

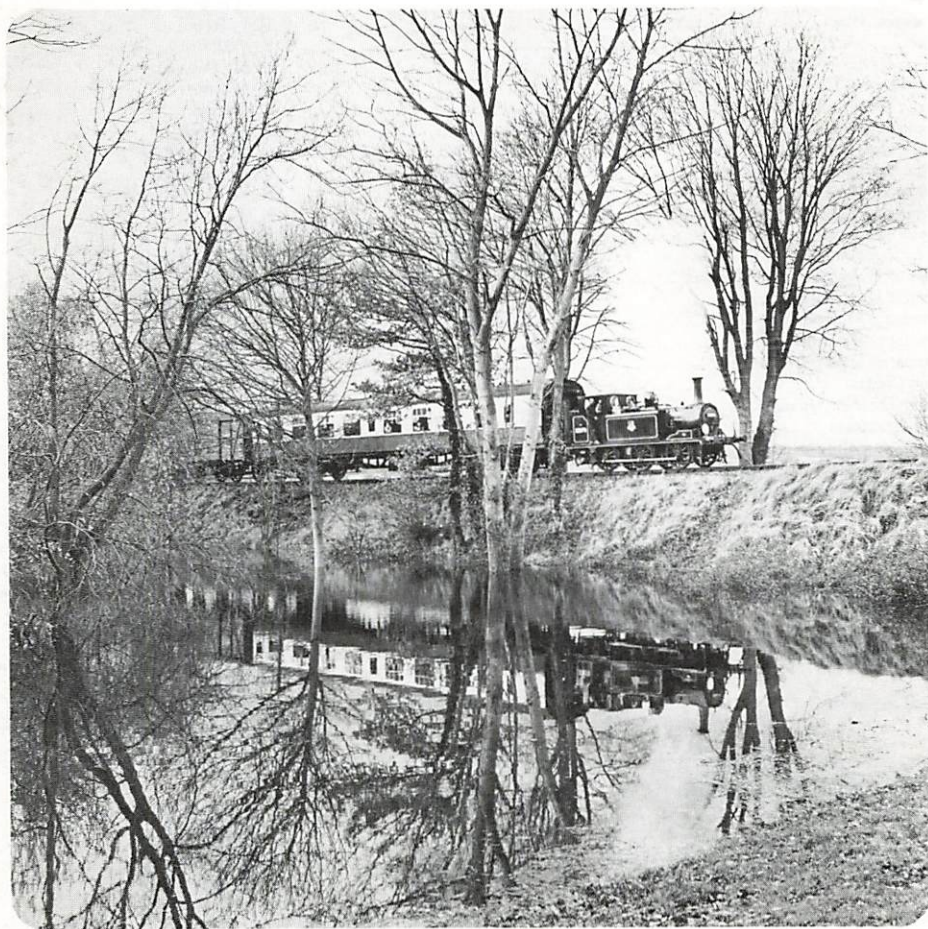


The Tenterden Terrier



Number 36

Spring 1985



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

The Tenterden Railway Company Limited

(Limited by guarantee and not having a share capital)

Registered charity 262481

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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	D.J. Felton
Management Co-ordinator	R.T. Stanger
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Volunteer Resources	A.R. Jones
Membership Secretaries:	
New members	J. Head, 1 Limes Close, Tenterden, Kent TN30 7BB
A-K Renewals	A. Piggins, 98 Warwick Avenue, Thorpe Lea, Egham, Surrey.
L-Z Renewals	N.A. Johnson, 10 Weald View, Wadhurst, East Sussex, TN5 6EB

THE TENTERDEN TERRIER

Joint Editors	P.D. Shaw; P.C. Sutton
Assistant Editor	S.R. Garrett
Magazine Advertising	G.H. Benbow
Editorial Office	141, High Street, Tenterden, Kent TN30 6JS

Telephones

P.D. Shaw: Tenterden 3468 P.C. Sutton: Cranbrook 240236
S.R. Garrett: 01-531 6458 G.H. Benbow: Tenterden 3477

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The Castle is open every day from April till October, but weekdays only November to March, between 10.00 a.m. and 5.30 p.m. or sundown if earlier. Closed over Christmas. Built in 1385 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. Special 600th birthday celebrations 10th to 18th August including the well known music and fireworks display on 17th August. Telephone Staplecross 436 for details.

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The gardens, well known for the wide variety of plants is open earlier at 11 a.m. on May 26/27, Sundays in July & August, also August 26th. Some of the unusual plants have won awards at the Royal Horticultural Society shows in London. 1½ miles from the K. & E.S.R. station at Northiam; follow the signposts in the village for a very pleasant visit.

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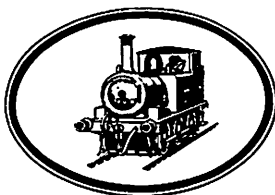
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The Tenterden Terrier



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Editorial

It's a Team Effort

The completion of a further four year run of *The Tenterden Terrier* ready for binding and posterity focuses attention on the silent majority who contribute to its success. Val Sutton who types the drafts; Brian Stephenson our Staff photographer; Mike Esau, Hugh Nightingale and many others who submit prints regularly – at least 100 are received for every edition; Harry Benbow who solicits the advertising which pays for one third of our costs and Tom Burnham who has again undertaken the arduous task of producing the cumulative index; John Payne our graphic designer for more than a decade and L & T Press who take infinite care to ensure that the printing is of the highest quality. Producing *The Tenterden Terrier* is fun for the Editorial team, without the help and encouragement of many others, it would be an impossibility.

FRONT COVER

"Lakeside Reflections"

No. 32670 approaches Tenterden with the 12.15 from Wittersham Road on 25th November 1984. An article on the now vanished lake appears on page 16

[Mick Roberts]

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1985

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Lineside News

Compiled by Paul Sutton

Battles, it is said, are won more by good planning than the size and strength of the army. The same must be said about the alterations at Rolvenden currently being undertaken. Many congratulations to Operating Manager, Roger Rowe, and his team for the way in which the job is being carried out. Despite the appalling January weather, progress was actually ahead of schedule at the end of that month, an enviable position only achieved by good planning and enthusiasm during some very difficult conditions experienced by all those involved.

Locomotives

1984 was generally a good year for the department with six locomotives seeing passenger service, something that has not happened since 1976.

Steam mileage at 6389 was 9½% up on the previous year, largely accounted for by the very successful two train service which operated on high days and holidays. Diesel mileage at 1569 showed an increase of just over 10%. All operational steam locomotives are in winter storage at the moment, apart from No. 25 "Northiam" which rushed off to the Great Central Railway at Loughborough in the middle of December. It was in service within two days of its arrival and has been doing sterling work ever since – the G.C.R. does not have a close-down period during the winter. No. 25 should be returning to us in April when the locomotive availability improves at Loughborough.

No. 32670 was used as the engine for the TVS filming contract in January (see separate report) and is kept as the steam locomotive required for use on the Tenterden side of the Rolvenden track work. Renewal of some of the steam heat pipes took place in the New Year.

No. 10 "Sutton" is stored ready for use at the start of the new Season. No. 11 the ex S.E. & C.R. P Class 0-6-0T has made steady progress recently with Paul Hatcher making new boiler stays and overhauling all the valves and fittings. Martin Weeks and Lawrence Donaldson have machined two new big end bosses, made up fresh big end bolts and cut grooves in the new piston heads ready for the rings to be inserted.

The boiler of "U.S.A." No. 22 has passed an hydraulic test. The smokebox front has been dismantled to enable a partial retube to be

undertaken. A return to traffic is not anticipated until after a motion overhaul and full repaint, the timing of this being dependent on the availability of shed space.

"Austerity" No. 23 underwent a full boiler inspection and has had a new ejector exhaust pipe fitted in the smokebox, together with a new floor in the same area. It is due to be repainted in a W.D. camouflage scheme for this year only, in time for the Steam for Victory weekend on 15/16th June.

"Sister" locomotive No. 24 is stored beyond the Rolvenden trackwork alterations in case a steam locomotive should be required on the Wittersham side of the line. The boiler on No. 26 "Linda" has made steady progress with all four side sheets now welded and rivetted in. A start has been made on restaying and retubing.

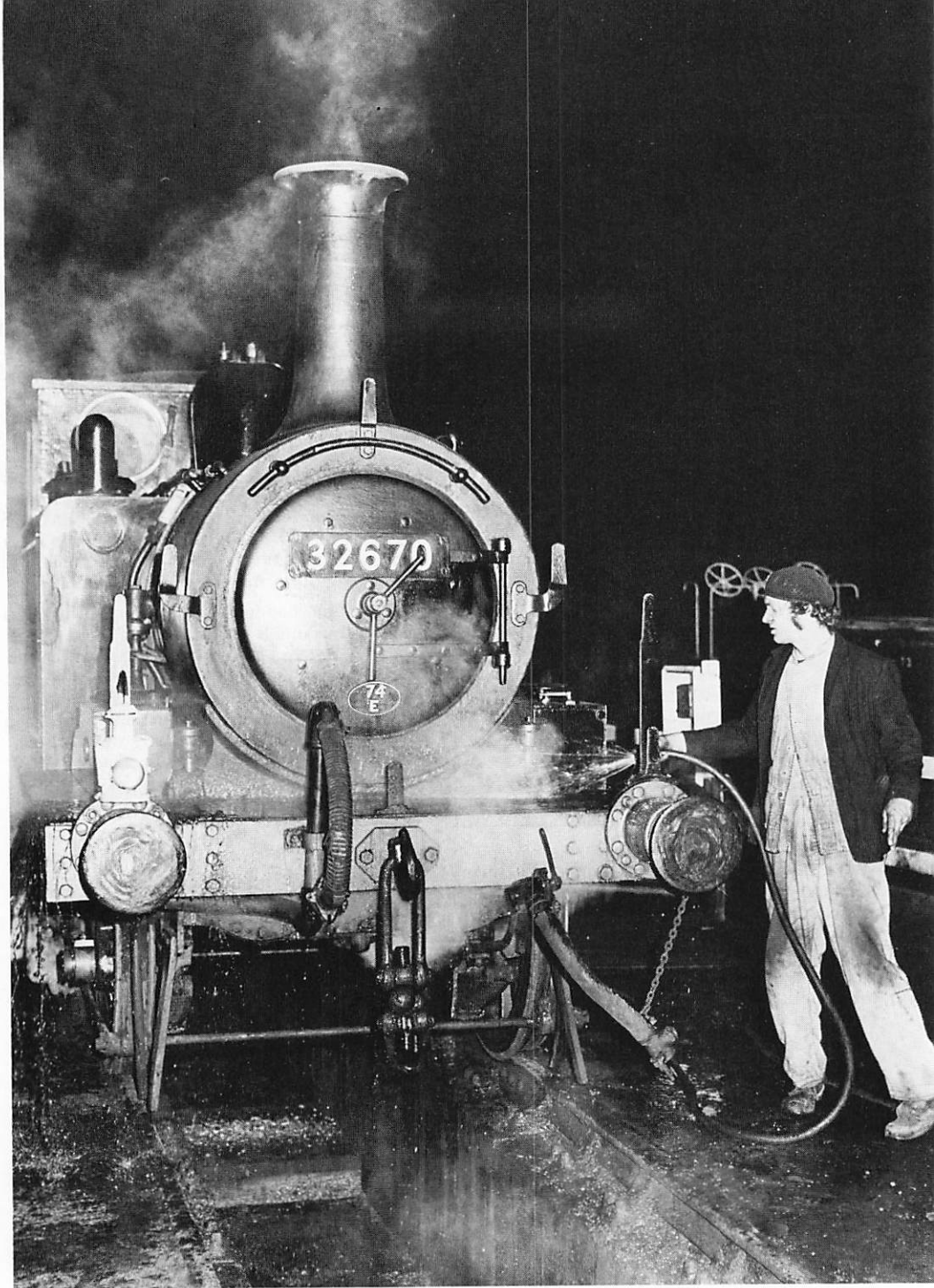
"Ugly" tank No. 29, together with "Manning Wardle" Tanks, Nos. 15 and 16, left the Railway in December for a fresh home at the newly opened Railway Museum at North Woolwich.

"Drewry" diesel shunter No. 47 is currently in the shed undergoing a thorough overhaul and then a complete repaint in B.R. Brunswick Green. Its vacuum braking equipment will be refitted before it is returned to service.

Hunslet diesel No. 42 had its straightened rods refitted in January amid the snow and ice and entered limited operations. Some problems were encountered in the severe weather, mainly with diesel fuel waxing.

The time-consuming task of bodywork repairs to BTH Diesel No. 40 is drawing to a close. One side, plus the Wittersham end cab, is now undercoated ready for Oxford Blue topcoat. Interior painting is also progressing well, together with the fitting of woodwork and droplights. New mesh screens have been made and fitted to protect crews from the danger of high voltages and currents in the electrical control area.

In the engine compartment, all oil and fuel filters have been cleaned and checked. Air has been purged from the lubrication pipes and the camshaft bath refilled with oil. The fuel system has been primed and battery charging will be underway soon. It is intended to start the engine shortly, for the first time in 10 years!



Adrian Landi washes smokebox ash off the running plate after the last service of the day, 25th November 1984
[Mick Roberts]

Finally, and somewhat sadly, it is reported that the replica Ford Railbus project is now definitely cancelled. We heard from the Ford Motor Company's Swansea Works in January that the person who was originally going to take charge of this had left them and as they had no one else capable of taking over, they were faced with the unwelcome task of telling us of their reluctant withdrawal from the agreement.

Locomotive Mileages

No.	Name	1983	1984	Total Since 1974
3(2670)	Bodiam	—	952	2452
10	Sutton	—	758	6927
14	Charwelton	202	—	536
22	Maunsell	1619	1130	9146
23	Holman F Stephens	1380	1490	11467
24	William H Austen	91	1076	8031
25	Northiam	2488	983	5434
41	R.S. & H. 0-4-0 DH	533	—	1918
42	Hunslet 0-6-0 DM	875	302	3369
43	Fowler 0-4-0 DM	—	518	892
44	A.C. Cars Railbus	338	N/A*	1974
45	Drewry 0-6-0 DM	—	749	749
	TOTAL FOR YEAR	7526	7958	

*Sold to Colne Valley Railway early 1984

133	Taylor & Hubbard 10T	
	Steam Crane	498 hours
145	Grafton 10T Steam Crane	308 hours

Carriage and Wagon

Work has progressed steadily on No. 54, the Maunsell designed, 1933 built, B.S.O. The rewiring has now been completed as have all the repairs to the body framework. Grateful thanks to Messrs. Laconite Ltd. of Walton on Thames who have most generously donated all the material required for the ceiling panels. Damaged interior matchboarding has been replaced and a start made on the varnishing. The upholstery will require retrimming before the vehicle can finally be outshopped in Southern Railway olive green.

Close examination of ex British Railways Mk. I T.S.O. No. 64 revealed that all the steel bodyside door pillars were rotten and together with new timber posts were replaced before the doors were rehung. Corroded body sheeting at the lavatory end has been cut out and new plate welded in. Small areas of rust have been treated, filled and repainted. Internally a new plywood end sheet has been fitted in the vestibule to replace the panel damaged by

rainwater leaking through the roof.

Some time was spent during December on checking over and sometimes replacing, steam heat fittings on the service stock. Fortunately the bitter weather saved itself until January when trains had ceased for the Winter.

The two ex Southern Region 8 plank open wagons finally arrived from Ashford in December. Formerly numbered ADS 1756 and ADS 11530 and latterly used as stores wagons, they are fitted with vacuum brakes and numbered 147 and 148 in K. & E.S.R. stock. They were built at Ashford in 1936 and 1937 to Diagrams 1398 and 1400 respectively. Also in December, ex S.R. P.M.V. No. 1145 came from Stewarts Lane; built at Ashford in 1937; it was converted to a civil engineers' mess and tool van in February 1966 and renumbered DS 70217. It will serve in a similar role on the K. & E.S.R. for the Permanent Way department and is now No. 79 in the passenger van fleet.

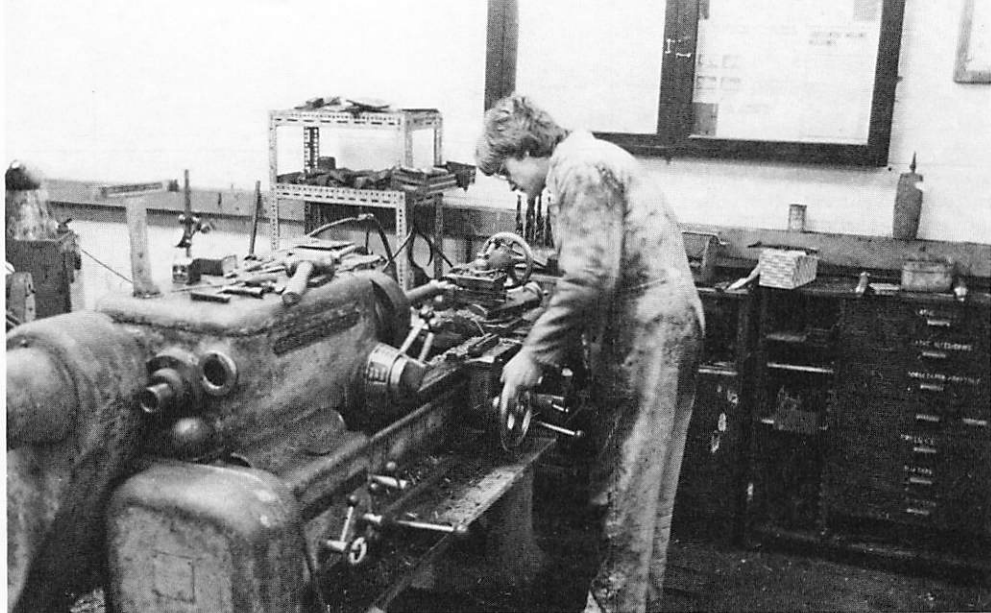
Work on the shed itself has continued with steel joists and channels purchased and fitted in the storage loft area. A steel frame has been made and erected above the curved top doors at the Rolvenden end of the shed. Specially shaped bricks have been ordered for the arch and when fitted will enable the outstanding work on the exterior of the building to be finished.

During the latter end of last year, No. 3 carriage siding was completed using 6½ concrete-sleepered panels lifted from beyond Hexden Bridge. Slewing and packing took place before it was used for berthing stock.

Building

Much to the relief of Tenterden signalmen, the level crossing gate nearest to the signal box was replaced during the Winter close-down period. The old gate was one of a second hand pair hung at Tenterden in the early seventies in preparation for re-opening and had, by the end of last season, become rather fragile.

In order to make servicing the Wealden Pullman stock easier, a second face has been built on the end of Tenterden platform using surplus concrete sleepers from beyond Hexden Bridge - will anyone miss walking the plank? Many thanks to the Clearance Department who provided much needed hands. Concurrently with this work, the opportunity was taken to improve the drainage system at the top end of the yard. In wet weather, work continued on the first floor store in the Carriage and Wagon shed.



Martin Weeks machining big end draw bolts for the P Class, 5th January 1985

[Paul Sutton]

Catering

After an outstanding year culminating in a 33% increase in turnover compared with 1983, attention has been focussed on further areas for growth in 1985. Although in the longer term, purpose-built buffet facilities will provide greater opportunities for expansion, the short

term problems of maximising revenue and providing more variety within the cramped confines of Theodora have been examined.

Learning from the lessons of 1984, the Buffet counter has been shortened by Allan Tebboth and members of the Clearance Department, thereby providing seating inside the Pullman



The two S.R. 8 plank wagons at Wittersham Road, 20th January 1985

[Paul Sutton]

for upwards of 20 people; while André Freeman rewired the vehicle. Filter coffee, hot soup and more exciting sandwich fillings will be the order of the day. Following experiments in 1984, luncheon, afternoon tea and children's birthday boxes will be available on a regular basis.

The trolley service of morning coffee, afternoon tea, and alcoholic drinks, successfully operated on a limited basis last year, will be expanded. However, the success of all these improvements will depend on building up a larger team of helpers, especially of people able to cover mid-week services. There is no doubt that with additional assistance the catering department will again increase its receipts substantially. To join the railway's fastest growing department (some 50 people volunteered their services last year) contact Ken Lee at Tenterden 3478 (evenings) or at Tenterden Station at the weekends.

Civil Engineering

Work on the Rother Bridge has now been completed; the final inspection being carried out on 19th November by David Edwards, C.Eng., M.I.C.E., of Durely, Hill & partners, Civil Engineers of Bromley. He commented favourably on the high standard to which the repairs had been carried out and said that he had no hesitation in granting the certificate of structural safety. This certificate was duly lodged with the Company Secretary just before the year end and gives us 25 mph running with an axle loading of 20 tons – a 1½ ton excess over the 18½ ton load we asked for.

The cost of the whole project has been almost £14,000 and as is well known £10,000 of this came from the Bond Issue. The completion of the repairs would not have been possible had it not been for generous donations from members, and we would like to set on record our grateful thanks to R.H. Edmondson and to the Ashford and Maidstone Area Groups for their financial help.

Clearance

In between the rains of November and early December some tidying up of Tenterden Bank was undertaken. After the January snows had melted the gang moved up into Tenterden and cleared all around the fence lines, also pollarding a very large Willow which grows close to the road giving access to Rogersmead housing estate. Thereafter assistance was given to the Building Department with their platform work at Tenterden.

Commercial

Life on the Kent & East Sussex Railway in 1984 certainly wasn't as gloomy as George Orwell had predicted in his book, and the recent film of the same title. The 7% increase in fare paying passenger traffic was due to aggressive marketing, greater press coverage, increased two-train services, return to steam of the Terriers and an all round improvement of our image, none of which could have been achieved without the tremendous effort put in by all departments in 1984.

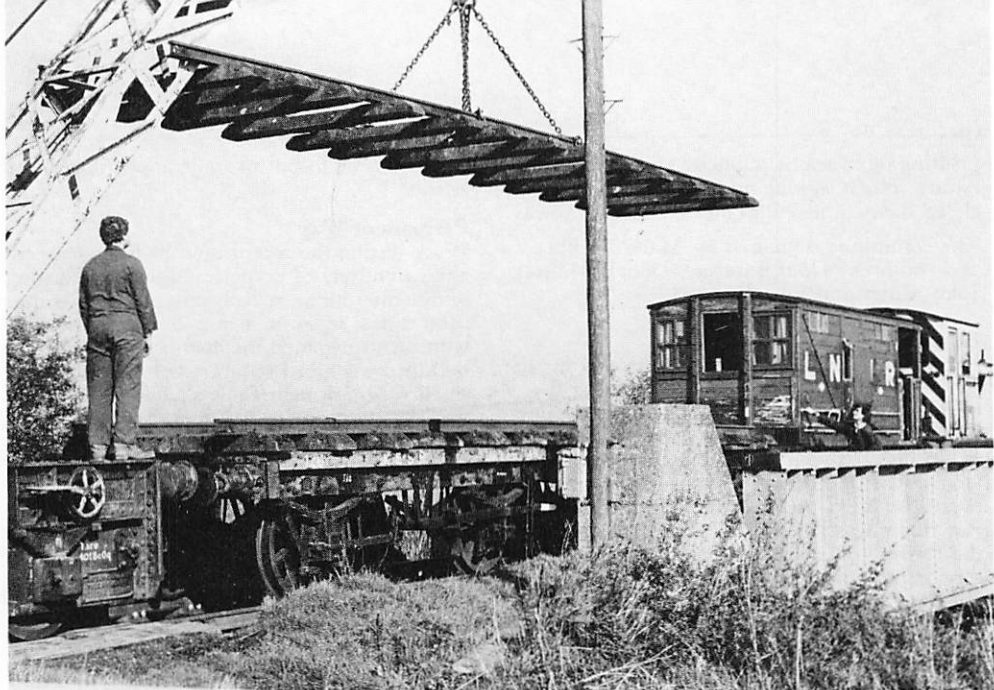
Needless to say, the Wealden Pullman ran to capacity once again, and the maximum number of "extras" were run to help cope with the ever growing but unadvertised demand for seats. The dining season culminated with the Hogmanay Wealden Pullman of December 31st, which was an outstanding success and hopefully will be repeated in the years to come. Bookings for the Wealden Pullman are coming in fast for 1985 (more than 1,000 seats sold already) so if you are contemplating an evening out this Summer, book early!

C.P. Scheme

K. & E.S.R. Director, Paul Ramsden, undertook responsibility for the project until its conclusion at the end of February. Their labours continued to be directed to the task of clearing and dismantling the track panels. They also finished the levelling and alignment of the track on Wittersham Bank. It is unlikely that the Railway will apply for a new scheme in the foreseeable future. The main reasons for this are that although we have a number of projects in mind, they would have been very capital intensive on materials and at the moment we are not in a position to fund any schemes of this nature.

Marketing

1984 was a reasonable year for the railway; we have many publicity angles on which to base our efforts – the Tenth Anniversary and the return to steam of our centenarians being just two. However, we do have problem areas; firstly, we are not attracting the level of coach business we deserve. This lucrative trade is hard to come by, and requires knocking on doors and sitting down with the coach operators – a time consuming business and one which has to be done in normal working hours, difficult when one has a full-time job to perform! The second area is our school traffic which has shown a downward trend for the last two years. To reverse this state of affairs, the railway must



Loading ex W.D. track panels at the Rother Bridge, overlooked by C.P. employees Richard James and Terry Ellis, 30th October 1984 [Hugh Nightingale]

provide something of genuine educational benefit which we have failed to do. In cooperation with the Woolwich Building society who have again most generously agreed to sponsor these services, we are producing a new range of educational aids in the form of activity notes, project books, colouring sheets and publicity material. A classroom is being fitted out in a recently acquired Portakabin at Tenterden Town Station and a short introductory talk will be a part of an educational visit. A theme of the social impact of railways is to be used through all educational matter and research is being carried out by our teacher friends at Homewood School, Tenterden together with the educational departments at Kent and East Sussex County Councils and local Teacher Centres.

All the railway's publicity has been given a new look and the overall effect is more eye-catching and effective; 100,000 timetables and bar cards have been delivered and it is imperative that they are distributed far and wide for maximum impact. Ideally, we are looking for a network of "agents" in towns throughout the South East who will look after their own area. The importance of distribution cannot be overstressed and anyone who feels they can help in this field, and thereby make a considerable contribution to our passenger figures, should

contact Mark Toynbee at Tenterden Town Station.

Another area of attention is commercial filming and a Location Facilities brochure has been produced and distributed to film companies, location and PR agencies and TV companies nation-wide.

The Seven Wonders of the Weald consortium, set up by the railway four years ago, continues to operate, aimed at day trip business and the leaflet has been reprinted in a striking green again for this year.

A new Tenterden Tourism Association has been formed with the backing of the Tenterden Chamber of Trade, at the instigation of the railway, the White Lion Hotel and Tenterden Vineyards. The objective is to explain to visitors to the town the wealth of things to do within walking distance of all the car parks, by means of a self-financing leaflet.

A Family Saver Ticket and special rates for pensioners are being introduced for the first time, and these together with other promotional offers in newspapers, with breweries and with other tourist attractions should help to boost our carryings in 1985.

Few people appreciate the amount of work put in behind the scenes by the Marketing Committee in preparing, designing and

printing our various publicity materials. By its nature, much is done mid-week or behind closed doors in meetings on and off the railway.

The committee is chaired by Mark Toynbee and comprises Doug Lindsay, Donald Wilson, John Miller and John Emmott.

People

Regrettably, Jo Dunstone, our Secretary for the past eight years, was made redundant at the beginning of the year. One of Jo's main duties was to handle all the administration and wages etc. connected with the various government labour schemes that we have been involved with over this period. As these have now come to an end, there was insufficient work generated by the Railway alone to justify our retaining her services. We send her our grateful thanks for all her hard work, both in a paid and voluntary capacity, and we wish her good luck in the future.

Congratulations to the following on their new appointments:-

Paul Hatcher has now been made Locomotive Manager with responsibility for maintenance and running repairs and, as such, is now based permanently at Rolvenden. Bob Forsythe enjoys a similar title, but his brief covers restoration and overhauls.

Scott Wilson has been made Plant Department Manager.

Finally, Martin Phillips has been appointed Wealden Pullman Manager. (We hope he will

still find time to put in some appearances in the kitchen!)

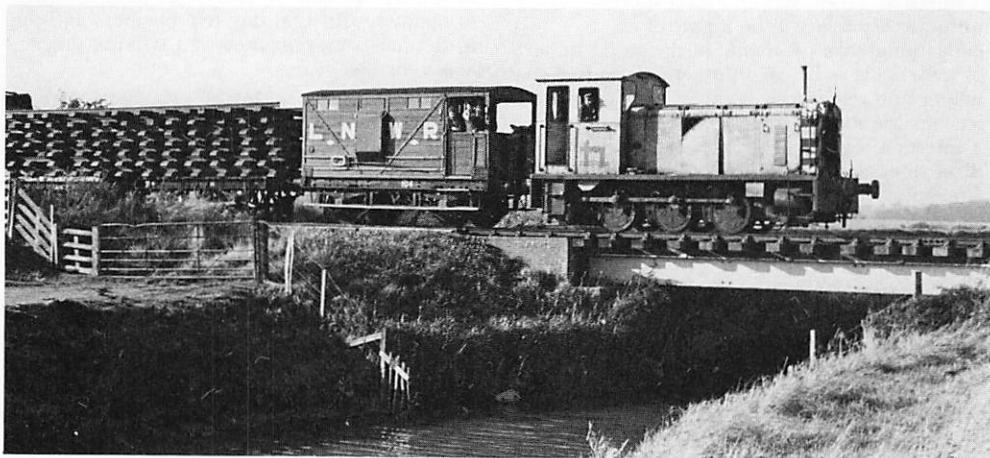
Permanent Way

Work during the recent months has consisted almost entirely of preparation for and starting on the alterations at Rolvenden, which is the subject of a separate article elsewhere in this issue. An unwanted incident occurred during the third week in January when we suffered a small wash-out near Pope's Cottage. This was due to the enormous volumes of water everywhere in the area caused by the rapid thaw.

On Saturday November 24th, John Liddell arranged for Tony Baxter, a former Deputy Chief Civil Engineer of Rhodesian Railways to inspect the line between Tenterden and the Rother Bridge and submit a report on the track and civil engineering features. We are very grateful to Tony for giving up his weekend to do this on our behalf and his report is being studied closely.

Signals and Telegraph

On 9th December, the ground frame controlling the points leading to the Sewage Works siding at Rolvenden and the associated trap points were commissioned. A two lever Evans O'Donnell frame has been installed; this unit originally controlled the siding on the closed section of the K. & E.S.R. at Junction Road, between Bodiam and Robertsbridge. A standard Southern Railway facing point lock has been provided on the points leading from



A loaded track panel train rumbles over the Hexden Bridge bound for Wittersham Road, hauled by class 04 No. 45, 30th October 1984

[Hugh Nightingale]



“Henry’s Cat” with the six lucky winners in the K. & E. S. R. ’s schools colouring competition, sponsored by the Woolwich Building Society, 22nd November 1984. (L to R) Elizabeth Chambers (Sidcup), Sara Crisford (Rye), Richard Fuller (Leytonstone), Timothy Saunders (Rye), Claire Rowlands (Nutley), Esther White (Rochester) [Jim Berryman]

the main line. Currently the ground frame is released by the Annett’s key on the long section staff (Tenterden–Hexden Bridge). Eventually the frame will be released from Rolvenden signal box.

Over the weekend of 5th/6th January the ground frame and point rodding controlling the loop and loco siding at Rolvenden was disconnected and removed in preparation for alteration to the track layout. This equipment was installed by British Railways in 1953/54 when various signalling alterations were carried out as a result of the line being closed to passenger traffic. The tubular point rodding and butterfly economical point locks were certainly showing signs of wear after over 30 years use, especially the loco siding points which have probably been the most frequently operated pair over this period on the whole line.

At Tenterden, Graham Richards has applied a fresh coat of paint to the signals, in the new white and black livery to match those at Wittersham Road. The signal box has been re-decorated internally and various alterations have been carried out, mainly by Nick Wellington. Thanks are also due to Phil

Edwards and Bob Gilbert for their woodworking skills.

The department has recently obtained another pair of Tyers No. 6 Tablet Instruments which are being restored by Neil Edwards.

Stations

Without passengers, Winter is a quiet time for the Stations Department and although uniforms have been put away until Easter, much maintenance work is carried out. During the bitter January weather, Tenterden recorded temperatures as low as -18°C . This resulted in frozen pipes at both Rolvenden and Tenterden and hence expensive plumbing repairs. Routine painting continues at Tenterden, concentrating on the station building; a thorough spring clean will be carried out during the last weekend in March in readiness for the start of the Season. Station Master, Mark Toynbee, would welcome offers of help on 30th/31st March. The Station Master roster at Tenterden, instigated in 1984, worked well. Six people: Mark Toynbee, Robin White, Donald Wilson, Ken Lee, Lorna Johnson and Martin Phillips covered every

weekend operating day, although they were stretched to the limit. It would be nice to see some new faces joining the roster and helping out on one or two days a month. Applicants of smart appearance, preferably with a uniform, having a basic knowledge of rules and a pleasant manner to the public, should write to Mark Toynbee at Tenterden Town Station. Likewise, extra green fingers are needed to maintain the flower beds to assist the Summers family who continue to do such sterling work.

At Wittersham Road, Station Agent Gerald Beck and his assistant Gill Edwards, continue to keep the site looking smart and another excellent display of spring flowers is promised. Rolvenden, under André Freeman and Roland Meek is due for repainting this year, but little has been achieved during the winter due to the continuing engineering work in close proximity. Tony Pearson's wife has kindly agreed to tend the flower tubs at this station and a good splash of colour is anticipated.

News from Area groups

Ashford. Although as a Group, Ashford did not play an active role on the railway during 1984, over £400 was raised to help towards the Rother Bridge repairs. Spaces are being booked for the sales stand to attend various outside events to continue the fund raising and publicity activities during 1985.

Twenty or more members continue to meet in Ashford at the British Rail Social Club, Beaver Road, on the third Wednesday in the month, and a varied and interesting programme is planned. New members are very welcome; we know there are many more living in the Ashford area than come to meetings - with a few energetic new faces this year, the Group could undertake a project on the railway - any ideas?

Croydon & Sutton. January 1985 saw the first anniversary of the inauguration of The Croydon & Sutton Area Group and a well-attended meeting on 29th January heard a talk on "Signalling on the K. & E.S.R. - Past, Present & Future" given by S & T experts Clive Norman and Ian Legg. The Area Group represented the "Kent & East Sussex" at the Fairfield Halls, Croydon, by manning a stand on 14th January on the occasion of a John Huntley Archive Film presentation "150 Years of the Great Western Railway" screened as part of the "GWR 150" celebrations. The railway had not been represented at one of

John's shows for some time and it is to be hoped that a K. & E.S.R. stand will become a regular feature of these performances. Thanks are due to all those who turned out in appalling weather conditions to help. The first Area Group working day this year will be Sunday 3rd April and thereafter every fourth Sunday. The initial task to be undertaken will be the G.E.R. 6 wheel coach in conjunction with the Thameside Group.

Area Group Funds have never been great, for many months only the residue of meeting contributions has been available, but a "whip-round" at November's gathering realised some welcome cash and investigations are taking place to see if there are other methods of raising money.

Attendance at Meetings continues to be steady, but there is always room for more, members or non-members. Details of future meetings can be obtained from the Secretary, Allan Sinclair on 01-777-8025.

Maidstone. As in previous years, the Group publicised the Santa Specials by distributing booking forms to banks, insurance companies, large stores and offices, local free newspaper and local radio as well as schools, post offices and public houses in surrounding villages. We would like to think that these efforts were a contributory factor to the excellent Santa Special figures.

Unfortunately our annual model railway exhibition, provisionally fixed for 24th/25th March 1985 at Trinity Hall, Maidstone, has been cancelled. We were unable to obtain a firm assurance that heating and a leak-proof roof would be provided by the date and neither exhibitors nor traders were prepared to attend in these circumstances. However, we look forward to staging this event again in 1986.

The wastepaper collection in 1984 raised £1,946 and the following donations were made to railway activities:

	£
B.T.H. Locomotive Restoration	657
Purchase of gunpowder van body	112
Rother Bridge Restoration	174
Soap Dispensers for Tenterden toilets	63
New ropes for steam crane	239
Tools for Loco Department	106
	<hr/>
	£1351



Two Terriers await departure of the last scheduled Wealden Pullman of the 1984 season, 27th October 1984
 [Brian Stephenson]

The Roadshow attended a Steam Enthusiasts weekend at Chatham Dockyard on 24/25th November. Unfortunately the track available to us was unsuitable for the pump trolley, but the sales & publicity stand was very successful.

The Group's monthly meeting in February was the 100th since the inaugural one in April 1975 and the occasion was marked by a small celebration, to which the K. & E.S.R. Chairman and Chairmen and Secretaries of the other groups were invited. A full programme of meetings, and an outing in June, have been arranged for 1985. Attendances in 1984 gradually increased to average between 30 and 40, with the November British Railway Films meeting achieving nearly 50.

Finally a reminder that meetings are held at the Kimberly-Clark Social Club in Tonbridge Road, Maidstone, on the last Wednesday of

each month except June, July, August and December – come and join us if you live in or near Maidstone.

Sussex. At the December A.G.M. it was noted that the Group had had a very successful trading year, both publicising the railway and raising funds. Events attended during the second half included model railway exhibitions at Brighton and Eastbourne and the Transport Festival at Hellingly during August. The sales stand was very popular and a number of regular patrons were seen and quite a few compliments received about the Railway.

The meetings are proving very popular and the talks covered a wide variety of subjects, ranging from military railways to the Swiss Rail network. A full programme has been

prepared for 1985, details are in the *Rooter*, or telephone Tim Lawrence on Hailsham 845108.

Work has been progressing steadily at Northiam with most of it now concentrating on tidying up the appearance of the station including the perimeter fences, thus making the site look more like a railway station again. Working parties are held on the last Sunday in the month, everyone willing to give a hand will be made very welcome.

Tenterden. The Group continues to meet on the last Friday of each month, except July, August and December at 7.30 p.m. in the Glebe Hall, Church Road, Tenterden and an interesting programme of speakers has been arranged. In January, local member Graham Smith gave an excellent slide show entitled "The Dying Embers of Southern Steam", a round up of Southern scenes in the late 50's and early 60's. Members and non-members are welcome to the meetings and in order to boost funds, a coach trip is to be organised later in the spring, with the venue to be announced. The Group is raising money to

fund additional flower tubs and hanging baskets at Tenterden Town Station, and donations towards this project are welcomed and should be sent to John Miller at the Station.

Thameside. The rail recovering exercise briefly referred to in the last edition of *The Tenterden Terrier* took place during the weekend of November 17th/18th. The Saturday was devoted to preparation work with about 14 people clearing undergrowth, brambles and small trees. These efforts enabled a larger party of 17, including some members of the Maidstone Group, to lift out 20 lengths of bullhead rail, weighing almost 15 tons. The material was trolleyed some 300 yards, carried a further 50 yards and then lifted on to David Brailsford's articulated lorry - entirely by hand. Thanks go to all those who helped with this very tiring task.

During 1984 the Group managed to raise approximately £630 by holding raffles, selling books, having stalls at events and a ten mile sponsored walk, many thanks to everyone who assisted with the fund raising events.



The track recovery gang resting from their labours at Southfleet, 18th November 1984

[John Liddell]

The group has some interesting meetings lined up for 1985, details of which will be found in the *Rooter*. Any enquiries regarding the activities of the Thameside Area Group should be addressed to Kevin or Sue Jarvis, 66a Windsor Drive, Kent DA1 3HN or telephone Dartford 78624.

Weald. During the Winter the Group has been holding its regular monthly meetings at Tonbridge, apart from January which had to be cancelled owing to the severe weather. Efforts are now being directed towards the

forthcoming Model and Hobbies Fair which it is hoped will be held at the Angel Centre on Tonbridge on the weekend of 13/14th April, although the venue may have to be changed if greater support is not forthcoming from local hobby and engineering societies. This will produce additional funds for the Group to take on a further project on behalf of the K. & E.S.R. Any support is always gratefully received and new members are welcomed at the evening meetings that are held at the Chequers Inn at Tonbridge on the second Tuesday of each month.



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The Lakeside & Cranbrook Road Railway

Towards the end of October, we had a recurrence of a problem (albeit on a much more serious scale) which had occurred some years previously after heavy rain. Approximately one hundred and fifty yards up the track towards Tenterden from Cranbrook Road level crossing there is a large area of ground, which, with the railway embankment acting as the fourth side, forms a huge bowl shape. Within this are two natural springs as well as water drained off from the surrounding fields. All this is normally piped under the railway line and away into the existing ditch/stream drainage system.

After the seemingly never ending rains of November the "bowl" rapidly began to fill and fears were expressed of possible damage to the embankment. The K. & E.S.R. Fire Department made several valiant attempts to clear the water without success. In the meantime the level rose even higher as the Santa Special weekends approached. After

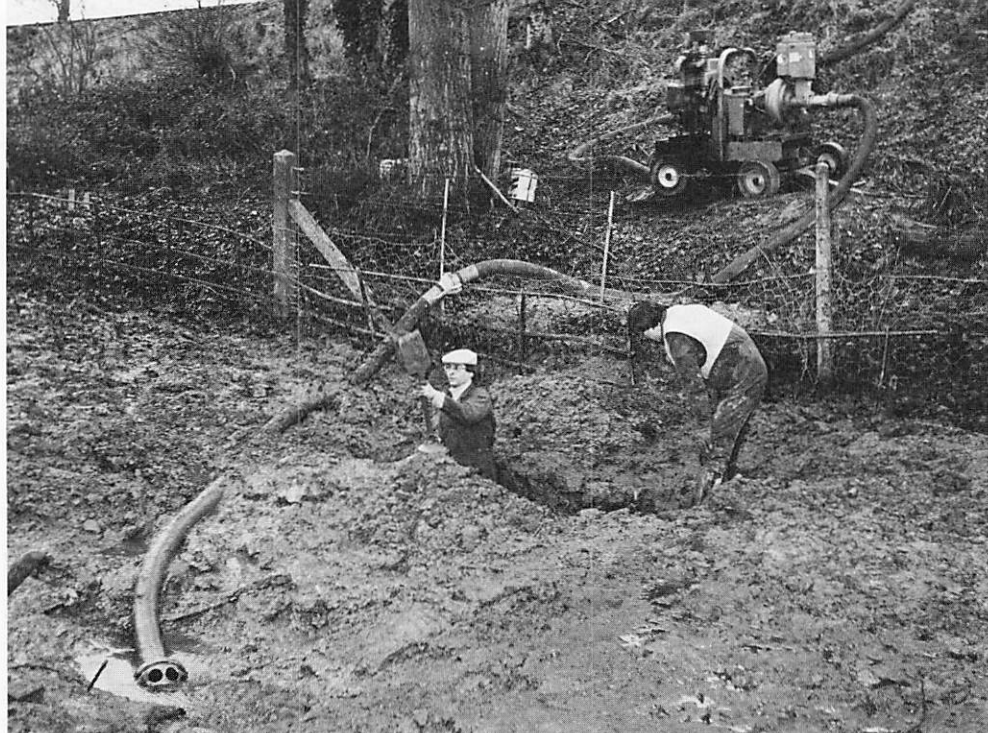
abortive attempts by a drain clearing firm to dislodge the blockage, a large pump, capable of shifting 650 gallons per minute was hired from Sykes Pumps Ltd. who are based in the old railway works at Ashford. This was taken to the site on the Flatrol wagon and put into action immediately. Despite such an impressive piece of equipment, the water took three weeks to clear; this with the pump running day and night! When finally "dry" on Christmas Eve, it is estimated that about 15 million gallons of water had been pumped out.

In the New Year a "dig" was made to find the mouth of the pipe. It was finally unearthed four feet down and was partially covered by an old bucket. Temporary measures were then taken to ensure that it cannot become blocked again; permanent arrangements will be made later in the year when the ground conditions have improved.

Paul Sutton

Early attempts to clear the flood waters using K. & E.S.R. fire-fighting equipment, which proved unsuccessful, 21st October 1984
[Brian Stephenson]





"It's in here somewhere!" Colin Duncan (left) and Joe Rosen searching for the entrance to the blocked pipe after the waters had been pumped away, 22nd December 1984
[Brian Stephenson]



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People in Profile

2: Allan Tebbboth





Allan Tebboth joined the Kent & East Sussex Railway ten years ago and has always taken an active interest in the line. He was appointed Clearance Manager six years later, in succession to John Miller, since when he and his men have made rapid progress in ensuring that the railway lineside is kept clear and tidy. Although a strict disciplinarian, Allan Tebboth believes in delegation of authority and chairs a small committee at which the work programme is discussed and carefully planned for some weeks ahead. The objective for 1985 is primarily to keep the operational section to a high standard, so that passengers can enjoy the view from the carriage windows and secondly to make steady progress on clearing the worst of

the undergrowth between Hexden Bridge and Northiam.

In Brian Stephenson's portrait, Allan Tebboth has just arrived for a tour of inspection, accompanied by his dog "Nina", on Sunday 9th December and is pleased to find that operatives (1 to 4) Dyce, Hoskins, Griggs and Tutt are already hard at work, together with departmental mascot "Pickle". Brian Stephenson's camera has also caught Allan, together with his wife Sue, in a more relaxed mood the evening before, away from the worries of managing the clearance department, at the Pullman dinner on 8th December, 1984.

P.D.S.

FIVE CANALS & TWO RIVERS

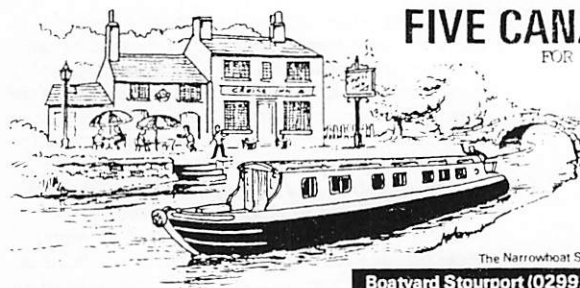
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The Davis Report

There is a tendency to think of railway closures as a post-war phenomenon but the inter-war years saw their fair share of them too. When a young chap called Douglas Davis spent his honeymoon at Bodiam in 1925 and first made the acquaintance of the Kent & East Sussex it struck him that all was not well with the line. He decided that all was not yet lost, however, and took it upon himself with the help of his brother to draft a report on the railway making various suggestions for improvements. This was completed and submitted to Colonel Stephens in May 1929. Inevitably he was not overwhelmed with joy upon receiving such unsolicited advice and apart from some brief correspondence no more was heard of it until a copy recently came to light.

Unfortunately, the Report is too long to publish in full but it is hoped that the following summary and extracts give some of its flavour. Readers may also find reassurance in discovering that reviving the fortunes of the Kent & East Sussex has such a long and honourable pedigree.

The Report commences with a review of the current timetable and makes a number of suggestions for improvements of which the following are typical:

"At present several journeys are broken at Tenterden. The railway, however, competes with through road transport services between Rolvenden and Headcorn. In general therefore it would be an improvement if through facilities could be given between the latter two points, by linking up broken journeys. This is not possible in all cases owing to the lack of crossovers at some stations, but considerable amelioration can be made in the existing services, without the provision of additional tracks."

"... passengers from London, who do not wish to start before 7 am can only make a connection with the stations on the Headcorn Extension Line after noon, arriving about 2 o'clock ... a new train might leave Headcorn at 10.59, in place of the 10 am journey, so that a connection would certainly be made with the train from town ..."

"... the last connection at Headcorn from town is made at 6 o'clock. Passengers must therefore leave London at 4.32. This is considered unreasonable as the majority of artisans do not leave their offices until 5 or 6 pm. It would be a great help if connection

could be given with the 5.30 and 6.12 trains from town."

The absence of a Sunday service was noted and a one-man-operated rail car service with the stations unstaffed was mooted. The practice of leaving an engine in steam at Tenterden from 1.30 to 3.30 every day was questioned; surely an extra trip could be run at little extra cost? Might not an experiment be made of offering combined rail and bus tickets for passengers travelling to villages not served by the railway? As for the practice of working a Southern Railway carriage up the line from Robertsbridge to Tenterden

"The strain on the engine which hauls these trains is enormous, the one Southern coach alone weighing almost as much as the engine; the track also suffers accordingly. It certainly does not attract traffic and the existing passengers could well be catered for in the K. & E.S.R. coaches without straining the engine."

On the subject of publicity the Report applauded the Railway's posters and its hoarding advertising Bodiam Castle at Robertsbridge but felt that elsewhere improvements might be made. The line could announce its presence at Headcorn more boldly than by a "a diminutive notice attached to the door of the booking office". Wayside stations were too often invisible to the passer-by and village residents deserved to have timetables more readily available to them than having to walk the mile or so that separated village from station. A pocket timetable, financed by advertising, could extol the line's attractions and the line's staff might be encouraged to obtain advertising revenue from local traders if offered commission.

A notable feature of the Kent & East Sussex at this time was its extensive though somewhat decrepit collection of rolling stock. The Report urged drastic measures:

"The most noteworthy feature of the line, and of the accounts, is the quantity of redundant material on hand. There is, for example, reputed to be in existence one horse omnibus; the possibilities of its ever being used are somewhat nebulous. Moreover, there are in existence some five or six engines, whereas only one is actually scheduled to be employed at any one time. Also the number of seats available in steam train rolling stock, and in rail cars, is 614. In addition, there is the Southern Railway coach, already referred to, seating about 60, and since only 40,000 passengers travel in the course of the year, and each seat can be used on an average only about once per week ... it is suggested



"... all derelict engines and rolling stock should be immediately scrapped"

[H. C. Casserley]

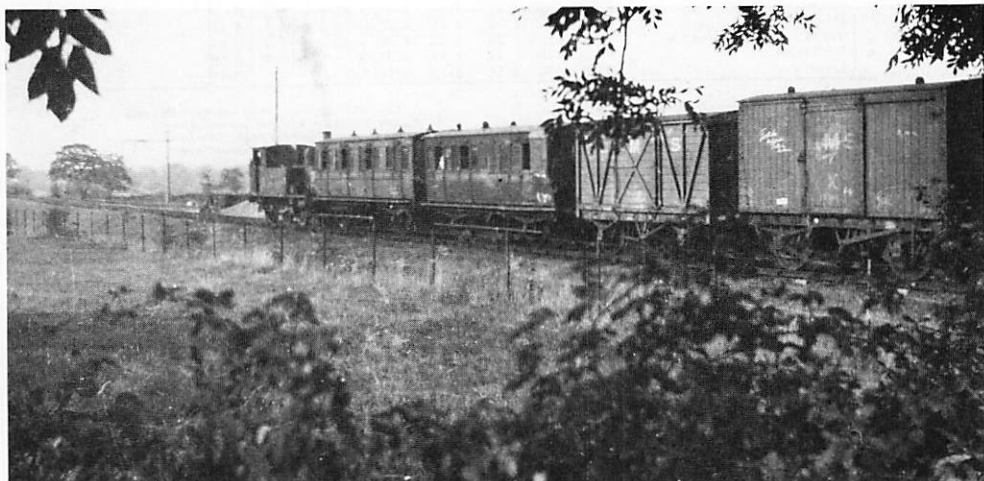
that it is a quite unwarranted expense to maintain such a large number of passenger coaches. We would suggest that the horse omnibus, and all derelict engines and rolling stock should be immediately scrapped, so that their scrap value may be realised, in lieu of their laying rotting at the side of the railway. At the moment they are blocking up the lines and giving the public a bad impression of the service which the railway affords."

Having dealt with the obsolete stock the Report went on to consider that which was in use. It comments on the persistent unpunctuality of services and the inconvenience of running mixed trains. A contrast is drawn between travelling at 12 miles per hour "next door to a consignment of pigs" and the punctual door-to-

door service offered by the local bus companies. Something had to be done:

"To circumvent these evils there appears to be only one possible solution. It is suggested that no steam trains should carry both passenger and goods traffic. Also it is felt that the Ford car has become somewhat of an anachronism and should be superseded by a more up to date vehicle capable of maintaining higher speeds. If a little motor of modern design were employed, it would be easily possible to maintain the whole passenger service of the line with one train instead of two, as at present. Improved connections may be given and some seven or eight journeys made in each direction daily."

The Ford cars were, however, not to be wasted.



"... It is suggested that no steam trains should carry both passengers and goods traffic."

[Dr. I. C. Allen]

TIME TABLE

March 4th, 1929, and until further notice.

Stations		a.m.			Down Trains			p.m.		
		SO	NS	NS	SO	NS	NS	SO	NS	NS
K & E.S.R.	London.....dep.	5L30	9x15	10x30				2x30	2x18	4x18
	Tonbridge.....	0 58	10 25	11 34				2 28	3 14	4 30
	Tunbridge Wells, Central.....	7 14	10 37	11 47				3 26	3 26	5 22
	Hastings.....	7 45	10 25	12 5				3 10	3 10	5 18
	Robertsbridge Jn. a.s.....	8 20	11 15	12 45				3 55	4 2	6 10
	Junction Road.....	B	B	B				B	B	B
	Bodiam.....	8 29	11 25	12 55				B	B	B
	Northiam.....	8 38	11 48	1 5				4 15	4 22	6 20
	Wittersham Road.....	8 44	11 56	1 14				4 25	4 32	6 29
	Rolvsden.....	8 52	12 4	1 22				4 32	4 40	6 43
K & E.S.R.	Tenterden Town.....arr.	8 57	12 9	1 27				4 37	4 45	6 48
	Tenterden Town.....dep.	8 10	9 5	12 40	3 15	3 30	5 15	5 25	stope	stope
	Tenterden St. Michaels.....	B	B	B	3 38	3 52	5 35	5 45	stope	stope
	High Halden Road.....	8 21	9 16	12 50	3 25	3 40	5 26	5 36	stope	stope
	Biddenden.....	8 30	9 30	12 58	3 38	3 52	5 35	5 45	stope	stope
	Frittenden Road.....	B	B	B	B	B	B	B	stope	stope
	Headcorn Junction K.E.S.R. arr.	8 45	9 40	1 10	3 50	4 5	5 50	6 0	stope	stope
	Ashford, Kent.....	9 35	11 2	20 7	4 16	4 27	6 15	6 29	stope	stope
	Folkestone Central.....	10 21	11 39	20 43	4 50	6 58	7 6	7 4	stope	stope
	Tonbridge.....	9 15	10 26	1 57	5 8	5 11	7 16	7 16	stope	stope
K & E.S.R.	London.....	10x8	11x44	3 A 0	6x14	6x11	8x33	8x33	stope	stope

Stations		a.m.			Up Trains			p.m.		
		SO	NS	NS	SO	NS	NS	SO	NS	NS
K & E.S.R.	London.....dep.	7x18	—	11x48	12x0	2x53	4x25	4x25	stope	stope
	Tonbridge.....	8 61	—	12 47	1 7	3x58	5 24	5 26	stope	stope
	Folkestone, Central.....	7 28	8 43	12 16	12 15	3 13	4 12	4 12	stope	stope
	Ashford Kent.....	8 42	9x27	12 58	12x5	4x16	5 28	5 28	stope	stope
	Headcorn Jn. K.E.S.R. arr.	9 20	10 0	1 40	1 50	4 38	6 0	6 10	stope	stope
	Frittenden Road.....	B	B	B	B	B	B	B	stope	stope
	Biddenden.....	9 30	10 11	1 52	2 2	4 50	6 12	6 22	stope	stope
	High Halden Road.....	9 39	10 18	2 1	2 11	5 6	6 22	6 32	stope	stope
	Tenterden St. Michaels.....	B	B	B	B	B	B	B	stope	stope
	Tenterden Town.....arr.	9 50	10 28	2 14	2 21	5 8	6 35	6 45	stope	stope
K & E.S.R.	Tenterden Town.....dep.	7 3	9 51	11 25	2 50	2 50	5 10	6 37	7 20	stope
	Rolvsden.....	7 9	9 56	11 30	2 55	2 55	5 15	6 42	7 25	stope
	Wittersham Road.....	7 16	10 31	11 39	3 4	3 4	5 23	stope	7 32	stope
	Northiam.....	7 31	10 10	11 47	3 14	3 14	5 30	stope	7 39	stope
	Bodiam.....	7 40	10 20	11 58	3 24	3 24	5 39	stope	7 49	stope
	Junction Road.....	B	B	B	B	B	B	stope	stope	stope
	Robertsbridge Jn. a.s.....arr.	7 50	10 30	12 12	3 35	3 35	5 50	stope	8 0	stope
	Hastings.....	8 37	11 6	12 56	4 21	4 37	6 30	stope	8 41	stope
	Tunbridge Wells, Central.....	8 48	11 8	1 22	4 22	4 22	6 40	stope	8 44	stope
	Tonbridge.....	9 1	11 60	1 33	4 34	4 34	6 51	stope	8 59	stope
K & E.S.R.	London.....	9x48	12x2	2x56	6x12	6x14	8x7	10x11	stope	stope

A—Arrives and departs from Charing Cross
 B—Stops by signal to set down or pick up passengers
 C—Arrives Ashford 1.54 pm, Folkestone Central 2.48 pm
 Saturdays only
 E—Leaves Ashford 9.22 a.m. Saturdays only
 L—Arrives Hastings 7.18 p.m. Saturdays only
 H—Leaves Charing Cross 2.7 pm, Tonbridge 5.25 pm Saturdays only, Other days leaves Cannon Street 2.55 pm, Tonbridge 2.56 pm

J—Leaves Charing Cross 10.25 a.m. Saturdays only
 K—Leaves Ashford 4.10 p.m. Saturdays only
 L—Departs from London Bridge, Low Level
 Z—Arrives and departs from Cannon Street
 S.O.—Saturdays only N.S.—Not Saturdays

An examination of the timetable for 1929 shows that passengers from London for stations on the Headcorn Extension who did not catch the 7.18 am from Charing Cross, would indeed have no option but to travel on the 12.00 noon, departing Headcorn 1.50 pm. The 10.00 am K & E.S.R. train from Headcorn had no connecting train from London. Commuting from Tenterden to London would not have been attempted by the faint hearted. On the outward journey, the first train of the day via Headcorn, the 8.10

am, was not timed to arrive at Cannon Street until 10.08 am. The alternative strategy of travelling via Robertsbridge would have involved starting an hour earlier, for the benefit of a mere 20 minutes saving at the other end. On the return journey, the intrepid commuter who failed to catch the 4.32 pm. from Cannon Street could travel on the 6.15 pm from Charing Cross via Robertsbridge arriving at Tenterden at 8.50 pm, no doubt somewhat weary and maybe catch the horse bus home!

P.D.S.

One train might be kept as a spare and the other, converted for use on the roads and with its seats removed, could replace the horse-drawn delivery wagons then in use. Nor would the seats be wasted for they could be used on platforms or in waiting rooms, or sold. Any money raised by disposing of surplus stock could go towards the purchase of an A.E.C. or Leyland rail car which would be more robust, require less maintenance and consume less fuel.

It would not only be for the benefit of passengers that such a course should be adopted:

"The railway would now be free to keep only two engines and to dispose of the surplus: one engine would be kept as spare and the other used to maintain the goods service. There would now be no need to regulate the timetable according to the number of crossover lines in existence, since the passenger train and goods train can cross at any station where there are sidings into which the goods train can back. It is proposed that the goods train should call at each station in turn, so that the engine can do the necessary shunting and should proceed according to a timetable. Timetables of this kind are beginning to appear in main line railway working, and it is a great convenience to farmers, if they can be made aware of the times at which goods trains are likely to run."

Up to this point the Report's suggestions are essentially sound though in many respects perhaps over-optimistic. In the event much of the old rolling stock was disposed of, the through carriage from Cannon Street was discontinued, the Fords were eventually laid aside and, even though it was a new Bedford lorry that was acquired rather than a

conversion of one of the railcars, motorised transport replaced the horse-drawn carts. The final section of the Report, however, returned to a development which would almost certainly have killed the Kent & East Sussex stone dead: the Maidstone Extension should be built!

Considering the implications of this proposal, the Report is somewhat brief on the subject and is mainly concerned with possible sources of finance. An explanation of this brevity is to be found in the promise of a separate report, presumably never completed. As it is, the argument in favour of constructing the Extension is covered in the following extract:

"The traffic obtainable is distinctly heavy in both the passenger and goods directions. The operation of this line would serve to reduce the relative Management expenses, and should also enhance the hopes which we feel to be the only true solution of the present position, that the Southern Railway will acquire the existing line."

Quite what Colonel Stephens actually felt about the Report we shall probably never know. In 1929 he had his hands more than full with the negotiations to build the Southern Heights Light Railway, complete the East Kent and keep the rest of the lines from falling deeper into debt than they already were; the troubles of the Welsh Highland Railway alone were enough to keep him occupied. It is not therefore surprising that Douglas Davis got little response for all the trouble to which he had gone. It is, however, a tribute to the magic of the Kent & East Sussex that anyone should have gone to such trouble at all.

Stephen Garrett

"... the Ford car has become somewhat of an anachronism."
[R. W. Kidner]





Hurrying up the hill from Cranbrook Road, 25th November 1984

[Tim Stephens]



Will any more passengers turn up for the 11.45? 11th November, 1984

[Mike Esau]

1950's or 1980's ?

Timeless Scenes on the November "Mixed."



Drifting past the crayfish ponds, 25th November 1984

[Tim Stephens]



Slowing for Orpin's Curve, 11th November 1984

[Tim Stephens]

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An analysis of passengers carried in 1984 and an outline of services planned for 1985.

1983					1984				
	Op Days	Trains	Passengers	Av per Train		Op Days	Trains	Passengers	Av per Train
March/April	12	41	3335	81		11	43	4639	108
May	10	37	4120	111		11	50	3631	73
June	17	65	5583	86		17	68	5904	87
July	18	68	6215	91		19	82	5533	67
August	31	123	9383	76		31	132	9492	72
September	10	39	2395	61		10	35	3139	89
October	11	38	1383	36		9	28	1320	47
November	5	15	348	23		5	15	620	41
Dec/Jan	11	37	6051	164		12	41	7336	179
	<u>125</u>	<u>463</u>	<u>38813</u>	<u>84</u>		<u>125</u>	<u>494</u>	<u>41614</u>	<u>84</u>
Wealden Pullman		<u>40</u>	<u>2535</u>	<u>64</u>			<u>44</u>	<u>2771</u>	<u>63</u>
		<u>503</u>	<u>41348</u>	<u>82</u>			<u>538</u>	<u>44385</u>	<u>82</u>
Privileges & Passes			<u>2279</u>					<u>2783</u>	
		<u>503</u>	<u>43627</u>	<u>87</u>			<u>538</u>	<u>47168</u>	<u>88</u>

Total numbers of fare-paying passengers rose by 7% in 1984, which was directly attributable to the additional number of trains run during the year, average loadings remained constant.

All classes of ticket sales increased, apart from group returns, which despite various promotions fell by nearly 20% to 6519. This was due to a reduction in school parties, partly as a result of teachers' industrial action, but more particularly, the lack of an "educational" aspect, was felt to be a deterrent for some schools. In 1985, we shall be offering lectures on the K & E.S.R. and the history of railways generally, in a classroom presentation at Tenterden, as part of a package for young visitors.

Special events did well in 1984; Santa Specials (6897) increased by 22% on 1983 and loadings over the Summer Steam Spectacular in September were 45% up, benefitting from very much better weather than in the previous year.

Ticket sales at Rolvenden (972) increased by 18% but there was a disappointing drop at Wittersham Road (456). It is astonishing that only 1% of passengers commence their journeys at our terminus station and future publicity for the South Coast areas such as Hastings, Bexhill, Eastbourne and Brighton might be directed there with advantage,

especially as it has the very considerable asset of under-utilised car parking directly adjacent to the station.

The 1985 timetable will show a similar number of operating days, but a slightly increased number of trains, in particular an additional early morning working during the daily running in August. Fares will be increased significantly to meet sharply higher coal prices, the adult return rising from £1.90 to £2.40 and child from 95p to 120p. However, a "family saver" ticket will be introduced for £6 which will cover two adults and up to three children and represent a considerable saving on the normal fares.

The main special event during 1985 will be a "Steam for Victory" military weekend over 15th/16th June, which will be run in conjunction with the Invicta Military Vehicle Preservation Society, to commemorate the 40th Anniversary of the ending of World War 2.

Many thanks to all booking clerks for their hard work during last year; comments received from passengers suggest that they have been impressed by the friendly and helpful service on the K. & E.S.R.

John Emmott

How many for Dinner?

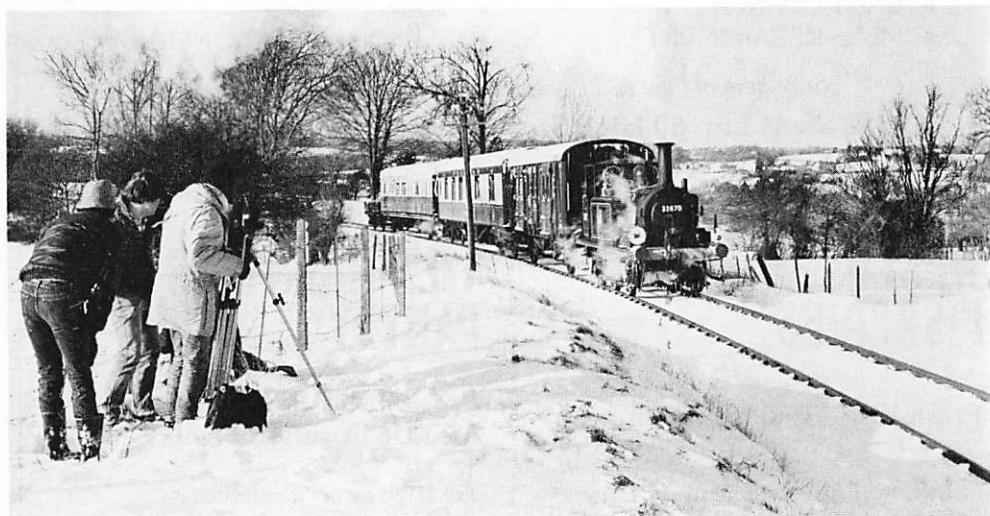
On Monday January 7th we contracted to TVS to provide a steam train for filming sequences for their programme "No. 73". The scenes will be used in a "spoof" drama entitled "How Many for Dinner?" which is due to be

serialised on the national ITV network on Saturdays commencing in April. The cast included Sandi Toksvig, who played "Ethel" in our previous No. 73 contract, see *The Tenterden Terrier*, summer 1983.



Setting up the camera, Tenterden Town station, 7th January 1985

[Geoff Silcock]



Film crew in focus! 7th January 1985

[Geoff Silcock]

The train we provided consisted of Terrier No. 32670, PMV No. 74, Pullman Car "Barbara", BSO No. 53 and vacuum braked 3-plank wagon No. 122, the last vehicle carrying the mobile generator for lighting purposes.

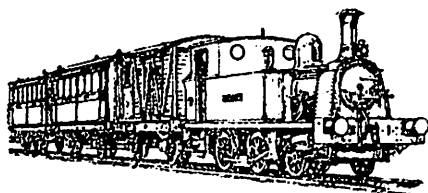
Interior sequences were shot whilst the train made several ascents of the bank into Tenterden station and also some exterior shots were filmed of the whole ensemble assaulting the bank in brilliant sunshine with some 6 inches of snow laying around. Later in the day more outside filming was undertaken in a raging blizzard as the light faded.

Our staff on duty for the day were,

Driver	Peter Wensley
Firemen	Charlie Masterson & Simon Long
Guard	Richard Halliwell
Signalman	Nick Wellington
Co-ordinator	Doug Lindsay
Assistants	André Freeman & John Emmott

Douglas Lindsay

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This is the way the Puff Puff goes...

Photographed by Brian Stephenson



Alan Robinson and the Shanghai Syncopators orchestra.

The annual Pullman staff dinner was held at the White Lion Hotel, Tenterden, on Saturday 8th December, when 44 members of staff, their wives and friends attended. Music was provided by the Shanghai Syncopators orchestra and included a rendering of the K & E.S.R. theme tune, "This is the way the Puff-puff goes", with vocal accompaniment by Alan Robinson. Guests of the evening were K & E.S.R. photographer Brian Stephenson, his wife Micky and founder member, Robin Doust.

In proposing a toast to "Our Guests", John Liddell referred to Brian Stephenson's skill, artistry and expertise which, combined with his love of this line, had resulted in premier coverage in magazines with World wide distribution. Robin Doust was a pioneer in railway preservation - one of three people who had conceived the idea of buying the K. & E.S.R. in 1961.

Retiring Pullman Manager, Kit Lindlar, proposed a toast to George Mortimer Pullman, to whom he referred as "an eccentric building contractor who started producing out of gauge rolling stock which railway companies did not want to run and passengers were not interested in travelling in. It was not until the timely demise of a local politician (President Lincoln) that Pullman cars caught the public imagination and eventually reached the Continent, England and finally darkest Kent". He welcomed Martin Phillips to the post of Pullman Manager in 1985.

In a generally light-hearted reply to the toast of "The Kent & East Sussex Railway" by Jolyon Vickers, Company Chairman, John Miller thanked the staff for their outstanding efforts without which the railway could not survive. He then recalled some of the problems of early years, when operating Pullman trains with decrepit rolling stock, and was pleased to note



Retiring Wealden Pullman Manager, Kit Lindlar, speaking without notes or a glass!



Jolyon Vickers proposes a toast to the Kent & East Sussex Railway.

that 1984 was the year when Coq au Vin was finally banned from the menus and the threatened re-appearance of Pork Goulash failed to materialise. He looked forward to the 1985 season – in particular the Esso tank wagon would be attached to all trains to carry the Pimm's!

The Philip Shaw cup for staff attendance was awarded to André Freeman, who served on no

less than 34 out of a possible 42 turns. The runner up was last year's winner, Richard Osborn, with 29. The presentation was made by Paul Sutton, who noted that no less than 78 people had volunteered their services during the year and that with two trains still to run, Pullman 1984 was on target to make a record £25,000 net contribution to Company funds.

P.D.S.



André Freeman receiving the Philip Shaw cup for Staff Attendance from Paul Sutton.

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Perfection on the Footplate

The Kent and East Sussex Railway once again entered a crew in the Steam Railway/6000 LA "Footplatemen of the Year" contest and this time carried off the title.

Driver and K. & E.S.R. Director George Wright, accompanied by Fireman Mark Stutchbury, travelled to the Bulmer Railway centre at Hereford to take part in the competition on Saturday September 22nd last year. Contestants were required to carry out a number of train splitting and remaking movements using six 16 ton steel MDV wagons and an ex G.W.R. Toad brake van. Motive power for the occasion was provided by Kitson 0-6-0ST "Carnarvon" (5474/1934) formerly used at Corby Steelworks, which is why it bears more than a passing resemblance to the recently departed Manning Wardle tanks that were on our line. Practical examinations using the vacuum brake had to be dispensed with as the locomotive was not fitted with an ejector.

Following the practical examination the crews

were subjected to an oral test of locomotive knowledge covering preparation and disposal, handling and shunting, safety regulations, hand signals and braking systems. Former Ebbw Junction traction inspectors Ron Vayle and Ted Harris, adjudicators for the event, considered that the standards of enginemanship were higher than last year. The victorious Kent & East Sussex crew scored 99 out of a possible 100 points.

They were then presented with an inscribed silver plate and a cheque for £100 by *Steam Railway* Editor, David Wilcock.

All the entrants received a memento of the event from the 6000 Locomotive Association and a bottle of Pomagne presented by Bulmers.

George and Mark generously donated their cheque towards the cost of the new sand drier at Rolvenden. Well done!

Paul Sutton



The line up of contestants for the Steam Railway/6000 L.A. award. K. & E.S.R. winner Mark Stutchbury (fourth from right) holds the award cheque; George Wright to the rear, 22nd September 1984
[David Wilcock]

Letters to the Editors

Terriers

Sirs – It is most gratifying to see both the K. & E.S.R.'s examples of the late Mr. Stroudley's "Terrier" locomotives restored to such excellent condition. However, this achievement has made possible an operating practice that would have been severely frowned upon in former days; I refer, of course, to the deplorable innovation of coupling two engines together.

In the good old days, hop-pickers' friends' specials and other trains beyond the capacity of a single "Terrier" would have had a locomotive at each end and even pairs of light engines had to be separated by at least one carriage.

Sidcup, Kent

T. G. Burnham

Real Engines

Sirs – As an industrial locomotive enthusiast, as well as main line, I take exception to the "real" engine comment in your editorial in *The Tenterden Terrier* Number 35, with its derogatory implications to "industrial" types.

The reason that I joined the K. & E.S.R. was that it was one of the few lines that really took an interest in Colonel Stephens' type industrial engines. Please, let's have a balance. There was not one illustration of an industrial loco, of the type used by the great man, in Issue 35! Please, don't follow the lines of some preserved railways who run only ex B.R. types. I counted no less than eight pictures of Terriers in No. 35 – a bit repetitive! What about putting in a picture or two of the engines that are never featured? Even if in days before preservation, it would be a pleasant change; the Peckett at Bodiam would satisfy me for starters.

I agree that it was super news to see both Terriers in steam and congratulations to all those responsible. Now, about that lovely 0-6-0 Peckett.....

Stokesley, Yorkshire

Graeme Binns

Origin of S&MR "Hecate"

Sirs – Regarding the letter in issue No. 35, there is no doubt in my mind as to the early years of this engine. It was built under Bury patents by the St. Helens Railway in 1853, becoming their No. 23 *Hero*, a 0-4-2 tender engine; it became LNWR 1389, and was sold in 1865 to Cross & Co. who converted it to 0-4-2T for the Bristol Port Railway where it was No. 2; it was sold in 1890 and I have no

hard facts on the next twenty years. I examined the engine at Kinnerley in 1933 and having seen a drawing of BPR No. 2, I have no doubts.

Great Hinton, Wiltshire

R. W. Kidner

Trials by Drewry

Sirs – A member brought to my attention the photograph on page 43 of the Winter 1984 edition of *The Tenterden Terrier* and wondered if the coach immediately behind the locomotive could be identified.

It is indeed a rare bird, being one of the six corridor thirds built at Ashford in October, 1920, SEC nos. 1351-6. Each had eight compartments seating three a side, one lavatory compartment, "standard" gangways and was 54 ft 1 in by 8 ft 4 in over body. When new they were put to work on boat trains with the well-known corridor brake composites. In 1925 they received Southern numbers 962-7, and in time all were placed in Set 389, with an ex-SEC corridor brake composite at each end. Nos. 963 and 966 were condemned in October, 1955, leaving the other four to carry on in Set 389. The curious thing about the photograph is that the two coaches must have been detached from the set, the rest of it being left behind somewhere.

The remaining four thirds were condemned in February, 1959, being scrapped at Newhaven the following June.

The SR-built "Thanet" corridor thirds were similar, but larger; the corridor doors at each outer end were nearer the centre pair of doors. In the photograph the lavatory is at the end of the coach next to the locomotive. At the other end was a shelf for storing portable tables.

East Grinstead, Sussex

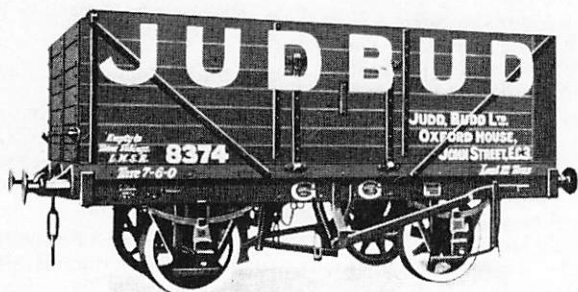
David Gould

Sirs – It appears that the coach behind the locomotive is rather more than restriction "O" judging by the pronounced tumblehome below the waist.

If this is so, it is interesting to speculate why it was necessary to use this coach and why authority was given to pass through Mountfield tunnel or the tunnels north of Robertsbridge, as there must have been other "O" restriction coaches to hand in 1958.

Bexhill-on-Sea, Sussex

P. Carey



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All Change at Rolvenden

Written and photographed by Paul Sutton

It has been recognised for some time by the Board that Rolvenden would need to become a passing place for services operating to Wittersham Road in order to offer our intending passengers a more attractive and flexible timetable. Moreover waiting time between trains at Northiam, when it is reached, would be cut to a minimum with the loop in operation.

The former track arrangements could only pass three coach trains, while our normal requirements now call for five coach formations on peak operating days.

Plans were drawn up by Operating Manager, Roger Rowe, last year and were submitted to the Department of Transport in October. They returned them to us the following month with some amendments and we duly re-submitted them in December. Phase 1 of the work was scheduled to start in early January and the post was scanned anxiously each day for sight of the familiar buff envelope. In the end, Company Secretary, John Jefferies had to make a telephone call to Marsham Street, W.C.1 and the go ahead was given only 24 hours before the planned start date!

The work has been divided into five phases as follows:-

1. Widen the formation over the culvert at the Wittersham end of the yard sufficiently to take a double track. This work was completed, as a separate preliminary item, without interruption to services by mid November. Congratulations to Dave Stubbs's Building Department, ably assisted by Allan Tebboth and members of his clearance gang.
2. Re-align and lengthen the passing loop using the existing platform as shown on the drawing.
3. Slew the track away from the platform to the new alignment and reface existing three coach platform to suit.
4. Instal signalling system and box. Some initial work has already started on this.
5. Extend the platform to five coach lengths.

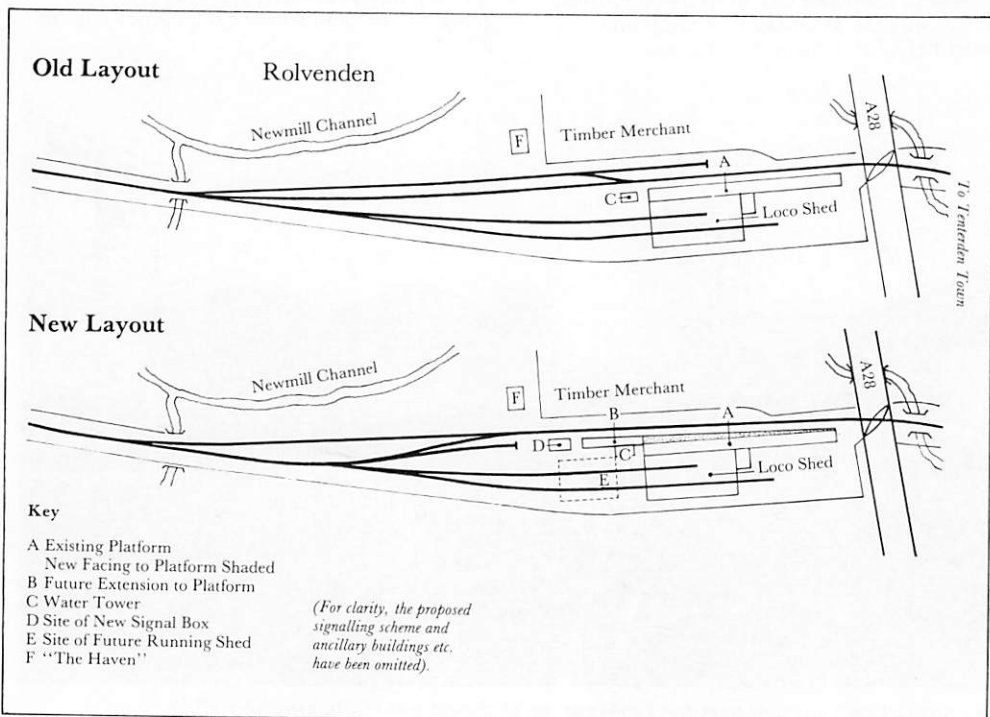
All very fine you might say, but what's it going to cost, and where's the money coming from?



One point already removed from the Tenterden end of the old loop, 30th December 1984



Charlie Masterson cutting rail the hard way, in a blizzard, encouraged by Roger Rowe (left) and Richard Halliwell. The mechanical railsaw sits disgraced in the six foot, 6th January 1985





*Grafton 10T
steam crane
No. 145 in action,
5th January 1985*



Dave Hazeldine burns off seized up bolts on point rodding, watched by members of the Signal & Telegraph department, 6th January 1985

Phase I was completed using materials already in stock. Phase 2 is being met from the existing Permanent Way budget, as much of Rolvenden Yard needs re-sleeping anyway. Phase 3, which should be started in the late Spring/early Summer, has been costed at £2,600 as the platform will require the standard overhang.

The signalling equipment required for phase 4 is largely in stock. It is thought that the best and quickest way of having a signal box is to obtain a redundant one, transport it complete

to Rolvenden and crane it straight on to an already prepared brick base. The extension to the platform can be met out of future budgets.

In the meantime, we await the Inspecting Officer's visit in March, without which services cannot recommence, with anticipation.

The author is grateful to Roger Rowe and John Miller for assistance with the preparation of this article.

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The Mountfield Gypsum Line

A local industrial railway described and photographed by Norman Johnstone

The casual visitor enjoying the rural and very beautiful wooded area in East Sussex between Etchingham and Battle is astonished to discover, quite unexpectedly, a working aerial ropeway, something usually associated with an industrial area. Perusal of Ordnance Survey 1:50 000 sheet 199 reveals that this runs for approx. 5 miles from a point near the tiny village of Brightling to the equally tiny village of Mountfield, close to Robertsbridge where the original Kent and East Sussex Railway had its Western terminus adjacent to the Charing Cross/Hastings line of the then South Eastern and Chatham Railway. The ropeway is owned and operated by British Gypsum Ltd., and transports gypsum (calcium sulphate) from Brightling mine to the Mountfield works where the rock is crushed and graded. The extensive works complex is so well hidden that it must constitute a modern environmentalists dream!

The mine has been in operation for 110 years, gypsum having been discovered during a search for coal in the area. The product is used in the manufacture of plaster (under the trade names of "Carlite", "Thistle" and "Sirapite") plaster board and also as roadstone and by the cement industry. Much leaves the site by road but a quantity of graded lump gypsum in bulk is taken by rail to the Blue Circle Cement factory at Northfleet, Kent, the first mile of the 60 mile journey being over British Gypsum's standard gauge private industrial railway to four-track exchange sidings immediately south of Mountfield Tunnel not far from the site of Mountfield Halt (opened 1923 - closed in the 1960's).

British Gypsum's railway was completed in 1877 and was steam worked until 1967 when twin Vanguard diesel locomotives took over. Early locomotive types on the line remain obscure but latterly, prior to the arrival of the diesels, traffic appears to have been worked by three steam locomotives; a Sentinel 0-4-0, an Andrew Barclay 0-6-0 named "Kemp" (after the founder of the works), and a Bagnall 0-4-0 named "Sirapite 2". Early rail tonnage figures are not available but it is known that during 1955 approx. 375,500 tons of lump gypsum and approx. 33,800 tons of plaster were consigned by rail to various destinations. This compared with approx. 89,900 tons and approx. 38,600 tons respectively 10 years earlier.

The largest number of wagons ever despatched in one day was 250 but by 1955 the average was 140 per day. During 1984, wagon loads despatched varied between 38 and 133 per week, an average of 7.6 to 26.6 per day reflecting the inevitable loss to road haulage although it must be borne in mind that very much larger capacity wagons are currently in use. Following the disastrous North Sea flooding of January 1953, thousands of tons of gypsum were railed from Mountfield to the North Kent coastal region to counteract the effect of salt water on the land.

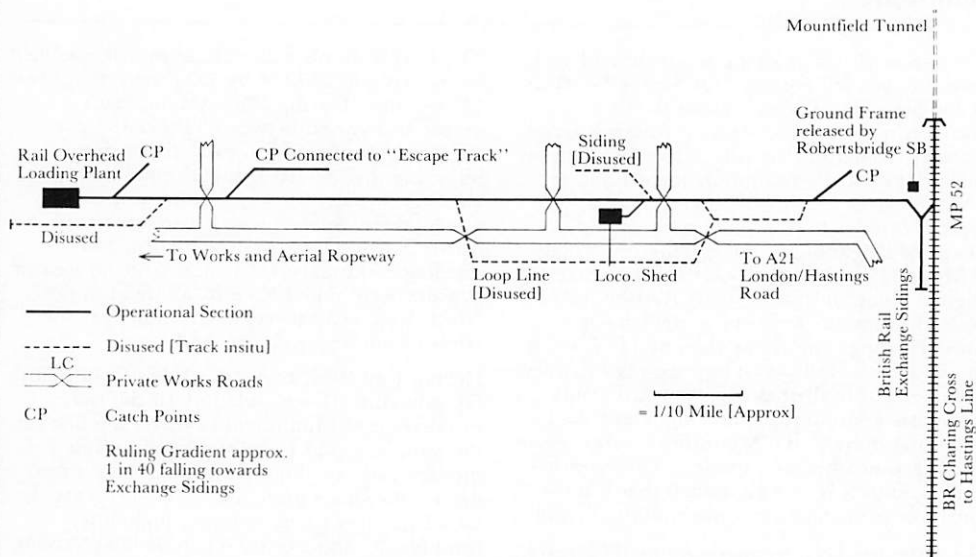
During July 1984, by kind permission of British Gypsum Ltd., I was able to visit the rail installation at Mountfield to travel the line on the footplate, and I was surprised to find a modern railway although, regrettably, it has been somewhat rationalised over the years. I found the operational section single line throughout, and exactly one mile long (having been reduced from an original 1½ miles), commencing at the Western end at the lump gypsum overhead loading plant. After loading, wagons in rakes of four were propelled down a ruling gradient of 1 in 40, the train stopping frequently to allow the accompanying shunter to switch catch-points to the "main" line to enable the train to proceed.

On the return (empty stock) working the catch points were reset in order to derail potential run-aways. This, plus continuous air-braking, ensured safe propelling down-gradient. An up to date touch was a number of two - aspect colour light signals en route, linked mainly to traffic signals on the internal works - road open level crossings, although one semaphore which appeared to have protected the entry to the exchange sidings at some indeterminable time in the past stood disused and rusting. A touch of humour was seen in the form of a colour light signal bearing the legend "LOCO.LIGHT"

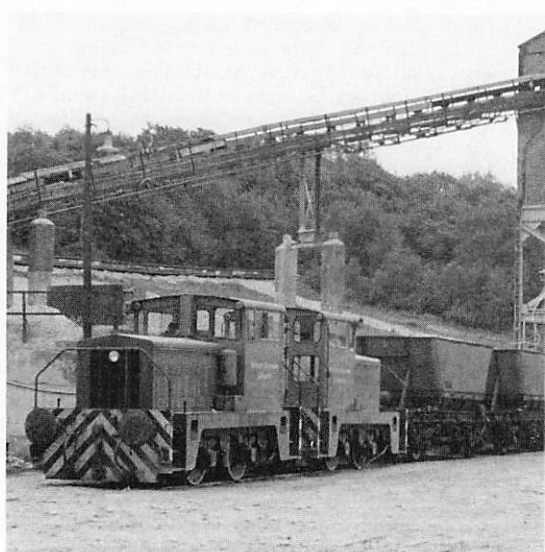
This was affixed following confusion involving traffic on the adjacent works-road; lorry drivers thought it was a traffic light which applied to them, and their lorries caused congestion when it displayed a red aspect!

Periodic maintenance of the track is contracted out to B.R.

On the line today, trains normally consist of 4 wagons, empties being hauled from the



Propelling loaded wagons down towards the B.R. exchange sidings



Nos. 1 and 2 loading empty hoppers with graded lump Gypsum at the overhead loading plant



The disused semaphore and two aspect colour light signal which superseded it protecting the exchange sidings.

exchange sidings and returned loaded worked by the two diesel locomotives operated in tandem. When one locomotive is out of service for maintenance, a rake of two wagons per trip is normal. In the exchange sidings trains are formed up of 19 vehicles to await a B.R. locomotive (usually a class 33/2 "Slimline") and haulage to Northfleet. The total weight of the complete train is around 850 tons, excluding locomotive. In addition, Speedlink vans visit Mountfield regularly from other British Gypsum factories bringing plasterboard in sizes which are not produced at Mountfield but for which there is a local demand.

One gem of antiquity in daily use is the locomotive shed. Built circa 1885 it is just big enough to take the two locomotives on a single line, and is pure Victoriana.

The two Vanguard diesel locomotives which provide the current motive power were built by Thomas Hill (Rotherham) Ltd. at their Kilnhurst works and delivered new to Mountfield on 14 June and 8 August 1967. Numbered 1 and 2 (works Nos. 183v and 184v respectively) they are normally operated in tandem under the control of one driver but can be used singly if required. Each



The Victorian locomotive shed at Mountfield

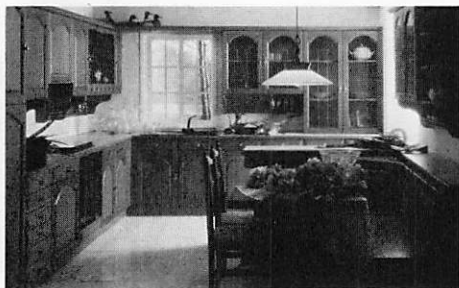
locomotive weighs 30 tons and the Rolls Royce C6N diesel engine, producing 179 BHP at 1800 RPM, drives through a torque converter to a final drive unit with chain drive to the axles. The builder's own fitters visit periodically to carry out maintenance. It is of interest that two new locomotives of a similar type are currently being built by Thomas Hill to meet an order received from Taiwan.

The air-braked wagons which work through from the Mountfield loading plant to Northfleet are top load/bottom discharge HBA hoppers built by B.R. Engineering at Ashford works. Owned by Blue Circle, they are carried on two axles with a 16' 6" wheelbase, weigh approx. 11 tons tare, which, with a payload of 34 tons gives a gross loaded weight of approx. 45 tons each.

In conclusion, it must be said that the British Gypsum line runs on private land throughout and prior permission to visit must be obtained from the Company. Security is understandably, strict.

The author's thanks are due to the staff of British Gypsum Ltd., and Thomas Hill (Rotherham) Ltd. for assistance in the preparation of this article.

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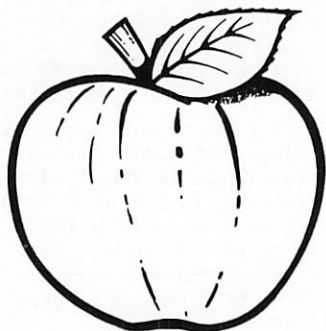
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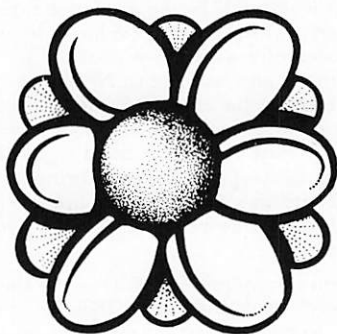
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* INTERFLORA *

Book Reviews

DOWN THE LINE TO HASTINGS by Brian Jewell, published by The Baton Press, Tonbridge Wells. 150 pages, black & white photographs and text. Price £8.95.

Described as "basically a lineside picture anthology", the author attempts to cover the main line from Charing Cross to the Channel Ports as far as Tonbridge, there branching southwards to Hastings. Seemingly lacking sufficient material for this route alone, he branches off along both the Westerham Valley and Kent & East Sussex Railways as well as including a sketchy chapter on locomotives on the line, the wartime blackout and very many non-railway related photographs.

Unfortunately much of the historical detail is inaccurate and so many of the picture captions are wrong that spotting the mistakes becomes an absorbing pastime. My favourites include the train at Waterloo East which will have considerable difficulty in negotiating the restricted tunnels below Tonbridge, Tenterden St Michaels Halt being described as Bodiam and the Billinton-designed LBSCR K Class mogul referred to as a rebuilt 2-6-4T "River" Class locomotive!

The book has all the appearances of being a hasty production, lacking a firm editorial hand. It does no justice to a fascinating route. It should be retitled perhaps to "Taken for a ride down the line to Hastings".

N.S.R.

SOUTHERN SUBURBAN STEAM, 1860-1967, by R.W. Kidner, published by the Oakwood Press. 44 pages black & white photographs & text. Price £2.40.

Roger Kidner, an occasional contributor to *The Tenterden Terrier* for a number of years, has recently announced his retirement as Proprietor of the Oakwood Press, which he founded over half a century ago. It is therefore appropriate that this little book, number 147 (but not quite the last) in Oakwood's series of locomotion papers should be reviewed in these columns. Southern Suburban Steam is a fascinating collection of anecdotes on the inner London lines, covering the period from 1860 until 1967, when the last steam train departed from Kensington Olympia to Clapham Junction. Mr Kidner's own memories go back to 1923 and he deals with his subject matter lucidly and concisely under a number of sections including termini, foreign workings, locomotives, carriage stock and headcodes. There is even a sub-section dealing with carriage lighting,

containing a number of erudite gems; thus "when announcing their improved commuter stock in 1894 the line (S.E.&C.R.) was careful to say that first and second class were equipped with coligny burners; presumably the thirds had bats-wing flames".

Many long vanished steam workings are recalled, one of which evokes happy memories for the reviewer who, as a young clerk returning home from the City, used to catch it every evening. This was the 5.25 pm from London Bridge to Reading and Tonbridge, splitting at Redhill and travelling non-stop to Coudsdon South in 23 minutes, thereby avoiding the mad rabble at East Croydon. Although Mr Kidner does not mention it, the story locally is that this working was originally instigated for the benefit of certain directors of the Southern Railway, who lived at Coudsdon and beyond and who wished to be conveyed home in comfort with the minimum of hassle. Does it still run today?

P.D.S

THE ELHAM VALLEY LINE by Brian Hart, published by Wild Swan Publications, 104 pages, black & white photographs and text. Price £8.95.

The Elham Valley line, a brainchild of Sir Edward Watkin, Chairman of the South Eastern Railway, was opened from Shorncliffe to Barham in 1887 and on to Canterbury in 1889.

Its strategic value was apparent in 1940, when the line was handed over to the military and rail-mounted guns were positioned at various points, including the famous 18" "Boche Buster", the largest gun of its type ever seen in the U.K.

Civilian services were resumed briefly after the war, only to be withdrawn finally in 1947. Demolition commenced in the following year and proceeded spasmodically until completion in 1955, when Cohen's, the contractors, moved over to lift the Headcorn extension of the K. & E.S.R. Some of the steel-sleepered Elham Valley track was sent for relaying on the lower section of the K. & E.S.R., where it remains to this day.

Brian Hart has known the Elham Valley line since the age of three and his delightful book is lavishly illustrated, including some rare shots of the construction period and of the men who worked it. The captions are detailed and well researched and there are also line drawings of the station sites, buildings and structures.

There is little to criticise in this book, although

the area map would have been improved with some magnification and more sensibly positioned at the front or back, rather than mid way. The lack of an index, a modern trend not favoured in general by the reviewer, did not detract from the enjoyment of the book in this case, because the layout lends itself to easy references. The quality of the reproductions cannot be faulted.

P.D.S.

BRANCH LINE TO HAYLING by Vic Mitchell and Keith Smith

STEAMING THROUGH KENT by Peter Hay
Both volumes published by Middleton Press. 120 black & white photographs, plus maps and timetables. Price £5.95 each.

The Hayling Island book was produced at the end of last year to commemorate the twenty-first anniversary of the closure of this much-loved branch line.

The photographs have been carefully chosen and generally have reproduced extremely well on matt paper. However, the aspect which gave particular pleasure to your reviewer was the thought and care which had gone into the

composition of the captions. The staff that operated the line have not been forgotten, nor has the train ferry which operated from Langstone to the Isle of Wight from 1884 to 1888. There are some good pictures of our two Terriers as well as relevant road transport and these, together with photographs of the many "bits and pieces" which go to make up the branch line ethos, combine to make a most enjoyable publication.

Being a Kentish Man, the reviewer picked up the second picture book from the Middleton stable with anticipation. It differs from many publications of this type in that most of the photographs are taken at or very near stations - a map at the front of the book shows their relevant position in the county. Although reference is made to "bulk haulage of merchandise in the Garden of England" there are only six pictures of freight trains, which is somewhat disappointing. However, another well produced volume, again with excellent captions.

P.C.S.

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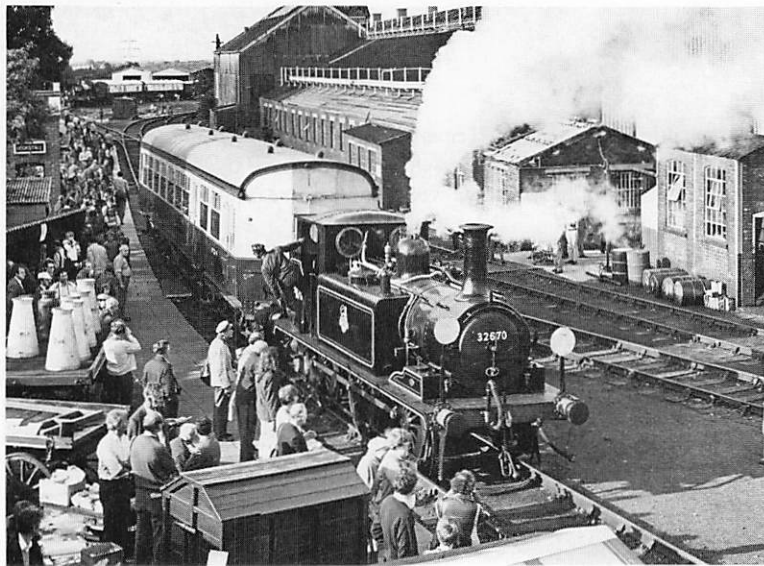
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From Tenterden to Didcot

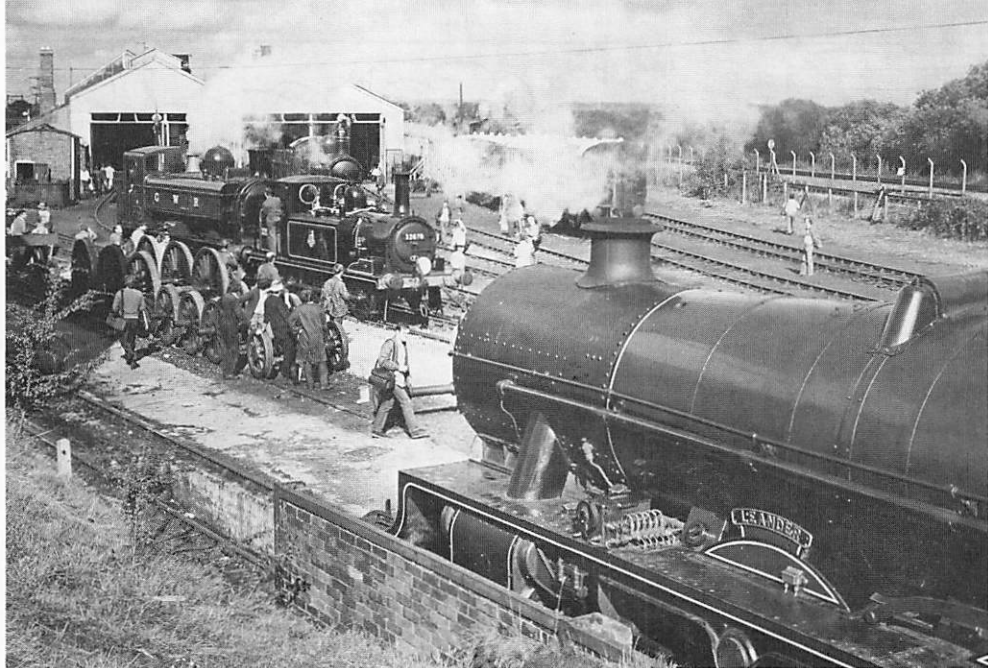
K. & E.S.R. Terrier locomotive 32670 visited the Didcot Railway Centre over the Enthusiasts' Weekend of 29th/30th September and stayed the following weekend. Locomotives in steam included Jubilee class "Leander" on loan from the Severn Valley Railway, 14XX class No. 1466 which came to Tenterden in 1984 and 57XX class No. 3738. "Dukedog" locomotive "Earl of Berkeley" from the Bluebell Railway was on static display and will receive a general overhaul at Didcot, prior to taking part in the G.W.R. 150 Anniversary celebrations in 1985. Attractions included free train rides in restored G.W.R. coaches, a travelling post office demonstration, freight train operation and luncheon in Ocean Liner saloons Princess Elizabeth and Queen Mary. We look forward to further successful locomotive exchanges with the Great Western Society in the years to come.



Line up on the turntable; 32670 stands in front of G.W.R. Pannier 3738 and Churchward Mogul No. 5322, 29th September 1984
[Mike Esau]



*Propelling the auto trailer back to the demonstration line after taking on more coal,
29th September 1984*
[Brian Stephenson]



Strange bedfellows! Have a Terrier and a Jubilee ever met before? Didcot loco yard, 29th September 1984
[Mike Esau]

Tenterden Terrier Binding

We can now undertake binding of Volume three of *The Tenterden Terrier* for issue numbers 24 to 35 (1981 to 1984). This will be done in the same style as the previous volumes, in green cloth and gold lettered. The cost will be £7.00 per volume, plus £1 postage if you require us to despatch it to your home address. An index is contained in this issue (No. 36) and should be detached and sent with your order if you wish it to be bound at the rear of the finished volume. All orders will be processed in one batch, so please ensure your copies and instructions are at Tenterden by April 30th 1985. Delivery is expected to be some three/four weeks later.

For those members who would like earlier issues to be bound, this can also be undertaken at the same price. Volume one (issues numbers 1 to 11) Volume two (issues numbers 12 to 23).

In each case, detachable indexes were contained in the immediate following issues.

Colonel Stephens Railway Shop
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A few back numbers of past issues are still available. Please telephone Doug Lindsay on Tenterden 2943 for details.

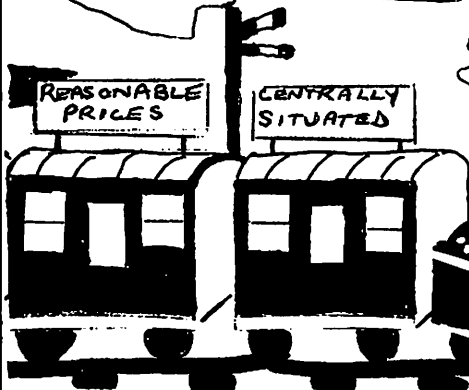
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TENTERDEN'S
RAILWAY

STEAM

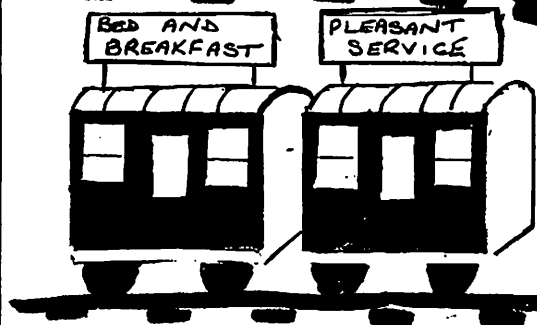
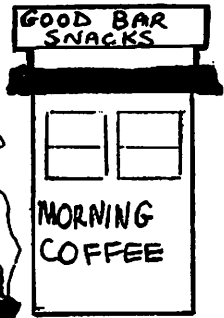
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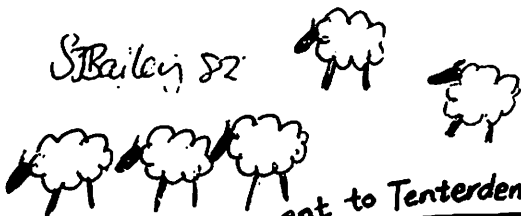
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