

The

1974



1984

Tenterden Terrier



Number 34

Summer 1984



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

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

Registered charity 262481

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THE TENTERDEN TERRIER

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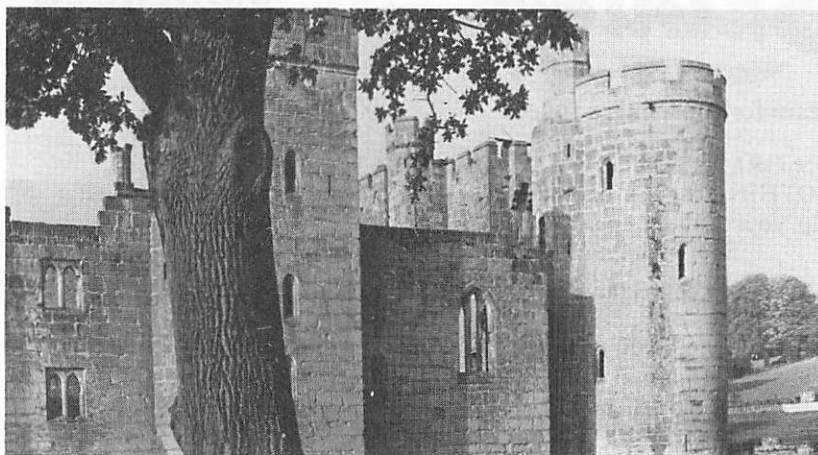
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The Tenterden Terrier is published by the Tenterden Railway Company Ltd. three times yearly on the first Saturday of March, July and November. Articles, correspondence and photographs are welcome from both members and non-members and should be received at the Editorial office not less than two months before the due publication date. ISSN 0306-2449

Bodiam Castle

A National Trust Property



Sidney Coney

The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 6.00 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.

Great Dixter



Sidney Coney

This 500 year old manor hall is open every afternoon (except ordinary Mondays) from 1st April to 14 October, also weekends October 20/21 and 27/28 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 27/28, Sundays in July & August, also August 27th. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London.
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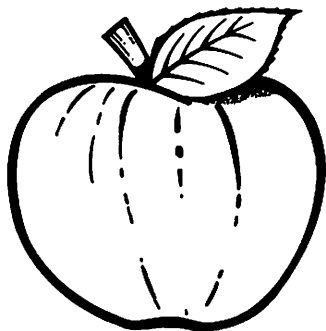
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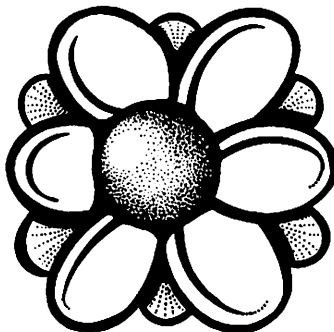
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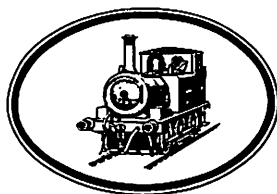
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The Tenterden Terrier



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Editorial

Virtuous Circle

Ten years on – it seems a lifetime since Bill Deedes broke the champagne bottle over the then 98-year-old “Sutton’s” frames and a mile of the Kent & East Sussex Railway was launched into a new era, after a decade of dereliction, hopes first dashed and then raised. And now, in 1984, the Railway is a bit longer, the “Terriers” a little bit older although in fine fettle, but basically nothing has changed. It is a pity that Bodium is still so far away – will the economics of running a ten mile stretch ever make sense? Furthermore, steam fairs are now two a penny in Kent and this, together with the vagaries of the weather, suggest that the expensive field events, which we so successfully pioneered in the 1970s, can no longer be justified. So we look for continued innovation in the next decennium, but at a price – engine swaps with other societies, plenty of unusual movement, more ladies days – coupled with an even better Wealden Pullman which, like the Editors, goes on forever!

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1984

Graphics by Vandyke Design
Printed by L & T Press, Luton
1984

FRONT COVER

Pulling Together

No. 10 “Sutton” and G.W.R. No. 1466, just below the home signal on Tenterden Bank with the 2.05 p.m. Hexden Bridge to Tenterden Town train on 2nd June 1984

[Brian Stephenson]

Compiled by Paul Sutton

Elsewhere in this issue is a short account of The Tenterden Terrier being awarded the D. Noel Draycott Cup for the best publication of any sort in the A.R.P.S. magazine competition – for the second year in succession. I would like to thank all Department Managers and Area Groups for reports of their activities which I am sure have contributed significantly to the judges again giving us the top prize.

Welcome to the newly formed Croydon Area Group, whose first report is published in these columns.

Locomotives

In mid-June, for the first time since 1976, the Railway achieved six locomotives with current boiler certificates, being the two Terriers, three Austerities and the U.S.A. Although No. 32670 is mechanically complete, she will not normally be seen in service until later in the year, when all the painting and lining out has been finished. Both the Brighton engines are an enormous credit to the two teams that worked on them and have set new standards of excellence for turning out locomotives from Rolvenden. It is very pleasing to hear the distinctive exhaust of No. 10 again as she works her way up Tenterden bank, resplendent in light green, lined livery with “K. & E.S.R.” in 1920s style on the side tanks and a new brass nameplate. A final touch is the addition of “Brighton Works 1876” plates fixed to both splashers.

The increase in operating time of locomotives inevitably means more washouts, running maintenance and cleaning, so Tim Stanger and the rest of the Department at Rolvenden would be very glad to see some more people to help with these important tasks.

The frames of No. 26 Linda rest over the pit in the shed and have been cleaned, derusted and primed; further unseen progress has been made on this locomotive and on the P-class – more news of these two will be given in the winter edition of *The Tenterden Terrier*.

On the diesel front, No. 42 the 0-6-0 Hunslet is stored out of use and in disgrace, after dropping a side rod during an April midweek permanent way working.

The rod looked as if it has received attention from a superhuman strongman and was bent beyond repair, so another set will have to be acquired – more expense! Thanks to Mike

Grimwood, Dave Hayward and Neil Brissenden who between them have managed to keep one of the Drewrys operational as well as replacing the head gasket on the Fowler 0-4-0, thus saving its next owners another job.

Finally, as if the re-emergence of Sutton on the late May bank holiday wasn't enough excitement, it was joined the following weekend by G.W.R. 14XX class 0-4-2 tank No. 1466! Being the first time that this locomotive has had a proper run for some 15-20 years, a few problems were encountered with maintaining steam pressure. According to Great Western Society Locomotive Manager, Mick Dean and Fireman Ian Henderson, who were on the engine for the first weekend, it was a combination of inactivity and the firebed clinking up, also Great Western locos maintain a vacuum of 26 ins. as opposed to the S.R.'s 21 ins. which resulted in the brakes binding. However, once our firemen had mastered the different techniques required using the current type of coal, it performed very well.

Many thanks to the Great Western Society for lending us the locomotive for the Gala Day and the next weekend. This was the first time Great Western steam had been seen on the K. & E.S.R. since the War Department Dean Goods departed from Rolvenden in 1944.

Progress on the BTH diesel has been somewhat slower of late – partly due to Adrian Landi transferring his attention temporarily to Terrier No. 32670. However, as mechanical work on the steamer has now been completed, the restoration programme on the diesel should revert to its normal steady pace.

The woodwork and fitting out of the Wittersham Road end cab is progressing well in the capable hands of new member Len Ellis. The Tenterden end cab has been fitted with new laminated glass in the front sheet, and four new hardwood drop lights, complete with safety glass, have been made for both cabs.

Prior to repainting, the body work is being needle gunned back to the metal; as this is a very noisy process, it is done outside the shed, together with the subsequent priming, making progress entirely dependent on the weather.

The Railway acquired a second steam crane



No. 10 "Sutton" and G.W.R. No. 1466 running light from Rolvenden to Tenterden Town, at Cranbrook Road on 2nd June 1984
[Brian Stephenson]

early in the year, arriving from Ashford on February 3rd. Built by Graftons of Bedford in 1945 (works No. 2690), it has a tare weight of 40 tons 8 cwt carried on a six wheeled chassis and had been used at Ashford Works by British Rail Engineering Ltd. The match wagon would seem to have been a bogie bolster truck originally, and converted to its present use about 30 years ago. The boiler passed a successful steam test within a short time of arriving on the railway. The K. & E.S.R. No. is 145 and can easily be recognised from our other steam crane by its lattice jib. Further information on it and the match truck can be found in the new Stockbook.

Carriage and Wagon

The major work carried out by the department during the closed season was the complete overhaul of Pullman Car Barbara, which entered the shed on 22nd January and was released for traffic on 5th May. Between these dates the car received a complete overhaul, both inside and out, and is the subject of a separate article elsewhere in this journal. Many members of the department put in long hours to achieve the magnificent results which can now be seen at Tenterden, often during the week and in the evenings.

P.M.V. No. 74, earmarked for use as a service vehicle in the Wealden Pullman set, entered traffic at the end of June. It has been repainted in malachite green with Southern

style lettering, a gangway connection has been fitted, and electric lighting and steam heating installed.

Work is now concentrating on Maunsell BSO No. 54 which has been out of service for more than two years. Varnish stripping is progressing very well; a new roof and ceiling are required as well as re-wiring, new panels and seat covers. Several months work will be necessary and the more volunteers that come forward to help the sooner it will be done. The carrot at the end of the stick is that, after minor work to a Mark 1 coach, the next major project will be a Birdcage.

The newly arrived "Ling" four plank, double dropside wagon has been repainted in S.R. red oxide engineers' livery and lettered accordingly. A 21 ton Lowmac wagon built in 1954 has been purchased from Ashford Works where it was an internal user wagon No. 083177. It is 39 ft. 6 in. long over buffers with a 16 ft. 6 in. well and will be used for storing and moving locomotive boilers around Rolvenden yard and shed to facilitate work on them.

Signals and Telegraph

The Department's main project over the Winter period was to replace the two lattice dolls on the Tenterden Up Home, the existing ones being badly rusted. The signals were disconnected and dismantled on Saturday 17th March. The replacements were lifted into

position early on the following morning by steam crane No. 133. The dolls were then dressed and the signals reconnected in readiness for the new season. The opportunity was also taken to install electrical repeaters to the lamps in the home signal which indicate to the signalman at Tenterden whether the oil lamps are alight.

Steady progress has been maintained on the restoration of the ex L.S.W.R. Stevens lever frame which will eventually be installed in the proposed signal box at Rolvenden. Thanks are especially due to Bill McNair for the high standards of renovation.

The future work programme for the Department includes repainting the signals at Tenterden with black fittings to match those at Wittersham Road; the installation of a ground frame to control the Cripple Siding at Rolvenden, the erection of a lamp room at Wittersham Road as well as the installation of guttering, a gas supply for lighting, a coal-fired stove and water supply to the signal box there.

On the telecommunications side, Chris Lowry has been leading clearance parties on the Northiam to Bodiam section with the task of keeping the overhead pole route clear of vegetation. A number of telegraph poles on this section will be replaced over the summer months. Communication to Bodiam was disrupted temporarily in early May when a large willow tree was blown on to the line at Dixter Halt.

Permanent Way

As Max Dunstone is now concentrating his efforts on the C.E.P. scheme, the Permanent Way Department Manager's position became vacant earlier this year – but we are glad to report that Roger Rowe has accepted responsibility for this vital area in addition to his other duties as Operating Manager. During the past months, working parties have been organised every Saturday morning (before services start) and have achieved a great deal, albeit on occasions with very few people.

The principle aim is to eliminate all the current speed restrictions. One of the major locations crossed off the list has been the wet cutting above Cranbrook Road, where the track has been straightened properly for the first time since all the drainage works were down back in the Spring of 1980. Another bad spot to receive the "treatment" was the long

curve on the Rolvenden side of Pope's Cottage which was realigned and had the cant replaced by three people in one day!

Civil Engineering

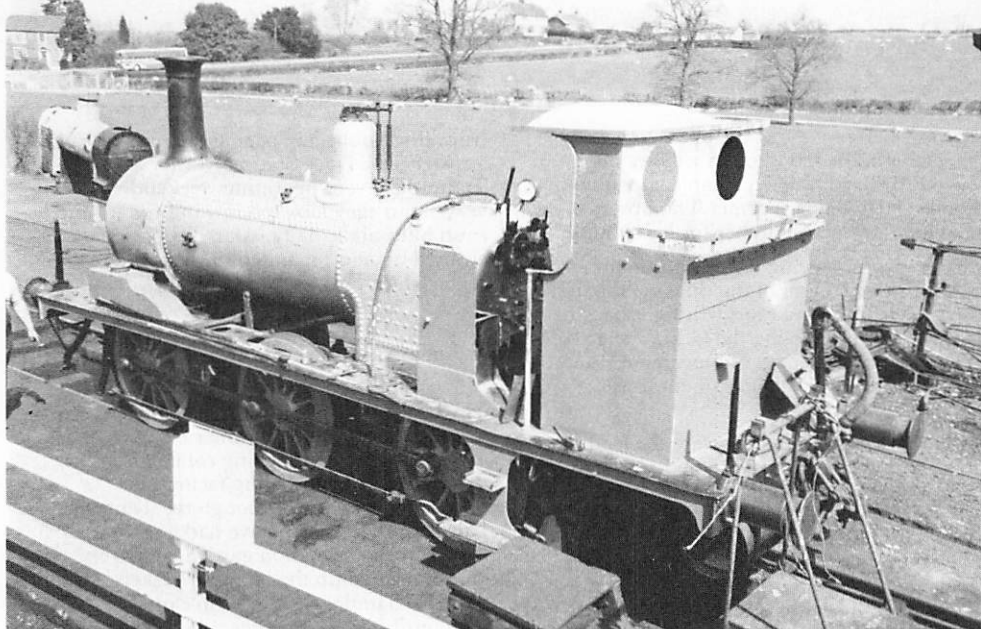
Work has recommenced on the Rother Bridge after an interval of several weeks, with George Wright responsible for co-ordinating the current activities. One task completed during May was the in-situ repair of 12 cross beams plus the replacement of the thirteenth with new steelwork. Following that, all the waybeams were removed and taken to Rolvenden where the corroded metal work was cut out and replaced before they were shot blasted and painted with micaceous oxide. The waybeams were then returned to site and welded into position, rendering the structure sufficiently safe for the C.E.P. gang to relay the track on 23rd June so that one of the steam cranes could gain access to the other side (at 5 m.p.h.) to commence lifting track panels. The first 20 will be relayed at Wittersham Road and Tenterden Carriage & Wagon sidings. The rails from the next 140 or so panels have been sold to another railway, which requires them by September.

Other structural tasks requiring attention before the bridge can be restored to full operational use, are the cleaning and repair of the panels and main girders with new bed plates to be placed under the latter and new angles to be welded in the web stiffeners. Mike Bunn, a Civil Engineer from Bromley, is currently examining the abutments and the surrounding soil to see what remedial work will be required to complete the refurbishment.

A squad of 4 people from the C.E.P. scheme has been detailed to repaint all our bridges and a start has been made on the one over the Newmill Channel which has never had the paintwork completed since it was installed in 1977.

Buildings

The 60 ft. platform extension at Tenterden was completed to base course tarmac stage in time for the Easter weekend opening. At present the water tower drains on to the top of the platform ramp and it is intended to rotate the tower through 180° to eliminate this. Apart from small boys being unable to push their companions under the dripping bag, another benefit will be that locomotives will be able to draw up for water well clear of the platform. Once this pirouette has been



No. 32670 undergoing a steam test over the pit at Rolvenden, 27th April 1984

[Paul Sutton]

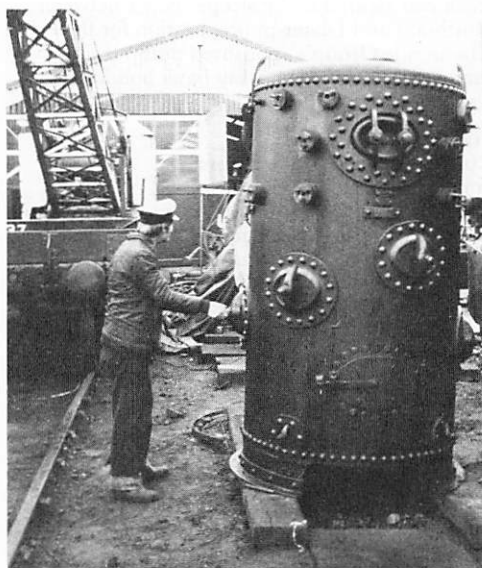
completed, the tarmac wearing course will be applied to the base course.

The carriage shed is now secure at the signal box end, in as much as the doors (ex Rye Goods Shed) have been hung, and windows, obtained from the same building, have been glazed. A brick arch is being constructed over the doors and when completed, the remainder of the timber weatherboard cladding will be fixed.

A wheel turntable acquired some time ago from Clapham Yard has been renovated and fitted with new bearings and installed outside the shed doors. This item of equipment, rare in preserved railway circles, is constructed basically of two steam locomotive tyres which have had grooves machined in their front faces and a ball race fitted in between. The tyres have no numbers stamped on them and therefore are so far unidentifiable. This interesting relic is thought to be at least 75 years old.

The yard outside the shed was cleared of surplus building materials prior to the anniversary weekend at the beginning of June, giving visitors an impression of the final appearance of the "public" end of the carriage and wagon shed when all construction work has been finally completed. In the long term, the yard may be covered with granite setts, time and finances permitting. If anybody knows where some of these can be obtained, at

a nominal price, please would they contact David Stubbs on Medway 33337 or write to him, care of the Station. Needless to say, he would also be pleased to hear from anyone willing to volunteer his or her services to the Building Department.



Preparing the boiler of steam crane No. 145 for hydraulic test, March 1984

[Paul Sutton]

Clearance

The felling of the large rotten willows near Newmill Bridge has been completed with our adjoining neighbour, Farmer Thompsett, removing most of the timber for his own use.

Work is recommencing on the Northiam to Rother Bridge section of the railway; the first task is to clear the undergrowth right back to the ditches thus enabling the C.E.P. team to have maximum freedom of movement when removing the ex War Department track panels.

Robin Dyce and Peter Tutt were the leading lights among those helping to build "rustic" benches at Wittersham Road and Tenterden. Sections of felled trees were used for the "legs" and surplus wagon boards, cadged from Paul Ramsden's Carriage and Wagon Department, serve as the "seats" – a shining example of utilising existing assets and interdepartmental cooperation!

Tenterden Station area was improved by planting some trees in the area of the yard crane and a further four picnic tables were built with Chairman, John Miller, assisting with the more difficult parts of the construction!

Grateful thanks to Tom Burnham who in the earlier weekends of May ensured that the track was cleared to the sleeper edges between Northiam and Dixter in preparation for the Thameside Group's sponsored pump trolley marathon over the late May bank holiday weekend.

Stations

Congratulations on the following appointments:-

André Freeman – Station Agent, Rolvenden
Robin White – Assistant S/A, Tenterden
Roland Meek – Assistant S/A, Rolvenden
Mrs. Jill Edwards – Assistant S/A,
Wittersham Road

We are grateful to Bob Gilbert for painting station seat nameplates for all three locations, Wittersham Road being the first site to benefit. He has also produced another platform nameboard for Tenterden which will be erected on the new extension. Brian Hart has been busy wielding the brush and there are now additional signs giving helpful information to our visitors as to the location of toilets, car parking, buffet, etc.

Continuing the theme of improving our image and fostering better relations with our

travelling public, six people have now formed a roster for a Duty Station Master at Tenterden every operating weekend – and very smart they look too in wing collars and a fresh buttonhole daily. Alan Tebbtho has cleaned up and repainted the Tenterden yard crane which now forms the focal point of the "patio" area to the rear of the station building. He then made a new wicket gate for the main entrance – the old one having collapsed through age.

The station building at Tenterden is being repainted during the Summer evenings by local members, work being concentrated on the aspects of the building facing the prevailing weather. Although the Tenterden Horticultural Society have had to give up maintaining the station garden, they very kindly planted up the hanging baskets which are placed under the platform canopy. Responsibility for the flower beds will be assumed by four people, each looking after a separate area; many thanks to Mrs. Summers, Mrs. N. Forsythe and Geoff Howard who are the first volunteers.

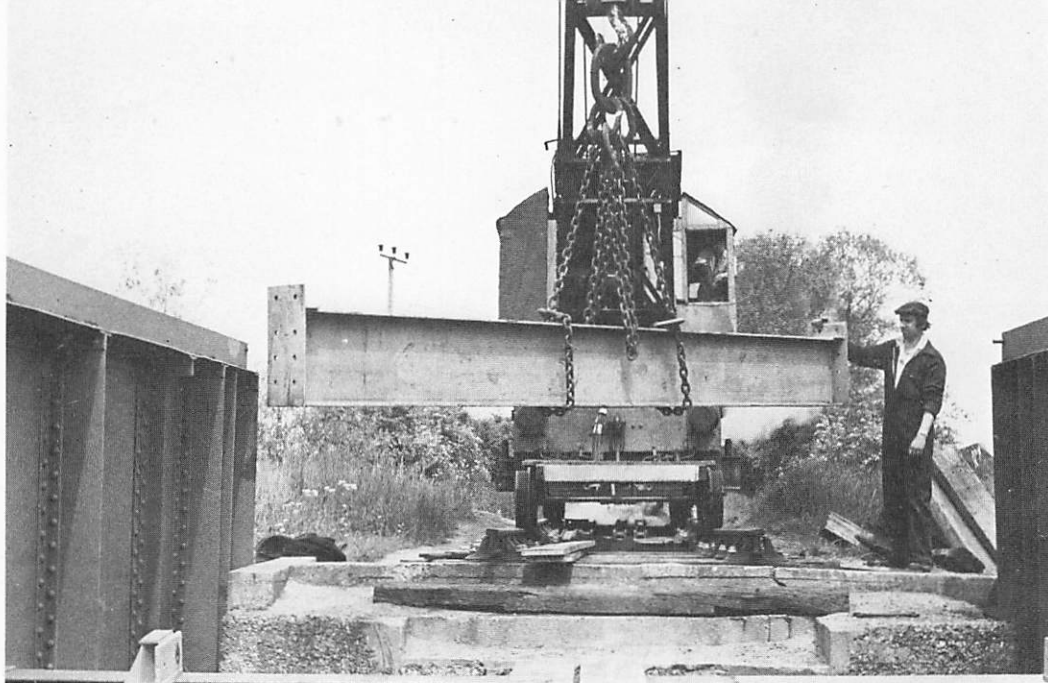
Finally, Nick Wellington has tidied up the former Westerham Station iron railings by Tenterden Signal Box and replaced the wooden gate by one that matches the fencing.

Commercial

At June 3rd, passenger figures were just under 10,500, an increase of 15% over the same period last year. Much of this can be attributed to our series of special events, particularly our 1984 opening day "April Fools" fare of 30p which attracted over 1,000 passengers, Ladies' Day on May 6th, drawing 750 passengers and our Anniversary Weekend when over 1,400 people travelled on the trains. These events were aggressively marketed, with excellent T.V. and press coverage and should help us on our way to a record season.

Other aspects of the Railway's operation are enjoying increased turnover; Colonel Stephens' Railway Shop is 18% up on last year, catering up 65% and our filming and special train hire budget for the whole year has been achieved already, with more contracts in the offing.

At the end of January we were hired for filming a "pop-video" for the Italian singer Richard Conciatti, followed by another in March for the Shellalagh Sisters. In April, the



Paul Hatcher lowers the new crossbeam into position on the Rother Bridge, with C.E.P. Supervisor, Dick Dickson, 4th June 1984
[Hugh Nightingale]

train sequences in the film of George Orwell's "1984" were shot on the line, starring John Hurt as Winston Smith. Locomotive No. 22 "Maunsell" featured in all these contracts, utilising passenger, freight and decidedly "unusual" rolling stock. Filming for a sequence in L.W.T.'s "Dempsey and Makepiece", to be screened next Winter, was carried out at Wittersham Road on June 12 using No. 45 and ten wagons. In order to encourage more film work, we are producing a special leaflet to be circulated to film and T.V. companies covering all aspects of our Railway and the facilities we can offer.

In 1983 we were lucky enough to benefit from the assistance of three C.P. workers which allowed the shop and buffet to be manned every day, thus considerably increasing the takings, but this year we will have to rely on our own members as no further government assistance is forthcoming.

The Wealden Pullman service is still the highlight of our operation and bookings are running almost at capacity again this year with just a few seats left at the end of October. Many extra trains have been booked and this will stretch our operational and catering manpower resources to the limit. We rely on the profits from the Wealden Pullmans to

provide vital income to achieve our goal of re-opening to Bodiam – now is your chance to help, by offering your services to Kit Lindlar or Richard Osborn at Tenterden Station.

Area Group News

Croydon & Sutton. The inaugural meeting of the K. & E.S.R.'s newest Area Group was held on 31st January 1984 at "The Ship" public house, Croydon. Company Chairman, John Miller, opened a well attended meeting and Public Relations Officer, Mark Toynbee, gave an excellent illustrated talk on "The Kent & East Sussex Railway – Past, Present and Future".

The group is currently investigating the possibility of a project to establish its identity on the line, but in the meantime is conducting an intensive publicity campaign in Croydon, Sutton and South London with posters and leaflets on display in many shops, libraries, building societies etc. and with talks on the K. & E.S.R. to local schools and societies. Previously, these areas had been somewhat neglected and it is now hoped to rectify this and tap the vast number of potential visitors to the line that reside in these locations.

On 1st April, the first day of the operating



No. 22 "Maunsell", in disguise, with the victory train (relief Wealden Pullman) during the filming of "1984" with Maunsell coach No. 59, Pullman Car "Cambria" and birdcage brake No. 68, 3rd April 1984
[Brian Stephenson]

season, the area group arranged for a reporter and a photographer from the *Croydon Advertiser* Group of newspapers to visit the line and this resulted in an excellent centre page spread, including six pictures of the railway on that day, in the *Croydon Midweek Post*, which has a circulation of around 52,000.

The group is currently planning a month long exhibition about the K. & E.S.R. to be held in August at the London Borough of Sutton's Central Library and models and artifacts are being collected for display in this magnificent, modern building. The authority is, of course, owner of locomotive No. 10 "Sutton". The exhibition has been timed to take place at the peak of the operating season and will be followed by two illustrated talks in September to encourage more visitors to the line during the period when "The Mixed" trains are operating.

Slides of the K. & E.S.R. at any time in its history are urgently required by the group to compile a lecture pack and anyone who can help is asked to contact the Group Secretary.

Members living in South London, North East Surrey, Croydon and Sutton who would like to join the group should contact the Secretary,

Allan Sinclair, 180, Bridle Road, Shirley, Croydon CR0 8HL (01-777 8025). The group meets on the last Tuesday of every month (except August) at 7.30 pm at "The Ship" public house, High Street, Croydon and non-members are more than welcome. An interesting programme of illustrated talks on railway-related subjects is planned.

Maidstone. The Group's first two-day model railway exhibition, held at Trinity Hall, Maidstone on 24/25th March resulted in a profit of just over £200. The Saturday attendance was over 900 but unfortunately the weather and live T.V. coverage of major sporting events on Sunday combined to keep the numbers down to 500. The money has been used to buy two £100 shares in the Norwegian Mogul Appeal. The show was opened by Mike Debens of T.V.S. who stayed for over an hour, and was very interested in the scenic effects of several layouts.

On 19th May Ron Lobeck, the T.V.S. Weatherman, his wife and two friends, travelled on the Wealden Pullman as guests of the Group, and judging by Ron's thank you letter, they all enjoyed the evening very much.

The Group has made a further donation of £262 to the B.T.H. Diesel Restoration Fund, which should complete our involvement in this project. In addition, £112 has been provided for the purchase and delivery of a Gunpowder Van body. The wastepaper collection continues to thrive, as evidenced by the following figures:- 1978-£121, 1979-£495, 1980-£598, 1981-£325, 1982-£530, 1983-£1083 = Total £3152. The sharp jump in 1983 was due to changing to a mill at Tovil, which pays a better price.

In company with other groups, Maidstone had a stand at the 10th Anniversary Gala. In response to a request from the Manager of the Anglia Building Society in Rainham, a window display has been arranged for four weeks from 9th July.

A sectional metal stand complete with reinforced plastic cover for wet weather has been ordered for the Roadshow, and will probably make its debut at the Trinity Trust Fair at Penenden Heath, Maidstone on 23rd/24th June. The meetings at the Kimberly-Clark Social Club, suspended during the Summer months, recommence in September. In conjunction with the Ashford Group a visit was made to the Romney, Hythe & Dymchurch Railway on the 20th June, the party travelling by vintage bus.

Sussex. 1984 got off to a lively start with the sales and publicity stand attending events in Brighton and Eastbourne. Six other shows in Sussex will be covered during the rest of the Summer.

Steady progress continues at Northiam Station (the Group's main project) with work on the ticket office now complete. The area outside the building has been cleared and tidied up so that maintenance will henceforth be a comparatively easy task.

An ex S.E. & C.R. platform trolley was recovered from Etchingham Station on the Tunbridge Wells-Hastings line and was on display in all its restored splendour on the Group stand at the Gala Weekend on June 2nd/3rd. Presumably any remaining relics such as these are likely to be swept away when the third rail goes live next year on this section of railway.

Attendance at the Westham meetings has been very steady and there have been some excellent talks on railways ranging from Malaya to Tenterden. A full list of future events is shown in the *Rooter*.

Thameside. On 31st March the Thameside Area dinner and dance took place at the Falconwood Social Club when approximately £77 was raised for group funds and the function was attended by 79 people.

The return quiz was held between the Thameside and Maidstone groups at the "Albany" public house, Maidstone on Tuesday 22nd May. Congratulations to the home team who beat Thameside by 61 points to 48. The team is now looking forward to the quiz with the Weald Group on Tuesday 6th November 1984! (*Should there be an Area Group Quiz cup? - P.C.S.*) Over a very wet late May Bank Holiday Sunday and Monday the Group held a sponsored pump trolley marathon at Bodiam Station. Twelve teams sweated the 7 mile return trip to Northiam to help boost Group funds. A second-hand book stall was run, and various souvenirs from Colonel Stephens' Shop at Tenterden were sold and refreshments were served from the kitchen. Thanks must go to our friends from the North Norfolk Railway for bringing down an extra pump trolley, especially to Richard Allen and John Durrant who supported us over the entire two days as well as on the Saturday when we were setting up the event. Many thanks lads!

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Tenterden Terrier Editors, Paul Sutton (left) and Philip Shaw, 2nd June 1984

[Jim Berryman]

The Association of Railway Preservation Societies has, since 1981, held a competition annually for the best publication produced during the previous year by an operating preserved railway, steam centre or museum.

The Kent & East Sussex Railway entered *The Tenterden Terrier* in the first year of the competition and the result of this, and subsequent years, is given below:-

Year	Edition	Result
1981	Winter 1980	Placed fourth
1982	Winter 1981	Placed second and awarded the "Steam Railway" trophy for the best magazine
1983	Summer 1982	First place - D Noel Draycott Annual Memorial Award for the best publication of any type
1984	Summer 1983	First place - D Noel Draycott Annual Memorial Award

D. Noel Draycott was Founder Secretary of the Association of Railway Preservation Societies in 1960; the magazine competition and major award are organised in his memory.

The judges comments on the 1984 award were . . . "A clear winner, well-written, informative and interesting with a particularly strong editorial page which was not afraid to cover an event which some other railways would have kept very quiet about. The selection, quality and use of photographs, particularly of work in progress, is especially noteworthy while the design and layout assisted the reader to get the best out of the magazine."

Thanks Girls!

Text by Philip Shaw with photographs by Jim Berryman

Another first! The Kent & East Sussex broke new ground on Sunday 6th May, when the entire railway was operated by ladies and their passenger counterparts travelled at half fare. Whilst we have a number of the fair sex amongst our members, most do not venture to try their hand at "operational" tasks and it was necessary to search far and wide for suitable volunteers from the preservation movement. Nearest to home were "Bluebell girls" Heidi Russel and Natasha Knight, firing for the day, together with Margaret Lansdell from the Dean Forest Railway in Gloucestershire. Also from the Dean Forest, Driver Margaret Harding and from the Quanton Railway Society, Driver Janice Uphill. K. & E.S.R. staff on the operational side included Sue Jarvis and Sue Marshall as cleaners and Sue Gordon and Lindsay Baxter as guards. In charge of the signalboxes, Jo Dunstone and Debbie Jordan.

The event was judged to be a great commercial (and artistic) success, with over 800 passengers carried and much valuable publicity; but what did our guests think of the day? Heidi Russel, a nurse in real life, who has been firing for two years on the Bluebell Railway commented "I was welcomed with open arms and a mug of tea and handed a shovel to play with to my heart's content. The K. & E.S.R. has a lovely little stretch of line with its meadows of lowing cattle . . . and of course the sewage farm! At the Bluebell we have a Yankee tank just like yours, so I am used to the bloody-minded cantankerous old scrapheaps and firing it presented no problem. It is the crossing gates that I am not used to and the first time I opened one I forgot to get back on to the engine and had to run along the platform at Rolvenden to rejoin my grinning crew. All the crews I worked with were superb and made me feel at home on



Heidi Russel (left) and Sue Jarvis



Station & Signalling staff: L. to R. Lindsay Baxter, Jo Dunstone, Carole Emmott (rear), Sue Gordon (front), Debbie Jordan (rear), Nicola Orpin, Jeanette Bradford and Mary Border



Jo Dunstone in Tenterden Town Signal Box

their footplate . . . I enjoyed the day itself and the whole of my weekend at K. & E.S.R.”

The two Margarets had a trial trip on Saturday 5th May to get to know the road in readiness for Sunday. Margaret Lansdell, who is a clerical worker with the Territorial Army at Monmouth, wrote, “After the first trip it was obvious the vacuum brake was not working correctly, so back we went to collect another engine. I have a faint suspicion that people were beginning to think I was putting a jinx on the proceedings, especially as on 1st April, during my first visit to the line, we bent the connecting rod on the U.S.A. tank engine. On Sunday, we found that someone had been rostered to light up and clean the engine; this was a luxury, as I usually seem to end up crawling inside the firebox to clean out the ash before I can light up. I think the day proceeded without too many hitches, everyone

looked really smart – the bowler hats were impressive; it was a really enjoyable day”.

For computer operator, Margaret Harding, there was an opportunity to pit her wits against K. & E.S.R. Inspector, George Wright. “. . . Needless to say we beat George and his fireman and George was there to try and catch us out. . . . I think that by the end of the day he came away with a different view of women on the footplate. George was marvellous to us, giving tips on the best way to handle the locomotives. He gave the finishing touches to a great day”. Secretary, Janice Uphill, has been driving at Quainton Road for seven years; “the main thing that struck me was the kindness and helpfulness of everyone we met and how well everything had been thought out for our accommodation and general well-being during the whole time we were with you. The first journey driving a



Margaret Lansdell slips in the bag



Footplate crews: L. to R. Margaret Lansdell, Margaret Harding, Janice Uphill, Sue Jarvis, Heidi Russell and Natasha Knight

passenger train with "Maunsell" was certainly a bit scary and I can only describe going down Tenterden Bank, bunker first, as like being on a bucking bronco on a switchback ride at a funfair. I was hanging on to the regulator like grim death, for at Quainton I am used to a North British 0-6-0 industrial loco which has a self closing regulator; however, once it was explained that the handle stayed where you put it, by the second trip I began to get used to the thing and by the third I was really enjoying it. Natasha my fireman, was pretty good, but I did take a turn at it to give me a break". Eighteen year old Natasha Knight, the youngest member of the ladies team, has been firing at the Bluebell for over a year now, in between her college terms, where she is studying to become a surveyor.

Thanks girls for a really great weekend; who knows, we might make this at least an annual event?

Yankee goes to Wittersham

Yankee goes to Wittersham
Whistling out of Tenterden
Families at the crossing gate
Wave and smile

Yankee goes to Wittersham
Banging clanking rattling
Connecting rods a pushing
she works another mile

Yankee goes to Wittersham
Smoke puffing from her chimney
And billowing in shadows
Under the evening sun

Yankee comes to Wittersham
Grinds into the platform
White whispers from injector Pipes
She knows the journey's done

Heidi Russell

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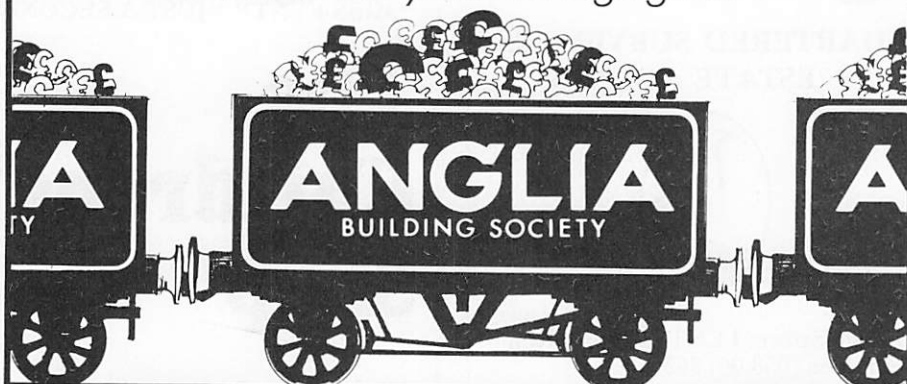
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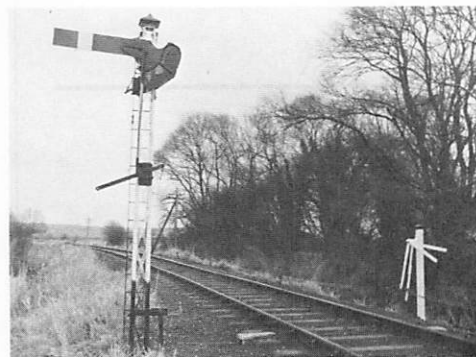
Country Signals

Written and photographed at Wittersham Road, by Paul Sutton, with technical information supplied by Paul Vidler



Wittersham Road Signal Box ex. Deal Junction, Dover, L.C. & D.R. constructed in 1881. Reconstructed at Wittersham Road 1978-1982.

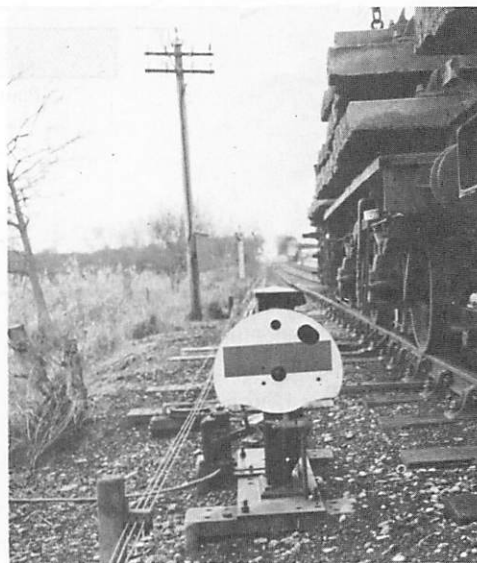
The Southern (temporary) terminus of the railway has been fully signalled since November 1982. During the five years it took to install the system a great deal of emphasis was placed on ensuring that as much of the equipment as possible should be in keeping with the appearance of a small country station. To this end, a number of lower quadrant signals were obtained from the C.I.E. (Irish Railways) which had originally come from the G.N.R. (I).



No. 3 Advanced Starting Signal comprising S.R. lattice post, G.N.R.(I) cap, spectacle casting and counterbalance, S.R. contact box, lamp case, ladder and wire crank and pointed wooden arm.



No. 12 Down Loop Starting Signal ex. G.N.R.(I) mounted on a concrete base. The lamp case is not original. Signal manufactured by the Railway Signal Co. Liverpool. A full size starting signal could not be erected in this location because of limited clearance.

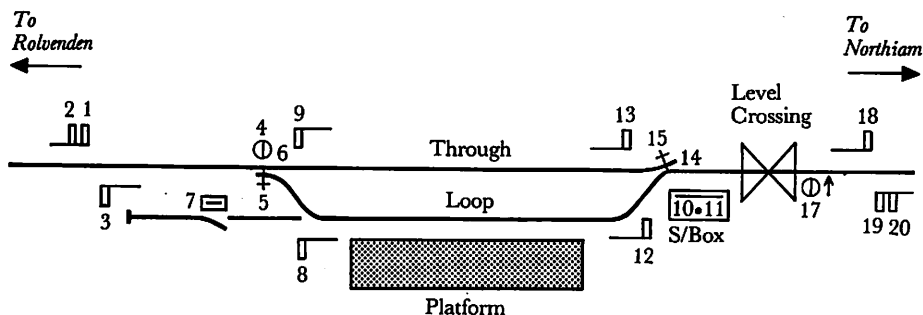


No. 4 Down Shunt at No. 6 Points. Standard S.R. shunting or dummy signal with S.R. disc manufactured by Westinghouse Brake & Signal Company.

After the last timetabled service, the box is switched out and the points and gates are operated by the train crew if there is a Wealden Pullman or permanent way train. Electric key token instruments manufactured by Tyer and Co. of London, are provided for the Wittersham Road-Tenterden Town block section. There is a further key token

instrument at Rolvenden. This type of equipment was introduced between the wars and was in common use (and in some cases, still is) on single lines all over the country. Items used in the Wittersham Road signalling installation have mixed origins including G.N.R. (I), L.C. & D.R., S.E. & C.R., L.B. & S.C.R., S.R. and B.R. (S).

Wittersham Road



- | | |
|--|------------------------------|
| 1. Down Through Home | 11. King Lever |
| 2. Down Loop Home | 12. Down Loop Starting |
| 3. Up Advanced Starter | 13. Down Through Starting |
| 4. Down Shunt at No.6 Points | 14. Through Points |
| 5. F.P.L. on 6 Points | 15. F.P.L. on 14 Points |
| 6. Loop Points | 16. Spare |
| 7. Engineers Siding Ground Frame Release | 17. Up Shunt at No.14 Points |
| 8. Up Loop Starting | 18. Down Advanced Starting |
| 9. Up Through Starting | 19. Up Loop Home |
| 10. Interlocking Lever | 20. Up Through Home |



Interior of signal box showing the 20 lever S.E. & C.R. lever frame with single wheel escapement interlocking, ex. Cliffe, Isle of Grain, constructed 1883, with block shelf above, displaying signal and point indicators and closing switch in centre. The track and signalling diagram is positioned above the block shelf.



Nos. 19 and 20 Up Home Signal. Upper arm (No. 19) applies to loop (platform) line and the lower (No. 20) to the through line. All fittings are of S.R. origin except the G.N.R.(I) cap and point wooden arms. Signals are disconnected from the box, hence the strange position of the arms.

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Celebrating the First Decennium

Ten years of successful operations on Britain's first light railway

1st June 1974 - "the real climax to a long and unique battle", wrote Roger Crawford in the pages of this journal just ten years ago; and now, the Kent & East Sussex, still very much alive and kicking is commemorating a successful decade of operations, not only with a "Terrier" in steam, but two "Austerities", a "U.S.A." and a G.W.R. visitor from Didcot.

The occasion, which also saw the return to service of No. 10 "Sutton" after an absence of four years, was marked by a press day on Tuesday 29th May 1984, followed by a re-enactment of the original re-opening ceremony on Saturday 2nd June, performed, as in 1974, by the Rt. Hon. William Deedes, MC, DL, the former Member of Parliament for Ashford.

The party of 50 invited guests on press day included the Mayor of Ashford Cllr. Gordon Fortescue, the Mayor of Sutton Mrs. Joyce

Bowley, the Mayor of Tenterden Cllr. John Bates and Keith Speed, the present M.P. for Ashford. Prior to the departure of the special Wealden Pullman luncheon train, Company Chairman, John Miller, welcomed the civic dignitaries to the event. In reply, Cllr. Fortescue commented on the tourist benefits that the Railway had brought to the area and then introduced Mrs. Joyce Bowley. Mrs. Bowley outlined the legal difficulties that the Borough had experienced in acquiring "Sutton", which had originally been planned for display at the new Civic Centre but now, it was hoped, would see service on the K. & E.S.R. well into the next century.

Mrs. Bowley unveiled the nameplate on the newly-restored "Terrier" and then presented to Cllr. Bates a replica of the Coat of Arms of the Borough, receiving from him, on behalf of the Town, a replica of the locomotive works plate.



L. to R. The Mayor of Tenterden, Cllr. John Bates; The Mayor of Sutton, Mrs. Joyce Bowley; The Mayor of Ashford, Cllr. Gordon Fortescue and Mrs. Fortescue; Company Chairman, John Miller. Driver Colin Edwards listens attentively in the cab of an immaculate "Sutton", 29th May 1984
[Brian Stephenson]



*The Right Hon. W. F. Deedes M.C., D.L., holding the commemorative cake, 2nd June 1984
[Jim Berryman]*



*G.W.R. Class 14XX 0-4-2T No. 1466, nearing Newmill Bridge with the Wealden Pullman, 2nd June 1984
[Brian Stephenson]*

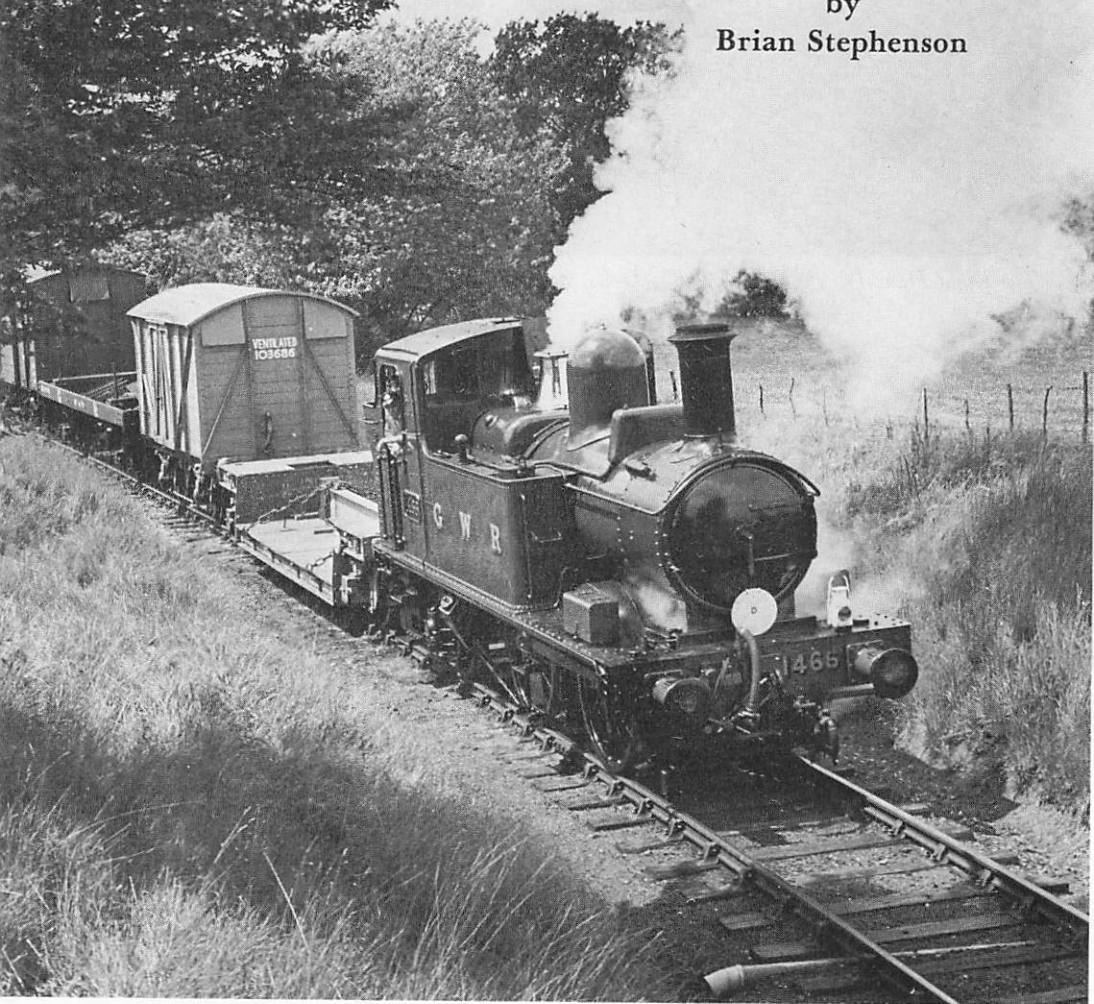
The following Saturday, Bill Deedes signalled the opening of a Gala weekend at Tenterden, with side shows and the Cranbrook Town Band, by cutting a cake made in the shape of a "Terrier" and two coaches. This was decorated for the occasion by Master Patissier, Alex Bransgrove, who was also responsible for decorating the 80th birthday cake for H.M. Queen Elizabeth The Queen Mother.

A blow on the whistle and the scheduled 12.06 p.m. train, headed by "Sutton", drew gently into the platform and was waved away into the next decennium, whilst the assembled party settled down in a reserved compartment for traditional Kent & East Sussex hospitality in the form of cake and champagne.

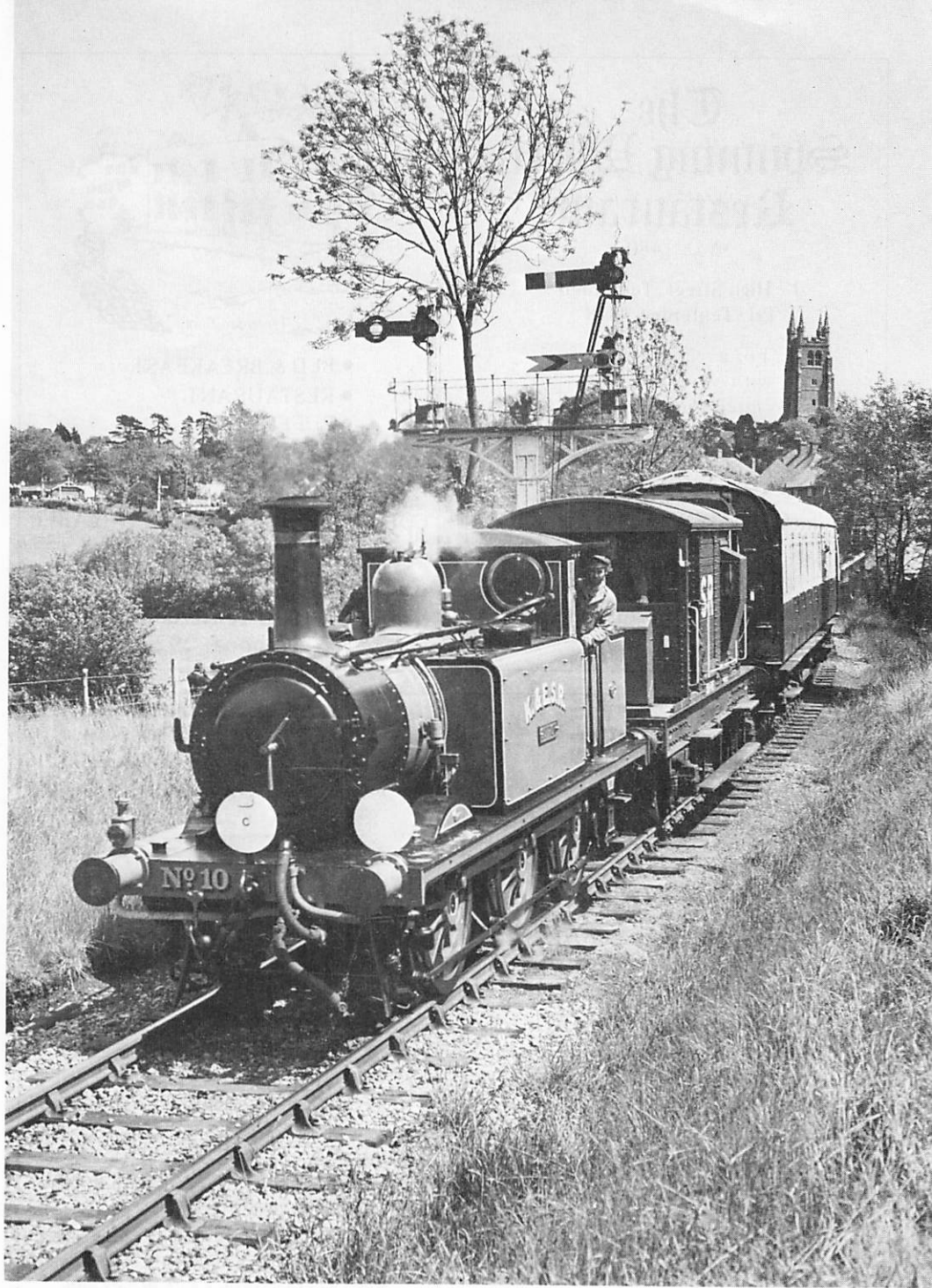
Philip Shaw

SWINDON and BRIGHTON

Photographed
by
Brian Stephenson



Up Tenterden bank with the 1.52 p.m. goods from Rolvenden on 3rd June 1984



Down Tenterden Bank with the 1.30 p.m. passenger train to Hexden Bridge on 2nd June 1984

The Spinning Wheel Restaurant

A.D. 1480

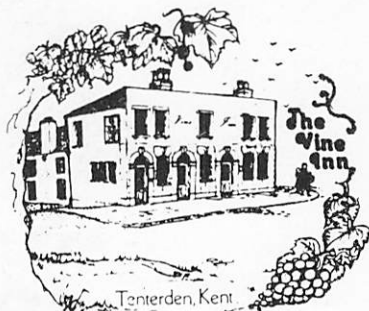
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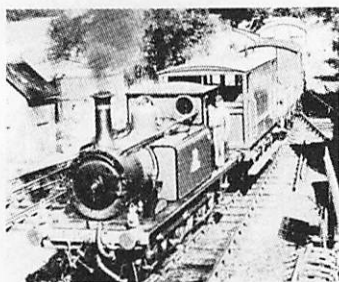
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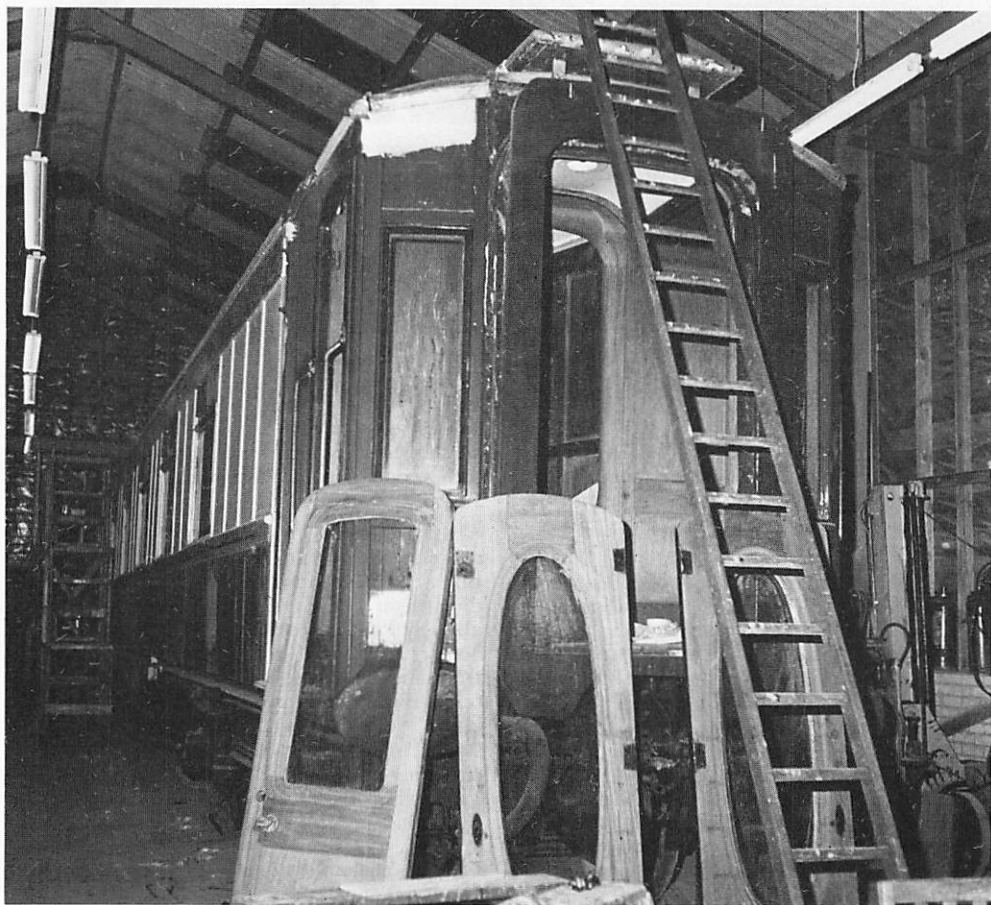
Barbara Gets a Facelift

Philip Shaw describes the recent rejuvenation of a grand old lady

Pride of place in the Kent & East Sussex rolling stock collection goes to Pullman cars "Barbara" and "Theodora" – the last survivors of six narrow bodied vehicles, built in 1926 to run between London and Hastings. Both were condemned in December 1963, but rescued en route to South Wales for scrapping and delivered to Robertsbridge in September of the following year. Since 1974, "Barbara" has given sterling service as the bar car on Wealden Pullman trains, whilst "Theodora" has remained as a buffet at Tenterden, pending the erection of a purpose built

catering block. Minor body repairs have been made from time to time and "Barbara" was last stripped and repainted in 1977, but it was not until this year, with the commissioning of the new carriage shed, that a long awaited major overhaul could be undertaken. Furthermore, as the vehicle is in constant use during the operating period, it was essential that the work should be finished in around four months, in time for the commencement of Pullman services at Easter.

Under the guidance of Carriage & Wagon



*In the C & W shed at Tenterden, doors having been stripped, ready for varnishing, 3rd April 1984
[Brian Stephenson]*



Interior, facing kitchen end, after most of the panelling had been removed and sent to Dunn's of Chelmsford for restoration, 3rd April 1984
[Brian Stephenson]

Department Manager, Paul Ramsden, stripping out commenced in early January. The frame, entirely of hardwood construction, was found to be in sound condition, but whereas the upper cladding panels had split, necessitating replacement with marine ply, the original matchboarding below the waistline was found to be in good order, requiring only minor attention and filling. Moulding and cills, where rotted, were replaced with mahogany timbers and the roof re-canvassed and given four coats of roofing compound. All brass fittings were removed from inside and outside the car, polished and re-laquered were appropriate.

Before external repainting could commence, research, mainly through the examination of old photographs, was necessary in order to restore the car to an authentic livery, as "Barbara" has appeared in many guises during her long life. After the War, she had her name removed and replaced, first by the legend "refreshment car", then "buffet car" and, as a final indignity, repainted in Southern green in 1958 and lettered "buffer". In the 1984 repaint, which is as far as possible in the 1930's style, three coats of coach enamel were applied, followed by two coats of varnish; lining out and lettering by professional sign writer, Brian Hart, took five days. Internally, the car has not changed significantly since its last refit in 1958, when the bar was lengthened

and seating reduced. "Barbara" originally entered service as a first class kitchen car seating 20 passengers, which was later rearranged to accommodate 12 first and 11 third class; the change to a bar counter and 17 unclassified seats, stand seats and stools took place in 1946. The present accommodation is for 8 seated passengers in Pullman armchairs (not original to the car) together with several stand seats; a bar pantry and kitchen make up the service accommodation, although meals as such are not normally served in this part of the train.

All of the polished interior woodwork was completely stripped, treated with oxalic acid to bring out the grain and then given several coats of varnish. The exquisite panelling, a feature of all early Pullman cars, was removed and sent to Messrs A. Dunn & Son of Chelmsford, Essex, who, it is almost certain, carried out the original marquetry work in 1926. Mr Robert Dunn, Senior, recalls that the family firm started in 1898 and was responsible for the panelling in some 70/80 Pullman cars from 1910 – the last contract being carried out for the Brighton Belle in 1932. The main floral panels, of which there are 14, took an average of 20 to 30 hours each to restore. There was a great deal of unseen damage – wet rot to the backs which had to be stripped off, re-glued where sound and then relayed with waterproof plywood. The front veneer of Cuban sawn cut mahogany had



A craftsman sticks paper patterns on to a veneer in readiness for producing the new matching panel, March 1984
[A. Dunn & Son]

to be carefully lifted, re-glued and pressed by hand clamps to get flat; then all the dirt, old varnish and polish, almost $\frac{1}{32}$ thick in places, taken off with a mild paint stripper; next, a very light rub down with sandpaper to bring back the original colours almost as good as new. Finally, one of the most difficult problems – to effect repairs invisibly and match the woods from stocks, many of which had been held for up to 80 years; Cuban mahogany, Honduras mahogany, boxwood, kingwood, rosewood, maple, sycamore, holly & sycamore dyed colours were all used and not only did Dunns restore the existing panels, but they replaced a missing one with an exact reproduction. Re-assembly and polishing of the panels was then carried out by members of the K. & E.S.R. team and at the same time, the opportunity was taken to install a concealed burglar alarm and public address system.

“Barbara” is no ordinary coach; she has style and elegance for those who demand the highest standards of cuisine and attention. She has earned her keep many times over in the Wealden Pullman trains; how long will it be before sister car, “Theodora”, rejoins her rightful place in the Railway’s premier service?

Paul Ramsden would like to thank everybody, including many who are not normally members of the department, who participated in the restoration of “Barbara”. To refer to all the individuals by name would be a difficult, if not impossible task, but a special mention is felt appropriate for David Dine and John Liddell, both of whom spent many hundreds of hours on the project. A word also for Bob Dunn of A. Dunn & Son, whose firm accepted the marquetry restoration as a labour of love and for Brian Hart, who undertook with enthusiasm the rather tedious job of lining out a matchboarded Pullman.

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The Changing Faces of Barbara

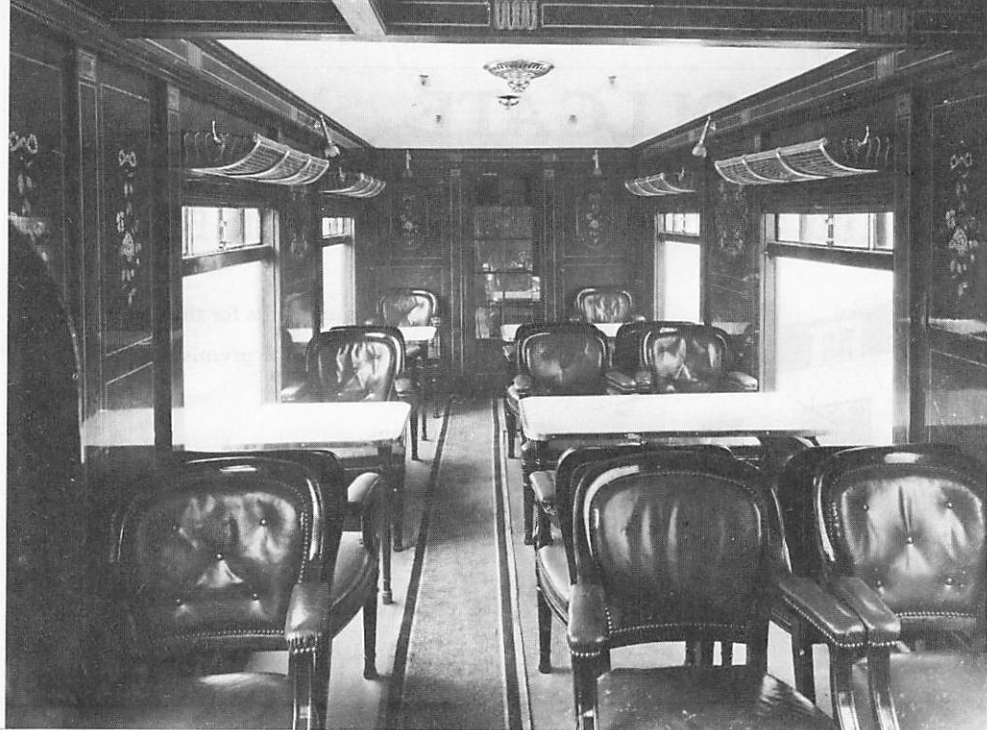


As buffet car No. 185 at Preston Park, c.1954, after the last repaint in traditional Pullman livery prior to preservation
[J. H. Kent]



Outshopped, in front of the Tenterden carriage shed, 5th May 1984

[Brian Stephenson]



Immediately after conversion to "Refreshment Car" status, 1947

[Quinnell]



In service on the Wealden Pullman, 2nd June 1984

[Jim Berryman]

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Trials by Drewry

Paul Sutton recounts some activities of K. & E.S.R. diesel power in B.R. days and throws new light on the three locomotives in ownership today

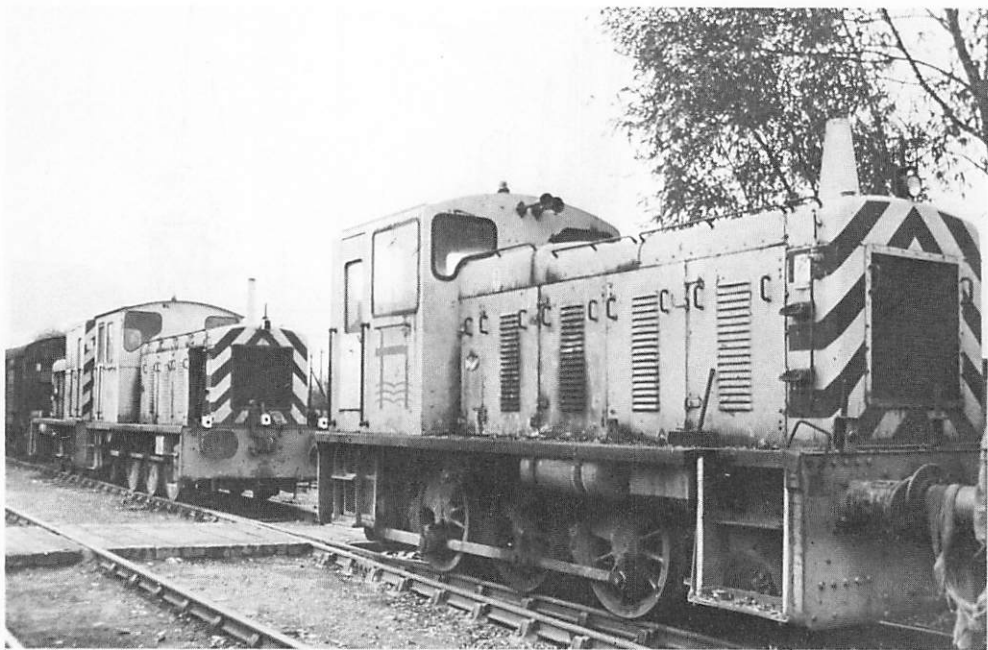
The diesel locomotives that ran on the Kent & East Sussex were originally designed and marketed by the Drewry Car Company as shunters, or motive power for short trip workings, production being carried out by sub-contractors, namely The Vulcan Foundry and Robert Stephenson & Hawthorns.

Building began in 1952 and eventually reached a total of 141 units. All had Vulcan Sinclair fluid couplings and Wilson Drewry five speed gearboxes with jackshaft drive. Power was provided by the famous and efficient Gardner 8L3 engine, giving 204 h.p. at 1250 r.p.m. There were some detail differences between batches, the most obvious variation being the wheel size; 3 ft. 3 in., 3 ft. 6 in. or 3 ft. 7 in., thus giving different tractive effort. Some had their motion fully enclosed for working on unfenced lines and in the dock railways in the Eastern Counties. A notable example, operated by Drewry tram engines from 1952 until its closure in 1966, was the Wisbech and Upwell Tramway.

Our No. 45 is a true Drewry, having been built by Vulcan in 1952, works No. 2486, B.R. No. 11106, later D2205. Its life on the North Eastern Region of the national system has not been well documented and we know only that it was recorded at West Hartlepool - 51C in 1956. It was withdrawn in July 1969 at Thornaby - 51L and sold to the Tees and Hartlepool Port Authority, Middlesborough, a year later. Disposal by B.R. of the majority of these locomotives, by now designated class 04 but never numbered as such, took place during the late 1960s and early 1970s.

In 1957 B.R. produced its own version, later known as class 03, production of which was split between Swindon (148) and Doncaster (82).

These differed from their earlier relations mainly in minor details on the cabs and bonnet profiles. Some also appeared with exhausts that bore more than a passing resemblance to the chimneys on G.W.R.



Drewry line up at Rolvenden. The "04", sandwiched between the "03s", is distinguishable by the lack of shunters steps and smaller wheels, October 1983

[Paul Sutton]



The last Goods train at Bodiam, 10th June 1961, believed headed by Drewry No. 11223 [Nick Lera]



D. 2023 (left) and D. 2024 at Middlesbrough Dock, 25th June 1979

[A. J. Booth]

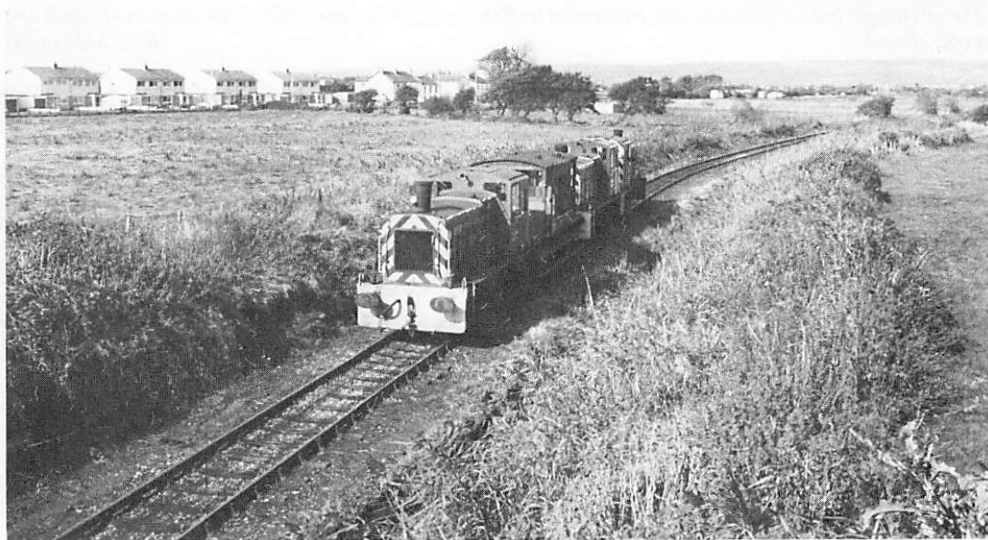
Pannier Tanks! Others had the more usual inverted ice cream cone pattern. One batch of 8 was produced with cut down cabs for the Burry Port & Gwendreath Valley line, where they were used in pairs with a third one as banker if required.

The two examples on the K. & E.S.R. from this class were both built at Swindon in 1958 and were withdrawn in July 1971 from Lincoln Shed 40A and again sold to the T. & H.P.A. in July 1972 – July seems to be a favoured month for locomotive disposal and acquisition! This must be one of the few occasions when two locomotives with consecutive numbers were withdrawn from B.R. together and sold as a pair to an industrial concern and then finally accompanying one another to a private railway.

The idea of using Drewrys on the K. & E.S.R. first occurred in early 1957, when the hierarchy at Waterloo realised that suitable replacement motive power would be required when the A1X class 0-6-0Ts became extinct. It is interesting to note that some of the "Terriers", including our two, were still in

service on the Hayling Island Branch in 1963, six years later! Following correspondence between the Chief Operating Superintendent at Waterloo and the C.M.E.E. at Brighton, test runs were arranged for 9th and 10 May, 1957. Eight representatives from B.R.'s Operating and Motive Power departments attended, together with two from the Drewry Car Company.

The train was made up of 16 vehicles giving a total weight behind the loco of 304 tons. At Rolvenden 7 wagons were detached and the remaining nine (157 tons) proceeded up the bank to Tenterden. The reverse procedure was adopted on the return to Robertsbridge and the report gives a green light for use of the Drewrys subject to acceptance of the bridge tests which had been carried out earlier in the week by the Chief Civil Engineer's department. After this there was some further correspondence on timings and a trial run between Robertsbridge and Battle on 2nd July 1958, then nothing further until No. 11223 (later D.2253) carried out another test on October 2nd. This seemed to be a run with more attention paid to technical details, such as the way the loco faced, state of the weather



"03s" on the Burry Port & Gwendreath Valley Railway, near the site of Pembrey Halt. Nos. 03120 and 03144 (paired), brake van and 03152 banking, 13th October 1982. The B.P. & G.V.R. was converted to carry passenger traffic by Colonel Stephens in 1908

[John Miller]



The last freight train waiting to clear Rolvenden level crossing, 10th June 1961. Note remains of signal and width of road.
[Kent Messenger]

(dry) and temperature (62°F). At various intermediate points along the journey, readings were taken of the engine oil and water gauges, rev. counter and speedometer.

The load hauled was similar in weight to that of the previous year and again was conducted entirely satisfactorily – although a note was made that the driver had to watch his engine speed when returning from Tenterden to Rolvenden.

Following this last test, Drewry Nos 11220 and 11223 were then entrusted with the daily freight service until the last goods train ran on 10th June 1961.

K. & E.S.R. member, John Baker, who drives for British Rail during the week and for us on some of his spare days, well remembers being one of a party of five sent to Ashford for a week's conversion course on Drewrys, prior to driving them on the K. & E.S.R. This was followed by practical training at Dover – where the locos had also just been introduced,



Where are they today? Crew and curious bystanders pose with the last freight train at Tenterden Town Station, 10th June 1961
[Kent Messenger]

on what are now the continental reception sidings. Following the untimely death of Fred Hazel, John often partnered Bob Blair on the diesel workings to Tenterden; a duty would normally come up every sixth or seventh week. This was generally looked forward to, with Bob driving to Tenterden and John doing the return working. If there was a heavy load then two runs were made up the bank – the work from the early morning turn normally being completed in time to enjoy breakfast at a cafe in the High Street.

John can recall several amusing incidents which occurred before closure, all taking place on the part of the line that is now dismantled: "Once we were shunting across the A.21 into the Mill when the loco and the first wagon became uncoupled and Bob Blair, who was by then over 60, climbed down and ran after them, applying the handbrake on each wagon as he caught up with it. On another occasion, again in the Mill premises, the guard threw over the point lever, which was one of the type with a big counterweight, lost his balance and fell into the river – the rest of us stood around and laughed while he climbed out – completely soaked. On another occasion, Southern

Television decided that, as the line was due to close, they should make a film of the journey and the camera was mounted on one of the front steps. The train had got as far as Hodsons Mill when the T.V. crew realised that there was no film in the camera – so we had to set back and start again!"

At present, only one (No. 45) of our three locomotives is in working order. It is intended to restore No. 45, the "04" to early B.R. black livery and numbering and at least one of the "03s" to the later green colour scheme and number, complete with appropriate style of B.R. logo; two of the three will have their vacuum brakes refitted.

Modellers will note that a very good 4 mm scale "03" is available from Mainline as No. D.2179 in later style B.R. green and Vulcan Model Engineering offer a white metal kit both in 4 mm and 7 mm scale as the "04" type.

The author would like to thank the following for their assistance in the preparation of this article: John Baker, Adrian Booth of The Industrial Railway Society, Stephen Garrett, John Jeffries, Doug Lindsay, John Miller and Andrew Webb.

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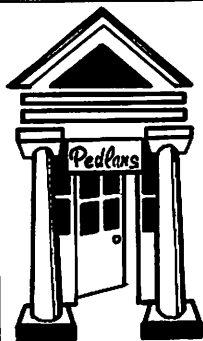
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Early Days

Some memories of the formative years of the Kent & East Sussex Railway Preservation Society in the early 1960s. By Founder Member, Robin Doust

In the very early days, we were not allowed to operate works trains, and working parties were transported down the Line on Wickham trolleys. This was an exhilarating experience, especially on a cold day, as they were open at the sides. The trolleys were quite sprightly, despite being life-expired ex L.N.E.R.

property, but they were never notable for their braking power. I well remember rattling down to Bodiam one day, at a time when the track was well covered with verdant growth. Being out in open country, and having travelled over the section uneventfully only a week earlier, we were galloping along at a handsome 30 m.p.h. as we approached the Rother Bridge – only to discover that a number of fishermen, unaware of our presence on the Line, had tied their rods to the track to await a bite from the river below, while they retired to the adjacent permanent way hut for a snack. We had no chance of stopping, and sailed across the bridge to the accompaniment of a series of very expensive and destructive sounding crunches. The owners of the tackle emerged from the hut with expressions of horror on their faces as they heard the sound of our approach, and the enraged shouts which followed us across the bridge were quite unprintable in a respectable family magazine such as the “Terrier”. As the fishermen were both bigger and more numerous than the youthful band of volunteers on the trolley, it was deemed wiser not to stop, and the return to Tenterden that day was delayed until after dark as a precaution against possible ambush by any infuriated anglers! At any rate, we never again had a problem from trespassing fishermen.

As accommodation on the Wickhams was rather spartan Brian Blackwell’s loan of a pre-war Morris 20 motor car was a welcome development. Because the wheels of this vehicle were just 4’ 8½” apart, and by the simple expedient of substituting inspection trolley wheels for the road wheels and locking the steering, the Morris was transformed into a positively palatial permanent way trolley. The most comfortable journey I have ever made on rails was in the luxury of the Morris’s deeply sprung and padded blue leather upholstery. Unfortunately, however, there were problems when the day’s work was

done and the time came to go back to Tenterden. Although the old car would travel happily forwards at 40 m.p.h., attempts to drive long distances in reverse were disastrous. Not only was her maximum speed about 5 m.p.h. but the motor rapidly overheated. After seizing the engine and blowing a core plug on two separate occasions, it became clear that the car had to be turned in order to make the return trip satisfactorily. As she weighed about a ton, this was no easy task, and I well remember the struggle that half a dozen volunteers had one Sunday to lift the car off the rails at Northiam and turn her round. The operation was carried out in the coal yard siding, and all six of us dragged first the back end and then the front end of the car off the siding and onto the hard standing. By unlocking the steering, and with much manoeuvring, the Morris was turned successfully – but not before an unfortunate misunderstanding had resulted in the car’s steel wheels running over Kevin Blakiston’s foot! It was one of the many happy coincidences in the preservation society’s early days that Kevin was almost the first member to invest in steel toe-capped boots. As a result, he suffered nothing worse than some very painful bruises, but local shoe shops reported a subsequent boom in steel toe-capped boot sales during the next few weeks, and thus was yet another lesson learned by painful experience!

Northiam was the scene of another “near miss” some months later when a group of volunteers from London Transport embarked on the formidable task of clearing the dense vegetation which had grown up on the ground between the railway cottages and the commercial fuel depot on the main road. As the bushes and grass were very dry, it was decided to burn them – a perfectly normal railway procedure. Unfortunately, and unknown to the clearance crew, careless handling at the fuel depot had resulted in a substantial quantity of highly inflammable liquids accumulating in a hidden ditch under the bushes. As a result, the controlled burn suddenly became very much uncontrolled as a vast conflagration erupted from the undergrowth, travelling rapidly towards two fully laden 5,000 gallon road tankers parked in the depot, not to mention the even larger fixed



Lunchtime at Tenterden Town Station. Youthful enthusiasts take a break, before getting on with the more pressing work of restoring the Railway. The author is sitting in the front of the wagon, on the right [Fox Photos]

storage tanks also on the site. It must have been tempting to run like hell, but Geoff Percy and his L.T. group battled frantically with the flames, and, thank heavens, succeeded in extinguishing them. The nearness to disaster may be gauged from the fact that the paint was burnt off the radiators of the two tankers, and had they been parked the other way round, there is little doubt that Geoff, the rest of the L.T. group, the Rother Valley Hotel, and a large part of Northiam village would have gone into orbit. A subsequent enquiry laid the blame for the incident fairly and squarely on the fuel depot, where numerous safety rules concerning spillage had been ignored, and it became clear that the Railway's guardian angel was working unpaid overtime yet again!

In 1965 I became responsible for the purchase of the four Maunsell restriction 1 coaches, which had recently been withdrawn from service on the then still steam operated Tonbridge-Redhill line. Negotiations for these were protracted, and our four were stored with about a dozen other withdrawn Maunsell vehicles in sidings at Paddock Wood. As is

often the case, a number of fittings from the coaches we were buying fell victim to vandals and thieves. Since the others in the sidings were all destined to be burned by scrap merchants to separate the metal from the wooden parts, I thought it would be wise to accumulate as much spare woodwork and upholstery as possible to provide spares and replacements for the K. & E.S.R. stock. This operation was facilitated by the fact that in those days I commuted from Headcorn to London each day, and for several weeks I alighted from my train at Paddock Wood, and spent the long hot summer evenings unscrewing useful items from the condemned vehicles, and moving them into the compartments and brake ends of the coaches which were to be saved. I became a familiar sight to the station staff, who made it clear that they thoroughly approved of the efforts being made to save as much as possible from final destruction. An "odd-man-out" in the yard was a Maunsell restriction 4 open saloon, also marked for the scrap man's torch, and when I first saw it, I mentally transferred the comfortable island seat bays into the "Woolwich" coach, which was then already at Rolvenden, but contained only the most



1934 Morris Oxford "railcar" at Rolvenden, circa 1964

[S. R. Garrett collection]

rudimentary slatted wooden seats. By the end of the summer, I had succeeded in virtually stripping this coach of seating, and moving all the parts into one of our restriction 1 brake ends, and it was about this time that negotiations to purchase our four were finalised. The final stage was to be an official inspection by B.R. and K. & E.S.R. representatives to agree details of the movement to Robertsbridge, as they were "out of gauge" for the Hastings line, and certain items such as roof board clips had to be taken off. On the appointed day, a B.R. carriage and wagon representative arrived, accompanied by a traffic department man, and, unfortunately, the acting station master from Tonbridge, under whose control Paddock Wood fell. I was the last of the three K. & E.S.R. representatives to reach the scene, and was immediately conscious of a rather strained atmosphere. To my horror, the Tonbridge station master launched into a furious tirade about "the army of men" who must have spent "weeks stripping bare" the restriction 4 coach and "carefully hiding the parts" (actually quite openly placed in the compartments and brake ends of our coaches). I felt my face blush scarlet, and found myself

in a rare state of speechlessness. I carefully kept in the background while the other two K. & E.S.R. members, who were fully aware of the true facts, struggled to keep straight faces while managing to utter protestations of innocence. The carriage and wagon man and his traffic department colleague looked almost as embarrassed as I felt, but as the Tonbridge man worked round to "of course, it will all have to go back, every scrap," they both grinned and winked at us. Eventually, my power of speech returned, and I was able to finish making the movement arrangements, although I must confess to a certain feeling of relief as the station master finally departed back to Tonbridge while the rest of us boarded an Ashford bound train. In the event, when the four coaches were delivered, not only were all my carefully husbanded spare parts still in-situ, but some kind soul had actually added some additional upholstery to match the rather unusual green floral seating in one of the BSO coaches. As to whether it was all worth while – well, the Maunsell seating fits perfectly in the "Woolwich" coach, and I remain hopeful that perhaps one day that delightful little vehicle might be renovated to allow passengers the luxury of judging for themselves.

Thinking over these events from the past I am struck by the very many people who played a part in the formative years of the preservation scheme – all too many of them no longer with us. Time permits mention of only a few, but it is surely appropriate that as the Railway celebrates the tenth anniversary of its rebirth, a few absent friends should be remembered. People like Charlie and Elsie Kentsley, whose friendly presence at Rolvenden for many years brought so much extra support to the Railway. We had Denis Pope, who arrived on the Line one day in a rickety old motor bike and sidecar bravely carrying brass nameplates reading “Hesperus”. It was Denis who gave his name to “Pope’s Cottage”, the remote permanent way hut midway between Rolvenden and Wittersham Road. Then there was Frank Davis, whose skill with telephones amounted almost to genius, and whose monument is the Railway’s existing sophisticated telephone network. In the very early days, some of the old K. & E.S.R. staff were regular visitors, and it is a source of eternal regret that people like driver Nelson

Wood, fireman Bob Blair, and guard Bert Sharp did not live long enough to see the triumphant re-opening of the Railway which meant so much to them. Happily, Bill Austen, although no longer with us, was present on the platform on that sunny day in 1974 when the first train rolled out on its maiden trip. Other pioneers of the early days, like myself, have moved far away, and can make only occasional visits to the Line. In this category come Doris and Peter Goddard, now resident in Australia, but originally stalwart supporters of the Railway at that particularly difficult period in the late 1960’s, when Mrs. Barbara Castle refused our application for a light railway order. To these and all the other now departed helpers of the Railway in its early years, a tremendous debt is owed, and perhaps it is suitable that 23 years after the inaugural meeting at Northiam and ten years after restoration of regular services, we should pause a moment and remember the many people who combined determination and hard work to bring the Line to its current state of efficiency.



Charwelton, Woolwich coach and wagon at Northiam, circa 1965

[Tim Stephens]

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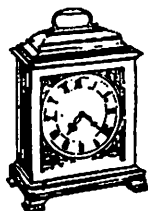
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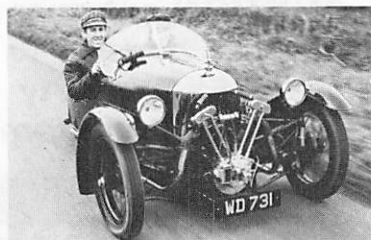
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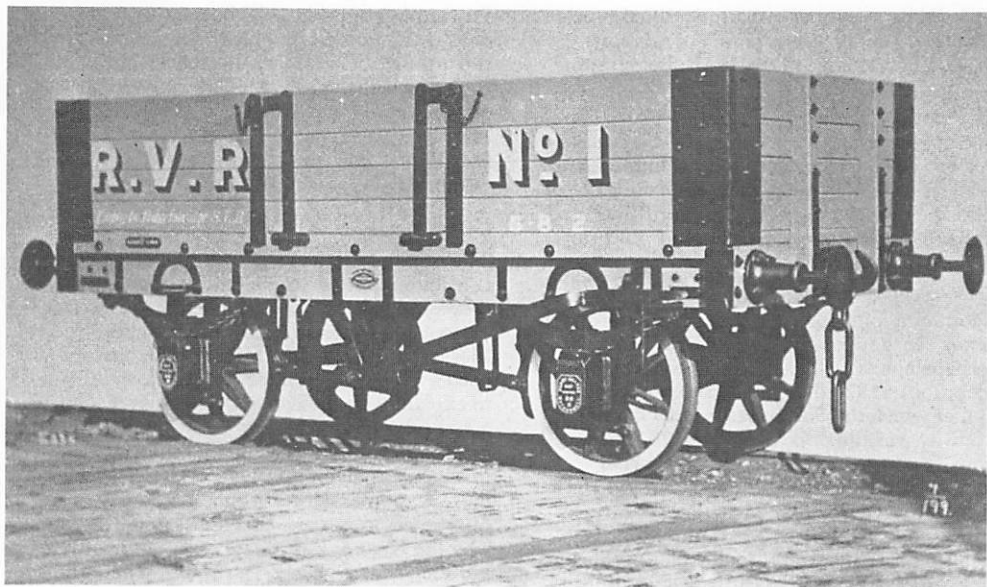
Although goods traffic provided the bulk of the receipts for the Kent & East Sussex and its predecessor, the Rother Valley Railway, the line's goods fleet was considerably smaller than its stock of passenger carriages. Since most originated from, or were bound for, stations on other companies' systems, it is not surprising that most of it was carried in wagons and vans of the main line companies or private owners. A photograph exists showing K. & E.S.R. wagons on the East Kent Railway, presumably collecting coal from Tilmanstone Colliery which was one of the Kent & East Sussex's sources of fuel. Apart from this it is unlikely that they ever regularly travelled away from the line.

The open goods wagons

The mainstay of the goods fleet was a batch of ten 10 ton open goods wagons built for the Rother Valley Railway in 1899 by Hurst Nelson of Motherwell and delivered to the line in February 1900. Not surprisingly these bore the numbers 1 to 10. They were supplemented between 1911 and 1919 by an unknown number of "coal trucks" hired from Hurst Nelson on a monthly basis. The Hurst Nelson connection was continued when at least eight of the original batch returned to Motherwell for overhaul between 1915 and 1916.

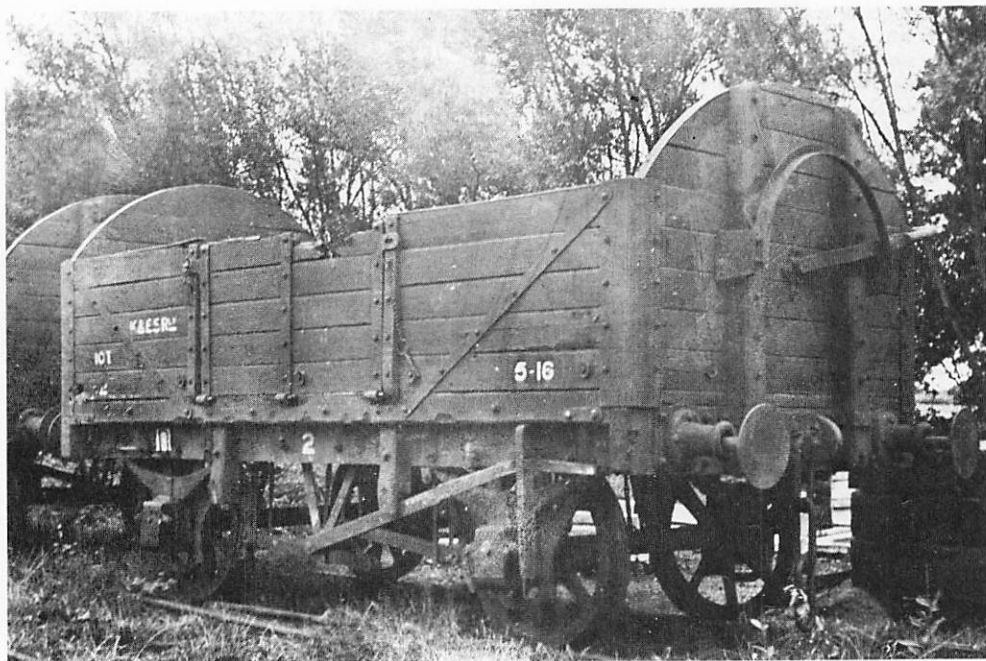
In August 1927 six of the wagons, Nos 2, 3, 7, 8, 9, 10, made another major expedition when they travelled to the Shropshire & Montgomeryshire Light Railway by whom they were hired until 1929. No. 2 apparently went astray on the way as testified by an anxious memorandum from Shrewsbury recording the arrival of only the last five wagons. As there are later reports of six Kent & East Sussex vehicles on the Shropshire & Montgomeryshire the stray must eventually have reached its destination.

Figures for wagon repairs in the Annual Reports show the last heavy repairs as occurring in 1930 and the last light repairs were recorded 1933. After that the figures merely record an increasing number awaiting repair and in 1940 the Directors' Minutes report Nos 1 to 6 as sold. As the Reports record four wagons on the line after the War and there are no further references to disposals it might be logical to presume that the original wagons, Nos 7 to 10, survived the War. The Kent & East Sussex was not, however, a logical railway and a 1947 photograph exists of an entirely different type of 10 ton truck with high arched ends lettered "K. & E.S.Rly" and numbered 2. Possibly none of the original wagons survived the War and were instead



Makers photograph of Rother Valley Railway 10 ton wagon, No. 1

[Historical Model Railway Society, Hurst Nelson collection]



“Mystery” K. & E.S.R. wagon No. 2 in 1947

[L. G. R. P.]

replaced by this otherwise unidentified type of vehicle; certainly a second one of this sort appears on the edge of the 1947 photograph.

The cattle wagons

The open wagons were joined in March 1901 by two cattle trucks purchased from the Great Eastern Railway and numbered 11 and 12. In 1904 these were joined by two North Eastern Railway cattle wagons purchased from Frazier & Co. of North Shields and numbered 13 and 14.

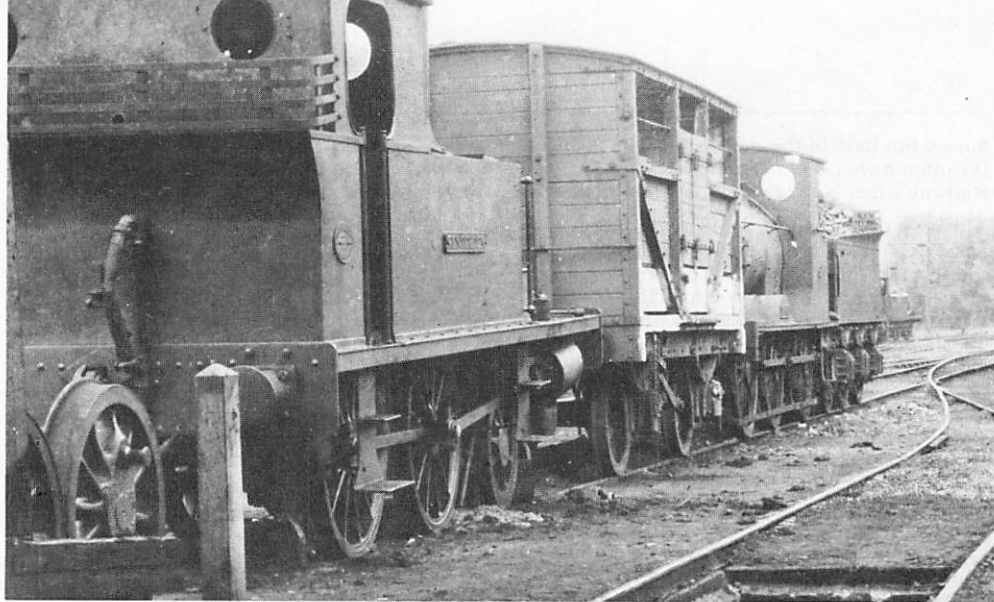
Rebuilding of No. 14 took place in 1914 and a major overhaul of No. 13 in 1919. They were perhaps not as well used as they should have been, for in 1921 the *Kent Messenger* reported a trial at which the South Eastern & Chatham Railway was fined for conveying 287 sheep from Tenterden to Gravesend in six coal trucks. Under cross examination the S.E.C.R. representative was asked whether coal trucks were usually used to convey animals on the Kent & East Sussex and replied, “On this line they are. They have got cattle wagons but I never use them”.

The Annual Reports record the arrival of a

fifth cattle wagon in 1928 but unfortunately no details or number are known for this. In 1932 the number of cattle wagons fell to four again though whether it was the late arrival that was disposed of then or No. 14 is unrecorded. Nos 11 and 13 were sold to Mr. Brazil in 1935 and No. 12 was sold for scrap in 1944. One cattle wagon survived until Nationalisation.

The Brake Van

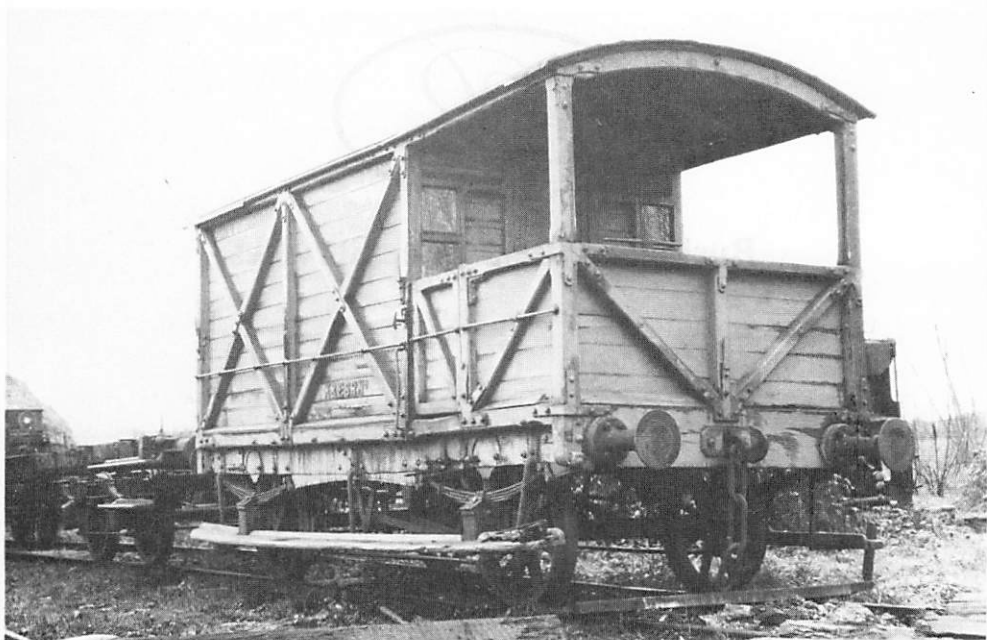
The original Rother Valley brake vans were considered part of its passenger stock although they were suitable for use on either passenger or goods trains (see *The Tenterden Terrier* No. 31). In practice goods trains rarely, if ever, used a brake van at all. It is therefore difficult to explain why the Kent & East Sussex acquired a Great Western Railway goods brake van in 1905. Originally built in 1877 this van was given number 24. The fact that there was an ex-North London Railway brake numbered 15 in the carriage list might explain why the Kent & East Sussex were reluctant to number another brake van 15 but where the number 24 came from is a mystery as even the carriage list had only reached number 19 in 1905.



Unidentified cattle wagon at Rolvenden; not numbered but similar to 11 and 12. Possibly the 1928 wagon [S.R. Garrett Collection]

Possibly the brake van had been used by Rigby & Co., the contractors for the Headcorn extension completed in 1905. Certainly the Kent & East Sussex described the vehicle in their register of rolling stock as a

“ballast brake van” which might tie in with such an origin. If so, it might have been the contractor who gave it the number 24. Whatever its origins, there is little evidence of it ever doing anything on the Kent & East



No. 24, the ex. G.W.R. brakevan at Rolvenden, 1935

[L.G.R.P.]

Book Review

Sussex but bask in the sidings at Rolvenden. It cannot have been a great loss to the Railway when No. 24 went for scrap in 1944.

Although the history of the Kent & East Sussex goods stock is considerably less complicated than that of its carriages, some mysteries still remain. It is hoped that this article may prompt any reader with additional information to put pen to paper. Quality photographs of the goods vehicles would also be greatly appreciated. An article on the Kent & East Sussex travelling cranes will appear in a forthcoming issue and information on their use would also be welcomed.

Erratum

It is to be regretted that the following errors crept into the "Carriages in Camera" articles: The Tenterden Terrier No. 31, page 35: the number 2 did not remain vacant until the 1930s but was used by the LSWR 6 wheel composite bought in 1910; The Tenterden Terrier No. 32, page 44: the lower photograph shows what is thought to be 6 wheel brake third No. 9 (not 4 wheel brake third) and 6 wheel composite No. 4 (not 4 wheel brake composite).

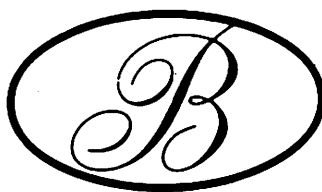
Stephen Garrett

KENT & EAST SUSSEX RAILWAY STOCK BOOK
compiled by Neil Rose and published by Col. Stephens Publications. 72 pages, 61 b/w illustrations with coloured card cover. Price £1.95.

Mr. Rose has done an excellent job in producing this, the fourth edition of our stock book. During the ten years that have elapsed since the last publication many new items have arrived and the rich abundance and variety of vehicles on the line has brought about an increase in the size of the stockbook from 48 to 72 pages. Each major item is fully described and illustrated and the compiler has included a mileage chart and some very useful and informative summary tables. One of particular interest gives a list of locomotives which used to be kept on the railway or have made "guest appearances" in recent years. A great deal of thought has been put into the layout of this edition and it has been well printed on art paper, most of the photographs reproducing very clearly.

Neil Rose is to be congratulated on producing probably the most comprehensive stockbook available from any preserved steam railway today and no one should be without it!

P.C.S.



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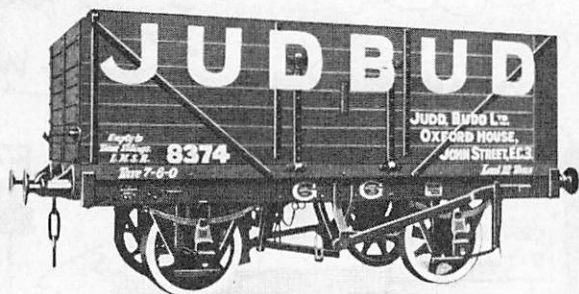
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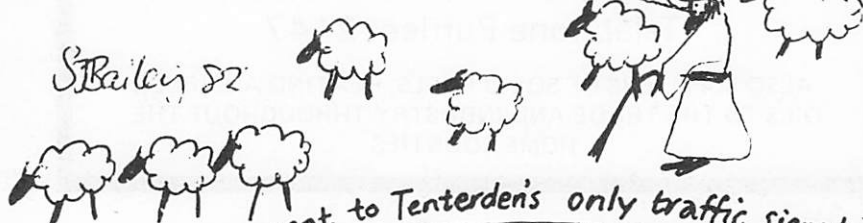
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