

The

1974



1984

Tenterden Terrier



Number 35

Winter 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

DIRECTORS

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

E.J.R. Miller (*Chairman*)
P.C. Ramsden
D.M. Stratton (*Deputy Chairman*)

M.R. Vine
D.H. Wilson
G.C. Wright

SECRETARY & REGISTERED OFFICE

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

Telephone: Tenterden (05806) 2943

MANAGEMENT

Finance Division Manager & Treasurer
Management Co-ordinator
Building Division Manager
Civil Engineering Division Manager
 Clearance
 M.S.C. Scheme Manager
 M.S.C. Scheme Supervisor
 Permanent Way
 Plant
Commercial Division Manager
 Chief Booking Clerk
 Chief Ticket Inspector
 Commercial Manager
 Marketing Committee Chairman
 Colonel Stephens' Railway Shop
 Stations
 Catering
 Wealden Pullman
 Public Relations
Carriage & Wagon Division Manager
Mechanical Divisional Manager
 Locomotive Maintenance
 Locomotive Superintendent
 Steam Cranes
Operating Division Manager
 Chief Signalman
 Traffic Co-ordinator
 Signals & Telecommunications
Secretarial & Administration Division Manager
 Fire, Health & Safety
 Historian
 Keeper of the Archives
 Volunteer Resources
 Membership Secretaries:
 New members
 A-K Renewals
 L-Z Renewals

D.J. Felton
E.J.R. Miller
D. Stubbs
Vacant
A. Tebbboth
M.R. Dunstone
R.K. Dickson
R.J. Rowe
Vacant
D.H. Wilson
J. Emmott
C. Wood
D.S. Lindsay
R.M. Toynbee
D.S. Lindsay
R.M. Toynbee
K. Lee
C. Lindlar
R.M. Toynbee
P.C. Ramsden
R.T. Stanger
R. Forsythe
B. Heyes
P.M. Hatcher
R.J. Rowe
C.E. Norman
N. Sime
P.E. Vidler
J. Jeffries
I. Langley
P.D. Shaw
E.J.R. Miller
A.R. Jones

J. Head, 1 Limes Close,
Tenterden, Kent TN30 7BB
A. Piggins, 98 Warwick Avenue,
Thorpe Lea, Egham, Surrey.
N.A. Johnson, 10 Weald View,
Wadhurst, East Sussex, TN5 6EB

THE TENTERDEN TERRIER

Joint Editors
Assistant Editor
Magazine Advertising
Editorial Office

Telephones P.D. Shaw: Tenterden 3468

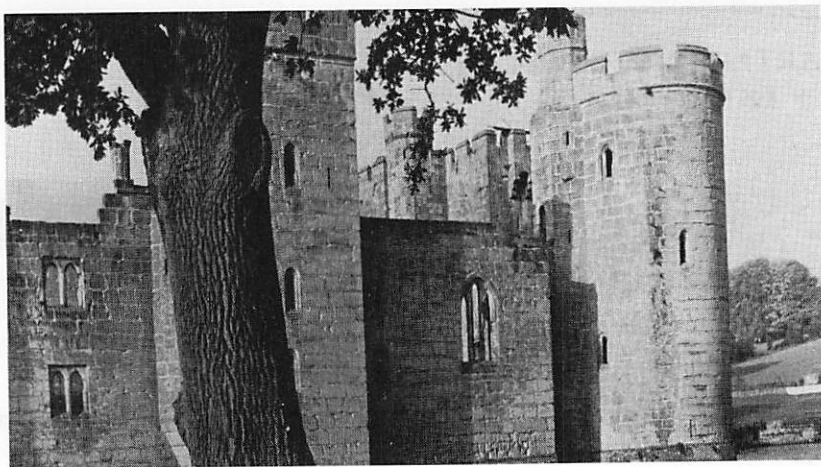
S.R. Garrett: 01-531 6458

P.D. Shaw; P.C. Sutton
S.R. Garrett
G.H. Benbow
141, High Street, Tenterden,
Kent TN30 6JS
P.C. Sutton: Cranbrook 240236
G.H. Benbow: Tenterden 3477

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 Concy

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 Concy

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

Cranes

**CHARTERED SURVEYORS
+ ESTATE AGENTS**



16 High Street, TENTERDEN, Kent
Tenterden (058 06) 3636
The Estate Office, BENENDEN, Kent
Cranbrook (0580) 240854
The Moor, HAWKHURST, Kent
Hawkhurst (058 05) 2447/3588

*** For properties throughout Kent ***

*Travelling hard in search of
bargains?*

"MISS KENT" "JUST A SECOND"

The Childrens' Shop

All at 66 High St. Tenterden, Kent.

The best in Ladies Separates, Childrens
Wear and Toys

*Always in stock - More lines than
British Rail!*

Webb's

**AGRICULTURAL BUILDERS & DOMESTIC
IRONMONGERS
POWER TOOL SPECIALISTS**

**MIELE SPECIALIST DEALERS
CLEANERS, DISH WASHERS & WASHING
MACHINES**

STANLEY FOUR STAR ** TOOL CENTRE**

**AUTHORISED CALOR GAS Retailers
ALL PATTERNS OF CYLINDERS INCLUDING
AUTOMOTIVE.**

Delivered FREE within our FREE DELIVERY AREA
CALOR HEATERS, COOKERS & other appliances
in stock

**FULL RANGE OF MOWERS, CULTIVATORS
& CHAIN-SAWS including spares**

Webb's

45 & 51 High St. Tenterden

Tel: Tenterden 2132/5

And at Sittingbourne (Est. 1910)



N.H.B.R.C.



N.F.B.T.E.

**A.T. PALMER
(BUILDERS & CONTRACTORS) LTD.**

RESTORATION SPECIALISTS

Electrical Contractors

Heating Engineers

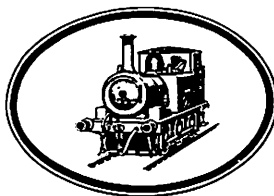
Signwriting

HEADCORN - KENT

**RADIO CONTROLLED
VEHICLES**

HEADCORN 890666

The Tenterden Terrier



Number 35

Winter 1984

Contents

- 3 Editorial
- 4-13 Lineside News
- 14-15 Goodbye To All That?
- 18-19 People in Profile - 1
- 20-23 Safe to Go
- 24-25 By Gazedown Wood
- 27-30 A Tale of Two Terriers
- 31-32 Come clean with me
- 33-36 Friday, 31st August 1984
- 39-42 Cranes, Ancient & Modern
- 43-45 Letters to the Editor
- 48 The Norwegian Locomotive Trust

© Copyright Tenterden Railway Company Ltd.
1984

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

FRONT COVER

"In 1950's Style"

An immaculate 32670 climbs towards Tenterden with the 12.21 pm from Hexden Bridge, on its first revenue earning journey since 1977.

[Brian Stephenson]

Editorial

That'll Do Nicely Thank You

How nice it is to have some "real" engines running again - two Terriers, one in black and one in green. This is what preservation is all about and next year promises even greater variety - the "P" Class tank, Ford diesel and maybe even some real carriages. Hopefully, the owners of these priceless relics will agree to liveries appropriate to the line - a "birdcage" in claret would look as out of place as a Terrier in Caledonian blue!

* * * * *

The 1983 balance sheet does not make cheerful reading, showing as it does the biggest loss in the Railway's history. 1984 will almost certainly see a return to the black as a result of good marketing, more profitable special events, tighter controls on costs and an even better result from the Pullman. So with a return to modest prosperity, should consolidation still remain the name of the game or should 1985 be the year to raise more capital and push on to Northiam?

Lineside News

Compiled by Paul Sutton

In a letter to the Editor, Richard Halton has kindly offered to donate an award for the Area Group Railway Quiz. Although setting the questions is a time consuming occupation and requires trust on all sides, it would be nice to think that his offer will be taken up and help to foster even better relations between the different Areas.

Locomotives

With the Summer service well and truly behind us, much time has been taken in carrying out running repairs and modifications, one example being a slaking, or pep pipe fitted to No. 10 "Sutton". This should help to ensure that the crew and passengers in the front half of the first coach (who insist on watching the proceedings from open windows) keep reasonably clean when the loco is running bunker first.

Both Terriers have performed well considering their limitations, since being returned to traffic earlier in the year. 32670 saw "unofficial" duty on several occasions during August and early September before its ceremonial return to service at the Summer Steam Spectacular on September 8th. It certainly looks extremely smart in its B.R. lined livery, complete with smokebox number and St. Leonards shed plate – a great credit to all those members of the department who carried out the work on it.

The Austerities 23, 24 and 25 performed throughout the Summer with no problems but at this point it is fair to say that without the faithful few who carried out the task of boiler washouts during the daily running period, the level of service might well have been difficult to sustain.

No. 22, the U.S.A., was withdrawn from traffic at the end of August; some work on the firebox is required plus a front end overhaul. If no "nasties" are discovered, it should be back in traffic at the beginning of next Season.

Dick Beckett, "Marcia"'s owner, spent a week of his holiday at the end of September working solidly on repairs to the little Peckett.

No. 26 "Linda" has had a new smokebox and ashpan, supplied by an outside contractor. This loco has possibly the worst boiler of any engine that has come to the railway and currently activities are centred on the firebox where the bottom 18 in. is being replated, a very slow job involving a great deal of welding. A crack in the

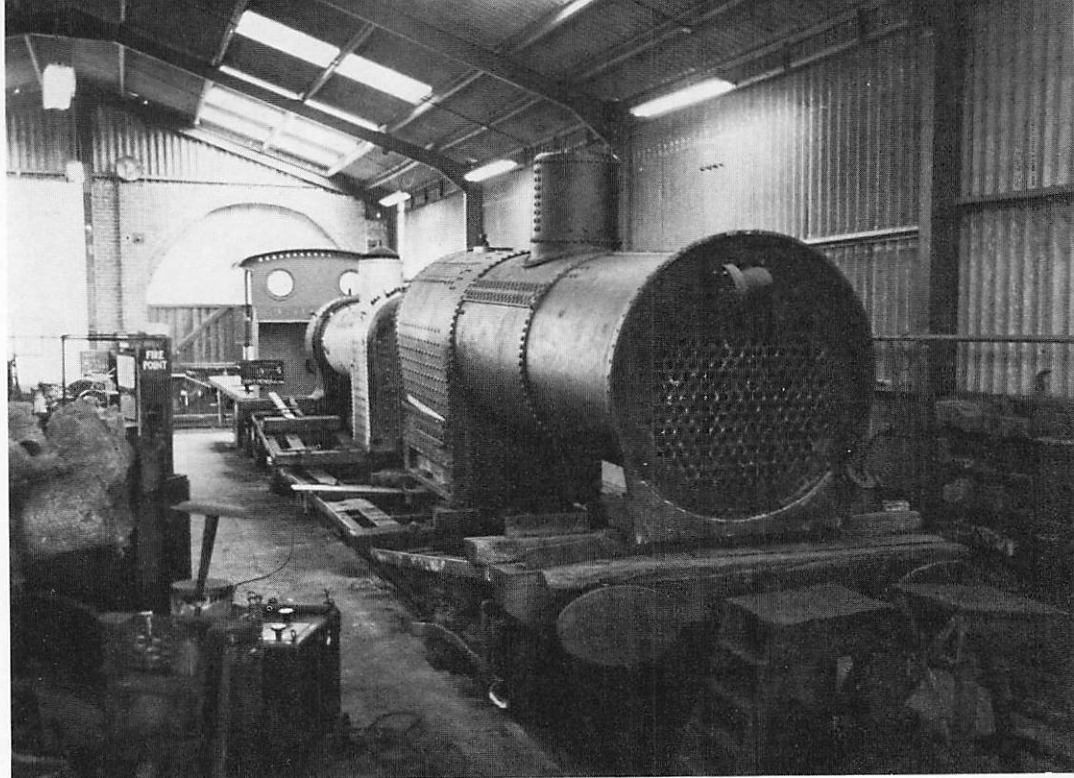
firebox inner wrapper is also being rewelded which will make good a job that the N.C.B. did not carry out very well. The wheels are now being turned at Swindon; originally they had been sent to Eastleigh but the wheel lathe there suffered total destruction after a fire spread to it from a conflagration in the fuel depot. It is understood that a new wheel lathe is to be installed at Wimbledon which will take the place of those at both Stewarts Lane and Eastleigh.

Dave Hayward and his team have made some good progress on the diesels now that they have their own workshop where work can be carried out unhindered. Whilst the Fowler has been up for sale, it has nevertheless proved very useful as the works train motive power. The 0-4-0 D.H., latterly called "Baglan", has at last found a buyer – a scrapdealer. I wonder if anyone might "discover and save it" later on! Through our contacts on the Great Central Railway the U-shaped side rod on 0-6-0 D.M. No. 42 has been sent to Brush Engineering Ltd. of Loughborough who have kindly agreed to restore it to its proper shape, in fact both rods have been sent away so they can be put back as a pair.

Finally, Bob Green is building a new sand drier at Rolvenden. We are very grateful to Mr. J. Huson, the Sales Director of Redbank Manufacturing Co. Ltd., of Burton-on-Trent, who very generously donated (and delivered) the required fire bricks and fireclay.

Carriage and Wagon

The onerous task of varnish stripping in Maunsell B.S.O. No. 54 was at last completed during September and work is now well under way on giving the vehicle a complete rewire, the original being life expired. This means that fitting new ceiling panels can follow on immediately behind the electrical gang. A large area of rot was discovered in the toilet bulkhead and a number of roof boards had to be removed before a repair could be effected. All the wooden body framing has been made good where required and the steel cladding below waistline level will be replaced with new material. During the working week in June, time was found to repair and overhaul our six flat wagons which were required for the track panel removal exercise. One required a complete new floor.



The boiler of No. 26 "Linda" under restoration, with that of the "P" Class behind

[Paul Sutton]



Bob Green constructing the lower part of the sand drier at Rolvenden, 1st September 1984

[Paul Sutton]

Mark I T.S.O. No. 64 came into the shop on 30th June for attention to the door body pillars and associated platingwork.

A start has been made on lining the building with 100 sheets of plasterboard which were supplied by British Gypsum from their Mountfield works at very advantageous rates. We must also record our gratitude to Mr. Tom Turk of Benenden who very kindly transported the boards to Tenterden at extremely short notice and no cost! More areas of concrete floor have been completed and now it is only the machine shop which remains to be finished. Many of the benches have been put in their final positions in the building and a small crosscut saw wired up in the workshop. A start has been made on sorting out the thousands of nuts and bolts, screws and other fastenings into their respective bins and containers.

The 1887 G.E.R. 6 wheeled coach arrived on the Railway earlier in the year from Resco (Railways) Ltd.'s Woolwich premises, where it had been receiving attention from members of the Thameside Group. Since its return to Tenterden, Bob Gilbert has painted the vehicle in a grey undercoat and has continued work on the bodyside mouldings.



Gordon Young (left) and Peter Carey attending to the doors on Mark I T.S.O. No. 64 in the carriage shed at Tenterden, 21st July 1984
[Jim Berryman]



We'll take you for a ride! The Thameside Group float at the Tenterden Lions Gala Day, 3rd September 1984. L to R: Julie Abbit, Sue Jarvis, Carolyn Lloyd and Yvonne Simpson. Lorry driven by Kevin Jarvis [Paul Sutton]

Building

Due to the lack of response to the last appeal for volunteers to the Building Department, the Manager turned to other means of increasing his staff. This resulted in a 100% increase in labour from 31st July when his son was born. Although there was no immediate increase in work turnover, he is sure that this will be forthcoming!

During September/October abutment walls were constructed to the culvert at the Wittersham end of Rolvenden yard. This is to facilitate track alterations due to be carried out in the Winter months. Concrete "tank traps" formerly at Tenterden, together with concrete sleepers from old track panels were used to form the abutments. Labour for the works has been provided by the Clearance Department who will be assisting the Building Department throughout the Winter with various tasks - many thanks to Alan Tebboth and his staff for their efforts.

Civil Engineering

This department has continued to concentrate its efforts solely on the Rother Bridge, with some positive results. By the end of August all the steel work had been completed, inspected and found entirely satisfactory by our Civil Engineer. This welcome news encouraged the Board to grant sufficient funds for the remedial work on the abutments to be carried out. After the final coats of paint had been applied to the

steel work in September, the early part of the following month saw the start of a three to four week programme of work on the abutments, the first job being the filling of cracks in the bed stones with epoxy resin and then sealing them. Finally, the surfaces will be covered with a new rendering over the porous concrete.

During the early part of November, the Civil Engineer will make his final inspection and, if everything is to his satisfaction, he will pass it as fit for traffic at 25 mph and 18½ ton axle loading.

C.P. scheme

The major task of the current Manpower Services Commission Community Programme has been to remove the lightweight 75 lb track between Hexden Bridge and Northiam, to be replaced at a later date with 95 lb rail, more suited to our needs.

A considerable amount of work had to be done in reorganising the available space at Wittersham Road yard in preparation for the arrival of the lifted track panels. This included sorting out and selling various scrap metal and laying longer sidings to accommodate works trains and steam cranes.

Following the relaying of track over the Rother Bridge in July, work commenced on lifting the 75 lb track panels from Northiam back towards Hexden Bridge, and transporting them to Wittersham Road. At present the track has

been taken up to within a few hundred yards of the Rother Bridge. At Wittersham Road the stripping of the panels is well advanced. The rail is being sold to the Festiniog Railway and the redundant concrete sleepers will be used for various purposes round the railway – some have already been laid at Rolvenden to form a base.

The maintenance group in the C.P. scheme have painted the Newmill and Rother Bridges during the Summer, the first time either has received attention for many years! Their activities have now been switched to clearing undergrowth in the area beyond Tenterden headshunt in preparation for extending the headshunt, using some panels lifted from the Hexden to Northiam section. Our thanks go to Arthur Cowling for his work in repairing the JCB and the Nuffield tractor. Unfortunately he has had to leave us after completion of a year on the scheme.

Thanks are also due to the C.P. Supervisor Dick Dickson for his sterling efforts during the Summer, which included many hours sweating in the cab of a steam crane, and to Dave Hazeldine and others for the co-operation with the C.P. scheme.

Clearance

Now that work on the Northiam to Rother Bridge section has finished, the group has decided to offer its services to other departments of the railway on every third Sunday. Dave Stubbs of the Building Department was the first to take up this offer, and it seems likely that they could be involved at Rolvenden throughout the Winter. Routine maintenance of the running section will not be ignored however.

For some years now the Clearance Department has organised public car parking at Tenterden for all major events that the Railway stages. This year was no exception and they, in their highly efficient way, took care of this important task for Ladies' Day, the 10th Anniversary celebrations in June and the Summer Steam Spectacular. The latter also required the mowing of our field and the hay thus made was cleared in the traditional manner with pitch forks! Despite the rustic charms of this method, it would be better done with a tractor-drawn rake. We have the tractor – does anyone know of a hay rake without a home?

Commercial

At the end of August our passenger figures are still some 2½ % ahead of last year's total for the

same period. This is rather less than our earlier gains but is still a very creditable increase, particularly compared with many other railways who are experiencing a shortfall on 1983. We had a boost to our September figures by way of an extra 500 passenger journeys recorded over the Summer Steam Spectacular weekend compared with last year. This increase, and the general upturn must, in part, be attributed to the superb two-train service we have been offering on peak Sundays, Bank Holidays and of course the "event" weekend. Thanks must go to our Locomotive and Operating departments for organising these intensive services which have created activity at Tenterden and given our customers value for money. As has been said many times of late, a simple "train ride" is just not enough to attract the public any more and our extra locomotives and trains have certainly helped to pull in more passengers, particularly since the return to service of 32670 which provides our line with two Terriers once more.

As regards our other trading activities, Colonel Stephens' Railway Shop turnover is still up to budget – a 7 % increase over 1983, and the Buffet figure is up 35 % over last season, much of this attributed to our new picnic site which facilitates increased sales and also our on-train trolley service which has offered, on occasions, the sale of morning coffees, afternoon teas and a bar service. Our one disappointment this year has been the Schools service in June and July which was somewhat down on 1983, due in part to the series of teachers' strikes in the Summer term. We may also need to re-organise this service to make it more attractive to Education Authorities.

The Wealden Pullman has, yet again, proved to be a total sell-out with many reservations being made for 1985, and once more thanks must be recorded to all the volunteers who work so hard to ensure that this, our premier service, remains the envy of our contemporaries.

As well as Pullman Car "Barbara" being renovated for the season, some improvements were carried out inside the train set with new cruets taking their place on the tables in April as well as fresh cutlery. The new crockery which was ordered in July was delivered in time for the last few services of the year and very elegant it looks too.

The P.M.V. No. 74 which entered traffic on Wealden Pullman trains on 30th June has, in



*The K. & E.S.R. "Swinger" – P.M.V. No. 74 in use on the Wealden Pullman as a supplies van,
28th August 1984* [Paul Sutton]



Tenterden Town Station Staff, 21st July 1984. L to R: Ken Lee, Robin White, Donald Wilson, Lorna Johnson and Mark Toynbee [Jim Berryman]

the words of one very regular member of the Pullman staff "proved a Godsend". Its presence means that the stores for the train are now properly sorted and binned, as well as providing staff changing accommodation with tables and seating for train crew meals. Once these new arrangements took effect, "Barbara"'s kitchen reverted to something approaching its proper role, as during the very hot days of the Summer it was used for cold preparation, away from the heat of the ovens in "Diana".

Richard Osborne, the Wealden Pullman roster

clerk, reports that more than 60 volunteers had taken part in Pullman services run up to the early part of September. The Annual Dinner for Pullman staff will be held at the White Lion Hotel on Saturday, 8th December.

Income from our filming and special train hire service is well over budget with still more trains booked to run before the end of the season.

Finally, with the Christmas season fast approaching, thoughts must turn to Santa Specials for which many bookings are now coming in. If you are able to help distribute

booking forms for these services, please contact Mark Toynbee at Tenterden now!

Signals and Telegraph

Engineers occupation apparatus has been installed at Wittersham Road signal box and at Hexden Bridge by Chris Lowry, Peter Lawrence and Ian Legg to facilitate the movement of engineers' trains necessary for the removal of track panels from the Hexden Bridge to Northiam section. The equipment enables engineering staff to take possession of the Wittersham Road-Hexden Bridge section between service trains, thereby reducing delay.

During the Summer new brown lino floor covering has been laid in Tenterden Town and Wittersham Road signal boxes, the latter box being further improved by Nick Wellington who has fitted a sink and temporary gas ring.

On 4th August a small group of members travelled to Barming to recover the then redundant corrugated iron lamp room, which has subsequently been installed at Wittersham Road. Many thanks to Dave Hazeldine for the loan of his car and trailer.

On 18th August Neil Edwards and Paul Vidler commenced installation of a two-lever Evans O'Donnell ground frame to control the Cripple Siding adjacent to the sewage works at Rolvenden. Work was hampered not only by the high temperatures but by the rather unpleasant smells emanating from the other side of the fence! Initially, the ground frame will be released by the Annetts key on the long section staff.

Work has also continued on the restoration of the Steven's frame for Rolvenden by Bill McNair and Ian Legg. With the present rate of progress it is hoped that restoration should be nearing completion by the end of the year.

Over the next few months Chris Lowry and Peter Lawrence plan to install a new Plessey telephone exchange at Northiam; Chris will once again be leading clearance parties on the Northiam-Bodiam section to remove vegetation from the overhead pole route.

Stations

Repainting the station building at Tenterden has continued throughout the Summer with regular appearances being put in by Jackie George, Mike Harman, Ken Lee, John Miller and Mark Toynbee. The colour scheme has been revised slightly, so that fascia and barge

boards are now painted in maroon instead of cream, giving a much improved appearance to the building. The effect has been heightened by using paint of a deeper shade of maroon. Meanwhile, Richard Osborne, Andre Freeman and Colin Duncan have given the roof some fresh coats of black bitumen so the whole building is not only looking very smart but fit to face the oncoming winter weather.

Advantage was also taken of the good Summer evening and weekends to repaint the station barrows and trolleys; Jackie George again and Robin White being the brush drivers, with Robin also doing some very neat signwriting. He then decided to give the same treatment to the fire buckets on the platforms at Tenterden and Wittersham Road, as well as Tenterden Signal Box.

Painting fever has been spreading – after receiving these magnificent fire buckets, Wittersham Road station agent Gerald Beck decided that the ex G.W.R. building from Borth itself could do with a face lift and finding no budget allocation for this, went and bought all the materials out of his own pocket – many thanks Gerald.

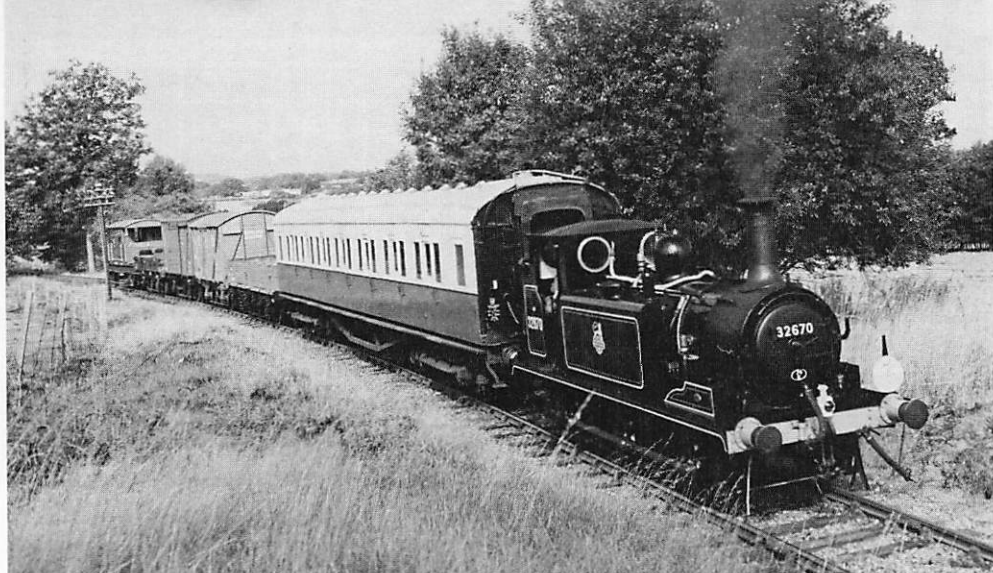
The extensive flower beds at Wittersham Road, tended by Jill Edwards and blessed with good weather, gave a magnificent display throughout the Summer. The public car park area was further enhanced with fencing and gates and a large sign across the entrance gate to the permanent way depot.

Andre Freeman and Roland Meek have carried out routine maintenance at Rolvenden with a full repaint for the buildings and fencing planned for next year.

The information kiosk in the station building at Tenterden has been a great success since it was opened in May – as well as answering countless questions from the public, over 70 new members were gained. This pleasant duty has been handled through the season mainly by Alys Jones, together with Graham Summers and his mother, who also looked after the marvellous flower tubs on the station forecourt.

Membership

It is pleasant to report that the railway's membership is now at its highest recorded level and by mid-September exceeded 2,400, including 700 family members, which is an increase of around 200 on last year. The increase is partly due to a larger number of renewals which is most encouraging and partly



A mixed spectacle. 32670 hauls C.K. No. 56 and five wagons on the morning of the Summer Steam Spectacular, 9th September 1984
[Jim Berryman]

through the facility of offering instant membership at the information kiosk established at Tenterden Station.

Permanent Way

Apart from the seemingly never ending routine of track maintenance, the hot weather during July and August caused distortion in three places, which required a considerable amount of work. The first, was just below the home signal at Tenterden, where one length of track was removed to reveal that the ballast had set solid. This was broken up and levelled, the track reinstated and no more problems have been experienced at this point since.

The other spots were on the curve by Pope's Cottage and about a quarter of a mile on the Rolvenden side of the Newmill Bridge. In both locations the track was de-keyed to release the tension and seized chairs, and then re-levelled, packed with extra minestone and ballasted. Much of the work was carried out early in the mornings or in the evenings as being the only practical times when possession could be gained.

Dave Hazeldine has made a single line relaying jig (pats. pending!) for use on the extension and when fitted, either crane can carry 11 concrete chaired sleepers or a pair of rails. Together with Charlie Masterson, he has removed the first 50 or so track panels from Northiam, with Dick Dickson's C.P. gang doing the remaining seventy or so. They were taken back to Wittersham Permanent Way Depot and stacked, those required for the Festiniog

Railway contract being dismantled using a disc cutter powered by a portable generator. The Festiniog have now removed all their rails and fishplates.

Some of the remaining panels were used to extend Wittersham sidings by about 450 feet and included track laid in at the back of the platform. The opportunity was also taken to extend the stock siding near Rolvenden by three panel lengths and it is intended that, following slewing of the main line later in the year, the siding will be further increased. During the height of these activities in August and September, the Taylor Hubbard crane No. 133/4 was in steam daily for four weeks.

Area Group News

Ashford. We again had a successful three days at the Kent County Show which we attended in conjunction with the Maidstone Group and our combined profit from that, together with £78 made from the Romney, Hythe & Dymchurch trip earlier in the year, has gone towards the extension fund. The publicity stand has also visited many other local events during the Summer and hopefully has played some part in increasing the number of visitors to Tenterden. The next major event is the Model Railway Exhibition on Saturday 9th March 1985 – a must for all model enthusiasts – and in the meantime meetings have resumed on the third Wednesday in the month at the B.R. Social club, Beaver Road, Ashford, commencing at 7.30 p.m. The full programme appears in the *Rooter Diary*.

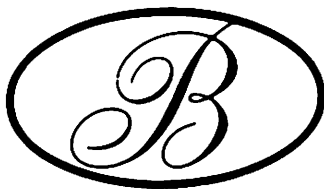
live. We saw the programme producer and his assistants and hear the instructions from engineers and other staff responsible for linking in studio and outside interviews. Finally Ron Lobeck took us to his "den" where he prepares his weather forecasts from satellite pictures collected by a dish on the studio roof.

The July delivery of waste paper resulted in a cheque for £526.50 but the transport charge will be about £30. The Group has agreed to donate £260 for the purchase of a replacement steel lifting cable for one of the steam cranes. Handbills for the Santa Specials have been distributed to all banks, building societies, large stores and county and district council offices in Maidstone.

The provisional date for our model railway exhibition in 1985 is Saturday/Sunday 23rd/24th March, again at Trinity Hall, Church Street, Maidstone, provided the roof is watertight and heating is available. Meanwhile our monthly meetings at the Kimberly-Clark Social Club, Tonbridge Road, Maidstone have resumed on the last Wednesday in the month. We extend a warm welcome to Maidstone area members and their friends to these meetings and assure them of an enjoyable evening.

Thameside. During November, the Group will be lifting a quantity of rail from Southfleet on the old Gravesend West branch. Some clearance work will be needed first so that it can be taken out. The group will then bear the cost of transporting it to Wittersham Road. Since Easter, the Railway Tavern at Northiam, Thameside's "away base" has raised over £75 for the Railway by way of their donations jar and various raffles.

Weald. The Group sales officers held a strawberries and cream tea in July, in the lovely garden of Mr. and Mrs Green at West Malling. The weather was fine and warm and everyone had a most enjoyable evening, culminating in a strawberry jam making session and jars of this delectable confection are appearing beside the more usual railwayana on the Group's sales stand, which among other events attended the Bluebell Railway's enthusiasts weekend. Preparations are already well advanced for the model railway exhibition on 13th/14th April next year and there will be a sponsored walk on 28th April, possibly along the banks of the Medway with a return trip by train. The Group is currently investigating one or two unusual "investment projects" for its capital.



Burlington Insurance Services

Members of

B.I.B.A.

The British Insurance Brokers' Association

*Change Points to the Right Track
For a Good Connection, Phone or Write:*

Burlington House, Manor Road, Folkstone, Kent CT20 2SD
Tel: Folkestone (0303) 57345 and 58555
24 Hour Answering Service

Goodbye to All That?

Every year since 1976, the Railway has organised a major two day event in adjacent fields at Tenterden during the month of September in order to raise income when the traditional season is drawing to a close. Attendances grew rapidly in the late 1970's and peaked at around 17,000 in 1979, dropping very slightly the following year. A further small reduction occurred in 1981, although this was generally attributed to inclement weather. Bad weather again dogged the shows in 1982 and 1983 and attendances dropped substantially to 11,250 and 5,800 respectively. In 1983 a loss of over £3,000 was incurred on a total capital outlay of £13,000.

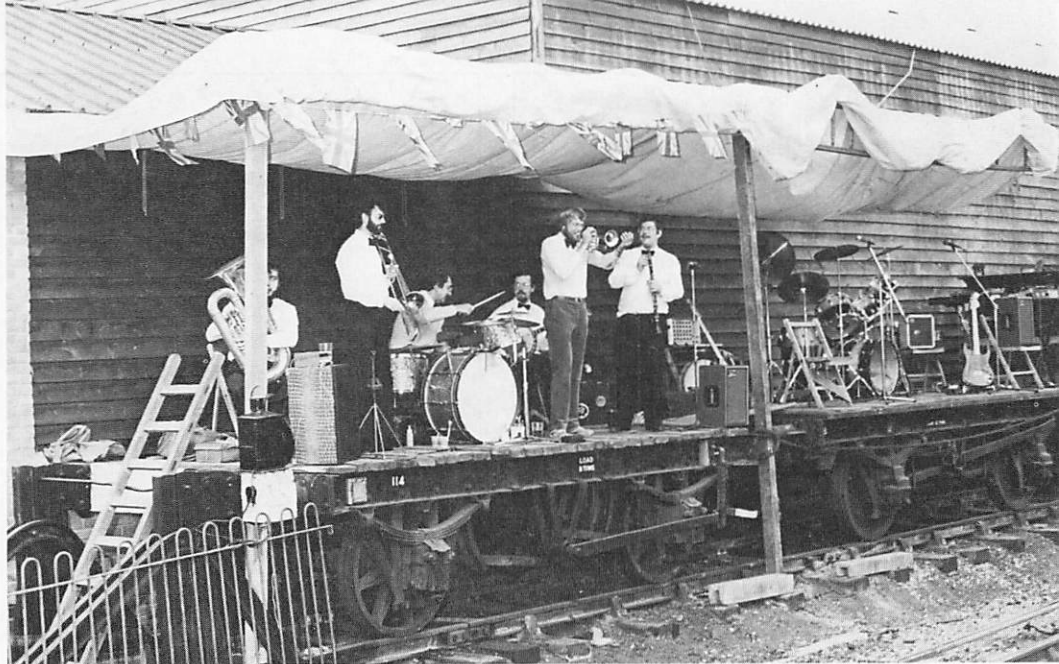
This year it was decided that the size of the operation would have to be scaled down substantially and a low budget "Summer Steam Spectacular" was mounted over the weekend of 8th/9th September in the station yard and on a small grassed area adjacent to the line. Five engines were in steam on the railway, there was continuous music from rock and jazz bands, various craft stalls and several vintage road vehicles attended. For a total capital outlay of some £4,000 a profit of nearly £3,000 was realised and in addition, net proceeds from

the draw amounted to approximately £1,000. Attendances over the weekend totalled 4,500 and some 1,450 fare paying passengers travelled on the trains. Event organiser, Mark Yonge, his committee and the group of working members who assisted are to be congratulated on arranging a highly profitable event in difficult circumstances. Fortunately the weather remained dry and our market research indicated that a reasonable proportion of visitors enjoyed their day. However, those who remembered the great Steam & Country Fairs of past years, with their hundreds of vintage cars, military vehicles and traction engines were disappointed and it may well be that 1984 has seen the last of the late summer shows. Apart from the inherent risks with the weather, our ideas have been emulated extensively elsewhere in the County to a point where it has proved virtually impossible to avoid competing with another local show, often with better site facilities. Perhaps we should concentrate on developing a more interesting service on the Railway itself in future – thanks for the memory, it was fun while it lasted.

P.D.S.



The official unveiling of 32670 at the Summer Steam Spectacular, 8th September 1984. L to R: Locomotive owners Ron and Vic Wheeler with Ashford M.P. Keith Speed and event organiser Mark Yonge
[Jim Berryman]



K. & E.S.R. member Alan Robinson's Speakeasy Syncopators play hot jazz with a strong 1920s flavour, 8th September 1984
 [Jim Berryman]



Aveling & Porter Compound Tractor No. 11251 (front) and Marshall Agricultural engine No. 84562 in the Yard at Tenterden, 8th September 1984
 [Paul Sutton]

Skintex

MEDICINAL

Cream for the hands and feet

NON-GREASY, MEDICATED,
SOOTHING natural ingredients
help your skin to keep normal
and healthy.

Manufactured in conjunction
with the Owners and Suppliers
of the Original Brushless
Shaving Cream LLOYD'S
EUXESIS. Established 1810.
Even after 174 years "Still the
Greatest Shave" – World Wide

Ask your Chemist, or direct from
AIMEE LLOYD & CO. LTD.
TENTERDEN · KENT
Tel: Tenterden 2355

BIDDENDEN VINEYARDS

Estate Grown Wine

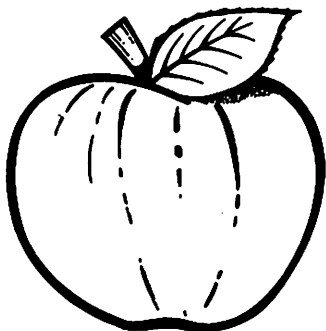
VINEYARDS OPEN FOR SALE
OF WINE & CIDERS DAILY

Guided Vineyard Walks by arrangement

Enquiries to:

Biddenden Vineyards Ltd.
Little Whatmans, Biddenden,
Ashford, Kent
Telephone: Biddenden (0580) 291726

THE FRUITIQUE



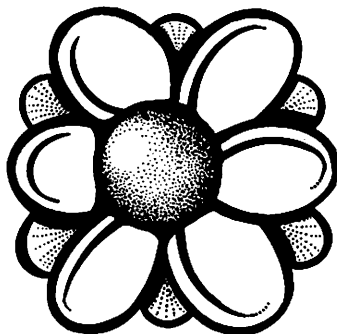
42A HIGH STREET
TENTERDEN

PHONE TENTERDEN 4160

FRUIT, VEGETABLES,
SALADS & EXOTICS

* BASKETS OF FRUIT *

THE FLOWER HOUSE



92 HIGH STREET
TENTERDEN

PHONE TENTERDEN 3764

CUT FLOWERS, POT PLANTS,
WEDDING BOUQUETS,
SYMPATHY FLOWERS

* INTERFLORA *

MOTOR MUSEUM

at Falstaff Antiques
ROLVENDEN KENT



Unique Morgan car collection,
Motorcycles, Bicycles, 1929 Morris Van,
1904 Humber, 1936 Bampton caravan,
Toy and Model cars, Automobilia etc.
100s of items to interest the whole family.

*Open 10am-6pm. Closed most Sundays
and some Wednesday afternoons.*

Admission adults 50p, child 25p
Phone 0580 241234.

GET ON THE RIGHT TRACK
INVEST WITH

EMBS

EASTBOURNE
MUTUAL BUILDING SOCIETY

■ 25 High Street, Ashford, Kent.

and

■ 64 High Street, Tenterden, Kent.

■ 123, Mortimer Street, Herne Bay, Kent.

■ 2, West Terrace, Folkestone, Kent.

■ 14a, Mill Street, Maidstone, Kent.

■ 79, Mount Pleasant, Tunbridge Wells,
Kent.

Gower

Insurance
advice centre

Personal Service for 100% Home Loans
Finance for All Purposes
Personal Pensions
Life Assurance
Home Income Plans for the Over 70's
Car & Motor Cycle Insurance
Commercial Insurance

*Insurance transacted with Lloyds Brokers and
All Principal Companies*

Geo H Gower FCMB
Insurance Broker

41 High Street (Bells Lane)
Tenterden Kent TN30 6BJ

Tel: 058 06 4260

Incorporated Member

CIFA

Corporation of Insurance
& Financial Advisors

Taylors

Health Foods

We maintain a fine selection of dried fruits,
pulses and nuts. Also dietary supplements and
herbal remedies.

SPECIALITY FOODS - HERBS -
SPICES

A good selection of animal & pet foods

ALSO MEDICINES - TOYS -
ACCESSORIES

TAYLORS HEALTH FOODS
1 High St. Tenterden, Kent.
Telephone 3359



People in Profile

1: Doug Lindsay

Doug Lindsay's involvement with the K. & E.S.R. extends back to 1955 when, as a schoolboy, he acted as Tea Boy for the demolition gang on the Headcorn Extension during school holidays and at weekends. He became an "armchair" member in 1967 and in 1978, whilst at a Maidstone area group meeting, was persuaded to do a turn as an attendant on the Wealden Pullman. Thereafter his interest in the Railway grew; he became Pullman Manager in 1979, serving in this capacity until 1982 and also for a brief period in 1981 a Board member, until joining the Company full time as Commercial Manager.

Doug Lindsay is an acknowledged authority on Pullman matters and still serves on the Wealden Pullman regularly. In Jim Berryman's portrait he is shown serving at the Pimm's Bar on a hot summer evening last July. His recommendation is a Pimm's Royal - one measure of Pimm's, two of demi-sec champagne, plenty of ice and decoration with a slice of orange.



Stuart Cosmo Lindsay's Christening Party, in Pullman Car "Barbara" 10th June 1984, with parents Doug and Daphne Lindsay

[Brian Stephenson]

P.D.S.

Huxford & Co.

(F.S. Corke)

for all solid fuels



Approved Coal Merchants



Regular and Prompt

Deliveries in this area

The Station, Northiam, Rye, Sussex

Phone: Northiam 2117/Tenterden 3718

L. & J. JONES

62 High Street · Tenterden

Tel: 3654

**We are a Private Family
Business and -**

Specialists in

Clarks

Shoes

**For Walking Along the
Right Lines**

Mens - Womens - Childrens

Safe to Go

Ian Legg writes on the technicalities of the present K. & E.S.R. methods of operating

Information on the original signalling of the Kent & East Sussex Railway is far from complete, but initially the line was worked under one engine in steam (O.E.S.) and staff and ticket regulations. There followed a variety of methods of working, including Tyer's Tablet and Webb & Thompson electrical staff instruments. In the final years of B.R. ownership, the line was operated using the O.E.S. staff in respect of the surviving section between Robertsbridge and Tenterden Town.

In the early preservation days, prior to the reinstatement of passenger services, the old

O.E.S. staff was used by engineers' trains to gain access to the various sidings and passing loops, locked by the Annetts key on the staff. The staff was normally kept in the signal box at Robertsbridge and written authority for its release had to be obtained from British Rail, Beckenham, on each occasion that a "movement" was contemplated.

When the Light Railway Order was obtained in 1974 and passenger services resumed between Tenterden and Rolvenden, a peculiar situation arose in that the signalman refused to release the staff, possibly because it was felt that access



*The interior of Tenterden Town signal box, 8th September 1984, with signalman, Nick Wellington
[Jim Berryman]*

might be required to the points at Hodson's Mill siding, then out of use, but still part of the B.R. network. In the event, the problem was overcome by manufacturing a new staff, almost identical to the original one. The Annetts key on the staff unlocked the ground frames controlling the loop points at Tenterden Town and also the loop and locomotive yard points at Rolvenden. The new staff also had a padlock key chained to it to release the "Locked Barrier" – a wooden sleeper laid across the rails – which marked the limit of passenger operations (L.O.O.). Beyond the barrier the line was under the permanent possession of the P.W. Engineer.

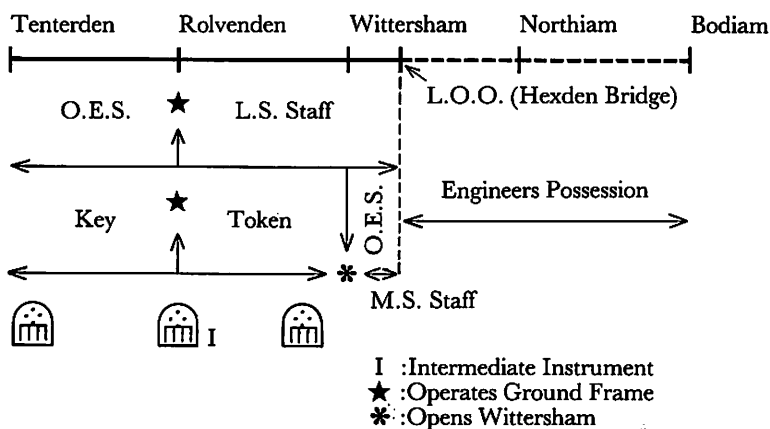
Although the length of running line has gradually been extended, the basic principle of operating remains, with the L.O.O. located at Hexden Bridge, some 5 miles from Tenterden. The barrier is protected by two stop boards on either side, which prohibit movement towards it, except with the permission of the signalman for moves in the Tenterden direction, or the person in charge of the possession, for Bodiam direction moves.

It was realised early on in the preservation plans that the Railway would require some form of signalling and a group of interested

members formed the Signals & Telecommunications department in the 1960's and began to collect equipment. The first signal box to be constructed was at Tenterden Town, the box itself being obtained from Chilham; it was commissioned on 17th July, 1976. The O.E.S. staff then came under the control of the signalman at Tenterden, with the yard and station environs under his direct control.

The next signalling scheme was at Wittersham Road, the half way point on the line between Tenterden and Bodiam, and designed to act both as a terminus and a run round loop as services are extended towards Northiam. Wittersham road was commissioned on 14th November, 1982, the box itself being obtained from Deal Junction and a new system of working instituted. Due to the need to conserve volunteer manpower resources, it was decided to make Wittersham Road capable of being switched out when the service frequency does not require the passing of trains there, although retaining access to the permanent way yard and the ability to run round trains without a signalman being present. This has been achieved using an ingenious combination of electrical and mechanical interlocking, as follows:

Diagram of System of Working



O.E.S. = One Engine in Steam
L.S. = Long Section Staff

L.O.O. = Limit of Passenger Operations
M.S. = Medium Section Staff

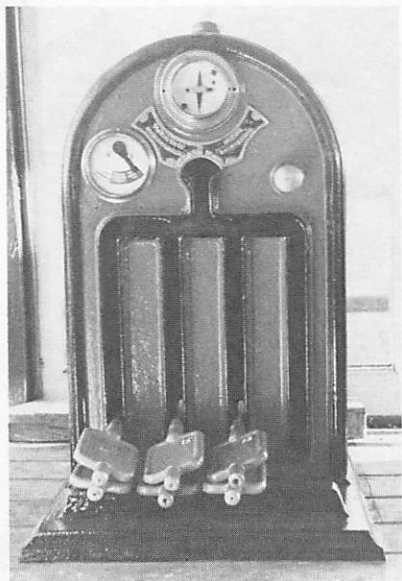


Wittersham Road signal box with the frame opened and the long section staff shown locked in. The medium section staff is placed in lever 10 for the box to be closed
 [Jim Berryman]

When Wittersham Road is closed the trains run under O.E.S. staff regulations as previously, using the Long Section staff (L.S.) which applies to the section from Tenterden Town to the L.O.O., located at Hexden Bridge beyond Wittersham. When Wittersham Road is open, the section Tenterden Town to Wittersham Road is worked under Electric Token regulations using Key Token instruments. The section Wittersham Road to the L.O.O. is worked under O.E.S. staff regulations using a different pattern of Annetts key, called the Medium Section staff (M.S.). As an added refinement, there is an intermediate key token instrument located at Rolvenden for trains and light engines to terminate or originate from the locomotive yard. The ground frame can be released by either the key token or the L.S. staff.

To open Wittersham Road, the L.S. staff is placed in the Annetts key lock which is attached to and mechanically releases the king lever. The frame can then be used for a run round or for shunting into the P.W. yard. If it is a signalman opening the frame, he operates a standard S.R. pattern closing switch which connects the block wires. If it is only a guard or shunter using the frame, then he is forbidden in the rules to operate this switch. When the frame is opened, the L.S. staff is locked in and the O.E.S. M.S. staff is available. The box cannot be closed without this staff being in the Annetts key box attached to the Interlocking lever.

To close Wittersham Road the signalman obtains a key token to release his section signal and, providing he has locked the M.S. staff in the frame, he can close the box. The other



Tyer's electric token instrument in Wittersham Road signal box, 1st January 1984 [Paul Sutton]

section signal is released automatically when the interlocking lever is reversed. The key token is replaced in the instrument to give a release on the King lever, which when reversed, releases the L.S. staff. If the frame is not open as a signal box, the procedure is the same except that a key token is not obtained, the section signal is released automatically as the electrical equipment detects that it is not open as a signal box. Telephone and block wires are maintained on a traditional overhead open-wire system except in some special locations where multi-core is used, either as overhead or buried.

To facilitate the running of engineers' trains requiring to enter the engineers' possession

beyond the L.O.O. a form of engineers' occupation key instrument has been devised. The M.S. staff is placed in an Annetts key lock instrument, and the engineers' train runs (under possession) with a special key to the L.O.O. On this key are keys to the locked barrier. Once the train is clear of the section on the other side, with the barrier re-locked, the person in charge of the possession places the key in a special lock which releases the instrument in the signal box at Wittersham Road, enabling the M.S. staff to be withdrawn. A phone is provided so the engineers' possession can be relinquished. The system works in reverse, as once the M.S. staff is placed in the instrument at the box, a "locked/free" indicator gives visual indication to complement the granting of an engineers possession by phone. Once the key is back in the box, the M.S. staff can be released by a special release key carried with the occupation key.

The S & T department is exploring ways of simplifying the closing of signal boxes and the complex staff/electrical block sections required. When open in entirety, the railway will have three passing places and wide variations in the frequency of train services in order to operate economically. One idea would be to use a modified version of the Festiniog Railway's system of working, where train crews obtain the next staff/token themselves if the signal box is closed. Tokenless block, whilst having the attraction of simplicity, has been rejected, because the Railway has a selection of interesting block instruments and staffs which we would like to see restored and preserved in a working environment.

The Author would like to hear from readers with any further information on the original signalling on the line, which could form the basis of a future article. He also hopes to deal with the subject of signalling of individual stations in another article.



By Gazedown Wood

No. 22 heads the last train of the day from Hexden Bridge on 2nd June, 1984 [Mike Esau]

(Overleaf)





Huxford & Co.

(F.S. Corke)

for all solid fuels



Approved Coal Merchants



*Regular and Prompt
Deliveries in this area*

The Station, Northiam, Rye, Sussex

Phone: Northiam 2117/Tenterden 3718

The Gourmets Pantry

**FOR FRESH
FISH
POULTRY
& GAME**

DELICATESSEN FOODS

100 High Street
Tenterden
Tel: 3147

BUTLER & HATCH WATERMAN

**AUCTION antiques
SELL houses
SURVEY property
VALUE your custom**

FIRST
ESTABLISHED
1830



BRANCHES
IN
KENT & SUSSEX

**Auctioneers, Estate Agents
Surveyors & Valuers**

TENTERDEN - 102 High Street (05806) 3233

BUTLER & HATCH WATERMAN

Longines, Seiko
Pulsar & Timex
Agents



Member of
THE NATIONAL ASSOCIATION
OF GOLDSMITHS

**White's Jewellers
Tenterden**

*Clock, Watch & Jewellery repairs carried out
in our own workshops*



96 High Street
Tenterden
Kent
Tel: 3155

A Tale of Two Terriers

Mechanical Division Manager, Tim Stanger, describes the restoration of our two most historic locomotives, which returned to service in 1984 after several years of inactivity.



No. 10 coming down Tenterden Bank with the 12 noon service from Tenterden, 26th August 1984
[Brian Stephenson]



No. 32670 rounds Willows Curve with the 4.51 pm train from Hexden Bridge, 1st August 1984
[Brian Stephenson]

In common with many members, I believe the Kent and East Sussex Railway is unthinkable without the sight and sound of a working Terrier. That may be romantic nonsense, or nostalgia, and certainly the harsh economic realities of today dictate that more modern, and larger locomotives must be in service to haul trains beyond the capacity of the Terriers. The locomotive department needs to produce a balanced fleet to meet the needs of the railway operation and give visitors an interesting variety of motive power.

Neither No. 10 "Sutton" nor No. 3 "Bodiam" had seen service in the 1980s, until this year. No. 10 had been withdrawn from service on 1st January 1980, and No. 3 some two years earlier in September 1977 – both requiring a thorough overhaul, including boiler repairs.

Locomotive restoration requires three main ingredients; money (and plenty of it), skilled labour (with a good deal of unskilled labour) and sheer determination.

As far as No. 10 was concerned, the decision was made by the Board that the proceeds from the Steam and Country Fair (remember those?) of September 1981 would be utilised for its restoration. Although the weather was somewhat unkind, the attraction of the replica "Rocket" drew the crowds and enabled the boiler work required to be put out to tender.

By the end of 1981, "Sutton" had been stripped down sufficiently for the whole of the boiler and firebox to be thoroughly examined for six contractors to tender for the work envisaged. Incidentally, we have found that the dismantling of both Terriers was no easy task. William Stroudley certainly did not build them with that in mind – but I digress.

Resco (Railways) Ltd. won the contract, and the boiler with fittings was delivered to their Erith works on 1st June, 1982, returning to us in sound order on 4th November, 1983. Work at Resco's, under the direction of their then boilermaster Norman Payne, progressed steadily, with a new smokebox being fabricated, and removal of the inner copper firebox with the view to a replacement steel firebox being made. In the event, on the advice of Resco's, the decision was made in January 1983, in conjunction with our Boiler Inspector, to repair and refit the copper box, together with 258 replacement coppers stays. While this undoubtedly saved some £1,600, it did take time and served to a degree to delay the return of the boiler.

At each stage of the boiler/firebox repair our Boiler Inspector, Bill Vincent, inspected the work done. New longitudinal stays and 4 new palm stays were required as a result of these inspections, which unfortunately swallowed up much of the savings made, but as so often is the case, the deeper you dig, the more you find.

Whilst the frames and motion had been steam cleaned and overhauled, it was only on the return of the boiler and its re-unification with the frames that restoration could really get under way. On the face of it, this was a "just" job – it just needed re-assembling, plumbing up and painting. I read to think how many hundreds of hours those "just" jobs took!

From the outset of my involvement in the management of Rolvenden in November 1982, I firmly believed that a project system, with a Leader for each project, would encourage volunteer involvement and build small teams that work well together. Bob Forsythe, as Leader with Lawrence Donaldson and David Brailsford as two very hard-working right-hand men, pulled in many skilled and unskilled volunteers to see this project finished.

We all have an aversion to deadlines, even though they concentrate the mind wonderfully. The return of "Sutton" to steam was set for 28th May, 1984. The job was finished on time, in fact, 3 days early, and on the due day she entered traffic, with the B.B.C. in attendance in appalling weather.

It was in July 1982 that John Liddell and I had a meeting with Ron and Vic Wheele, the owners of No. 3 "Bodiam", to discuss the restoration of their locomotive. Following a boiler examination by Norman Payne, the Board made funds available for the work to be instigated. In January 1983 Paul Hatcher was made project leader and dismantling began. By May, the motion had been overhauled, cab floor platework replaced and the boiler fittings re-packed and stored. Meanwhile in February, the boiler had been transported to Resco's where it was shotblasted by contractors and painted by volunteers.

The locomotive had failed in September 1977 due to wastage and leakage from the boiler front tubeplate flange. Paul Hatcher and Adrian Landi carried out some repairs at Resco's for one week, breaking the back of the work, and a new smokebox was rolled up at the same time.

While the tubes appeared good for another two



"Towards Northiam". A hitherto rare sight of a locomotive, chimney first, up Wittersham Bank on 26th August 1984.
[Brian Stephenson]

years or so (unlike No. 10's which had to be scrapped), platework on the lower portion of the outer firebox just above the foundation ring had to be cut out and new certified plate let in and welded up. This was also carried out by Paul and Adrian when the boiler returned to Rolvenden in November, on the same low-loader as No. 10's.

Bearing in mind the considerable Winter work involved in the open, it is a very great achievement that the boiler was finished in time for its steam test to take place on 25th May, 1984 having passed its hydraulic test some weeks before.

As with No. 10, once the boiler had been completed it "just" had to be re-assembled, and again many man-hours were worked to "just put it together".

Both teams found that the side tanks were very difficult to refit, and I, for one, learned a fair number of new expletives as they were re-united with the running plate!

Neither locomotive previously sported a blow down valve, but these have now been fitted. They enable sludge and non-dissolvable salts suspended in the boiler, and which can cause priming, to be discharged under full steam pressure before the start of an operating day.

The braking systems of these locomotives have never been their strong points - No. 10 has a Westinghouse pump to provide an air brake working in combination with the vacuum brakes of fitted trains. The apprentices at Spirax Sarco overhauled the pump, but it was only when it was refitted and steam raised, that it could be put under proper test. Much adjustment and re-machining by Lawrence Donaldson and Paul Norrington was needed for it to operate satisfactorily. Even now it still plays up, crews resorting to taking a coal pick to it to restart it. I'm told by some of our senior (old!) drivers, the same methods were used 50 years ago!

"Bodiam" has relied upon just its vacuum and hand brakes, but a steam brake, with the cylinder unobtrusively fitted beneath the cab, has now improved its stopping power.

A very few words have glossed over many, many hours of skilled and plain hard work - I cannot begin to add up the time that the restoration of these two locomotives has taken. Working weeks used as holiday from paid employment by both teams, lunch hours to carry out a few "just" jobs, a few minutes grabbed after work and long weekends spent in wintry weather conditions.



32670 poses for the camera at Cranbrook Road on 1st August 1984

[Brian Stephenson]

If anything is going to cause controversy, it is the choice of liveries, so perhaps the painting of these locomotives deserves a mention. The agreement reached with the London Borough of Sutton was that their locomotive was to be painted green, and of course their name must appear on the tanks. We have to thank the Maidstone Area Group for funding the cost of the plates. Our Chairman, John Miller, was the mentor on the livery which is 1935 K. & E.S.R. based upon black and white photograph colour-tinted by W. H. Austen. However as that particular style had no nameplate, Sutton's lettering is of the 1920s when some seven of the K. & E.S.R locomotives had identical styles. The painting was carried out mainly by Tony Pearson and myself with lining and lettering by Brian Hart. For those interested, one priming coat, three undercoats, two gloss coats and two varnish coats were applied.

As for "Bodiam", her 1950's B.R. livery came about after consultation with the owners and enthusiasm for this style by the restoration group. Again we are very grateful to an Area Group, this time Thameside, for coming up with the funds for Bob Timmins of Orient Express fame to give the locomotive his professional treatment.

I hope that the liveries please some people some of the time, and certainly together their

individual distinctive styles provide plenty of interest and variety. There is little doubt that the finish to No. 3 – sorry 32670 – sets new standards for us, and a level not found everywhere within the preservation movement.

The Terriers are lovely pieces of Victorian machinery and with their combined ages of 220 years, are going to be expensive to maintain. A separate Terrier fund has been started, and I would be delighted to receive any donations, however small (or large) to ensure that we will have these locomotives around and working for many years to come.

Finally, I would like to express my gratitude to all the Rolvenden volunteers who contributed to the restorations. There really are too many to mention individually, but special thanks are due to Martin Weeks, Colin Edwards, Charlie Masterson, Simon Long, Dave Hazeldine, Chris Mitchell, Paul Sayce and David Stratton as well as those mentioned earlier in the text.

There is no doubt that we have learned much at Rolvenden from these projects, and the department has gained the confidence and enthusiasm to tackle the major restoration projects that remain, such as the "P", the Norwegian and Wainwright. Do you care to join us?

Come Clean with me...

It was raining; it was pouring; it was bouncing off Tenterden platform on the Saturday night that started it all. There I was, thanking the crew of one of our 0-6-0 Austerities, as they finished forging a red-hot clinker shovel back into shape on the platform edge, for giving my wife and I such a smooth passage on our inaugural Wealden Pullman trip. I coupled my thanks with the casual remark, "Teach me to drive like that and I'll come and do it". The startling reply from the depths of the cab took me by surprise. "Right, you start as a cleaner first. What's your name and when can you start?" Talk about falling in head-first; I did.

Early one morning at Rolvenden shortly thereafter, found me apprehensively walking into the yard and enquiring of a gentleman with an oil can, "Where do I go, and who do I see?" "I'm your driver today," he said. (I soon found out he was God as well!) "And that's our engine. You may as well start by polishing the whistle. You'll find wipers and Brasso over there." I took stock of the black monster in front of me looking like a dromedary gone wrong, with its three humps. I surmised, accurately as it turned out, that the whistle

must be up top somewhere. "Er, how do I get up," I enquired, wondering meanwhile what was to keep me up there, having got there? He stopped in his tracks, looked somewhat pityingly at this little 5 ft-nothing imbecile beside him and said, "You'll find it." I also had an overwhelming wish to know what bits of this sizzling beast would burn me if I touched them, but guessing his reply I didn't ask. I soon found out anyway! "Morning", was the cheery greeting thrown up to me as others arrived, such as the fireman (next-in-line to God), and THE cleaner of the day. My category you see was "cleaner assistant". You don't start with an inflated ego that's for sure. "Come down and I'll show you the "mix" for cleaning the paintwork before we have a cup of tea. You any good at making that, by the way?" Proving reasonably proficient at it, I didn't realise then that I was "in". Teamaking is THE test for any cleaner.

"Well, she's looking better now," said the fireman about an hour later as he gazed at my well bulled-up wheels. "Pity I'm going to ruin that for a bit. We'll blow-down, stand back - over there." What did he mean I wondered, by



"The easy bit". Kes Enright (left) and Iain Pringle shine up the nameplate of No. 23, 9th September 1984
[Paul Sutton]

a 'blow down'? Well, when he started I thought the engine was "blowing-up". It disappeared completely in an explosion of steam which seemed to go on forever. It took more than a little courage not to run away, if I could have seen where to run to. As he shut-off and everything came into view again, the silence was absolutely deafening. I thought my sight as well as my hearing must have been affected as I stared unbelievably at the wheels, that I had so laboriously and meticulously cleaned. They were a slimy grey! "It's only condensation on your oil and paraffin mix", said my senior colleague. It'll dry off in a tick in the sun." I didn't believe him. "Let's have another cup of tea," said the driver masterfully. So we all trooped into the bug-hutch* for a brew. This building (now extinct I'm pleased to say) was well named. All the grime of the yard and of the enginemen that were using it as a rest-cum-changing room oozed from every pore. Two jam jars baited as wasp traps were the only contribution to hygiene, apart from an adjoining chemical loo. The well-ventilated door had no need for an "engaged" sign! One could see who, let alone if, anyone was in

residence. Mercifully present-day cleaner assistants don't have to walk with the bucket precariously slung on a pole as I did later, stepping very carefully along the sleepers out of the yard to the disposal point, a hole by the track, eloquently covered by a Wrights Coal Tar Soap advertisement.

That first day I was blatantly ignorant of what was involved, everything was new and a challenge. Getting so utterly tired and dirty made me wonder - was it worth it? It was - it is! I still like cleaning, and I'll tell you why.

It is the first step in engineman promotion and you can't go up the ladder without first being at the bottom. But to me there's more to it than that. A good cleaner who is prepared to graft a bit, gains respect. A smartly turned-out engine is a credit to its crew, and you are one of them, slotting into a very close-knit society. You are privileged to make new friends and are part of living steam-railway history.

Iain Pringle

**A grounded brake van body used for many years as a volunteers bothy' — Editors.*

TENTERDEN

The home of the Kent and East Sussex Railway

White Lion Hotel



The White Lion sits prominently in the centre of Tenterden and is but a few minutes walk from the railway station. A warm and friendly welcome is extended to all visitors who are invited to try the comforts and olde world atmosphere of a 16th century Coaching Inn.

Excellent food and wine is served in our Lions Pride restaurant, and an extensive menu of hot or cold meals is always available in our heavily beamed lounge bar.

Accommodation includes comfortable four poster beds with en suite facilities.

SPECIAL TWO DAY BREAKS – DINNER, BED & BREAKFAST

The White Lion Hotel, High St., Tenterden, Kent TN30 6BD
Reservations. Telephone 05806 2921

Friday, 31st August 1984

Photographed by Paul Sutton



Fireman Andy Miles (left) and Driver Colin Edwards

The Kent & East Sussex, in common with other major preserved railways, operates a daily service during the Summer "high season". The duration of this year's weekday timetable was from Monday 30th July to Friday 31st August and including the weekends each side of these dates, gave 37 consecutive operating days, running 162 public trains and six Wealden Pullmans.

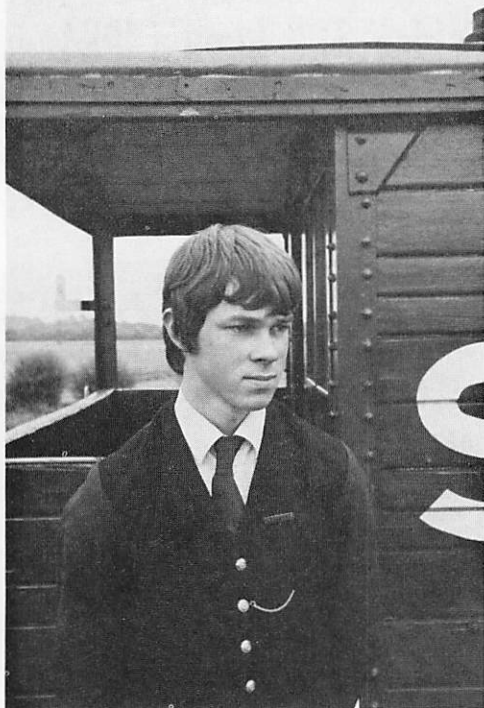
This heavy schedule means that the task of rostering volunteer staff to cover all the necessary duties is by no means an easy one. However, we seem to be lucky in that our Railway is generally a happy organisation and many people are prepared to give up part of their annual holiday or vacation to make sure everything runs smoothly. The photographs are of the team which was together on Friday 31st August and is typical of any day in the peak period. The trains were hauled by No. 25 "Northiam" and consisted of SK No. 63, TSO No. 65, No. 75 "Petros" and brake van No.103.



Guard, Alistair Forbes



Ticket Inspector, Graham Hukins



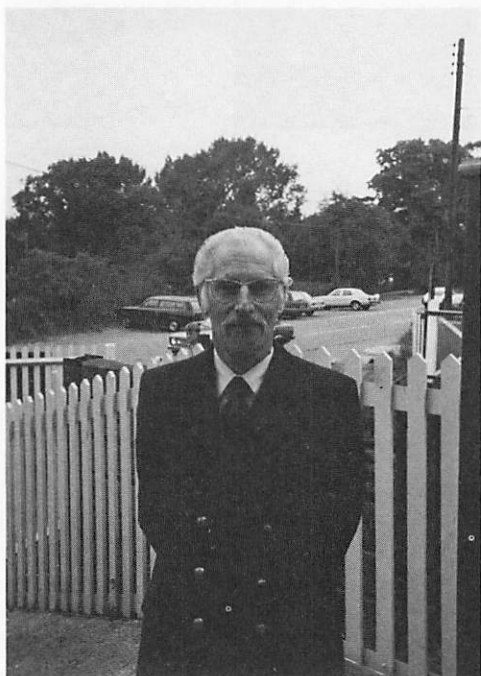
Trolley Sales, Andre Freeman



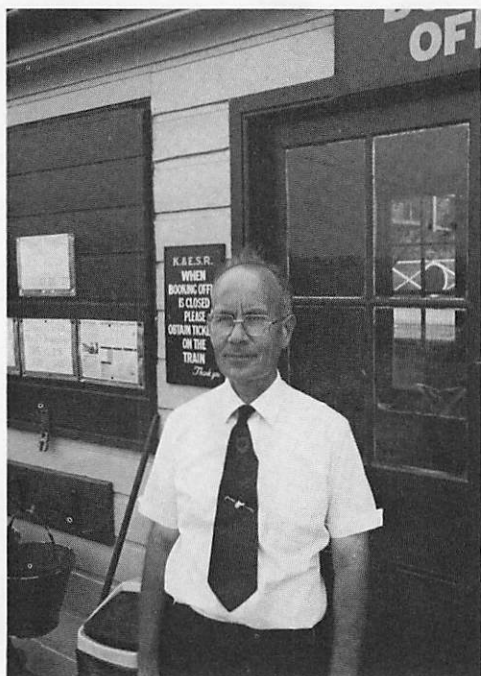
Tenterden Signalman, Dick Vey



Cranbrook Road Crossing Keeper, Jack Hoad



Acting Station Agent, Rolvenden, Laurie Read



Wittersham Road Station Agent, Gerald Beck



Tenterden Station Booking Clerk, John Bourne



Theodora Buffet, Vanessa Meek (left) and Julia Liddell



Colonel Stephens' Railway Shop, Gitta Dusetti (left) and Anya Jones

The Spinning Wheel Restaurant

A.D. 1480

17 High Street, Tenterden
Tel: Tenterden 3348

For a relaxing meal
with good food visit
this interesting Restaurant

MORNING COFFEE
LUNCHEONS
AFTERNOON TEAS
CHILDREN WELCOME

Open on Sundays

FULLY LICENSED



- BED & BREAKFAST
- RESTAURANT
- BUFFET
- RECEPTIONS, PARTIES,
FUNCTIONS

COLD BUFFET & SNACKS AVAILABLE

THE VINE INN
High Street, Tenterden, Kent
Telephone: 2922

THE TENTERDEN BOOKSHOP



We have a wide selection of
books on
RAILWAYS, TRAVEL, ARTS
& CLASSICS

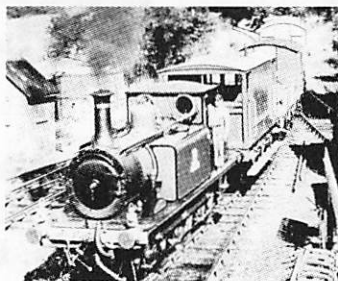
MAPS, BOOK-TOKENS,
PERSONAL & OFFICE
STATIONERY

*PRINTING FOR SPECIAL
OCCASIONS
CHILDRENS DEPARTMENT*

*Open all day on Wednesdays
and at lunchtime*

PAYDENS
60 High Street, Tenterden, Kent
Tel: Tenterden 3005

**Before – or After
Your Trip on the Railway**



Visit

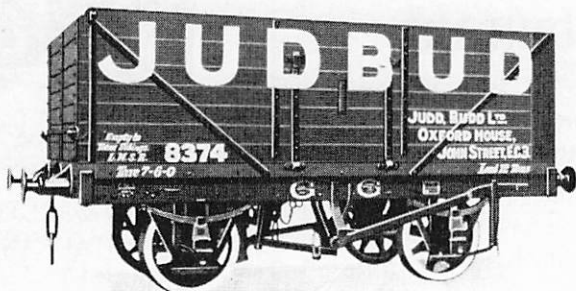
PAYDENS Ltd.

60 High St. Tenterden, Kent.
Tel: Tenterden 2730

- | | |
|-------------------------|----------------|
| • Perfumes | • Cosmetics |
| • Toiletries | • Films |
| • Baby Corner | • Health Foods |
| • Veterinary Department | |

*Suppliers of FIRST AID Equipment to the Kent &
E. Sussex Railway*

*Open 6 days a week, 9 a.m. to 5.30 p.m.
including lunch-time*



Suppliers of Coal for the Trains on the
Kent & East Sussex Railway
JUDD BUDD LTD.

(Established 1877)

West Rock Site
London Road, West Thurrock
Grays, Essex RM16 1NL
Telephone Purfleet 2147

ALSO SUPPLIERS OF SOLID FUELS, HEATING AND FUEL
OILS TO THE TRADE AND INDUSTRY THROUGHOUT THE
HOME COUNTIES

Cranes Ancient and Modern

“You will never get a better bargain. I wish I could alter it to 2 ft 4 in gauge. I would have it for my Snailbeach line.”

Thus wrote Colonel Stephens in 1924 to General Jackson of the Ashover Railway attempting to persuade him to purchase a 2 foot gauge travelling crane which had just come on the market.

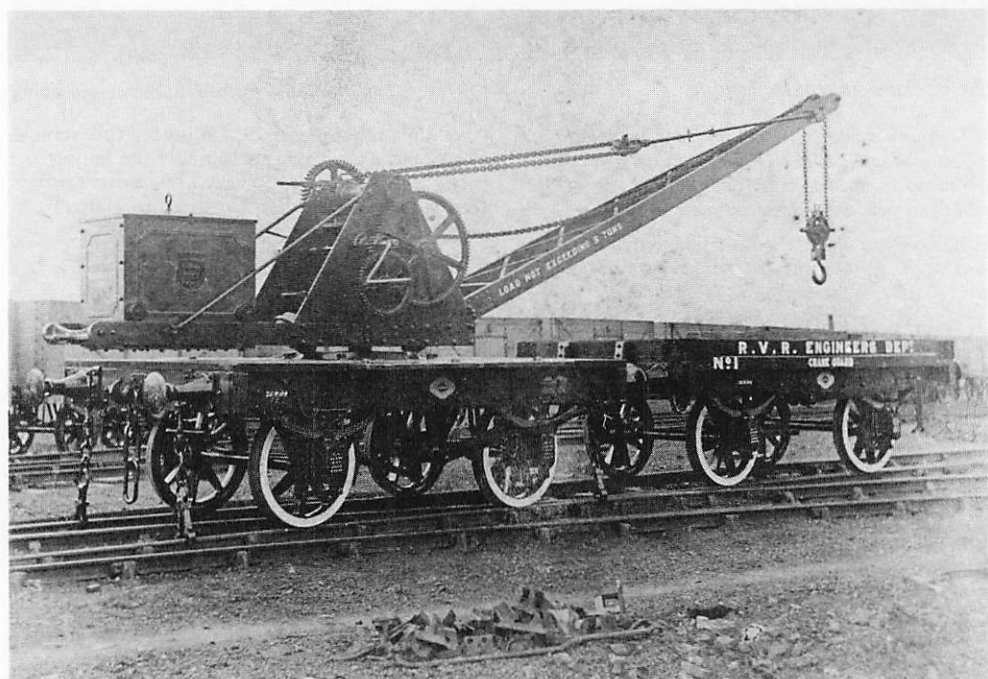
Colonel Stephens, it seems, was fond of these vehicles; most of his lines had one and the Kent & East Sussex had two. He would not disapprove of the fact that we now have three.

The first “Stephens” crane was built by R. Y. Pickering and purchased from them in 1904. It was a four-wheeled hand operated model capable of lifting 5 tons and was accompanied by a four-wheeled “guard truck” which was delivered, lettered R.V.R. Engineers Dept No. 1, even though the line had by this date become the Kent & East Sussex. The guard truck was basically an ordinary flat wagon but was later fitted with a trestle to support the jib.

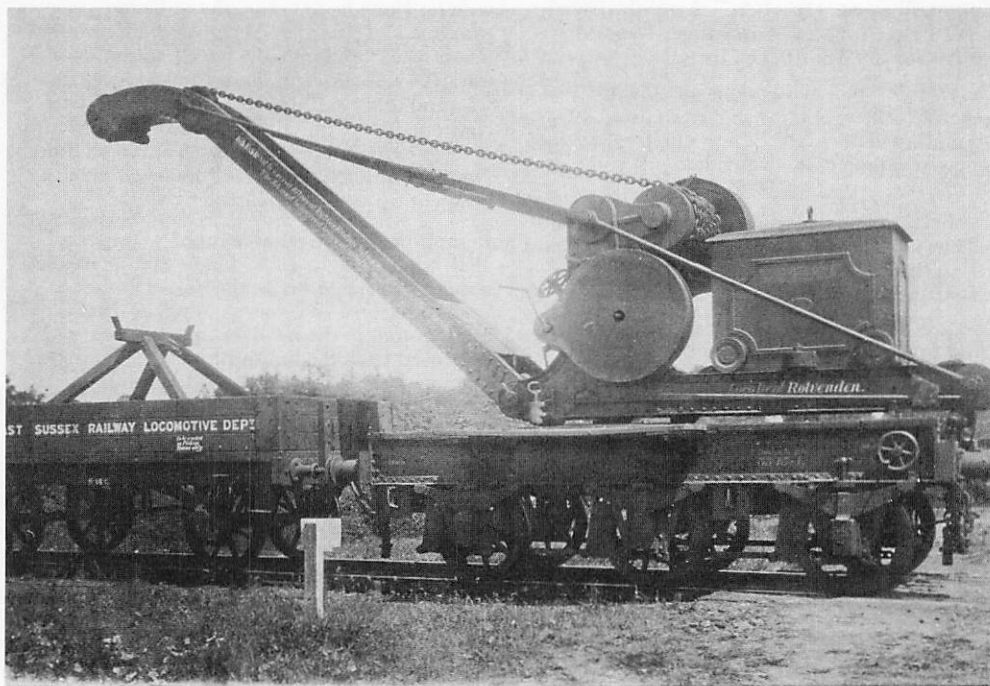
How long this crane remained in use or even what it was used for has not been recorded but

with only one fixed crane, the three ton example in Tenterden Town yard, on the whole line it would undoubtedly have had some used for awkward merchandise as well as permanent way and other engineering duties. Spare parts continued to be purchased from Pickerings until at least 1926 and the crane itself survived until Nationalisation although it is believed to have been cut up soon afterwards.

Perhaps it was the derailment of “Hesperus” in 1918 which convinced Stephens that he needed a more powerful unit on the line. The cranes used to retrieve “Hesperus” appear from the photographs of the incident to have been borrowed from the South Eastern & Chatham. Whatever the reason, August 1919 found Stephens’ assistant W. H. Austen at Leicester to inspect a six-wheeled 10 ton hand crane advertised for sale by the Midland Railway. Austen’s report to Stephens survives and identifies the accompanying match truck as Midland Railway No. 809 but does not give the number of the crane itself. After describing both vehicles Austen’s report makes the following recommendations:



*Official Works photograph of the R.V.R. crane taken at R. Y. Pickering, Wishaw, Glasgow
[Colonel Stephens Railway Collection]*



The Midland crane at Rolvenden

[Colonel Stephens Railway Collection]

"The general condition of both the crane and match truck is good and would be a good serviceable piece of machinery and last for many years if looked after and I could recommend the purchase of same.

I would however offer the following suggestions. The letters M.R. on the crane jib should be painted out and letters K. & E.S.R. be inserted in their place.

The lettering "Loco Dept Leicester" on either side of the crane base I suggest the word Leicester be taken out and Rolvenden be written in place thereof.

The notice on the back of the balance box to the effect that the crane will not pass through Westbirch(?) Tunnel should be painted out entirely.

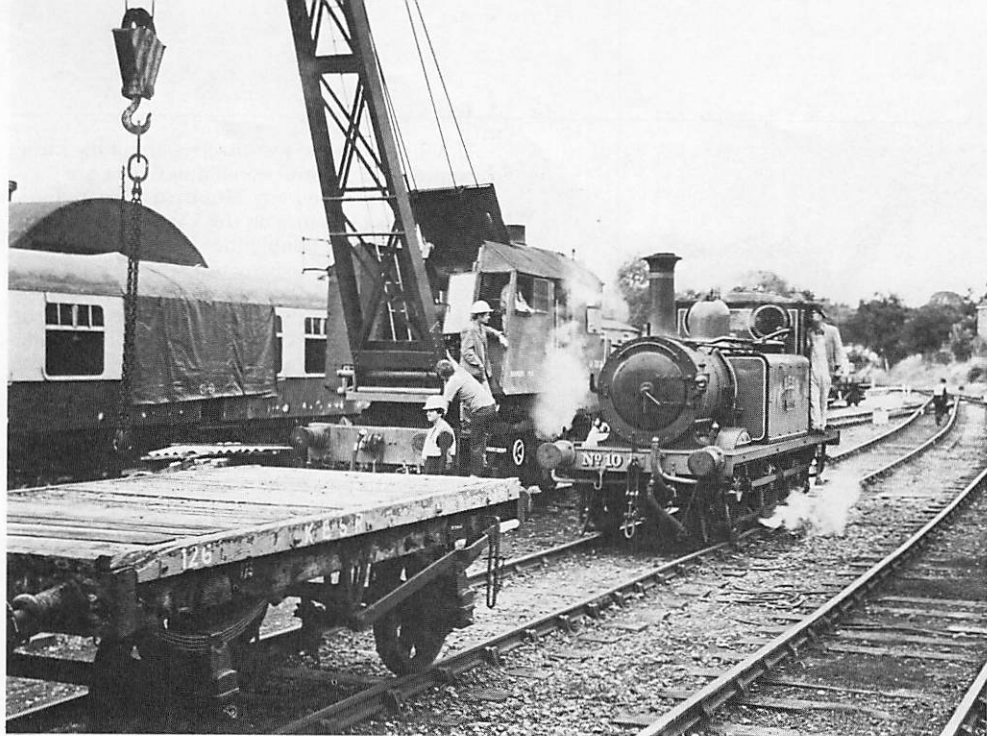
With regards to the match truck this is lettered on either side 'General Superintendents Department Leicester' I suggest this wagon receive one coat of paint including ironwork and that the above lettering be wiped out and 'Kent & East Sussex Rly Loco Dept' be put in place thereof. The reason I suggest painting the match wagon is because the crane has recently been painted and rather shows up against this wagon."

All of Austen's suggestions appear to have been accepted.

A visitor to the line in 1937 reported this vehicle as painted a dull red, presumably the fading vestiges of its Midland livery. The same source credits this crane with a construction date of 1877. Like the 5 ton one it lasted until Nationalisation and is also believed to have then been cut up.

Turning to our present stock of three cranes there is really very little similarity with Stephens' acquisitions except in lifting capacity. In every other respect the new generation are larger and more versatile machines.

The first arrival, No. 109, was acquired in 1971 from the Hayes, Middlesex, yard of Sir Robert McAlpine & Sons Ltd. Built by Smiths of Rodley in 1935 this four-wheeled crane has a 45 foot jib and can lift 5 tons at maximum elevation. Originally propelled and powered by steam it was subsequently converted to diesel operation and more recently has lost its power of self-propulsion. It has been vital to much of the line's track-laying since its arrival and one of its early tasks was the erection of the Tenterden water tower. Its main use now is in the permanent way yard at Wittersham Road.



Taylor & Hubbard 10 ton steam crane No. 133 about to give a demonstration with wagon No. 126, 9th September 1984
[Mike Esau]

Our second crane, No. 133, is much larger than No. 109. It is a six-wheeled 10 ton capacity steam model built by Taylor & Hubbard in 1949 for the Southern Region. No. 133 worked at New Cross Gate and Hither Green before being allocated as a floating (spare) crane at Ashford. It went for heavy overhaul at New Cross in 1977 and was withdrawn with four others in 1982. These were cut up at Ashford but DS 451, as it was numbered on the Southern, was secured for the Kent & East Sussex by the Crane Group.

No. 133 is very strongly built and is believed to have been delivered to British Railways as a whole unit, fully rigged. It takes steam at 90 psi from a vertical "Spencer Hopwood" patent steam boiler of a type favoured by the Admiralty for pile driving and winching. The crane weighs 47 tons 10 cwt in full working order and has a 37 foot jib which, with its rugged construction, makes it ideal for permanent way work.

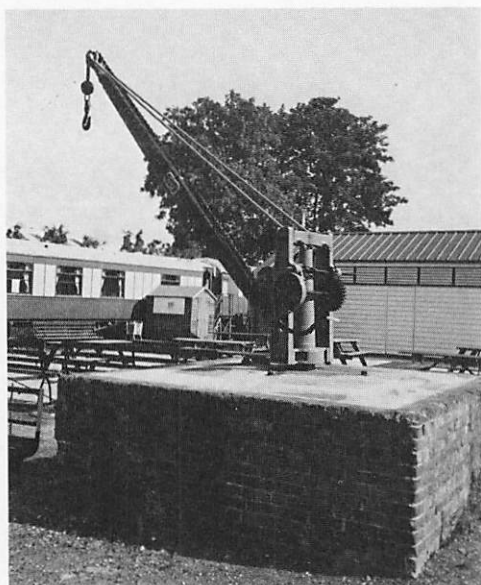
The accompanying match truck No. 134, British Railways No. DS 70003, was built in 1958 on the underframe of Southern Composite carriage 4668, itself a conversion of an ex-LSWR composite carriage of the same number in 1935. Besides a jib rest it carries a water tank

and storage lockers.

Our latest crane, No. 145, is similar to No. 134 in that it is a six-wheeled 10 ton capacity machine though somewhat lighter at 40 ton 7 cwt in working order. It was constructed by the Southern Railway as their number 1770/10 at Ashford in 1946 from parts supplied by Grafton Cranes of Bedford with a Ruston & Hornsby vertical boiler. It has a 35 foot jib originally specified for bridge work and was fitted with an electro-magnet which has now been removed, although its Greenwood & Batley turbo-generator has been retained for lighting purposes.

No. 145 spent its working life at Ashford but was completely overhauled at Horwich Works in 1975. In 1978 it was allocated to internal use only at Ashford and renumbered 083316. After 1980 it was only used intermittently for lifting bogies from scrap wagons and steam heating oil tanks and tar containers. It is therefore in very sound mechanical condition and this prompted the K. & E.S.R. Crane Group to acquire it when available in February this year.

No. 145 is accompanied by match truck No. 146, apparently converted from a bogie bolster wagon and formerly numbered 083317 by British Rail.



The original 3 ton yard crane at Tenterden Town Station, 1st September 1984 [Paul Sutton]

Although both the six-wheelers are of the same capacity the constructional differences are considerable. Taylor & Hubbard appeared to build their machines on the Victorian principle of "If it breaks, double the size and weight." The engines and gearing of 133 were built to stand a hundred percent overload and will stand years of hard slogging and abuse without complaining. The Grafton, on the other hand, although perfectly adequate for its designed job is more lightly constructed on the gearing and engine side, with much slimmer journals and guides and bearing surfaces. In spite of its apparently flimsy build, this crane is a precise and powerful machine, capable of inching a load, luffing or slewing to a very fine tolerance. There is very little play in its gearing or clutches and with fair wear and tear should serve us well for many years to come.

No. 145 spends most of its life at Rolvenden Yard where it is ideal for boiler, wheel and chassis lifting while No. 133 goes out and about coping admirably with rough and quick handling of track and sleepers. Colonel Stephens would definitely have approved!

Stephen Garrett and Paul Hatcher

SHAPLA TANDOORI RESTAURANT



10 WEST CROSS, TENTERDEN

**Wine and Dine in the Finest and
Newest Indian Restaurant**

**Try our Classical Indian Dishes
prepared by our two famous chefs**

**Open 7 days a week
12 till 2.30 pm and 6 pm till 11 pm**

**For reservations and take-away
service ring**

TENTERDEN 5151 OR 5143



**10% DISCOUNT ON
TAKE-AWAY FOOD**

RAILWAY TAVERN

Station Road, Northiam

- ★ Free House
- ★ Bar Snacks
- ★ Evening Meals
- ★ Music at Weekends
- ★ Bed & Breakfast

**6 Berth Caravan for hire
July to November**

**Telephone Ron or Vicky,
Northiam 2116.**

Letters to the Editor

Trials by Drewry

Sir – Following Paul Sutton's excellent article, *Trials By Drewry*, in the last issue of *The Tenterden Terrier*, it may not be generally known that during the trials in the Summer of 1958, Drewry No. 11223 was observed on a passenger working on the lower portion of the Railway thus making use of the vacuum brake equipment which Mr. Sutton noted will hopefully be refitted to our examples of these locomotives. The enclosed photograph taken from *Trains Illustrated* shows No. 11223 and a two coach hop-pickers special about to depart from Robertsbridge for Bodiam. The last vehicle of the train is one of the then three surviving birdcage corridor brake tri-composite coaches built in 1907 especially for through working to the West Country.

Maidstone, Kent

S. C. Lindsay

Paul Sutton writes: We are grateful to Mr. Pugsley of the Tees and Hartlepool Port Authority for supplying some further information on the Drewrys when working

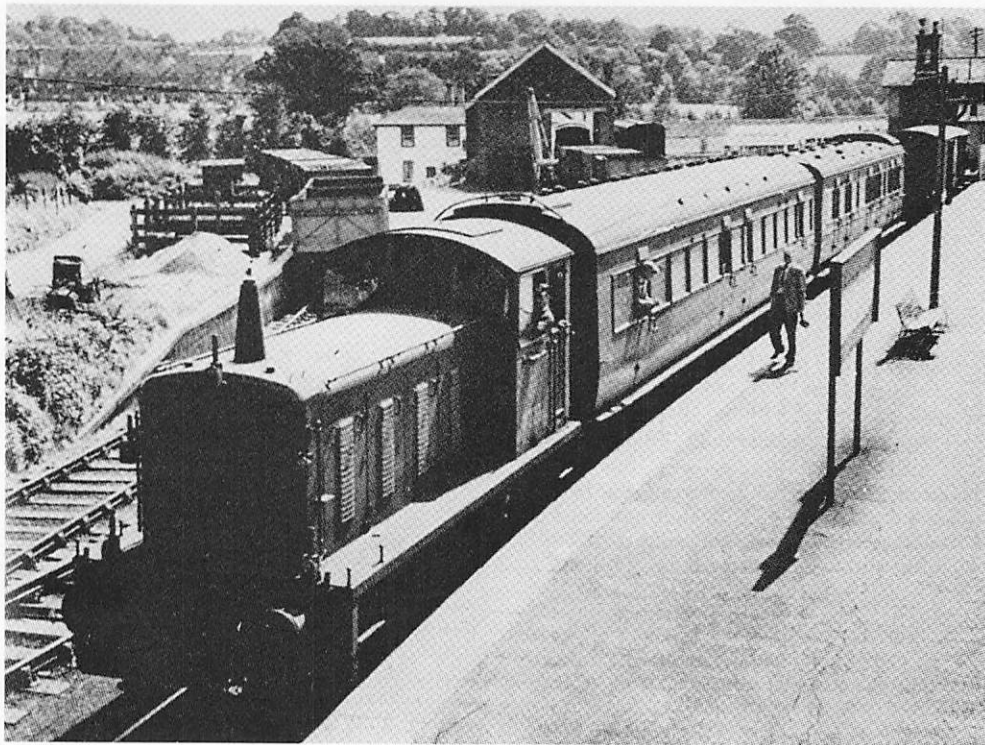
on their systems.

All three operated on a 16 hour working day of two eight hour shifts. Major overhauls were carried out on an annual basis, while the manufacturer's recommended servicing was on a monthly schedule.

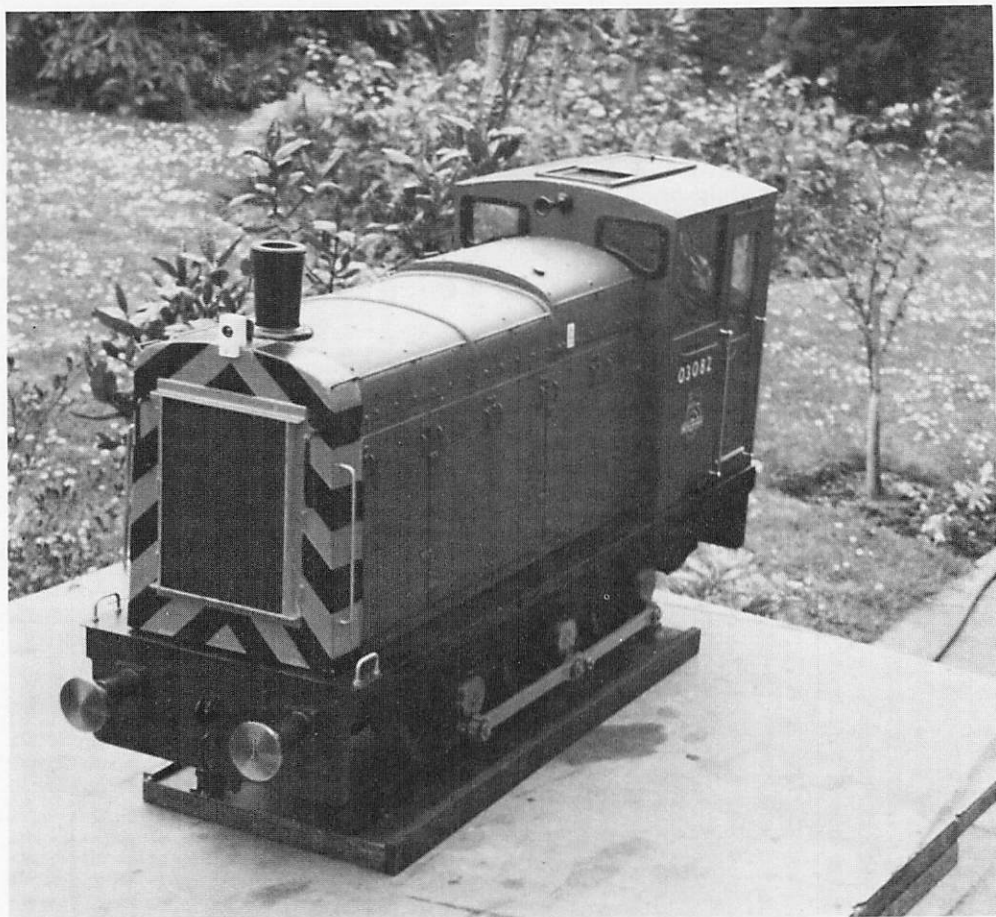
They operated over 15 miles of track at Middlesbrough Dock and 17½ miles when transferred to Tees Dock. The Authority's existing locomotive fleet consists of two 0-4-0 and two 0-6-0 diesel locomotives, all made by Sentinel.

Sir – I was particularly interested in the *Trials by Drewry* article as I have recently completed a 5 inch gauge "03" of which I enclose a photograph.

It was started last year as an "08" but subsequently I thought than an "03" was more interesting and with the help of some photographs of your "03" at Rolvenden which I took last February, and with further assistance



[The Drewry Car Co.]



from the Mainline model, I finished up with an '03' – but with an '08' radiator and buffers. The logo is incorrect with the later B.R. blue, but it does match the red buffer beams and yellow stripes nicely!

The loco is powered by a heavy duty car battery driving 4 electric motors with electronic control and will haul six adults on a level track. Two-tone horns and working front lamp are fitted.

It is so simple to drive that my seven year old granddaughter can manage it!

Gordon Lupworth

St. Leonards on Sea, E. Sussex

Brief Encounters

Sir – Doug Lindsay's article in the Summer

1983 edition of *The Tenterden Terrier* was quite fascinating, detailing as it does the problems involved in providing trains for films and T.V. Doug asks for additions to his list of occasions when K. & E.S.R. facilities were used in this way, so it may be worth mentioning that back in the 1960s, even before regular services were authorised on the Line, permission was given by B.R. for a special train consisting of two or three coaches, hauled by Terrier No. 3, to be run between Robertsbridge and (from memory) Northiam. This was for the benefit of a film requiring a brief sequence on a train, but unfortunately I cannot recall the exact details. The occasion features prominently in Wilf Waters' film "Services Will Resume" and I am sure there are still people on the Railway who will remember more.

Going back even further, even though not under the auspices of the preserved railway, the original K. & E.S.R. featured prominently in two well known feature films. In each case, the Railway loaned its locomotives, although the actual filming was done elsewhere. Perhaps the best known occasion was when No. 2

"Northiam" appeared extensively in the famous film "Oh, Mr. Porter" during the 1930s. Heavily disguised as "Gladstone", and with a spiky topped chimney fitted in place of the original, "Northiam" travelled under her own steam over Southern metals to the Basingstoke & Alton branch, where she ran at length during the making of this delightful comedy. Although returned to the K. & E.S.R. in working order at the end of the film, she is thought not to have been used again before being scrapped in the early 1940s. After the war, Terrier No. 3 "Bodiam" was hired to work for some time on the New Romney branch during the filming of "The Loves of Joanna Godden". Her nameplates were, of course, already gone by then, but K. & E.S.R. staff were said afterwards to have been scandalised by the fact that the K. & E.S.R. lettering on the tank sides was covered by temporary lettering reading S.E. & C.R.

The fact that the old Company was able to attract such revenue earning work in days when steam railways abounded everywhere in the country is yet another indication of how go-ahead they were in many ways and it is pleasing to note that the present day railway's activities in this field are very much a continuation of pre-war K. & E.S.R. policy.

Bulawayo, Zimbabwe

Robin Doust

Stephen Garrett writes: The railway represented in "The Loves of Joanna Godden" is the Railway of Manwood Marsh - based itself on the Hundred of Manhood & Selsey Tramway! No. 3's wheels also appeared in "Anna Karenina" in the "wheel tapping" incident.

Sir - I refer to Mr. Lindsay's recent article in the summer edition of *The Tenterden Terrier* concerning film contracts on the Railway. As a young cleaner I remember helping with a film called "Flame" during March/April 1971. The film was based around a pop group called Slade (who are still in existence), and their travels around the world. "Sutton" was used for the film, although all of the shots were done inside our B.S.O. coaches whilst on the move between

Morghews Curve and Rolvenden. The group had quite a large following who were particularly difficult to keep at bay. For those interested in pop songs, the title song for the film was "Far Far Away", which I believe got fairly high in the pop charts.

Ashford, Kent

D. P. Brailsford

Shropshire and Montgomeryshire Locomotive

Sir - I am endeavouring to trace the history of Shropshire & Montgomeryshire Railway locomotive No. 2 which initially ran on that line as "Hecate" and later as "Severn". This 0-4-2ST has usually been described as starting life as a "Bury" type locomotive on the Shrewsbury & Hereford Railway although the only definite information as to its origin appears to be a reference in the *Locomotive Magazine* in 1922: "When purchased she was standing at the Griff Colliery, near Nuneaton, and then bore the name "Crewe"."

Unfortunately, the Griff Colliery Records are incomplete for the period during which "Crewe" is alleged to have been owned by the Colliery and shed no light on the presence or origins of this locomotive. I would be grateful if you would ask your readers whether there is any documentary evidence of this locomotive's purchase from Griff Colliery by the Shropshire & Montgomeryshire and whether anyone can cast any light at all upon its previous history as the dimensions of the Shropshire & Montgomeryshire locomotive vary so substantially from those of all the locomotives suggested for its original "incarnation"?

If any member or reader can help my address is 116 Abbey Street, Nuneaton, Warwickshire, CV11 5BX.

Peter Lee

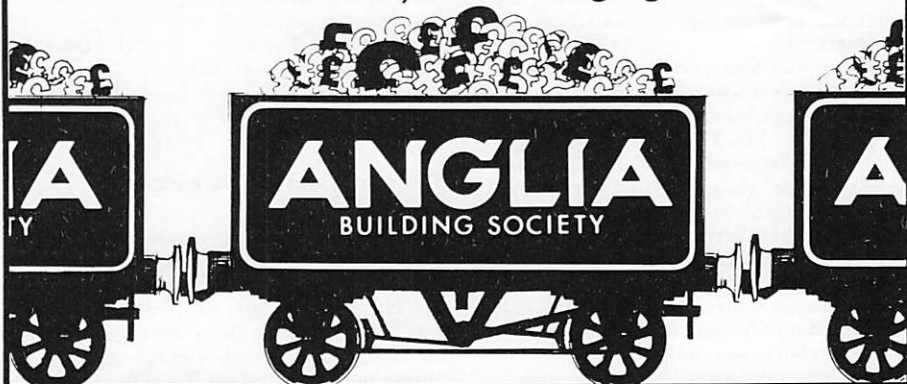
Area Group Quiz Cup

Sir - Your comment in *The Tenterden Terrier* regarding an Area Group Quiz Cup is a good idea. Since the late Surrey Group was the first of the Area Groups, I think it would be appropriate for me to donate a suitable trophy. If you can find someone to organise the competition, and if the groups are interested, I will provide a cup or perhaps a shield to be awarded on an annual basis.

Reading, Berkshire

Richard Halton

Be on the right track with your investment -
we can make your savings grow !



Call in and sample our friendly personal service

41 HIGH STREET, TENTERDEN Tel: 2995

Branch Manager: B. J. Staples

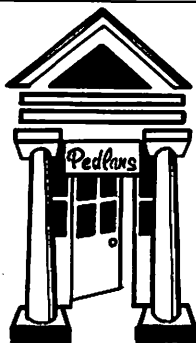


Accommodation
Restaurant
Bar Meals
Real Ale



The William Capton

West Cross, Tenterden, Kent.
Tenterden 3142



Pedlars

ALE HOUSE

1A High Street,
Tenterden, Kent.
Tel: 4972

REAL ALES, LAGER,
FINE WINES & CIDER
GOOD FOOD

TRADITIONAL SUNDAY LUNCH

Open: TUES-SAT LUNCH 11.30- 2.30
SUNDAY LUNCH 12.00- 2.00
EVENINGS 7.00-10.30
(11.00 p.m. FRIDAY/SATURDAY)

Last orders for food $\frac{1}{2}$ hr before closing time
We look forward to meeting you

Woolpack

Hotel

Tenterden, Kent Telephone 2934
Mr & Mrs C.C. Beverley



* Large Car Park * Residential
* Snack Bar * Fully Licensed

GULLIVER TIMBER TREATMENTS LTD.

Specialists in the treatment of:

*WOODWORM *DRY ROT
*RISING DAMP

Members of the British Wood Preserving Association

38 Cheriton Road, Folkestone, Kent. Folkestone 55834
Bank Building, Station Road, Otford, Sevenoaks, Kent. Otford 3151/4966
11 Brighton Road, Redhill, Surrey. Redhill 62378

Associated Company in Worcester, Birmingham and Stoke-on-Trent

***FREE INSPECTION *20-YEAR GUARANTEE**

The Norwegian Locomotive Trust

The Trust, which was launched informally in March, held its inaugural general meeting on 15th September 1984. The objects are to acquire locomotive No. 19 and raise funds for its restoration. Charitable status is being sought with three Trustees to manage its affairs.

To become a Life Member, £100 has to be donated either in a lump sum or by monthly standing order payments and a handsome certificate, suitable for framing is given in acknowledgement. The draft constitution was accepted subject to final approval by the Charity Commissioners. At the meeting Trustees elected were:- Philip Shaw, Tim Stanger and John Miller. Tim Stanger announced that as at 10th September over £10,500 had been donated.

The Trustees have decided upon the following appointments:

Chairman — John Miller
Hon. Secretary — Philip Shaw
Hon. Treasurer — Tim Stanger
Public Relations Officer — Mark Toynbee

When charitable status is confirmed, the Trust will purchase loco No. 19 from the Tenterden Railway Company for the sum of £2,200. Plans for the engine to go into Rolvenden repair shed depend upon completion of the BTH diesel electric. The Trustees will then appoint a small project team to oversee the restoration work when this gets underway.

TECHNICAL DATA

Class : 21c

Weight : 38 tons

Weight (tender): 22 tons

Cylinders (2) : 17" diameter x 24" stroke

Tractive Effort : 18,560 lbs.

Driving Wheels : 4' 6" diameter

Boiler Pressure : 170 lb per sq. in. super-heated

Built : In 1919 by Nydquist & Holm,
Trollhattan, Sweden.



On show at Tenterden, 1st September 1984

[Paul Sutton]

THE TOLLGATE

Telephone:
Tenterden (05806) 4883

67 High Street, Tenterden, Kent. TN30 6BD

Coffee House China & Glass



China, Glass and Gifts for the discerning
Coffee roasted on the premises

Morning Coffee

Luncheons

Afternoon Teas

Finest Pastries

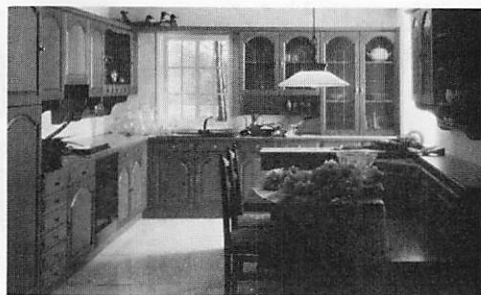
Evening Meals

Fully Licensed

EGON RONAY RECOMMENDED

Open 6 days a week 9.00 a.m. to 5.30 p.m.

Kitchen Gallery



*Our Kitchens Give You More
Time To Play With Trains*

*Economically designed with a choice of styles & finishes from the best of British and European manufacturers.

*Built-in microwaves & ovens for a perfect way of cooking.

*Hobs that will switch on & simmer automatically.

*Fridges & Freezers to keep your recipe ideas totally fresh

*Computer controlled dishwashers to automatically remove those washing up chores.

*Waste disposal units that will even peel your potatoes.

11-12 East Cross, Tenterden, Kent
Phone 058-06-4130

Open Mon-Sat
9 a.m. - 5 p.m.

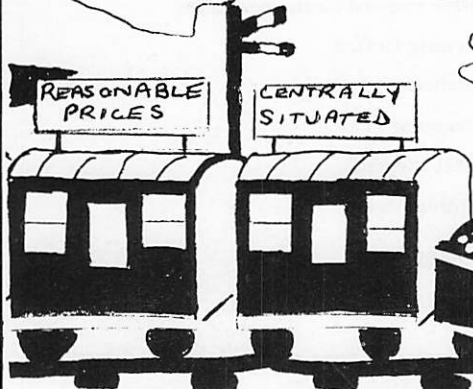
WHEN VISITING

TENTERDEN'S
RAILWAY

STEAM

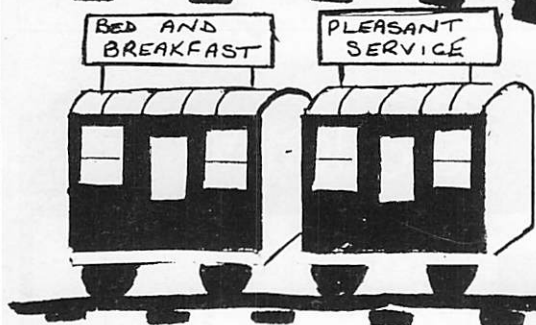
INTO

THE



8

BELLS



AND
QUENCH
THAT
THIRST!
FIRST

OLD WORLD ATMOSPHERE

St Bailey St



We are adjacent to Tenterden's only traffic signals →

EIGHT BELLS

High Street Tenterden Telephone 2788