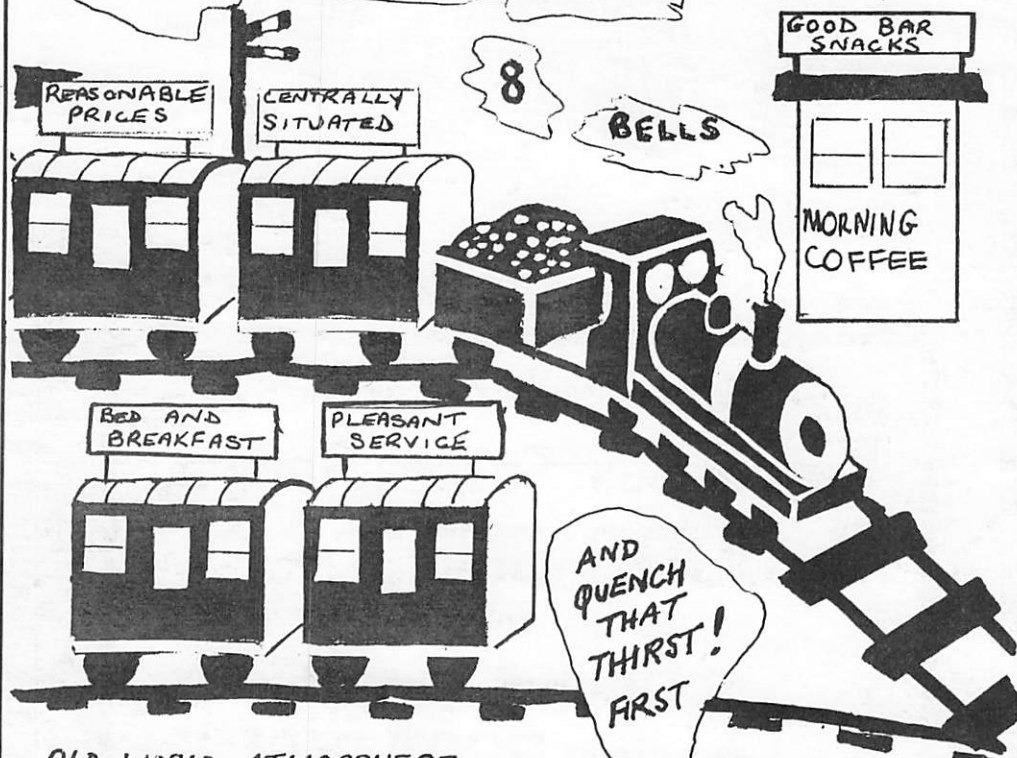
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