

# The Tenterden Terrier



Number 32

Winter 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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M.R. Dunstone  
D.J. Felton  
J. Jeffries

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D.M. Stratton

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*Treasurer* .....  
*Management Co-ordinator* .....  
*Building Division Manager* .....  
*Civil Engineering Division Manager* .....  
*Civil Engineer* .....  
*Clearance* .....  
*Lineside Fencing* .....  
*Permanent Way* .....  
*Commercial Division Director* .....  
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*Colonel Stephens' Railway Shop* .....  
*Stations* .....  
*Catering* .....  
*Wealden Pullman* .....  
*Press Officer* .....  
*Carriage & Wagon Division Manager* .....  
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*Locomotive Maintenance Manager* .....  
*Locomotive Inspector* .....  
*Plant* .....  
*Operating Division Manager* .....  
*Signals & Telecommunications* .....  
*Traffic Controller* .....  
*Fire, Health & Safety Officer* .....  
*The Colonel Stephens Railway Museum*  
*Keeper of the Archives* .....  
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*Editor of "The Tenterden Terrier"* .....  
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*The Tenterden Terrier* is published by the Tenterden Railway Company Ltd. three times yearly on the first Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449

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# Bodiam Castle

*A National Trust Property*



*Sidney Concy*

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

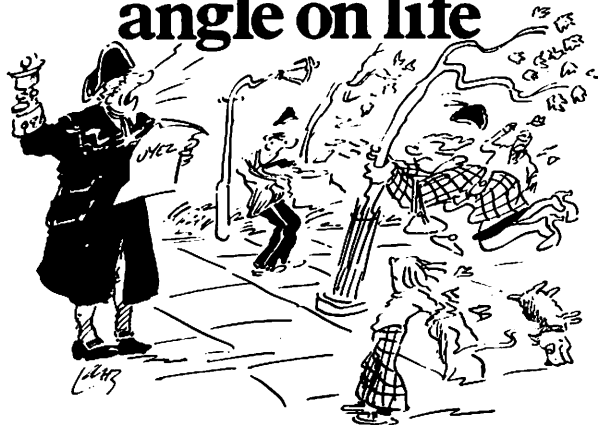


*Sidney Concy*

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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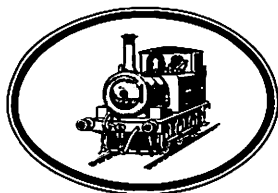
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*The Morning Mixed*  
*No.22 Maunsell leaves Wittersham Road*  
*with the 12.15 p.m. service to Tenterden*  
*Town on Sunday 2nd October 1983.*  
*The first time that mixed trains have*  
*been seen on the line for more than 30 years.*  
*[Paul Sutton]*

## Editorial

### Flushed with Success

After 80 years of waiting, lavatories have at last been installed at Tenterden for both ladies and gentlemen, complete with temperature controlled hot water to the basins and hot air to the hand driers. No longer will the Line Manager need to direct enquirers to the top of Station Road, everything is close at hand. The effect on passenger numbers has yet to be measured but it is an impressive achievement – undoubtedly the highlight of 1983. The good news is that the Commercial Director has decided that there will be no supplement on the fare or penny in the slot, although as usual, donations will be gratefully received!

\* \* \*

As most readers will know, Mark Yonge stepped down at the recent A.G.M. after three years as Chairman. His task cannot have been an easy one – the Chairman always receives the blame when things go wrong and does not always get the credit when they go right. His dedication and good humour throughout have been an example to us all and his successor will have to set a very high standard indeed to emulate his achievements.

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1983

# Lineside News

Compiled by Paul Sutton

*In the last issue, reference was made to the early season successes and to the possibility of a good Summer, coupled with a fresh variety of locomotives maintaining the increase in passenger numbers.*

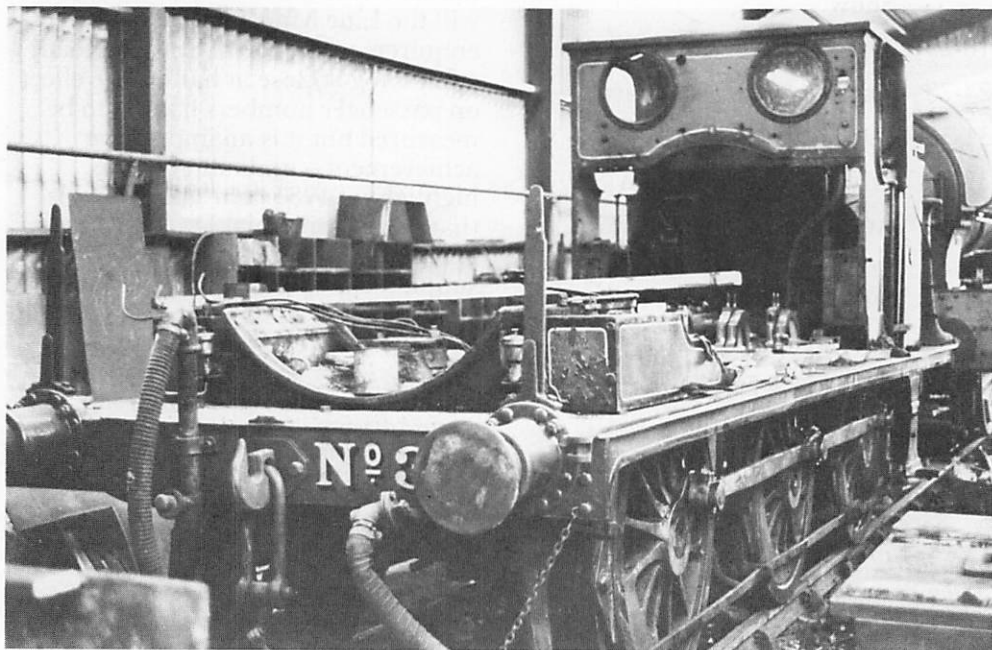
*The sun certainly shone, but no new motive power appeared and despite a good increase in the number of disabled passengers carried on trains, the percentage rise fell rapidly away during the latter half of the season.*

*However, with the toilet block in commission, No. 10 Sutton's boiler now back at Rolvenden, dare one suggest that 1984, our tenth anniversary, will be the year in which it is all going to happen?*

## Locomotives

No. 25 Northiam has been the mainstay of this year's service with only minor attention needed to keep it performing well. No. 23 Holman F. Stephens has also been busy since its re-tube and has had a new blow down valve fitted to replace the rather antiquated one previously on the locomotive. No. 24 William H. Austen has acted as standby for most of the season and is now undergoing a re-tube. The worn out ones

have been withdrawn and new ones ordered. It is hoped that the work will be complete in time for this engine to go back into service on the Santa Specials. No. 22 Maunsell has been used as second engine on numerous occasions and should remain in service until May 1984 when a thorough boiler hydraulic test, locomotive lift and front end overhaul will be necessary. No. 10 Sutton's boiler was due to be returned on 28th/29th September and it is now the priority of the Loco Department to return this engine to service as early as possible next year. The motion and the valve gear have already been overhauled and painted. No. 3 Bodiam's boiler is at Resco's where it is to be worked on by K&ESR volunteers. Paul Hatcher and Adrian Landi have done considerable work on repairs to the smoke box, although it needs more attention as does the fire box. Recent work on the P class has involved the casting of new piston heads by an outside contractor. No. 26 Linda, or what remains of it, now occupies a position on blocks at the far end of the wash out pit. The frames are to be thoroughly cleaned and new running plates and bunker will be



*No. 3 Bodiam awaits the return of her boiler from Resco (Railways) Ltd, May 1983. [John F Hendy]*



constructed. The wheels and journals will be turned and dressed. However, first of all the boiler will be inspected and tested, to ensure that the heart of the locomotive is basically sound.

New arrivals at the railway include three 0-6-0 Drewry shunting diesels, purchased from the Tyne Docks and Harbour Board at Middlesbrough. One of these is in good condition and once it has been mechanically overhauled it will be painted and pressed into service. Refitting of its vacuum brake equipment will, however, be necessary before it can pull passenger trains. Once this diesel is running properly, No. 42 our 0-6-0 Hunslet, will be withdrawn from service for a major overhaul. The Fowler 0-4-0 diesel now works well thanks to Dave Haywood and his colleagues who have solved the starter system problems. These locos will be the subject of an article in the next issue of *The Tenterden Terrier*.

We urgently need somebody with time and patience who is prepared to paint our locomotives and diesels if we are to maintain the high standard of turnout that has been set in the past by Nick Rogers, a member of the Y.O.P. scheme who has now happily found

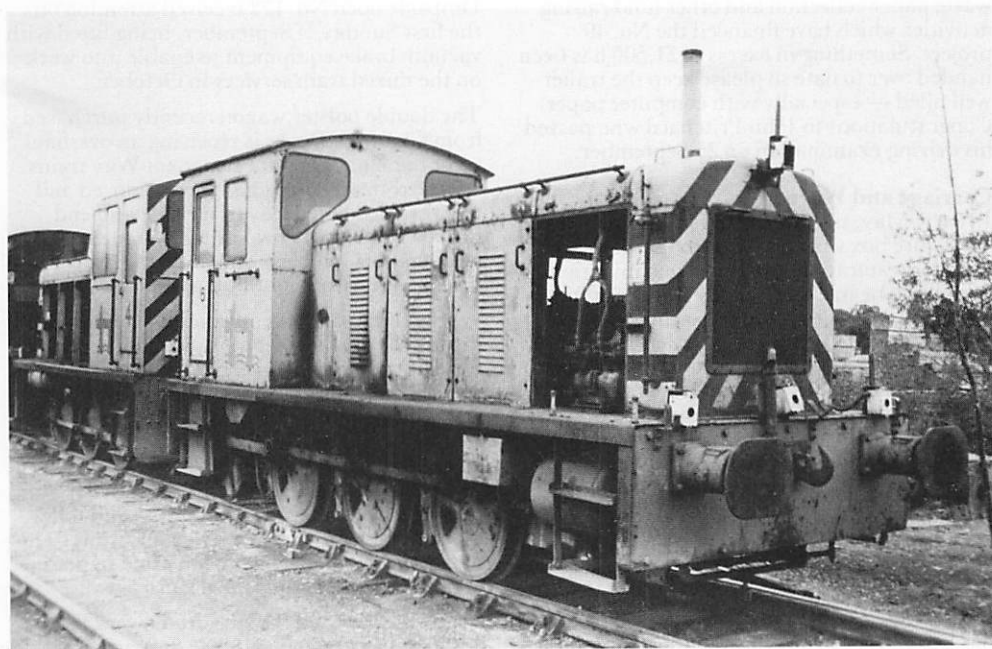
permanent employment. Any takers please contact Tim Stanger at Rolvenden.

Work has now commenced on the doors at the Tenterden end of the shed and it is hoped that these will be hung by the Winter so that a greater degree of security can be achieved.

The Company owes a debt of gratitude to the few who crewed the locomotives throughout our daily running period and ensured that we never (quite) closed!

Work on No. 1 end bogie of the BTH Diesel Electric loco No. 40 was delayed for an unforeseen reason. The two wheelsets for the bogies were sent as usual to B.R.E.L. Ashford for tyre reprofiling. Unfortunately one axle was found to contain a flaw. Sonic examination, magnetic particle flaw inspection and eddy current testing all confirmed that the axle on one pair of wheels had to be scrapped. Fortunately spare axle sets with worn tyres are held in stock and two sets were then despatched to Ashford to be retired.

Both bogies are now complete with wheels, the refurbished traction motors have been installed and connected electrically.



*Recently arrived Drewry 0-6-0 Diesels at Rolvenden. October 1983.*

*[Paul Sutton]*

Both foot plates have new buffing and draw gear and the hand brake linkage has been reconnected. The brake valves at No. 2 end have undergone satisfactory static testing. A rolling test will not be carried out until the early part of next year.

The fuel tank (cap. 80 galls) has been refitted and the feed lines reconnected. Cab window drop lights are being remade and then fitted with new glass. Externally the battery box clips have all been replaced.

The traction generator is at last being fitted with the correct pattern springs. It had been thought that these would have to be specially made – at great expense. However, when Andrew Webb attended the London Transport open day at Acton Works earlier this year he found a stand belonging to Messrs. Morgan Components Ltd. of Stanmore, Middlesex. After a discussion it was found that Morgans could offer these springs to us “ex stock” and so two sets were purchased for one third of the price of the earlier quotation.

External painting has now started, with approximately half of the locomotive now in primer coat. Finally, a thank you to all those in the Maidstone Area Group who organise the waste paper collection and other fund raising activities which have financed the No. 40 project. Something in excess of £1,500 has been handed over to date so please keep the trailer well filled – especially with computer paper. Congratulations to John Pritchard who passed his driving examination on 25 September.

### **Carriage and Wagon**

In early May, the newly arrived Lancashire & Yorkshire box van was put into the Carriage shop for restoration. A detailed examination found it to be in exceptionally good condition only requiring the roof to be re-canvassed. It has been painted dark grey and lettered L & Y although to date we have been unable to trace the original number. As built it was vacuum braked, the equipment being removed during its naval service in Chatham Dockyard. However, this will be re-instated. At present it is serving as a C & W store at Northiam.

In the same month, Maunsell BSO No. 54 entered the carriage shop for a heavy overhaul. This coach has been in service since 1976 and was withdrawn from traffic in September last year with a leaking roof. To date the old canvas has been stripped off allowing the boards to dry out and the raised framework above the

lavatory roof tank has been removed ready for fitting new canvas. A six foot piece of framework was found to be rotten in the corner of the guards van roof and this has been renewed together with some short lengths of roof board.

All the bodyside sheeting below the waistline has been removed as it was found to be badly rusted below the windows and at the bottom of the sheets. The brackets which secure the vertical body frame members to the floor rail were removed for attention, most were badly corroded at the base and have been repaired by welding in new pieces and after several coats of preservative paint are now waiting for refitting.

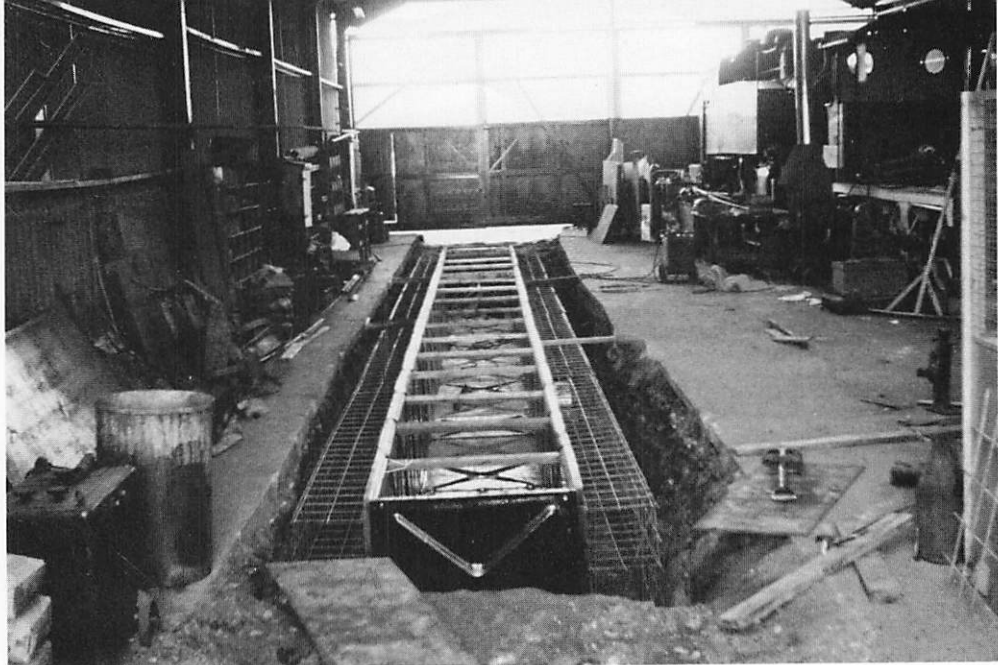
Internally the ceiling panels have been removed, some being badly distorted due to the ingress of water and new ones will be fitted. The electric light wiring has been found to be poor in places and so the coach will be completely re-wired. The seats have been taken out to give access to interior panelling. All the old heavy dark varnish is being removed ready for new. This work is progressing very well thanks to several new members who have joined the department and who are working to a very high standard.

Dropside open No. 122 received attention on the first Sunday of September, being fitted with vacuum brake equipment to enable it to work on the mixed train services in October.

The double bolster wagon recently purchased from Chatham Docks is receiving an overhaul prior to being used on Permanent Way trains. All the rotten flooring has been removed and this revealed bad decay in the side and end boards which will now have to be renewed. The origin of this vehicle is still uncertain but investigations are continuing.

Work on the shed has advanced considerably during the past few months. Scaffolding was fixed at the Rolvenden end, enabling the steel framework to be erected on which was fitted vertical timber supports and then weatherboard timber cladding, which was duly given two coats of creosote. On the extension, roof purlins have been fitted and sheets of similar style to the station building and toilet block have been supplied ready for fitting. The doorway stanchions have been fitted in place and footings laid ready for the brick walls.

Inside the shed, all the steel framework for the loft has been erected and the construction of the stairs is underway. The floor of the shed is now



*The second pit under construction in Rolvenden Shed, July 1983.*

*[Paul Sutton]*

fully concreted thanks to David Dine and Malcolm Brunger who spent a week of their holidays laying some 30 tons of concrete all mixed on site using the Railway's mixer.

In July the Carriage & Wagon and Building Department spent a day at Rye removing four pairs of South Eastern Railway doors from the goods shed which was being demolished. One pair of these will be used on the C & W shed and the other three have been put in store at Rolvenden for future use elsewhere on the Railway.

### **Signals and Telegraph**

Prior to the Permanent Way Department carrying out their programme of upgrading on Wittersham Bank, the Signals & Telegraph Department had a couple of days work on dismantling some equipment before trackwork commenced. The main items removed were No. 17 shunt signal plus associated wires and cranks, the crossing stop board and post. When these items are replaced after completion of the track ballasting, the opportunity will be taken to put the wire run in a more convenient position and relocate the crossing stop board.

The signals at Wittersham have been given their final coat of paint with all fittings in black, which is more in keeping with the old style of liveries.

Activity at Tenterden is centred around the

conversion of two old Stevens lever frames into one refurbished 30 lever frame, which will be required at Rolvenden. It will be completely constructed at Tenterden and then craned into position. The final site for the signal box at Rolvenden has yet to be agreed.

### **Permanent Way**

Over the years since the railway reopened, insufficient funds have been spent on the track, so that slowly but surely it has deteriorated year by year, which has necessitated the imposition of speed restrictions.

The current situation is that there are several lengths where major work is going to be required in the immediate future, and over a period of, say, five years, attempts will have to be made to upgrade the entire operating section, currently five miles, but longer within a few years. The Board is aware of the situation, and hopefully funds can be found in 1984 to commence the work.

Our most pressing problem at present is the Wittersham Bank, and plans are in hand to commence major work on this section, involving lifting out the track for about 500 yards, removing a depth of clay and replacing with a firm formation. The opportunity will also be taken to instal drainage and consolidate the embankments, which have regularly moved over the years.

A great deal has been achieved recently by the gang employed under the Government's Community Programme, and our thanks to them for their efforts. We have been able to raise the speed limit around the Newmill Bridge area due to the upgrading work carried out.

Progress around and beyond Hexden Bridge has been steady. In the early Spring the track on either side of the bridge was raised some two and a half feet to allow the concrete flood defence walls to be completed. To regain the original level the track was placed on blocks and some 500 tonnes of minestone was used to fill the void.

At the end of July, Eric Haydock and Alan Nash of the Signal & Telegraph Department surveyed the track between the bottom of Wittersham Bank and Cysters Curve. All the bridges and culverts between these two points appear to be in a straight line. They then went on to instal alignment and grading pegs at 60 foot intervals between Hexden and Rother Bridges. Permanent track has been installed beyond Hexden Bridge up to the next flood opening; a distance of 150 yards, using bullhead rail on ex B.R. concrete sleepers together with brand new fishplates, bolts and keys.

All redundant track panels removed from this end of the line have been used in the new Carriage & Wagon sidings at Tenterden with others being used around the railway at different locations. Further quantities of rail will be dismantled from their panels and sold to the Festiniog Railway, the proceeds being used to finance the purchase of more materials for the extension towards Northiam. All the work done in this location has been made possible by using the steam crane. Thanks is given to all the operators who got up early in the mornings to light up.

The opportunity is also taken to thank those who have rallied round to help and support Max Dunstone since he took over as Permanent Way Department Manager. For any newcomer wishing to help, Max can be contacted via the station or at home on Tenterden 3394.

### **Civil Engineering**

Repair work on the Rother Bridge commenced at the beginning of August with the removal of the track after which a specially designed and fabricated cradle was installed to act as a working platform on the underside of the

bridge. This has proved much more convenient and cheaper than erecting scaffolding.

The cradle is on wheels and is pushed slowly along as the work progresses. It will probably remain permanently padlocked to the bridge in order to be available whenever maintenance is required.

Grit blasting and red oxide priming of the bridge was completed in mid-October by contractors, Gilmer Shot Blasters Ltd. of Lewes. Rotted steel plates are being cut out and replaced in between the cross members so that the track can be relaid during the winter. Work will then probably cease until the late spring, when there will be two or three months welding to be done on the side main beams, after which the structure should be in a condition to receive its bridge certificate.

### **Stations**

After three years, Richard Osborn has stood down as Station Agent for Rolvenden because of the need to devote himself to college studies. Richard developed Rolvenden into a neat and attractive station following the rebuilding by the Thameside Area Group. Many thanks to him for all his efforts and we welcome his former assistant Ray Baker to the post.

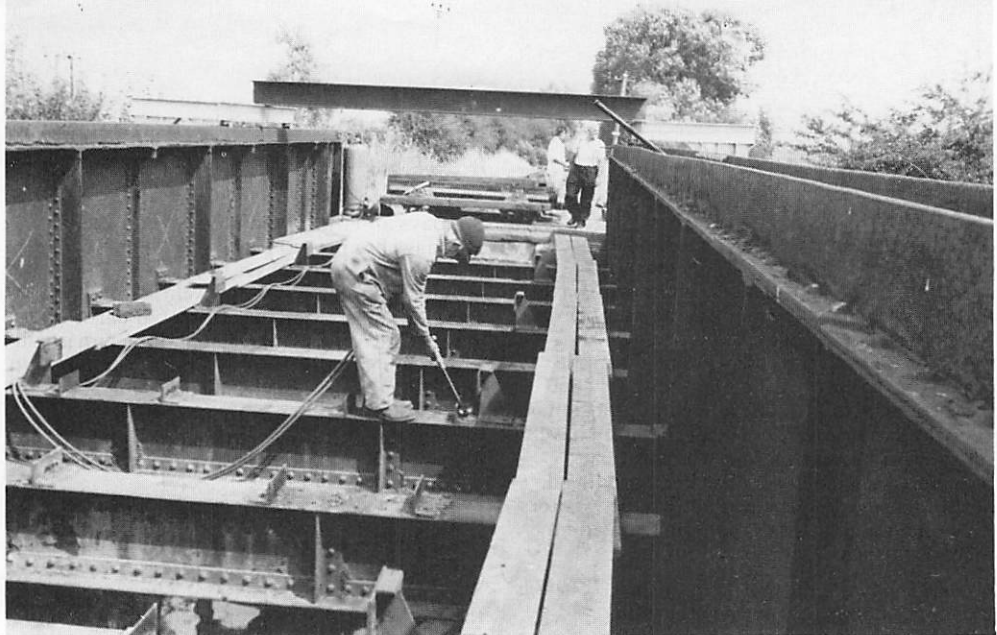
Many visitors comment on the appearance of Wittersham Road and in particular on the array of flowers. All credit is due to Station Agent Gerald Beck. However, the booking office is all too often unmanned, losing us passing business on the Rye Road and we need more staff to join the roster on an occasional basis. Please write to Mark Toynbee, Stations Manager.

With the completion of the lavatory block at Tenterden, the opportunity was taken to tidy the station forecourt area and a waste-skip of general rubbish was collected. Unfortunately the Tenterden and District Horticultural Society have indicated that they are no longer able to maintain the flower beds at Tenterden. Thanks to them for their marvellous efforts over the past years and budding gardeners are now needed to take over. Any offers?

### **Commercial**

The dramatic increase in passenger numbers recorded up until the end of June subsequently levelled out and by the end of August we were only about 1% ahead of last year. Perhaps the long hot Summer contributed towards this in that the beach had more attraction than the





*Burning off old brackets on the Rother Bridge, 17th August 1983.*

*[Paul Sutton]*

Railway. However it is gratifying that both the Colonel Stephens Railway Shop and the Buffet takings are considerably over budget which means our 'turnover per passenger' is well up on last year, and that figure is most important to our viability.

Our 'field' events this season, whilst reasonably successful in themselves, did not produce any large numbers of passengers, therefore the whole idea of this type of event will be studied

closely by the marketing committee during the Winter period.

The unadvertised 'Diesels to Dixter' operation on Sundays throughout July and August was only moderately successful and that will also be reviewed.

The Wealden Pullman on the other hand is, as usual, an unqualified success with some 40 services run during the season, which has put a great strain on all volunteers concerned, both



*The new travelling platform cradles the Rother Bridge, 17th August 1983.*

*[Paul Sutton]*

for the Pullman staff and the train crews; already many hundreds of people have written in requesting seats for 1984.

Another success story of this season has been our carriage for the disabled, Petros. In addition to the many casual visitors who have taken advantage of the facility, the number of pre-booked parties of disabled persons recorded up until the end of August is in the region of 30, representing approximately 850 passengers. A total, somewhere in the region of 1000 disabled passengers must therefore have travelled in Petros this year which is very pleasing. A special leaflet has been produced, outlining facilities provided for disabled visitors including toilet facilities, both on train and in the new block at Tenterden Station.

Closely following the article in the last *Tenterden Terrier* about our film and photography contracts, the Railway was hired on two occasions during the week preceding our daily running period this summer.

On Tuesday July 26th we had to provide a carriage adjacent to the station at Tenterden as a backdrop for a photographic session to make an advertisement for Sirdar wool. BSO No. 73 was used to portray a train having just arrived.

Our normal service ran on the Wednesday and immediately following the last service on the Thursday a massive ten coach train of Empty Coaching Stock left Tenterden for berthing at Rolvenden and Wittersham Road. This operation was necessary in order to clear the whole of Tenterden of rolling stock for the following day, Friday July 29th, when the site was hired by Direct Productions Ltd to make a video promotion film featuring Cliff Richard along with Arlene Philips' dancers. The whole cast spent all day dancing about the station area whilst being filmed from a rail mounted camera trolley as well as from the air by helicopter.

The final product, a video/album to mark Cliff's 25 years in show business, will be shown on television later in the year.

## Marketing

Under the new chairmanship of Mark Toynbee, the Marketing and Publicity team are drawing up plans for 1984, building on our successes in many areas in 1983. The railway will become a "sticker station" next year in British Rail's Rail Riders Club and we will give a discount to the 60,000 members of this highly

popular organisation for young people.

The practice of steaming 2 locomotives on Sundays and three on high days and Bank Holidays has proved popular with our visitors and it is clear that we are providing better value for money in doing so. Our Achilles heel remains distribution of leaflets, bar cards and general advertising material and the aim is still to appoint a publicity agent in each major town within a 60 mile radius of Tenterden. This is a way in which every member can assist in promoting our railway, and John Emmott, the distribution manager is waiting to hear from you.

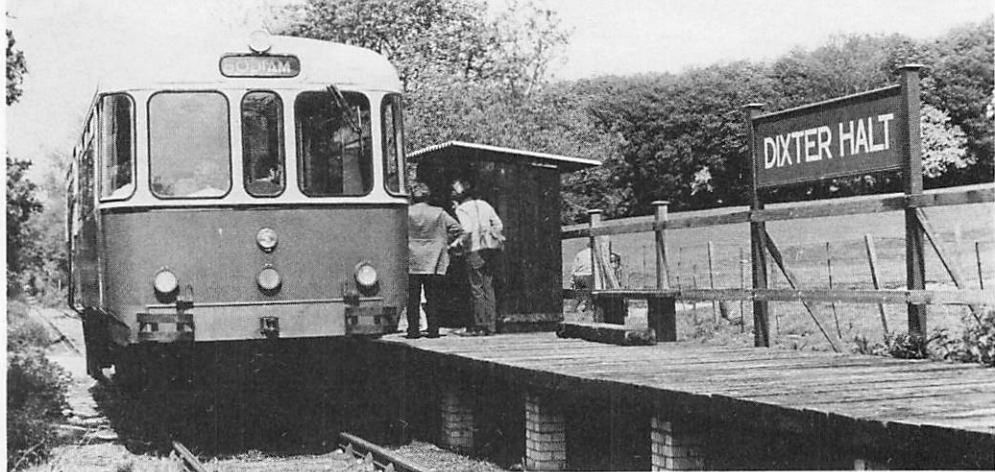
On the press side, the Tenterden Country Show obtained a great deal of coverage in local newspapers as well as in London's *Evening Standard* and on the television. The rebuilding of the Rother Bridge has captured the interest of the East Sussex papers in particular since this is the first major work we have undertaken in East Sussex. Even the *Daily Telegraph* thought the story of national importance and reported it on Saturday 17th September!

## Museum

We are indebted to Mr. George Willard for presenting us recently with a walking stick with chased silver handle which bears the inscription "Presented to H.F. Stephens, esq, by the staff of the Rother Valley Railway, November 1903". We do not know the significance of the occasion although the railway has been extended to Tenterden earlier in that year.

During this Winter and the Spring of 1984 the W.H. Austen collection of free passes will be on display at the Museum. This consists of 48 items representing 32 different railway companies. They are particularly interesting, being nearly all third class, whereas Col. Stephens' were first class; this suggests that when travelling to visit the same railway, the Colonel and his assistant were in separate parts of the train.

As Keeper of the Company Archives, John Miller is very keen to ensure that there is a complete written record year by year. He is particularly anxious to have full details of the early preservation years from 1961-71. If any members of long standing are planning to turn out their cupboards he would be very pleased to receive old correspondence, minutes of meetings, special traffic notes, etc. and other printed matter.



*Railbus at Dexter Halt during the Steam at Bodiam weekend, 30th May 1983. [Hugh Nightingale]*

### Area Group News

**Ashford.** During July the Group combined with the Maidstone Area at the Kent County Show and a profit of £140 was realised. The sales stand at the Tenterden Country Show managed, in spite of the weather, to produce a surplus of £70 which has been given to the Bodiam restoration fund.

The Group continues its regular meetings on the third Wednesday in the month at Batchelors Foods Social Club on the Henwood Industrial Estate in Ashford, and offers an interesting programme of talks, slide shows and films. New members are always very welcome. Details of the forthcoming evenings will be found in the accompanying *Rooter*.

**Maidstone.** Once again the Group was at Detling for the three days of the Kent County Show. Total receipts were £330 (including £44 for draw tickets) and the surplus of £140 has been allocated as £40 to the pump trolley and trailer repair and maintenance account and £100 to the 01 purchase fund. If the proposed purchase of the 01 fails the money will go to the Bodiam Fund.

The Maidstone Group Roadshow attended the 2-day Steam Rally also held at Detling, on 3rd and 4th September. Despite the wet and windy weather, the sales stand did quite well, and 26 books of draw tickets were sold. Rain stopped the use of the pump trolley on the Sunday, but publicity for the Tenterden Country Show was deemed to be very satisfactory.

Posters and leaflets for the Show were distributed to all banks and large stores in Maidstone, and surrounding village post offices and inns were also supplied with posters and beer mats. The Group Committee members sold just over 150 books of draw tickets.

The Committee has decided that, in future, any area group borrowing the pump trolley should contribute 10% of the takings (with a maximum donation of £15) to the trolley and trailer repair and maintenance fund.

Another £180 has been handed over to the B.T.H. Diesel Electric Fund for having the wheels of the second bogie retired. Apart from miscellaneous items costing about £200, this should complete the Group's contribution to the cost of restoring this loco, which has amounted to about £1600.

A date has been provisionally fixed for the Annual Model Railway Exhibition – Saturday and Sunday 24/25th March 1984. If the restoration of Trinity Hall, Maidstone is sufficiently advanced, that will be the venue, but further details will be given nearer the actual date.

In the meantime, our monthly meetings at the Kimberly-Clark Social Club, Tonbridge Road, Maidstone have restarted on the last Wednesday of each month. We would like to see more of our Maidstone area members at these meetings, and can assure them of a warm welcome and an enjoyable evening.

**Surrey.** Sadly, this group was finally wound up at the end of 1982. Under the leadership of Richard Halton many thousands of pounds have been raised for the Railway, mainly as a result of the Guildford Model Railway Exhibitions.

**Sussex.** The group has attended fetes at Northiam and Heathfield and also the Hellingly Festival of Transport during the Summer. All were a success and have helped to publicise the Railway.

Work has progressed at Northiam Station.



*Ten coach E.C.S. working from Tenterden approaching Rolvenden headed by No. 25 Northiam in connection with the Cliff Richard filming contract, 28th July 1983.*  
[Andre Freeman]

With the booking hall now completed, attention has been given to the outside during the Summer. The supports for the canopy have been replaced with new wooden ones.

With the Winter coming, regular meetings are being held at Westham Village Hall near Eastbourne; for details please contact Tim Lawrence on Hailsham 845108. A list of forthcoming meetings appears in the *Rooter*.

The Tenterden Transport Rally was held on 18th and 19th June and on the Sunday fifty-nine vehicles attended, ranging from a 1920 Jowett tourer to a 1966 Austin A.40. Maidstone & District brought their 1976 Daimler Fleetline which had just been painted in the livery of the Autocar Co. of Tunbridge Wells, a striking lilac and white. This year cars and commercial vehicles were included for the first time and these made an interesting array of mainly post war models.

Awards were made in the following categories:-

**Best car** – 1953 A.40 Somerset owned by B. Willis of Canterbury.

**Best Commercial** – Ford 10 in the livery of South Eastern Gas Board. Owned by G. Bubb of Chatham.

**Best Bus** – Bristol K6A previously owned by M & D, now preserved by the Enthusiasts Club.

**Restoration Achievement** – 1937 6 wheel ERF owned by J. Henley of Goudhurst. This was restored between 1976 and 1982 having been found derelict in Devon.

**Tenterden.** In the early summer a visit was made to the Mid-Hants Railway, transport being kindly provided by Headcorn member Graham Smith in the shape of his ex London Transport R.F. single decker bus. The day was a great success and a profit of over £100 resulted. It has been decided that this money will be used to help pay for the landscaping at Tenterden Station, which is a requirement of Ashford Borough Council's agreement to our development scheme. It is hoped that at least one outing of a similar nature, albeit to a different railway, will be organised for the early

part of next year, with the profits again being used to enhance the station area.

Open meetings continue to be held in the Glebe Hall, Tenterden on the last Friday in the month. Details of the programme for the rest of this year and the early part of 1984 will be found in the current issue of the *Rooter*.

**Thameside.** In May the Group did battle with the Maidstone area in a railway quiz. A most enjoyable time was had by all and eventually after a tie-break, Thameside won by answering the fastest on the decider question. Many thanks to the Maidstone members for their splendid hospitality. Encouraged by this victory, the Thameside Group would be interested to receive challenges to quizzes from any other areas, either "home" or "away".

The May Steam at Bodiam event raised some £800 for the group funds. Passenger numbers were down on previous events but those who came spent their money well on the various stalls and attractions.

The August Steam at Bodiam event unfortunately had to be cancelled as there was no suitable steam locomotive available. However this has allowed time for a larger event to be organised for next May.

If you are interested in joining the Thameside Group or finding out more about its activities, please phone Sue Jarvis on Dartford 78624.

**Weald.** The annual model railway exhibition was held at Bligh's Hotel, Sevenoaks, over the weekend of October 1st and 2nd. It is hoped that enough profit will have been realised to complete the payment on a "Dogfish" hopper wagon which is costing about £500. £200 has already been contributed by the Group and a further £50 by an individual member. Any funds then remaining will be channelled towards the cost of buying the R.M.B. car when a suitable one becomes available. Regular monthly meetings are held at the Chequers, High Street, Tonbridge, on the second Tuesday of the month.



# Book Reviews

**PULLMAN** by Julian Morel. Published by David & Charles. 192pp illus. £7.95.

I would like to think that our efforts in Pullman Preservation had some part to play in prompting Julian Morel to write this splendid book. After a career with the Pullman Car Company as Catering Supervisor for some 21 years followed by a period with the Hotel & Catering Industry Training Board, his frequent visits and subsequent membership of our Company have certainly been beneficial in our quest for authenticity on the Wealden Pullman. This he has acknowledged in the book.

In the work, Julian Morel has covered many aspects of the Pullman Car Co. from inception to demise and finally preservation, each of the 13 chapters dealing with specific eras, and bringing a great deal of new material to light. The illustrations are well chosen, covering all periods of the old Company and include a picture of our Car Barbara, when she was Car No 185, on the Hastings Line service in the 1950's. Along with reproductions of the various menus, special service details and brief particulars of Pullman Cars past and present, it makes compelling reading; as a special bonus Mr. Morel has kindly signed all the copies on sale in The Colonel Stephens' Railway Shop,

thus making this an extra special addition to the enthusiast's collection.

**D.S.L.**

**BRANCH LINE TO SELSEY** by Vic Mitchell and Keith Smith. Published by Middleton Press. 96pp, mainly photographs with captions and background text. Price £5.95.

The Authors' pictorial history of the Selsey is the third in the Middleton Press series on Sussex branch lines and must certainly rank as the best. The book commences with a background to the line, its engineer (Colonel Stephens no less!), locomotives and rolling stock and then continues with a series of photographs, maps and reproductions of memorabilia relating to the various stations and halts on the line. There are 110 photographs in all, many of which have not been published before, including some particularly interesting ones of the rolling stock taken after the closure of the line in 1935. The quality of the reproduction is generally very good, although the texture might have been improved a little if paper with an art finish had been chosen rather than matt. The final picture of a typical scene in the line's later years – no passengers in the railbus, just two milk churns, a calf in a sack and a tree, is a real wow!

**P.D.S.**

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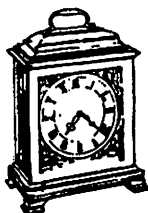
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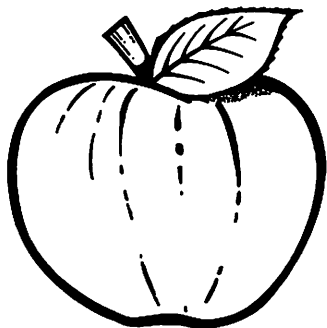
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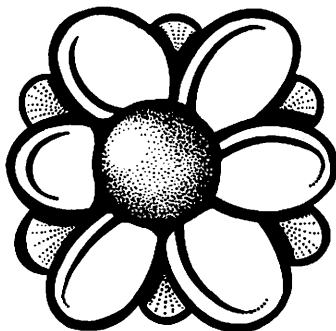
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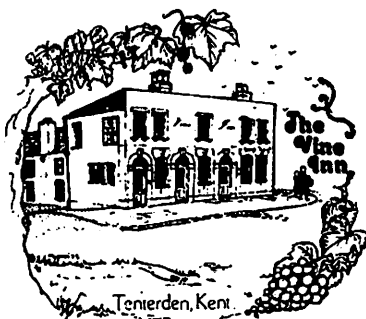
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# The Way Ahead

*A Brief outline of future policy for the development of the Railway  
by former Company Chairman,  
Mark Yonge*

---

As many of you will know, I resigned from the Board of The Tenterden Railway Company in October after four years as a director and three years as Chairman. I have greatly enjoyed the task, but with the effects of the recession it has been for the most part a difficult period of trading.

A criticism often levelled at me and my fellow directors is that we are guilty of poor communication and this has led to ignorance amongst some members of where we are going, apart from the obvious destination of Bodiam. I felt, therefore, that it would be appropriate to outline our future policies for the development of the Railway, although without reference to any particular time scale.

It is the Board's intention that the Railway will continue to be presented as a small independent line, operated as far as possible in the Colonel Stephens tradition. Powerful locomotives and modern rolling stock are necessary to ensure commercial viability, but these will be augmented by vintage trains hauled by small historic locomotives to maintain authenticity. Buildings will be designed and constructed in sympathy with their surroundings, as has been the case with the new toilet block at Tenterden and decorated in the recently adopted maroon and cream livery.

It has been felt for some time that the Railway as presently run is predictable and boring. In order to increase passenger appeal it is intended to introduce a variety of train formations, including mixed trains, hauled by a more varied selection of motive power. The facilities at Tenterden will be improved by the construction of the new catering block and museum and there will be increased activity in the form of both the frequency of the service and light locomotives in steam between trains. It is important that we should have the ability to run up to four passenger trains at any one time and also incorporate works trains into the timetable.

With this in mind a loop will be installed at Rolvenden as soon as possible and at a later date, similarly at Bodiam. The existing platforms here and at Northiam will be lengthened and at the latter the second platform, which has long disappeared, will be reinstated. Signalling on the present length of operating line will be expanded and a semaphore installation at Rolvenden will control the station and works. Signalling at Northiam and Bodiam will be minimal, to preserve as far as possible the light railway atmosphere and the whole system designed so that train crews can operate it in the absence of rostered signalmen.

As far as the trains themselves are concerned, when the sidings at Tenterden are complete, coaches will run in sets, each carrying an individual livery. This, it is felt, will encourage volunteer help as well as heighten public interest.

And now a word on liveries; as a general guideline all pre-1923 coaches will be restored to their original livery, including lettering and lining, whilst those post this period will be restored in their original livery, but with K & E.S.R. numbering, lettering and lining.

Exceptions to this rule are that mark one coaches currently in use will be of standard brown and cream, complete with lettering and lining as at present. However, it is hoped that an additional set of three mark one coaches will be purchased and restored in British Railways maroon. All Pullman cars will be restored in the livery appropriate to that company and the G.W.R. railcar, B.R. railbus and all goods vehicles to their original liveries and markings, providing that these are known.

With regard to locomotives, there will be no standard colour and engines of historical interest will be restored to their original livery, but with K & E.S.R. numbering and lining out. We shall not, as has been the case in the past, collect engines merely because the owners are seeking a home for them.

Workshop facilities at Rolvenden will be given high priority; it is also planned to build a viewing gallery in the works to enable the public to see work in progress.

The way ahead may take ten years or even longer – much will depend on the level of volunteer support, but to those who have supported me over the last three years a very special thank you.



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# The First Tenterden Country Show



[Brian Stephenson]

For several years, the third weekend of September has been marked by a major event in the calendar of the Kent & East Sussex Railway – the Steam & Country Fair. A great deal of money has been raised for a variety of projects but the event was marred by bad weather in both 1981 and 1982 and in any case the organising committee felt that a change in the whole concept of the show would lead to increased public interest and hence higher attendances. The date was brought forward by one week to 10/11 September but notwithstanding this, the weather was the worst ever experienced with continuous rain for most of the weekend and attendances for the re-named Tenterden Country Show a mere 5826, compared with 11,250 in 1982 and 15,400 in 1981. It appears that we just broke even, taking into account the proceeds of the draw, but it

will not be possible to contribute anything towards the cost of restoration of our Terrier locomotive “Bodiam”, which was the prime objective of the weekend.

The theme of the show was to re-create in the 25 acre field to the North of the railway, a 1920's village scene. The focal point of the village was the green with a traditional cricket match and around this a public house, an eighteenth century cottage with Kentish weatherboarding, a bandstand for the Betteshanger Colliery Band, a village fete, traditional threshing display and a farmyard complete with Kentish barn and animals. Other attractions included country craft displays, clay pigeon shooting, a trout stream with fly casting and a traditional fairground.

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# Memories of Pullman

By Julian Morel, former catering Superintendent of the Pullman Car Company

*Quality is remembered long after price is forgotten . . .*

*(F.D.M. Harding, Managing Director, The Pullman Car Company)*

Travelling on 1 July last by the Wealden Pullman and being interviewed, over dinner, by Charlie Rose of Radio London about my book *Pullman* I was asked several interesting questions.

'What was it like working for Pullman?' It was a lot of fun, or in contemporary jargon, it gave intense job satisfaction. But you had to like work for there was always plenty to do and in an almost endless variety.

'Which was your favourite train?' One had, of course, to be impartial and like them all. However, I suppose my real favourite was the train I travelled on the first day I joined the Company and the last before I left the service – the Brighton Belle.

'Which was your favourite car?' That was an easy one, it was Joan, my wife's name. Every car has a history, Joan also had a distinguished

war record. It had conveyed King George VI and Queen Elizabeth now the Queen Mother, Sir Winston Churchill and then coupled to an LNER sleeping car in a train, was allocated, for the duration, to the Chiefs of Transportation of the Army of the United States and ran all over the U.K. It also had a famous crew led by Morice Upstone, Alf Smith and Chef Watson, all three remained with the Company until, well into their seventies, they retired. In the interim my friend and colleague Upstone became staff superintendent and whose personnel selection outpaced any management consultant; Alf Smith graduated to chief stocktaker, 'the eyes and ears' of the catering department and though we gave Chef Watson an occasional run out on a special, he finished his working life with the depot kitchen in the stores at Battersea.

On the score of variety one of the most



## CORONATION NAVAL REVIEW

### WINE LIST

Aperitifs

Trio Pepe

### DINNER

Hors d'œuvre

Grilled Tenderloin Steak Bearnaise  
with Asparagus Tips

Straw Potatoes

Green Garden Peas

Spring Carrots

Chateau La Vieille  
Peyrefit 1947

Liebfraumilch  
Kirchspiel 1947

Bisquit Dubouche  
"Extra Vin" 1947  
Grand

Liqueurs

Strawberry Melba

Cheese Tray

Coffee

Monday, 15th June, 1953



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### Luncheon

Melon



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Broccoli

Baby Brussel Sprouts

Roast and Creamed Potatoes



Fruit Salad and Double Cream



Cheese Tray



Coffee

Saturday, 10th April 1966



*The Up Brighton Belle approaching Clapham Junction in 1964.*

*[Brian Stephenson]*

rewarding activities was putting on a new service and none more than the Company's second (and infinitely more successful) intrusion upon the Great Western – the Western Region. During the lead in up to the introduction of the original Paddington based South Wales Pullman in 1955 meetings were held between the officers of both concerns. A dominant personality at the preliminary meetings was their redoubtable Superintendent of the Line Gilbert Matthews. 'Watch out for him!' Upstone hissed in my ear. The staff superintendent spoke with hindsight for he had often regaled me with tales of what happened on the GWR having worked the ill fated Pullman services there in 1928.

Gilbert Matthews always wore white knitted woollen socks, which he had the habit of pulling up at intervals when not in the best of moods. As Sir John Elliot recounts in his book *On and Off the Rails*, the nationalised railways wanted to alter Gilbert Matthew's time honoured job title to conform with his opposite numbers on all the other Regions. At each critical juncture of the S.W.P. negotiations

Upstone leaned forward and whispered to me 'Now watch him pull his socks up!' and sure enough he did. However, all was well in the end, thanks mainly to the diplomatic intervention of our General Manager F.D.M. Harding who actually seemed to get on well with the hard liner Gilbert Matthews and the SWP got off to a flying start on 25 June 1955.

When you worked for Pullman the Company became part of your life and you were always on call. It was not unusual to receive a phone call in the middle of the night as on one occasion when Gigli, the world famous Italian tenor requested a gargantuan meal on the Queen of Scots. The Pullman conductor rang me at midnight for advice on the menu and assistance with supplies and these we were able to obtain from one of the railway hotels in Glasgow.

On holiday at Selsey with my family in 1956 I was sent for to attend an initial meeting in London to discuss the projected Blue Pullman trains on the Midland & Western Regions destined to spearhead Sir Brian (later Lord)

Robertson's £1.240 million modernisation plan. This mammoth project which took four years to come to fruition went through many phases and destinations which included Cheltenham and Gloucester to finally centre around Birmingham and Bristol to Paddington on the Western and Manchester to St. Pancras on the Midland, three new Pullman trains. A fourth blue train was added later, a Swansea based South Wales Pullman.

Of the many inaugurations that of the Midland Pullman is one of the best remembered. We travelled down to Manchester from Euston overnight by sleeper and the following morning breakfasted at the Midland Hotel. We were all rather apprehensive about the first blue d.m.u. train to enter service on the Midland Region and when one of our party consumed the stewed apples which Mr. Harding, now Managing Director, had ordered, and which had been served in error, everybody fell silent! But all went well and according to plan on the demonstration trip to Derby and return with the Lord Mayor of Manchester and other civic dignitaries aboard. We returned to Manchester with minutes to spare to catch a train back to London.

Another inaugural trip well remembered was on 3 May, 1948 for the Thanet Belle. On this occasion the mayors and the beauty queen from each of the Thanet towns joined the train at the

intermediate stops. The train was worked by Battle of Britain 21C170 (No. 34070) 'Manston'.

We did a number of special charters for Alan Pegler who we knew well as a regular passenger on the Master Cutler, a member of the Eastern Region Area Board and the proud owner of Gresley's A3 No. 4472 (60103) 'Flying Scotsman'. One particular occasion stands out, on a rather drab Saturday morning on 13 November 1965 at Paddington Station, it was the Panda Pullman a joint Alan Pegler project with Sir Peter Scott in aid of the World Wildlife Fund. The special was made up of the 'Flying Scotsman', Pullman cars 340, 333, Opal and Observation car No. 13. It ran to Cardiff and returned with a party of rail enthusiasts.

Regarding the catering service we endeavoured to treat each service individually according to the type of passenger who patronised our cars and taking into account their idiosyncracies, as far as possible. There was the owner of a catering trade periodical who commuted between Eastbourne and London and insisted that on the return journey he be served with a pot of tea between Haywards Heath and Lewes. Moreover he expected the staff to know this without his giving instructions. Since this did not just involve one car and crew on the 15.45 ex. Victoria but any one of the 23 Pullman composite cars with their crews on the



*One of the Midland Pullman units on a Preston to Wembley Hill Cup Final Special, 2nd May 1964.  
[Brian Stephenson]*



*The Master Cutler under inspection at Kings Cross on 27th September 1960 with the new Metro Cammell stock. Pullman Car Co. officials include:*

*Chairman, Sir John Elliott (Front 3rd from left); Managing Director, F.D.M. Harding (off centre left, wearing bowler hat); Catering Superintendent, Julian Morel (off centre right, wearing trilby hat and carrying stick).*  
*[J.J. Morel Collection]*

'tram' services on the Central Section of the Southern which could form the Eastbourne service, this was rather a tall order. However, those staff who knew this passenger were rewarded with a half-a-crown tip (12½p) although the pot of tea only cost 1/- (5p)! Any unfortunate attendant who did not know the drill was roundly admonished on the spot and this was followed by a letter of complaint about a lack of service. 'Your staff should know without being told!' But all the boys soon got to know through the infallible grapevine and half-a-crown gratuity was a very good incentive in those days.

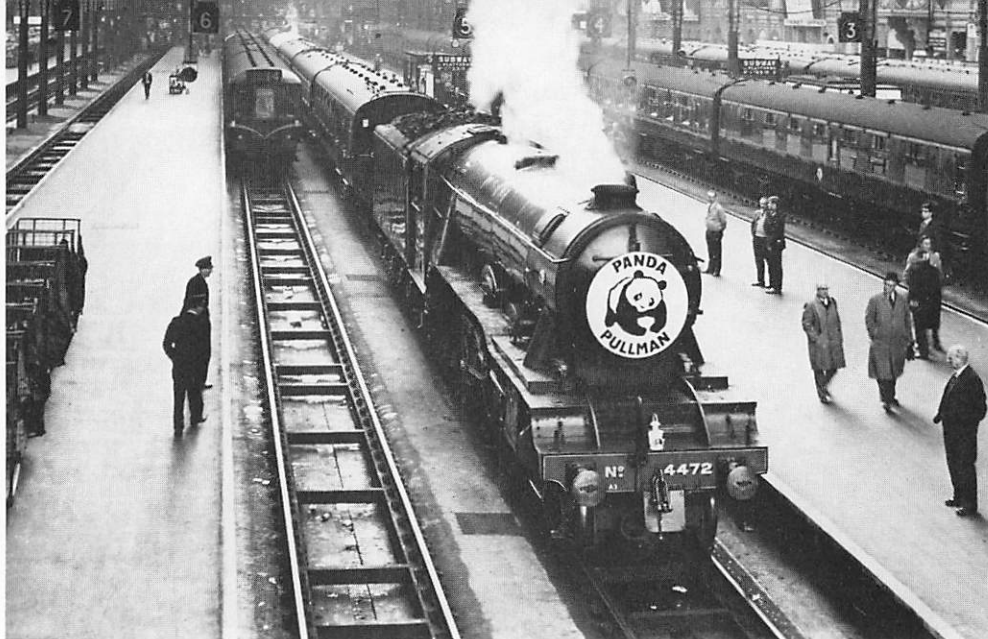
This same eccentric passenger once complained about a trivial incident on another service. I carefully composed a reply, for we always took all complaints very seriously. I received an acknowledgement by return of post saying he was pleased the complaint arose otherwise he would not have received such a nice letter from me! Not all were so easily pacified. I happened one morning to meet a Brighton train at Victoria Station when the attendant-in-charge of the Pullman car asked if I could deal with a difficult passenger who had a complaint to make. It turned out this passenger brought his own food to be cooked for breakfast and as was customary, a small

handling charge was made (a throw-back to food rationing), it was this he resented. He told me loudly he was in the catering business and knew. I tried to point out as politely as possible that I would not be very popular with him if I took my own food to be cooked in his restaurant. Whereby I was accused of being insolent, he would report me to the Chairman, so I gave him my card so at least I could be reported by name. Not unnaturally no more was heard of the incident.

We also received our fair share of compliments and we had our fans and supporters but few were as dedicated as William Sly of Windsor. He was so keen that he had all his meals at home served on Pullman crockery and glassware which he purchased regularly by special dispensation from our stores.

The provision of special trains for State Visits were always important events and upon which F.D.M. Harding would travel with a small party of senior railway officers. On Monday 8 May 1961 we conveyed the President of Finland to London from Gatwick Airport. The return journey was on Saturday 13 May on an 11.15 timing from Victoria Station for a 12 noon Gatwick arrival. The train was made up, both ways, of Battle of Britain No. 34089, 602 Squadron, Niobe, Aries and Isle of Thanet.





*Alan Pegler's Panda Pullman Special at Paddington, 13th November 1965.*

*[Brian Stephenson]*

On Saturdays dress regulations were relaxed in the office and on that particular occasion I sported a light grey check suit. Towards the end of the morning the Chief sent for me. 'More! I can't make it, I want you to go down on the special, I've informed Waterloo you will represent me'.

'But what about my suit?'

'What's wrong with your suit, it's a very nice one, but hurry the train is in the station.'

What could I say, so off I went trying to be as unobtrusive as possible as I climbed aboard. On arrival at Gatwick and throwing caution to the wind, I got out on to the platform to get a better view of the proceedings when suddenly I became aware that somebody was looking at me. It was no less a person than the immaculately attired Prime Minister, the Right Honourable Harold MacMillan, who had accompanied President Kekkonen of Finland to the airport. Everybody else was either in formal morning dress or in uniform, small wonder the P.M.'s quizzical look for he must have wondered who on earth I was. The party dispersed almost as quickly as it had arrived and the special train left 'empties' for Stewarts Lane as I made my way back to Tunbridge Wells by local trains via Redhill and Tonbridge on a rather hot afternoon. Monday morning the Chief wanted to know how the special went, I told him about the P.M. looking at me and my suit.

'I expect he was admiring it' was the Chief's cryptic reply!

Most of our conductors were personalities, none more than 'Titch' Hutley the diminutive conductor of the Cunarder, Statesman and other ocean liner trains of the Southampton and Waterloo runs. On one occasion a visiting Arabian potentate travelled up to London with a large retinue which included a huge negro bodyguard. Hutley looked up at the man and exclaimed 'You're a big bastard!' 'Be careful' the giant snapped back 'I speak English!'

How did I join Pullman? After the war, in which I served in the Royal Artillery, I did not want to return to my old job. I was not much of a soldier but I was proud of my regiment and now I wanted a change. At the time of my return to 'civvy street' I lived in Eastbourne with my in-laws. Their house in Ashburnham Road overlooked a stretch of open countryside between Hampden Park and Eastbourne traversed by the railway line. Idly watching the trains go by I noticed the Pullman cars had returned in the e.m.u. sets, the famous 6-PULs. Actually I had just seen in the *Caterer & Hotelkeeper* that the Pullman Car Company had become a member of the British Hotels & Restaurants Association. On impulse I wrote in offering my services. A reply came by return of post. An interview with F.D.M. Harding followed and I was taken on. It was the start of my 21 years Pullman service on British Railways.



*BB class 4-6-2 No. 34088 213 Squadron reverses the empty stock of the special which conveyed the President of India from Gatwick to Victoria, 12th June 1963. (Pullman Car Isle of Thanet is next to locomotive).  
[Brian Stephenson]*



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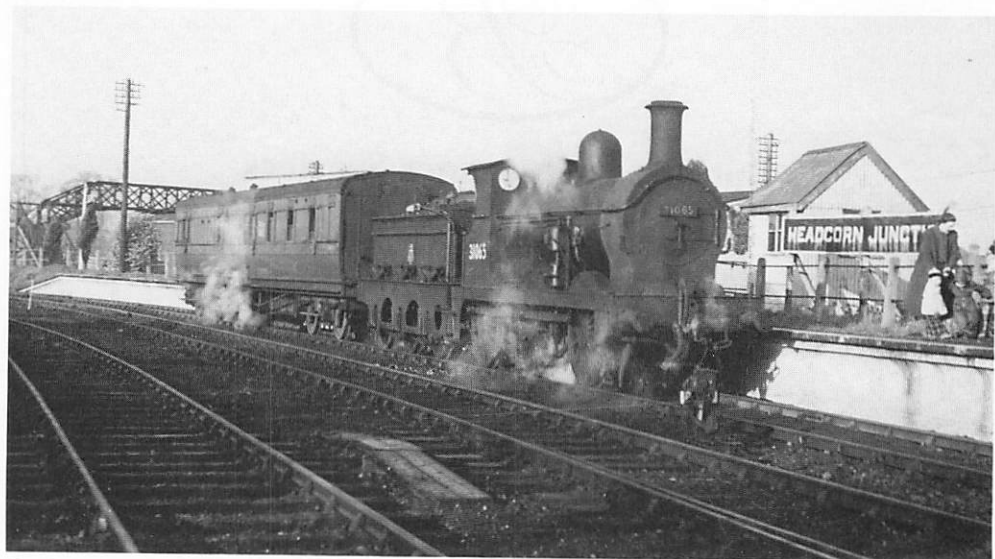
## Part 1: Rails to Rolvenden, 24th September 1953

*The accounts which follow in this and the next issue were written up immediately after the events took place, and feature two visits to the line in 1953. The first followed the announcement of threatened closure and the second comprised a footplate trip from Robertsbridge through to Headcorn during the last week of passenger operations at the end of which on 2 January, 1954, the northern section to Headcorn was "closed to all traffic". What is described took place thirty years ago and, at the cost of possible naivety forthcoming from a twenty year old, it has been decided to leave the script unaltered and decline any benefits of hindsight – K.M.*

For fear that passenger services on the former Kent and East Sussex Railway might come under the axe before the end of the year, I decided to pay a visit to this rural byway, which had been dubbed by the national press at the time as the 'Emett' line. On an early autumn day with the hops already gathered in and the ripe apples falling from the laden trees in the 'Garden of England', the West Country Pacific brought the 11.15 am ex-Charing Cross to a halt at Headcorn and left its passengers for the train to Tenterden to the mercy of a brisk shower as they struggled across the footbridge to gain the single coach of the 12.30 pm train to Rolvenden.

I was surprised to find two class 01 0-6-0s there together; afterwards I learnt that the 01s had changed over after a slight mishap had occurred the evening before when 31065 had been derailed but not sufficiently to ask for the Ashford crane, for the staff on the former K&ESR had, with the assistance of a couple of jacks, set the old engine on its legs again. However 31065 had to go next day to Ashford for examination, and sister engine 31064 had come to relieve her and was now on our train. As we departed, 31065 was seen making her way down the main line until a bridge lost her to sight.

The 12.30 pm rolled away down the narrow lane of hedges and bushes, gaily whistling before each ungated level crossing was passed; great care had to be taken when looking out of the carriage window in case the branches of trees should catch one unawares. Inside, the compartment offered one a view of the Thames from Richmond Hill or a picture of bygone Brighton. Meditation was interrupted as the Guard came courteously down the corridor to enquire of one's destination. There were two fellow passengers; one alighted at Biddenden where we stopped for a moment while the station boy changed the point for us to enter



01 Class 0-6-0 31065 at Headcorn Junction, 29th December 1953.

[R. H. Tunstall]



*01 Class 0-6-0 31064 prepares to leave Biddenden Station, early 1950s.*

*[Pamlin Prints]*

into the passing loop and then ran back to fetch the token for the next section to Tenterden Town; the other passenger was a business man from London who made this journey once each week to Tenterden where he descended, and agreed that we should probably meet on the return train.

Now the sole passenger, I was asked if I would not mind waiting for twenty minutes or so as some shunting was required in the extensive yard of four roads containing nearly thirty goods trucks and a passenger coach which had been involved in the slight derailment the evening before. I readily agreed, though had I insisted, the engine and coach would have continued to Rolvenden and then returned again up the bank to Tenterden Yard. Meanwhile our guard and the shunter were having a tremendous argument over the intricate movements now to be performed. The

shunter wanted this in the loop, the guard had a more brilliant idea. The entry into the Town station is made down a steep gradient which provides some extremely hard exertion for trains going the other way. It was up this the gallant 0-6-0 backed the coach, and while the engine picked up the other coach to take to Rolvenden, the guard released the hand brake and glided our coach down into the loop unaided and braked it at the loop platform.

While the engine continued to potter in the yard I ventured into the booking office cum baggage and parcels room, which also served as the yardmaster's office, and discussed the prospects for the line with the station staff who were most dubious concerning the future of the old K&ESR. Nothing was certain yet, but with passenger traffic as small as it was now, the services might barely see the end of the year;



*The approach to Tenterden Town Station, 21st November 1953.*

*[Pamlin Prints]*

the present trains would certainly run till the official end of the hop-picking season. The goods traffic, especially the hops, paid its way and there was little fear of the line being closed completely. Recent permanent way repairs had taken place on the Robertsbridge section which would point to the line to Tenterden being kept open at that end for goods only while the Headcorn section would be abandoned. That was the present opinion of the railwaymen. The friendly conversation concluded with, in reply to my request for some sample tickets, the porter-in-charge dipping his hand into a shabby box inside the office and producing gratis half a dozen of those gorgeously colourful paper tickets for which the K&ESR was renowned; these samples appeared never to have been used. Into the bargain, I was also given a copy of the recently expired timetable sheet No. 14c, Robertsbridge, Tenterden and Headcorn (Third Class only) 8th June to 19th September 1953.

Soon at 1.30 pm 31064 was ready to take itself and the coach it had fished out of the yard on down to Rolvenden where the stationmaster was opening the level crossing gates in reply to our whistle and into whose keeping the token for this section was handed by the driver. Ahead of us at the distant bend the midday train from Robertsbridge headed by Stroudley Terrier 32670 waited at the home signal until 31064 and its coach had cleared the platform and moved into the sidings which faced onto the two-road engine shed. The A1X 0-6-0T then pulled boldly into the station, still covered with traces of the green coating she had acquired at Brighton Works in September, 1947, when I had seen a painter carefully applying in bold yellow the lettering K&ESR No. 3 of which no trace now remained.

In a siding outside the shed stood another Terrier 32655 (formerly LB&SCR No. 55 Stepney), quite recently painted and still



bearing a 71D Fratton shedplate on the smokebox; she was waiting to go to Ashford to have her boiler washed out. While the 01 and the other Terrier, having changed over crews, had moved up to the small coaling platform to replenish their supplies in turn, I had time to examine the shed and the notice board. There was no shed foreman and the senior driver was responsible for dealing with any correspondence and pinning up relevant notices and details on the board. Except on occasions such as a heavily loaded hop-pickers special when a Terrier was required, both at the front and rear of the train, two locomotives are normally required for the two diagrams Nos. 390 and 391, the former for an 01 on the Headcorn section, the latter only for A1X class 28 ton tanks owing to weight restrictions on certain bridges on the Robertsbridge section. No. 390 diagram commenced at 6.50 am when the 01 had to be prepared, leaving for Headcorn at 7.53 am; the crew of the A1X reported at 5.40 am and had to take the train up to Tenterden before leaving there for Robertsbridge at 6.55 am. Crews changed over at 1.30 pm, and by 8 pm both trains returned to Rolvenden again.

The hour during which both locomotives were being checked over at the shed was a time for

lunch and a brief rest for the Guard before he returned on his bicycle to the station to wave the driver of 31064 up to the platform. The 01, now tender first, had adopted for the 3.15 pm mixed to Headcorn arriving 4.22 pm, the Terrier's coach, open wagon and brake van which had come up from Robertsbridge at lunchtime, and I was allowed to travel on the Guards van to obtain an excellent view down the track. At Tenterden we picked up our former fellow passenger who went for a long shunt in the yard during which 16 trucks and wagons were attached to the brake van which had remained by the platform, a formidable load for a locomotive of 41 tons up the steep incline to Tenterden St. Michaels. Then after passing through the line's only tunnel, a bare 40 yards in length, the 3.15 pm mixed came to a halt at High Halden Road to send three trucks into the grassy siding. At Biddenham we lost yet two more and picked up another passenger in the midst of a shower, while the guard returned down the line to rejoin me in the brake van grumbling that the timetable did not allow him enough time for shunting wagons at each station, hence the chance to seize a little time at Tenterden on the 12.30 pm down. At Frittenden Road, a deserted halt, we were surprised to see a family with baby and pram awaiting us. The guard in the brake van being



*A1X Class 0-6-0T No. 32655 crosses Northbridge Street, Robertsbridge. Early 1950s. [Pamlin Prints]*

separated by eleven trucks from the coach, it was up to the engine driver to descend and assist the pram into the luggage compartment and then close the doors. With a little lost time to regain, the running of the last two miles was very spirited and was felt quite perceptibly in the buffeted brake van for, approaching each level crossing the engine slowed slightly and then shot on again once safely past to the sound of many jangling couplings in the rear of the train.

The 4.25 pm to Charing Cross headed by a Schools class 4-4-0 was just running into the platforms when we arrived at Headcorn. In a siding Q1 class 0-6-0 33026 was waiting to take

our goods wagons on to Tonbridge. Leaving 31064 to shunt the wagons forward and later couple on to the coach to become the 4.46 pm to Tenterden Town, I shook hands with the guard and waved a farewell to the driver and fireman. Taking my seat in the 4.25 pm, I was left wondering how much longer this almost toy railway would continue to hold out against the ruthless policy of economisation and centralisation that was threatening and closing so many of our branch lines each month.

**Klaus Marx**

*Klaus Marx is Editor of Bluebell News, The journal of the Bluebell Railway.*



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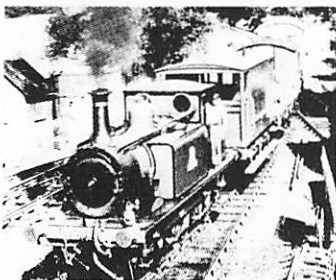
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# Letters to the Editor

## Traffic at Hodson's Mill

Sir – In the interests of accuracy may I correct two minor errors that crept into Part Two of my recent article? [Summer 1983]

The track was not removed immediately after official closure of the siding in January 1970. The four vans acquired from the mill were picked up from there in January 1972 when the last of the preserved stock in store at Robertsbridge was moved up the line. Subsequently the track between Robertsbridge and Junction Road was lifted. Thus, even if the mill sidings were partially removed a connection with the "main line" existed for at least two years after official closure.

Secondly, I am informed by Mr Thomas Dadswell that a length or two of rail is still in situ at the back of the mill. However readers are cautioned not to go investigating as they would be trespassing on private property!

Wadhurst, East Sussex

Neil Rose

Sir – Neil Rose's account of the Robertsbridge mill siding in the Spring 1983 *Tenterden Terrier* brought back memories of waiting for Wickham trollies at the North Bridge Street level crossing. The fact that the siding was not completed until 1902 may not be as surprising as he implies since it appears to have been authorised (or perhaps re-authorised) as Railway No. 3 of the Rother Valley Light Railway (Extensions) Order 1902, in which it is described as a 1 furlong siding to the Robertsbridge Roller Flour Mills. Railway No. 1 of this Order was the Tenterden to Headcorn extension and Railway No. 2 the original siding connection with the S.E.C.R. at Headcorn Junction.

Sidcup, Kent

T.G. Burnham

## Footplate Frolics

Sir – I read with enthusiastic interest suggestions put forward regarding frequent special events as additional K&ESR fund raisers. Yes, a 'Railway at Work' demo is good. Bring parties early enough to Rolvenden to see scheduled 'lightups' and following 'blow-downs', and let them peer into the smokebox of the engine they will travel behind later. Some footplatemen, contrary to belief, are good PR men. Another thought was photograph days. We do have camera experts in our ranks, who could allocate 'advantage' viewpoints and advise on exposure times for possibly uncertain

snappers.

A new thought of my own, however, is 'Nature Rambles' – beyond the limit of operation, of course. Oh, if only we had a David Bellamy amongst us? Or maybe we have. There is trackside herbage teeming with wildlife. Thistles, bullrushes, butterflies, snails, glowworms, lizards, snakes, rabbits, herons, fish, foxes, pheasants, little owls, barn owls, swans and cygnets, and last season a blue-tit nest with sitting parent bird in the Witt. Rd gatelamp, unperturbed while we swung the gate.

What about sky-at-night lectures, in the fresh keen air of winter.

Who'd like to be Nature Director?

Farnborough, Kent

Iain Pringle,  
*Engineman*

## Hell Houses?

Sir – Even avid railway enthusiasts must surely shy away from the houses recently built beside the line at Tenterden. Members who have not visited the Railway for some time may not be aware of the large development which has transformed the area between the High Street and the line. As part of the new Rogersmead Estate five detached houses have been built on the site of the former Railway allotments. All would be well except that two have been built within 20ft of the rails which, being on an embankment, pass by at first floor level.

Do the prospective owners realise that they will be living beside an operational railway with steam engines pounding up the steepest part of Tenterden Bank almost in their bedrooms? They can expect vibration, noise, smoke and dirt. Beside one house is a 'Whistle' board for down trains approaching the foot crossing at the home signal. They can enjoy the trains morning, noon and night at weekends, high days and holidays when the railway is open and, of course, there are plenty of works' trains at other times.

All this for a modest £57,000! There is nothing in the advertising blurb to forewarn prospective purchasers of the line. So I hope they are well advised by the estate agents, and their solicitors. Never has the maxim caveat emptor (let the buyer beware) been more true.

While the Planning Committee of Ashford Borough Council must take responsibility for approving the building site plans, I feel that our Board must also shoulder some blame for not

placing restrictions on the location of the houses when they sold the land. As far as I can tell the outside walls are built within a foot of the boundary fence which itself is barely at the bottom of the embankment.

I fear we shall have a lot of trouble with the owners of these properties in the years ahead.

London, E.C.2

Rose Stuart (Miss)

### **East Kent Railway Services**

Sir – Mr. Godfrey R. Croughton in his letter refers to miners trains between Tilmanstone Colliery Yard and Shepherdswell. The 1928 Bradshaw shows these trains as running between Shepherdswell and Eythorne at times convenient to the three 8 hour shifts. There is a note “Bb” “Runs from Tilmanstone Colliery Yard when required”. This is a little odd as one would think that the miners would want this service either every working day or not at all.

The same timetable shows a morning and afternoon service between Shepherdswell and Sandwich Road which by then ran on Wednesdays and Saturdays only and was withdrawn the following November.

Bristol

J.F. Burrell

### **The Railway in Wartime**

Sir – The article in the Spring 1983 issue of *The Tenterden Terrier* brings back childhood memories. We were bombed out of our London home in the Blitz and in September 1940 went hop-picking at Tenterden at Mr Day's farm on the road to Smallhythe. After this finished we were due to be evacuated to Burton-on-Trent. However my father was still working in London and so we found temporary lodgings next to Rolvenden railway station where my mother, brother and I lived from 1940 until 1942. My father came down from London every Friday night, first by coach but when the petrol became scarce he came by train changing onto the Kent & East Sussex railway at Headcorn. The little train always blew its whistle before it arrived at Rolvenden to let us know father was coming. Father returned to London early on Monday morning from Tenterden Station, a friend giving him a lift up the hill into the town.

While we were living there I remember the army taking over the station at Rolvenden. The men lived in carriages and the big gun used to run up and down the line. As kids we went to the side of the station and watched the soldiers all weekend. I remember the officer who

smoked a pearl-handled pipe. My brother and I with the local children enjoyed many a happy hour at the station.

London E1

Mrs A. Nunn

### **Colonel Stephens – The Twilight Years**

Sir – May I congratulate Philip Shaw on yet another excellent article on the life of the late Colonel Stephens. I would, however, question some of the observations made on the Colonel's medical condition by the Terrier's Medical Correspondent. Certainly, if Stephens had been alive today, his condition would have been more easily treatable and far less disabling. If the Colonel had been left-handed, it would not have helped him to write more easily. In the majority of people, speech remains located in the same area of the brain as those who are right-handed.

London, S.E.4

Dr. Martin Wolfson

### **Tenterden's New Development**

Sir – As the writer of the article on Tenterden's new development, I would like to reply to Bill McNair's letter in the Summer 1983 edition of *The Tenterden Terrier*.

He says that the rot started on the Tenterden site by the construction of the Carriage and wagon shed which blotted out the attractive rural view beyond. To be accurate, the rural view to which he refers has been blocked out by corrugated storage warehouses since the middle of the last war and the addition of the carriage shed has made no difference.

Bill McNair asks if it is really necessary to be hell-bent on a programme of modernisation of amenities. The Board and many members think it is. The public who visit us will only be charitable to a degree. They will not continue to put up with lavatories at the top of Station Road and eating sandwiches standing up in a rather dilapidated Pullman carriage. We live in a modern consumer society where the public pays for and demands good facilities. The down-at-heel bumbling railway to which Mr. McNair refers, appeals to a few purist railway enthusiasts, many of whom want to come and bask in past nostalgia but are less keen to dip into their pockets to ensure our survival.

Finally the Board has tried to temper modern facilities by disguising them as far as possible and matching them sympathetically within the station site.

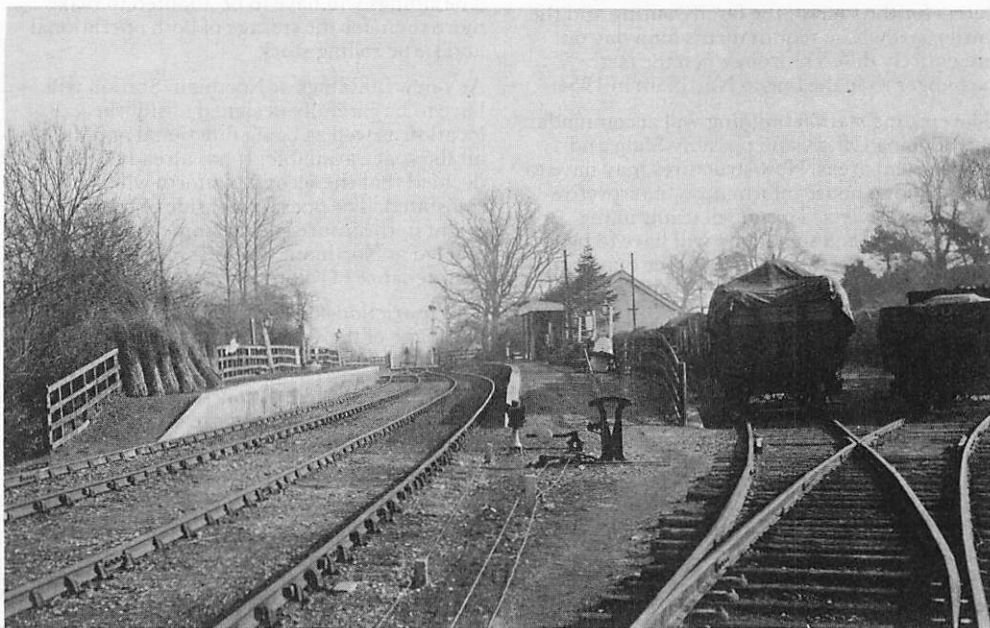
Hartlip, Kent

Mark Yonge



# Problems at Northiam

David Dine outlines some initial observations made by the Northiam Study Group for the Station area.



*Northiam Station, looking towards Wittersham Road, 1920s.*

*[Tenterden Railway Co.]*

With the track being relaid from Hexden channel and repair work progressing on the Rother Bridge, the day when passenger trains once again cross the A28 at Northiam is getting nearer.

The Northiam Study Group was set up at the beginning of this year, to report on such items as station buildings, water supply, track layouts etc., so that work could be co-ordinated to provide a usable terminus as soon as the track repairs are completed and passed by the Railway Inspectorate.

## **The existing situation**

Northiam Station is approximately 1 mile from the local village on the main A28, Hastings to Ashford Road. The station consists of one two coach length platform, a station building, two sidings, a six coach run round loop and two staff bungalows. The construction of the station building is typical of the line, being only timber frame with corrugated iron sides and roof. It has a small Office, with ticket window, waiting

room, luggage/parcels room and small lean-to shed. The Waiting Room has been fitted with a new floor, redecorated and is open as an information point during the summer months. The Luggage Room houses the printing department's two machines and type setting tables. The platform has a badly worn brick face and pitted surface. The bungalows, of similar construction to the station, are used for stores and volunteer accommodation. In common with the other stations the existing area is long and narrow giving difficult road access to parts of the site. At Northiam however, extra land to the north was purchased by the Kent and East Sussex Railway for the proposed extension to Rye. Although this line was never built the land was retained and purchased by the Tenterden Railway Co. with the rest of the railway in 1974. This piece is approximately 700ft long by 100ft wide, and is at the moment cultivated by a local farmer.

## **Future requirements**

The line in the past relied on the traffic

generated by the local farms, hop pickers, coal, and the occasional passenger! However, there is now no farm produce to carry, no hop gardens, and no coal traffic. Our railway now caters for the tourist, the family outing and the enthusiast whose requirements for a day out are entirely different from when the last passenger rode the line to Northiam in 1954.

The existing station building will accommodate the Booking Office, and possibly Shop and refreshment areas. New structures may have to be erected to house information/interpretive centre and toilets. To control trains in the Northiam area, a signal box will have to be built and it is intended to use lower quadrants similar to those installed at Northiam originally.

The road crossing will be fitted with gates with extra warning boards positioned along the road for motorists.

Car parking will be one of the major problems at Northiam in the short term, until a suitable solution to the difficulties in utilising the ground to the north is found. New vehicular access from the A28 onto this piece of land would not be permitted because of the curvature of the road. The only point at which the track is on the same level as the field is

adjacent to the level crossing, whilst there is a height difference of some 7 ft at the opposite boundary.

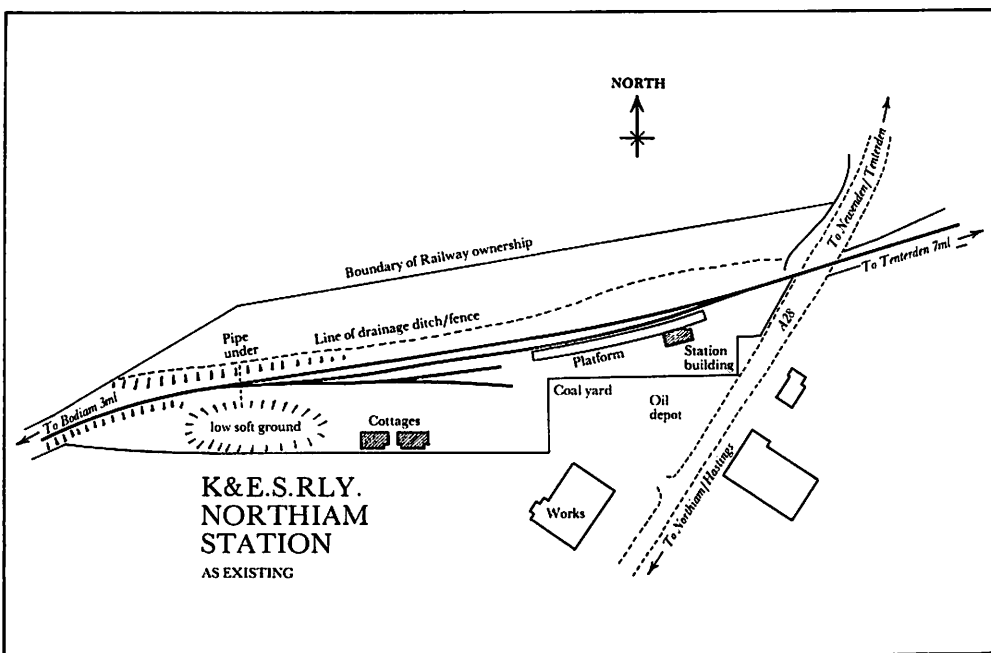
The sidings will have to be adapted to make more room for the storage of both operational and static rolling stock.

Any new buildings at Northiam Station will have to be carefully designed to suit the location as well as being functional and utilise all the space available. It has already been decided that the second platform will be reinstated. The operational side of the railway might in the future require some buildings to be erected at Northiam, to assist in the maintenance of rolling stock.

The restrictions on building will be dictated by the shape of the site, the change in levels and a large area of soft ground.

We are also limited, of course, by our financial situation although we hope to obtain grants from the English Tourist Board similar to those obtained for Tenterden Station.

Anyone wishing to help in this important stage of our expansion should contact Tim Lawrence (on Hailsham 845108) who has already started renovating Northiam Station building, or David Dine at Tenterden.





*Approximately the same view, August 1983.*

*[David Dine]*

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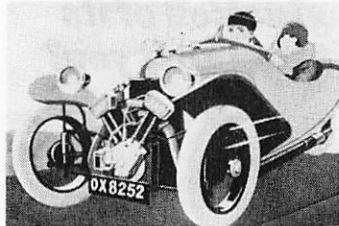


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# At Our Convenience.....

Regular readers of *The Tenterden Terrier* will recall that in the Spring 1983 edition there was an article entitled Tenterden's New Development. This outlined the main plans and ideas for the station site, phase 1 being a new toilet block which the story said was due for completion by early Summer. For various reasons and in true Kent & East Sussex tradition, this completion date was not met, the doors to the 'Ladies' and 'Gents' being unlocked in time for the first day of the Tenterden Country Show on Saturday September 10th.

The building has been constructed of Tonbridge Wealden Kiln Stock bricks and timber weatherboard with a lightweight block inner skin. The roof has been clad with a lightweight sheeting the profile virtually matching that of the main station building. Finials at each end of the ridge with timber trusses below are details which have been designed to reflect the unique features in the 1903 structure.

As far as possible, all cisterns, pipe work, water

tanks and ancillary equipment have been installed in a central service passage, access being provided by "concealed" doors in the weatherboard. A cleaner's store has access from the side facing the yard crane and is complete with its own 'h & c', bucket sink, etc. Disposable materials for all on and off train w.c.'s will in future be kept in here.

The disabled toilet has, of course, its own ramped entrance and is fully fitted in accordance with the British Standard Code of Practice for Access to Public Buildings by the Disabled. All three "comfort stations" have temperature controlled hot water only to the wash hand basins and hot air hand driers, ceramic tiled walls to a height of 6'0" and quarry tiled floors.

Meanwhile a detailed scheme for the landscaping of the whole site, including the area over the level crossing has been submitted to Ashford Borough Council for approval, this being a requirement for the development of the whole area.

**Paul Sutton**



*"The Ladies" side – Store door on the right, 1st October 1983.*

*[Paul Sutton]*



*"The Gents" – note ramp to disabled toilet. The empty brick spaces will be filled with soil and planted up. 1st October 1983.*  
[Paul Sutton]

*We would like to thank the undermentioned manufacturers and Merchants without whose help and generosity the final cost would have been increased by several thousand pounds.*

*Amey Roadstone Co. Ltd. (Ballast)  
Armitage Shanks Ltd. (Sanitary Ware)  
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Fordham Plastics Ltd. (Water tanks and flushing valves)  
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Dennis Ruabon Ltd. (Quarry tiles)*

*Rugby Portland Cement Co. Ltd. (A generous donation)*

*Sandell Perkins plc (Timber & Building materials)  
Sheffield Insulations Ltd. (Insulation material)  
D.A. Thomas & Co. Ltd. (Architectural ironmongery)*

*We must also record our gratitude to:*

*The English Tourist Board for grant aid  
Local Lions Clubs for a donation towards fitting out the disabled toilet.*

*And Don Blake of D. Blake Builders, the main contractor, who despite several problems has, with great courtesy and patience erected a building of which we can be proud and our visitors relieved!*

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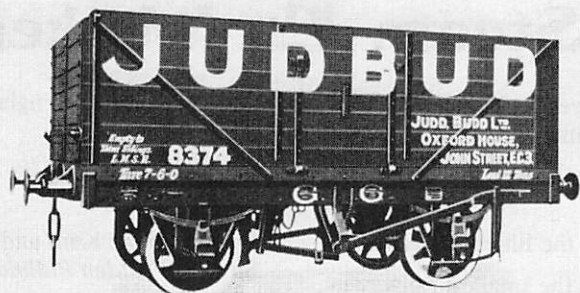
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## Profile : The Kent & East Sussex Locomotive Trust

The K & E.S.R. Locomotive Trust consists of a group of members of the railway who, over the years, have donated and raised money for the acquisition and restoration of locomotives and rolling stock for operation on the railway. All items are owned by the Trust and loaned to the Tenterden Railway Company.

Many of the Trust members felt that the organisation was not receiving enough publicity and that if it was brought into focus more people could be persuaded to join, thereby increasing the funds available.

There are 130 full members, the majority of whom are both members of the Railway Company and active volunteers. (Membership of the T.R.C. is not mandatory.) Associate membership is obtained by donating any small sum – maybe a pound – just see Boris Perkins or Colin Edwards at Rolvenden on almost any weekend! Full membership is gained when one's total accumulated donations reach £10 and is maintained by a donation of just £1 per year thereafter; many people give considerably more.

The Trust's principal loco – No. 22 Maunsell,

returned to service in 1981 and has been in regular use ever since, but now requires major repairs. Until these can be carried out, the power classification of the loco has been reduced to that of little more than a Terrier.

The next project will be the restoration of U.S.A. No. 21 Wainwright, a task for which the Trust is financially prepared, but which has to be fitted into the work programme at Rolvenden. Some preliminary jobs have already started; the boiler lagging has been removed and an assessment made on the amount of professional boilermaking work required. The cab panels and side tanks were sent away with those of No. 10 Sutton and the 'P' Class for shot blasting and plating. The motion has also been taken down for preliminary inspection.

New seats for the Mk. 1 S.K. coach, No. 63, were purchased last Winter and fitted by Alan Robinson in time for this year's services. This vehicle has been in almost constant use since the Trust purchased it from British Rail in 1977.



*No. 67 the Woolwich coach in a dilapidated condition – Northiam Loop, 17th August 1983.*

*[Paul Sutton]*

## Kent & East Sussex Locomotive Trust Stock

*at 30 September 1983*

### Locomotives

No. 22	0-6-0T Maunsell	-	In service
No. 21	0-6-0T Wainwright	-	Awaiting restoration

### Coaches

No. 59	Maunsell S.K.	-	Awaiting restoration
No. 61	SECR Birdcage Brake	-	Restoration 1983/84
No. 62	LSWR Composite	-	Awaiting restoration
No. 63	BR Mk 1 SK	-	In service
No. 67	NLR Bk II Woolwich Coach	-	Awaiting restoration
No. 70	LCDR Bk III Woodchurch Coach	-	Awaiting restoration

### Wagons

No. 102	Ex S.E.R. 6 w brake	-	In service
Nos. 110/111	4 Wl D/side open	-	In service
Nos. 113/114	4 Wl flats	-	In service

Wickham Trolley No. 1	V Twin Petrol	-	In occasional use
-----------------------	---------------	---	-------------------

The 'Birdcage' coach No. 61, is in the new carriage and wagon repair shed at Tenterden and hopefully work will continue quickly now that the shed is nearing completion. This fine example of Edwardian passenger stock will be a useful addition to the fleet, not only because of its historic interest, but also for its high seating capacity.

Replacement wheelsets for the 'Woolwich' coach, No. 67 have finally been found, after years of searching. This vehicle is in need of almost total rebuilding and the Locomotive Trust and the Railway Company are looking into methods of obtaining sponsors or grants to assist in this.

The Trust maintains two donation boxes on public sites within the railway and has had fund raising stalls at the Steam and Country Fair in the past. It would like to take stands at other events, but labour presently available is often already occupied with operating or maintaining the railway, therefore any assistance would be very welcome.

If you would like to know more about the K & E S R Locomotive Trust, its constitution, rolling stock and future aims – or if you would like to join – please ask at the railway to be put in contact with a Trust member or drop us a line, care of Tenterden Station, with a s.a.e. please.

**Alan Jones**

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# Carriages in Camera -Part 2

## A history of Kent & Sussex Passenger vehicles from 1900 to 1932

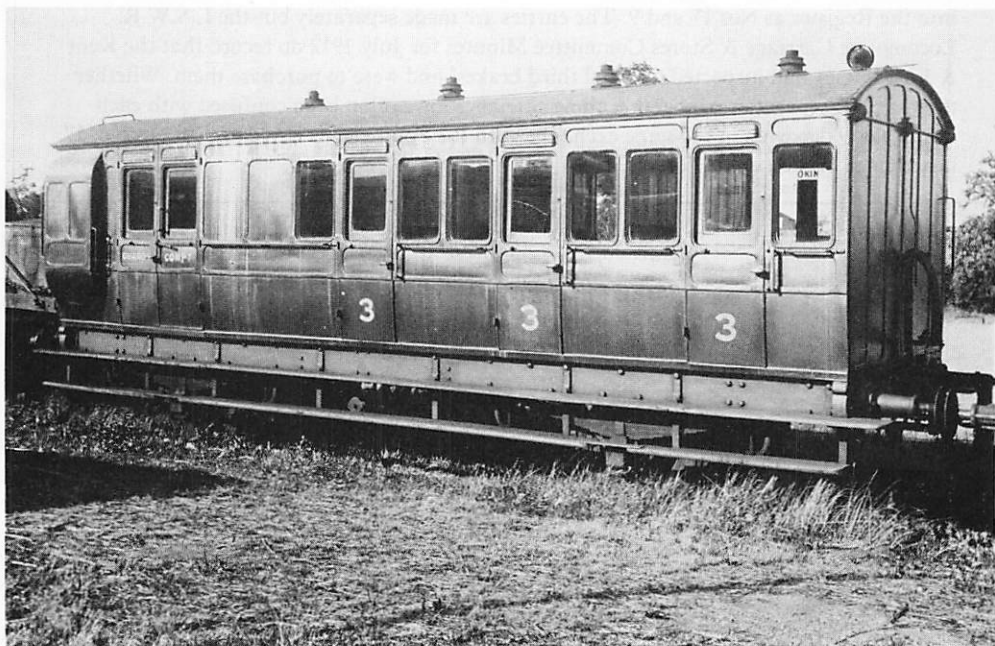
After 1908 all the carriages purchased by the Kent & East Sussex were originally built for the London & South Western Railway. Unlike earlier carriages they seem to have been mixed indiscriminately in service and not to have run in particular rakes. Since the greater part of their service was in fairly weatherbeaten condition it is often impossible to distinguish between particular carriages of the same type in photographs and this accounts for much of

the confusion which has previously existed over the exact number and identity of the carriages owned by the Kent & East Sussex.

Unfortunately the Kent & East Sussex Rolling Stock Register is not quite as clear about some of these ex-L.S.W.R. carriages as it is for the earlier carriages, particularly with regard to dates of acquisition, but the picture is certainly now much clearer than hitherto.

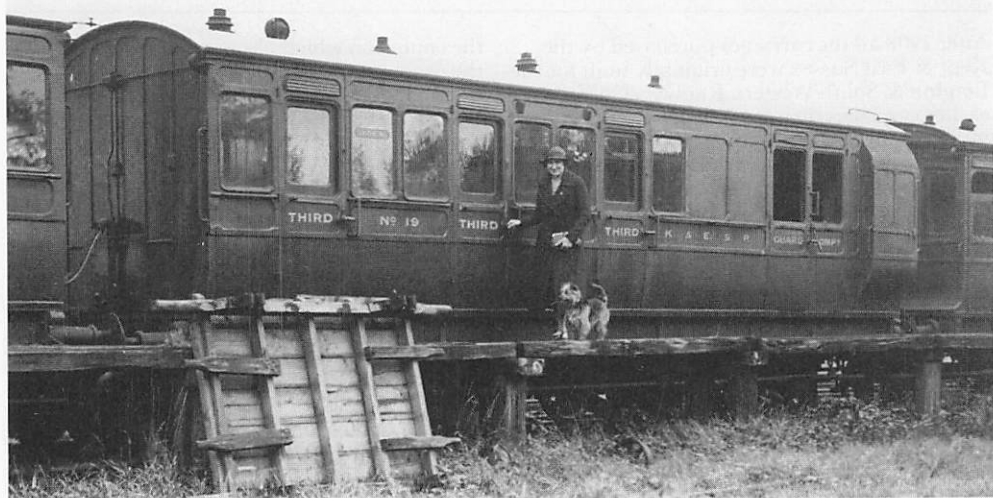
### The '1910' Set

In September 1910 the K.E.S.R. took delivery of a rake of three carriages consisting of two four-wheeled three-compartment third brakes each seating 30 and a six-wheeled five-compartment composite seating 12 1st and 30 3rd. The brakes took Nos 18 and 19 borne by the bogie carriages resold to Pickering's but the composite took No. 2 left vacant by the conversion of the original Hurst Nelson four-wheelers to bogie vehicles. Carriages 2 and 18 were exchanged with the Southern in 1932 for ex-L.S.W.R. bogie carriages (see *The Tenterden Terrier* No. 27) but No. 19 soldiered on until 1948 when it was broken up at Headcorn.



Ex L.S.W.R. 4w brake 3rd No. 1 at Rolvenden.

[National Railway Museum]



*Vehicle No. 19 sister to No. 1 at Rolvenden, 21st September 1935.*

*[H. C. Casserley]*

### **The Six-Wheeled Brakes**

Two six-wheeled three-compartment brake thirds each seating 30 have been pencilled into the Register as Nos 17 and 9. The entries are made separately but the L.S.W.R. Locomotive Carriage & Stores Committee Minutes for July 1912 do record that the Kent & East Sussex had inspected two 'old third brakes' and were to purchase them. Whether they arrived separately or together these carriages have often been confused with each other. No. 9 departed in the same exchange with the Southern as Nos 2 and 18 but No. 17 lasted until broken up in 1944.



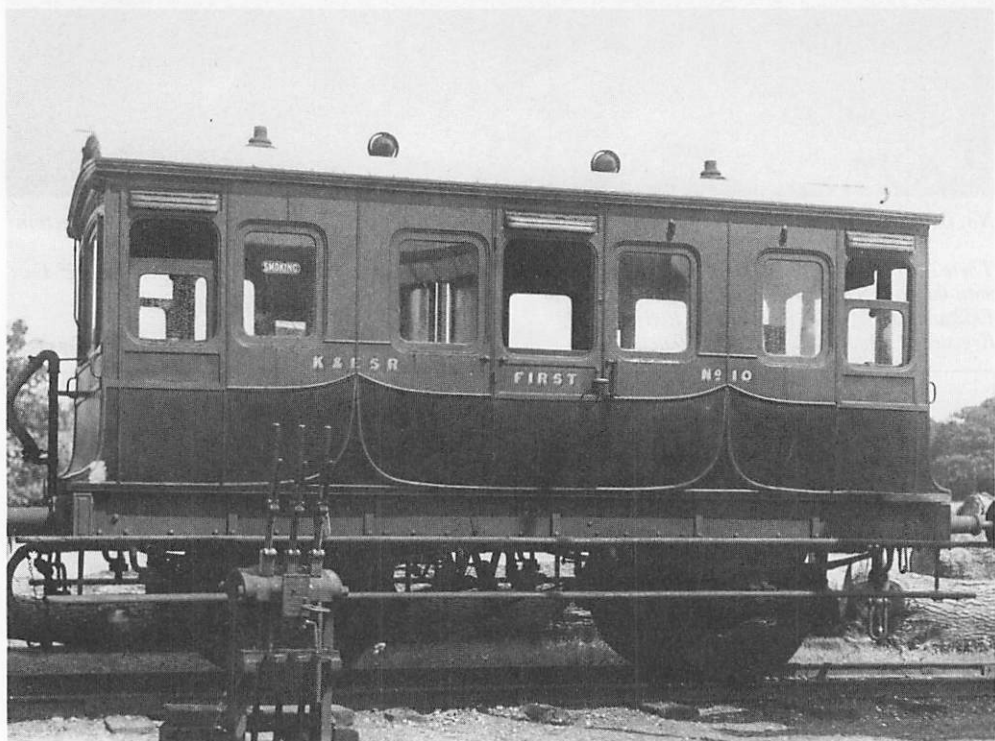
*The "Wreck of the Hesperus", February 1918. Vehicles believed to be 4w Bk 3rd No. 9 (nearest camera) and 4w Bk Comp No. 4.*

*[Tenterden Railway Co.]*



### The '1911' Set

A further three carriages were obtained in June 1911. For some reason these were described as 'duplicate stock' and took the same numbers as the Hurst Nelson/Pickering bogie conversions. No. 1 was a four-wheel three-compartment third brake identical to Nos 18 and 19 of the previous year and No. 4 was a six-wheel five-compartment composite identical to No. 2 of that set. No. 6 was a four-wheel two-compartment brake third seating 20. Nos 1 and 4 survived with No. 19 until Nationalisation but No. 6 was broken up in 1944.



*Ex L.S.W.R. Royal Saloon, K & E S R No. 10, 19th August 1933.*

*[H. C. Casserley]*

### The Royal Coach

The Register casts little new light on this 1848 carriage (see *The Tenterden Terrier* No. 5) save that its entry in the Register appears to have been pencilled in at some time between 1912 and 1914. Why it should have been given the No. 10 when the Great Eastern four-wheeler already bearing this number was still on the line is a mystery. There is no reference in the Register to the transfer of this carriage to the Southern in 1936.



*No. 6 derelict at Rolvenden in 1935.*

*[S. R. Garrett Collection]*

*There is no record of any other carriages being obtained until the ex-L.S.W.R. bogie stock began to arrive in 1932 and none of these appear in the Rolling Stock Register. It seems unlikely therefore that any other*

*carriages were acquired but, knowing the Kent & East Sussex, not impossible.*

**Stephen Garrett**

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# A Guard's Day Out

## Some personal reminiscences by Norman Johnson

*When they found how my wife Lorna and I spent some of our not-so-spare-time, friends and relatives smiled with a trace of bewilderment in their eyes. "How odd", they must have thought. However, if one must be different, why not be really different and help to run a railway; a real railway? Questions were asked: "You mean to say you don't get paid? How much profit does it make? Why do you do it? What do you get out of it?"*

*It helped to answer the last two when, in April 1981, Lorna and I invited them to celebrate our Silver Wedding on the 'Wealden Pullman.' Superbly wineed, dined, looked after and fussed over by the Pullman staff, we enjoyed the evening of a lifetime and, without exception, the aforementioned friends and relatives discovered for themselves something of what the railway was all about. All were full of admiration for the KESR, its' volunteer work force and supporting membership.*

*I first became involved with the KESR in 1977. Having seen the original KESR trains on the line both at Headcorn and Robertsbridge during the late 1940's (and, to my lasting regret, not having had the opportunity to travel on them), read about the struggle to re-open during the early preservation days, spurred on by an almost life long interest in railways, and the fact that my 88 year old step-father worked on the line from Ashford Carriage and Wagon SR, I took a trip on it shortly after the re-opening. Upon my return I spoke to Colin Edwards and found myself on the trainee guard roster. The following, then, is a personal account of a day as a guard on the present Kent and East Sussex Railway in late 1982.*

\*\*\*

As I descended the hill towards Rolvenden Station first a plume of steam and smoke was visible, stirring a little excitement within me. After drawing detonators from the Shedmaster's office at Rolvenden yard to complete my personal gear of flags, rule book, lamp, keys, etc, I had a quick word with the loco crew and ascertained that there were no immediate problems and that the loco would be off shed within 15 minutes; at least a good start to the day! After an exchange of greeting with a young cleaner who was polishing fit to remove the loco's paint altogether, I checked the notice board for Special Traffic Notices etc, and drove my car up the hill to Tenterden Town Station. It struck me as ironic that the internal combustion road engine was, to a large extent, responsible for the demise of our railway branch line system during the 1960's yet

present day preserved railways relied almost exclusively on the car to bring passengers, without which such lines would simply not exist.

Upon arrival at Tenterden, a quick word with the Operating Manager confirmed that we would be working a three coach train. These were already formed up in No 1 carriage siding so there would be no struggling with greasy, recalcitrant buck-eye couplers and the like that morning.

I walked the length of the stock making various visual safety checks; vacuum pipes correctly connected, buckeyes secure, no obstructions under the wheels. At the same time the travelling Ticket Inspector for the day, together with his trainee, was checking the interior for cleanliness, and unlocking the carriage doors. Very soon a distant whistle was heard as the loco approached the home signal and the signalman opened the level crossing gates in order to be able to clear the signal, so admitting the light engine into the station. The driver halted briefly in order to obtain my instructions as shunter. I jumped onto the footplate, we exchanged an insult or two, all very good natured banter, and away we went towards the Headcorn end.

Stopping, I changed the points and the loco set back gently onto the stock. The fireman was about to descend but I indicated that I would couple up; after all, he would have enough of that, and more besides, by the end of the day. A quick vacuum brake test, hand brake off, a hand signal to the driver and away towards the headshunt, two thumps on the plunger to obtain signalman's permission to enter the platform road, an answering double ring on the bell, the train set back and came to rest in the platform just short of the Stop board. The ticket inspector indicated that all was well within and so we allowed the already waiting passengers to board the train whilst the loco ran round and coupled to the Wittersham Road end.

The time came to remove my old jacket, high visibility vest and greasy gloves and effect the transformation from a shunter into (I hoped) a reasonably smart guard. Very soon it was twelve noon, departure time. Upon receiving the right-away from the booking clerk I blew my whistle, made a last quick visual check



*The Author carrying out a brake test.*

*[Lorna Johnson]*

down the train, ensured that the starter and advance starter signals were clear, waved the green flag, the driver waved an acknowledgement, piped the loco-whistle, opened the regulator gently and we pulled out of the platform to commence the eight mile return journey to Wittersham Road.

It was fortunate that both Cranbrook Road and Rolvenden level crossings were manned; had they not been so attended it would have been an additional duty for the guard to operate the gates although usually the fireman would have assisted by opening, leaving the guard to close them, thereby saving precious minutes of running time. Rolvenden station was staffed and the two passengers joining there already had tickets; no extra work for the ticket inspector that trip! A brief halt, a green to the driver and we were on our way again, past the sewage works, Morghew's Curve, Pope's Cottage, Newmill Bridge and so along Oxney Straight until Wittersham Road outer home signal was sighted. Upon drawing into the reconstructed Wittersham Road station it became obvious that the recently completed signal box was unmanned that day; another job for the guard! Running the loco round the train

called for thirty plus lever movements. "Crib sheet" (of the said lever movements) in one hand I switched on the power, inserted the train staff into the King Lever and began the run round procedure. The interlocking prevented one movement, whoops! made an error somewhere, went back, tried again, that was better. The ticket collector operated the level crossing gates which helped to save time. All the same, the ten minutes allowed evaporated all too quickly. Hurrying back to the platform the ticket inspector was assisting by placing the tail lamp on the bracket on the rear coach and his trainee offered to take the train staff back to the loco-crew; keen fellow! A quick brake test, hand brake off, I waved a green and we were on our way back to Tenterden. Being a dry day we had no adhesion problems on Tenterden bank. The latter gave a splendid opportunity for a really spirited run on the final lap into Tenterden station but could have been a serious problem with wet, greasy rails, especially if Cranbrook Road crossing had been unattended thereby necessitating a double stop on the 1 in 50 gradient.

Tenterden home signal cleared upon our

approach and we ran into the platform. Having applied the hand brake and assisted passengers to alight at the Headcorn end of the platform where there was a wide gap due to the curvature, there was time for a quick snack lunch before the sequence began again with the 14.00 hours service.

Upon arrival of the last service train of the day at 16.35 hours, some shunting needed to be done. Being a Saturday this consisted of berthing the day stock in No 1 carriage siding and drawing the "Wealden Pullman" set from the former carriage and wagon siding into the platform for the evening wine and dine train. Luckily, I had earlier remembered to place an ordinary 3-link coupling handy as it would have been difficult to get the loco's screw coupling onto the coupling hook of the end coach, due to the curve. More important it would probably have been impossible for the "Wealden Pullman" guard to have removed it when he berthed the stock around midnight!

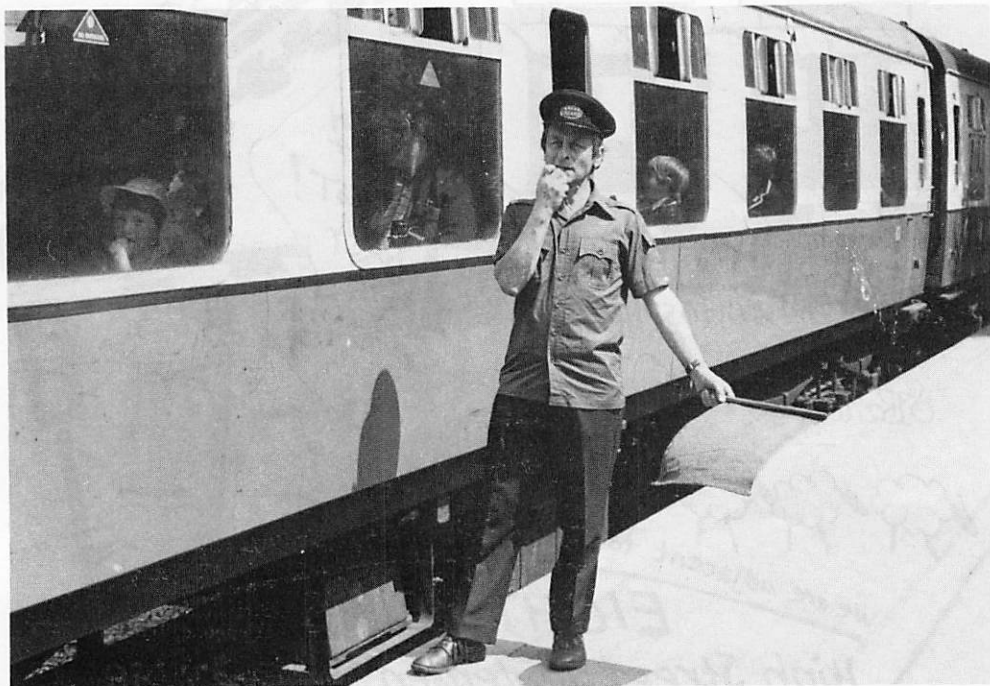
At that point my shift came to an end as the evening guard had arrived to take over. We exchanged a few pleasantries and I handed over

to him with an assurance that all was well with the Pullman.

*Well why do I do it?*

*There is no simple answer. I have had an interest in railways since the mid-1940's when I was around 12 years of age, and watched the annual hop-picking exodus from London in trains composed of a variety of decrepit, run-down rolling stock on the way to Paddock Wood and points beyond; indeed hop-pickers came onto the KESR. I like to think that I am helping to preserve a fragment of the past, a rapidly vanishing past, and in so doing give a little pleasure to others, especially children who have never before seen a steam train, let alone travelled on one. Indeed, a little eavesdropping reveals that many children have never before travelled on any sort of train!*

*Being rostered as a guard fits in well with my home and family commitments and it is, as I said at the beginning, different! Lorna and I have made many friends on the KESR finding that there is always somebody to chat or wave to. After all, although we all come from a wide variety of occupations and backgrounds, we have one thing in common; the future success of the Kent and East Sussex Railway.*

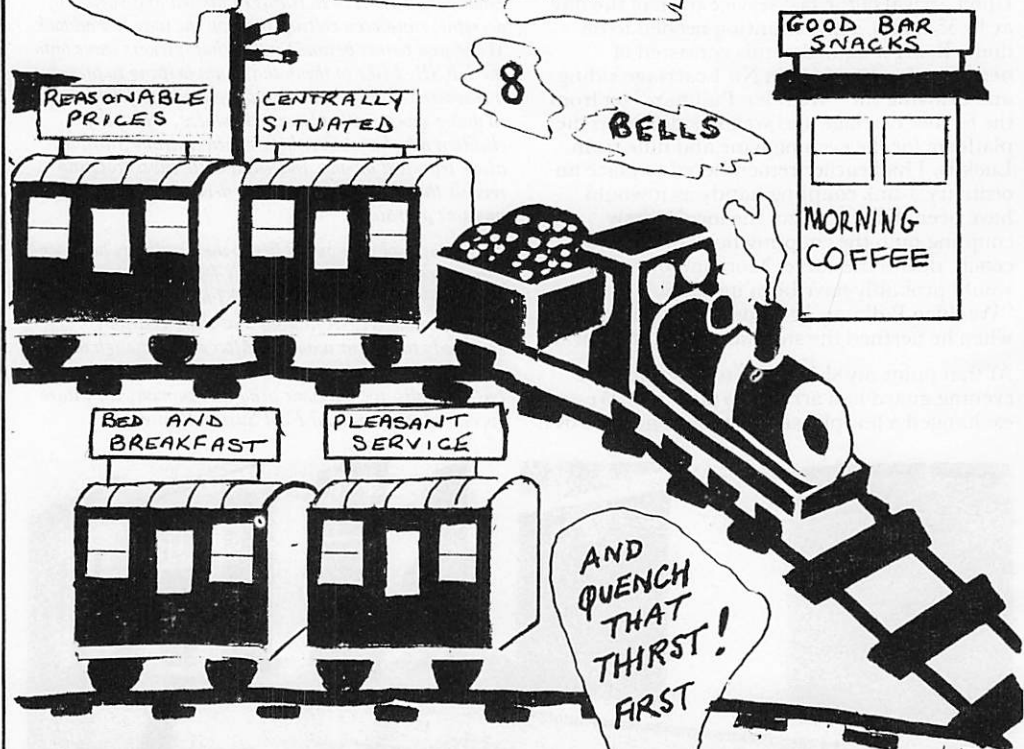


*"Right Away".*

*[Lorna Johnson]*



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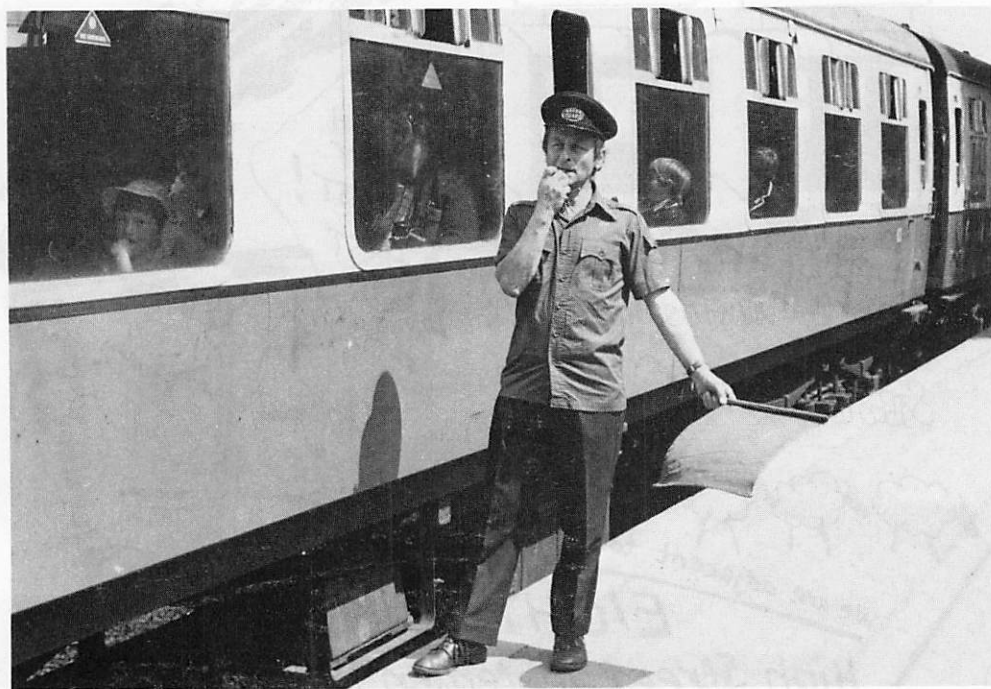
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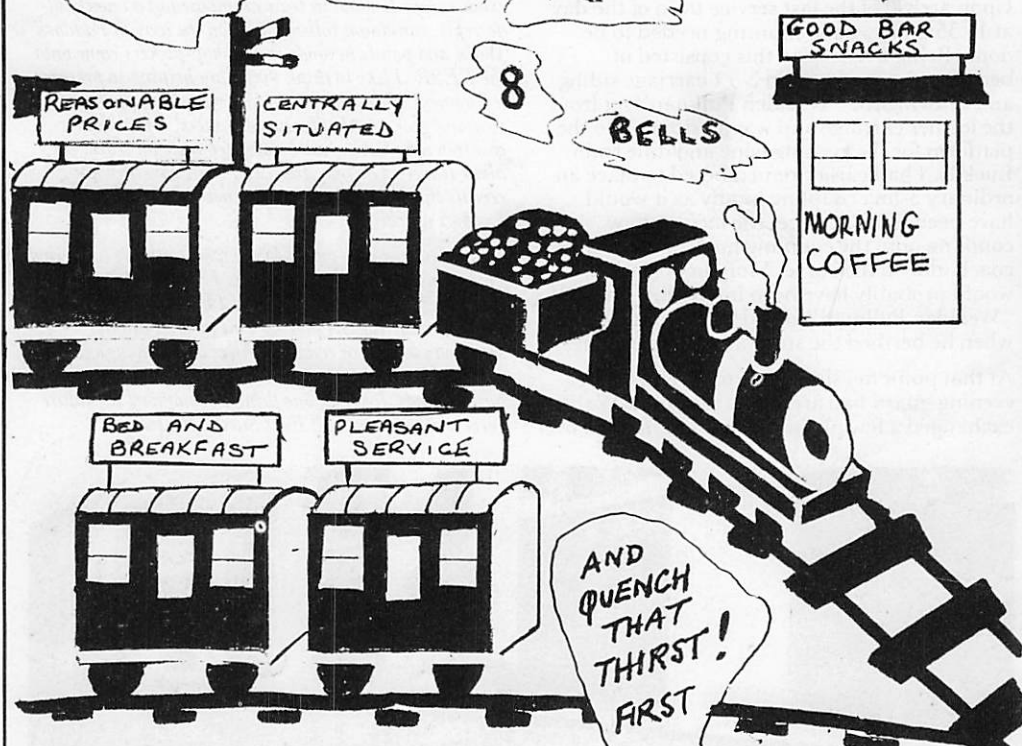
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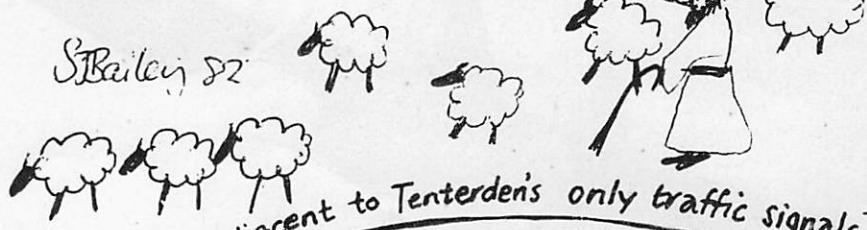
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STEAM INTO THE



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